



# Milton Road Corridor Master Plan

*Final Report*



June 2022





## Acknowledgments

The Arizona Department of Transportation (ADOT) would like to sincerely thank the City of Flagstaff City Council and the Coconino County Board of Supervisors for their continuous involvement and support of this plan. ADOT would also like to extend a special appreciation to our Project Partners who contributed countless hours to the development of this Corridor Master Plan. ADOT was the lead and sponsor of this plan. Decision-making occurred via a consensus-based process with our Project Management Partners below, while considering input from stakeholders and the public at key milestones.

### City of Flagstaff City Council

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Vice Mayor Jamie Whelan  
Councilmember Celia Barotz  
Councilmember Jim McCarthy  
Councilmember Charlie Odegaard  
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Matt Ryan (Vice-Chair)  
Art Babbott  
Lena Fowler  
Jim Parks

#### **Present**

Patrice Horstman (Chair)  
Jeronimo Vasquez (Vice-Chair)  
Matt Ryan  
Judy Begay  
Lena Fowler

We acknowledge the diligent service and valuable input from Project Management and our Project Partners, and would like to provide special recognition to:

### Project Management

Dan Gabiou, ADOT Project Manager  
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Audra Merrick, David Zimmerman, Doug Carroll, Felicia Beltran, George Williams, Greg Byres, , Jerry McCoy, John Wennes, Josh Fife, Lisa Tapia, Mackenzie Kirby, Saroja Devarakonda, and Sayeed Hani

**BNSF Railway (BNSF)**

Cheryl Townlian, Kate Kalinosky, Megan McIntyre, Paul Cristina, Ronnie Garcia, and Tiera Adams

**City of Flagstaff**

Carlton Johnson, Dan Folke, Jeff Bauman, Jenny Niemann, Martin Ince, Nicole Amtonopoulos, Rick Barrett, Sara Dechter, Shane Dille, and Tiffany Antol

**Coconino County**

Joe Rumann, Nick Hall, and Tim Dalegowski

**Federal Highway Administration (FHWA)**

Ammon Heier and Ed Stillings

**MetroPlan (aka Flagstaff Metropolitan Planning Organization)**

Dave Wessel and Jeff Meilbeck

**Michael Baker International**

Alex Thomas, Jessica Belowich, Matt Gomez, and Smitha Kundur

**Mountain Line (aka NAIPTA)**

Anne Dunno, Bizzy Collins, Heather Dalmolin, and Kate Morley

**Northern Arizona University (NAU)**

Dan Okoli, Erin Stam, Greg Mace, Richard Bowen, and Stephanie Bauer

**United States Forest Service (aka Coconino National Forest)**

Brian Poturalski, Debra Mollet, Erin Carey, Jessica Richardson, Josh Peck, Judy Adams, Mike Dechter, Nick Warnke, and Pat McGarvey



## Table of Contents

EXECUTIVE SUMMARY .....	ES-1
<b>1.0 MILTON ROAD CORRIDOR MASTER PLAN OVERVIEW.....</b>	<b>1</b>
1.1 Milton Road Corridor Overview.....	1
1.2 Milton Road CMP Purpose & Need.....	3
1.3 Milton Road CMP Vision Statement.....	3
1.3b Project Partner Goals & Objectives.....	8
1.4 Planning Process.....	10
1.4a Public Engagement Process Summary.....	11
<b>2.0 MILTON ROAD CORRIDOR PROFILE .....</b>	<b>13</b>
2.1 Land Use & Growth Impacting Milton Road - Today & Tomorrow .....	13
2.2 Existing Roadway Conditions & Characteristics.....	16
2.2a Existing Traffic Volumes & Level-of-Service (LOS).....	16
2.2b Existing Non-Motorized Mobility.....	22
2.2c Existing Access Management & Current Guidelines.....	24
2.3 Safety Considerations .....	27
2.4 Future Vehicular Traffic Considerations.....	29
2.4a Future Roadway Network.....	29
2.4b Design Year 2040 Traffic Volumes.....	29
2.4c Future No-Build Vissim Operational Analysis.....	30
<b>3.0 EVALUATION OF CORRIDOR ALTERNATIVES.....</b>	<b>36</b>
3.1 Corridor Alternative Evaluation & Results.....	38
3.1a Tier 1 Corridor Alternatives Evaluation & Results.....	38
3.1b Tier 2 Corridor Alternatives Evaluation & Results.....	40
3.1c Tier 3 Corridor Alternatives Evaluation & Results.....	47
3.2 Recommended Alternative Selection Process .....	65
3.3 Defining the No Build Hybrid and Rationale for its Selection as the Recommended Alternative.....	66
3.3a Refinement of Short-Term Spot Improvements Applications & Facility Specifications .....	67
<b>4.0 RECOMMENDED ALTERNATIVE.....</b>	<b>72</b>
4.1 Short-Term Recommended Alternative: No-Build Hybrid.....	72
4.1a Short-Term Application of the Recommended Alternative: Forest Meadow Street to Route 66.....	74
4.1b Short-Term Application of the Recommended Alternative: Route 66 to Beaver Street.....	86
4.1c Spot Improvements.....	98
4.2 Recommended Alternative: Long Term Vision for Milton Road.....	104
4.3 Access Management in Application of Short-Term & Long-Term Recommended Alternative.....	108
4.3a Raised Median and Center Left Turn Lane Specifications.....	108
4.3b Raised Median / Access Control Spacing Guidance .....	108
<b>5.0 IMPLEMENTATION.....</b>	<b>110</b>
5.1 Cost Estimate.....	110
5.2 Short-Term Implementation .....	111
5.2a Short-Term Implementation Guiding Principles.....	111
5.2b Short-Term Implementation Actions.....	112
5.3 Long-Term Vision.....	115
<b>APPENDICES.....</b>	<b>118</b>



## Appendices

Appendix A - Right-of-Way Aerial Exhibit

Appendix B - Project Charter

Appendix C - Public Involvement Plan (PIP)

Appendix D - Public Meeting Summary Reports

Appendix E – Beulah Boulevard Extension & University Avenue Extension Design Plans

Appendix F - Bus Rapid Transit Traffic Analysis & Model Results Memo

Appendix G - Controlling Design Criteria

Appendix H - Tier 3 Evaluation Criteria Task Force Notes & Outcomes

Appendix I – Tier 3 Evaluation Criteria Weighting Public Survey Results

Appendix J – Conflict Resolution Results

Appendix K – Milton Road Access Control Specifications

Appendix L – Detailed Planning-Level Cost Estimate



## List of Figures

Figure 1-1: Milton Road Study Corridor .....	2
Figure 1-2: Long-Term Vision Cross Section of the Recommended Alternative – No Right Turn Lanes .....	5
Figure 1-3: Long-Term Vision Cross Section of the Recommended Alternative – One Right Turn Lanes .....	6
Figure 1-4: Long-Term Vision Cross Section of the Recommended Alternative – Two Right Turn Lanes.....	7
Figure 1-5: Milton Road CMP Goals.....	9
Figure 1-6: Milton Road CMP Process Flow Chart.....	10
Figure 2-1: Potential HOH Development Zones.....	14
Figure 2-2: Future Growth Illustration.....	15
Figure 2-3: 24-Hour Daily Traffic Volumes.....	17
Figure 2-4: Existing Number of Average Daily Vehicles & Intersection level-of-Service .....	19
Figure 2-5: Existing Access Points.....	26
Figure 2-6: Milton Road All Crashes by Injury Severity Map (January 2012 – December 2016).....	28
Figure 2-7: 2040 No-Build AM Peak Hour Traffic Volumes.....	32
Figure 2-8: 2040 No-Build PM Peak Hour Traffic Volumes.....	33
Figure 2-9: 2040 No-Build Intersection Control & Lane Geometry.....	34
Figure 3-1: Three Tier Alternative Evaluation & Screening Process Flow Chart.....	37
Figure 3-2: Tier 2 Alternatives Recommended for Tier 3 Analysis.....	46
Figure 3-3: Tier 3 Alternative Evaluation Results.....	52
Figure 3-4: Existing Milton Road Right-of-Way.....	69
Figure 3-5: Milton Road Segmentation .....	70
Figure 4-1: Forest Meadows Street to Route 66 Reference Map.....	74
Figure 4-2: Short-Term Recommended Alternative: Forest Meadows Street to Route 66.....	76
Figure 4-3: Short-Term Recommended Cross Section for Milton Road Segments G, J, & N.....	78
Figure 4-4: Short-Term Recommended Cross Section for Milton Road Segments B, C, D, F, H, K, M, O, & P .....	81
Figure 4-5 Short-term Recommended Cross Section for Milton Road Segments A, E, and L .....	83
Figure 4-6: Segment I Reference Map.....	84
Figure 4-7: Short-Term Recommended Cross Section for Milton Road Segment I.....	85
Figure 4-8: Forest Route 66 to Beaver Street Reference Map .....	86
Figure 4-9: Short-Term Recommended Alternative: Route 66 to Beaver Street.....	88
Figure 4-10: Short-Term Recommended Cross Section for Milton Road Segment Q.....	90
Figure 4-11: Short-Term Recommended Cross Section for Milton Road Segment S.....	92
Figure 4-12: Short-Term Recommended Cross Section for Milton Road Segments R, V, & W.....	94
Figure 4-13: Short-Term Recommended Cross Section for Milton Road Segments T, U, & X.....	97
Figure 4-14: Long-Term Vision Cross Section of the Recommended Alternative – No Right Turn Lanes .....	105
Figure 4-15: Long-Term Vision Cross Section of the Recommended Alternative – One Right Turn Lanes.....	106
Figure 4-16: Long-Term Vision Cross Section of the Recommended Alternative – Two Right Turn Lanes.....	107
Figure 5-1: Example Roundabout Concept.....	117

## List of Tables

Table 2-1: Existing (2017) Daily Traffic Volumes.....	17
Table 2-2: Level of Service Criteria for Urban Street Facilities.....	20
Table 2-3: Existing Pedestrian Crossing Volume.....	21
Table 2-4: Existing Bicycle Crossing Volume.....	22
Table 2-5: Minimum Spacing of Driveways to Intersections per City of Flagstaff.....	24
Table 2-6: Crash Severity Comparison - All Crashes.....	27
Table 2-7: Pedestrian & Bicycle Crash Severity Comparison.....	27
Table 2-8: HCM 6 <sup>th</sup> Edition LOS Thresholds for Interrupted Flow.....	30
Table 2-9: 2040 AM and PM No Build Milton Road Travel Times.....	31
Table 2-10: 2040 AM and PM No Build Network Delay.....	31
Table 2-11: 2040 AM and PM Peak Hour No Build LOS at Signalized and Unsignalized Intersections.....	35
Table 3-1: Tier 1 Alternative Evaluation & Screening Results.....	39
Table 3-2: Final Tier 2 Alternative Evaluation Criteria & Weightings.....	42
Table 3-3: Tier 2 Alternative Rankings Based on Tier 2 Evaluation Criteria Result.....	43
Table 3-4: Final Tier 3 Evaluation Criteria.....	49
Table 3-5: Tier 3 Alternative Rankings Based on Tier 3 Evaluation Criteria Results.....	50
Table 3-6: Milton Road Segmentation, Existing Right-of-Way, & Existing Cross Section Inventory.....	71
Table 4-1: Short-Term of the Recommended Alternative: Forest Meadow Street to Route 66.....	75
Table 4-2: Short-Term Recommended Alternative: Route 66 to Beaver Street.....	87
Table 4-3: Short-Term & Long-Term Spot Improvements.....	100
Table 4-4: Left-Turn Access Control (assuming a Raised Median).....	109
Table 5-1: Total Planning-Level Cost Estimate.....	110
Table 5-2: Desired Roadway Facility Widths.....	112



## EXECUTIVE SUMMARY

### Milton Road Corridor Overview

The character and function of Milton Road has changed over the years with the evolution and growth of the City of Flagstaff. Historically, Milton Road primarily served residents and visitors as a connection between Interstate 17 (I-17) to downtown Flagstaff, Interstate 40 (I-40), Historic Route 66, and US Highway 180 (US 180). Although Milton Road continues to serve in that capacity today, the roadway has now grown into an automobile-centric corridor primarily serving commercial services that cater to Flagstaff residents, seasonal visitors, Northern Arizona University (NAU) students, and rural Coconino County residents seeking goods and services. The Milton Road corridor strives to provide travel options for alternative modes of travel for those who walk, bike, or take public transit, but the current infrastructure to support multimodal travel options is insufficient with narrow sidewalks, no bike lanes or bike ways, and a high concentration of driveways which creates conflict between vehicles and bicyclist/pedestrians.

Milton Road is home to a considerable amount of the commercial retail growth and high occupancy student housing in the region. Milton Road is also the primary corridor serving residents and regional visitors as the gateway to the Grand Canyon and recreational sites in the Coconino National Forest.

As Illustrated in **Figure ES-1**, the Milton Road Corridor Master Plan (CMP) study corridor consists of a 1.8-mile segment from West Forest Meadows Street (Mile Post 402.16) to Beaver Street (MP 180.20).

There is an extensive list of issues within the study corridor, including periodic periods of moderate to severe traffic congestion that also fluctuate seasonally, caused by the combination of local traffic, visitors, and a lack of alternative north-south surface street connectivity, particularly occurring during winter snow play weekends and holidays.



The frequency and close proximity of driveways and intersections along Milton Road creates access management conflicts and safety issues. Milton Road's proximity to a significant number of commercial, employer, and housing destinations, as well as adjacency to NAU, brings a more modern articulation of multimodal challenges facing bicyclists, pedestrians, and transit users that were not necessarily prioritized in the early stages of the roadway.

[illegible]

## Milton Road CMP Purpose & Need

The purpose of the Milton Road CMP is to identify a 20-year vision for the Milton Road corridor that addressed the seven Project Partner identified goals (expressed in **Figure 1-5**) by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives included a mix of alternatives that utilize and maintain the existing Milton Road right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to Milton Road.

The System Alternatives are also complemented by a series of Spot Improvements – which constitute targeted, near-term, primarily low investment mitigation measures that support mid-term and long-term System Alternatives.

The Milton Road CMP process included public and stakeholder involvement consisting of a thorough, pragmatic and community-vetted set of qualitative and quantitative evaluation criteria over a three-tiered evaluation of the System Alternatives. This process was designed to ultimately reach a Recommended Alternative by achieving an informed consensus of the Project Partners while obtaining desires and feedback from stakeholders and the community. Reference *Section 4.0 - Recommended Alternative* for detailed information about the Recommended Alternative.

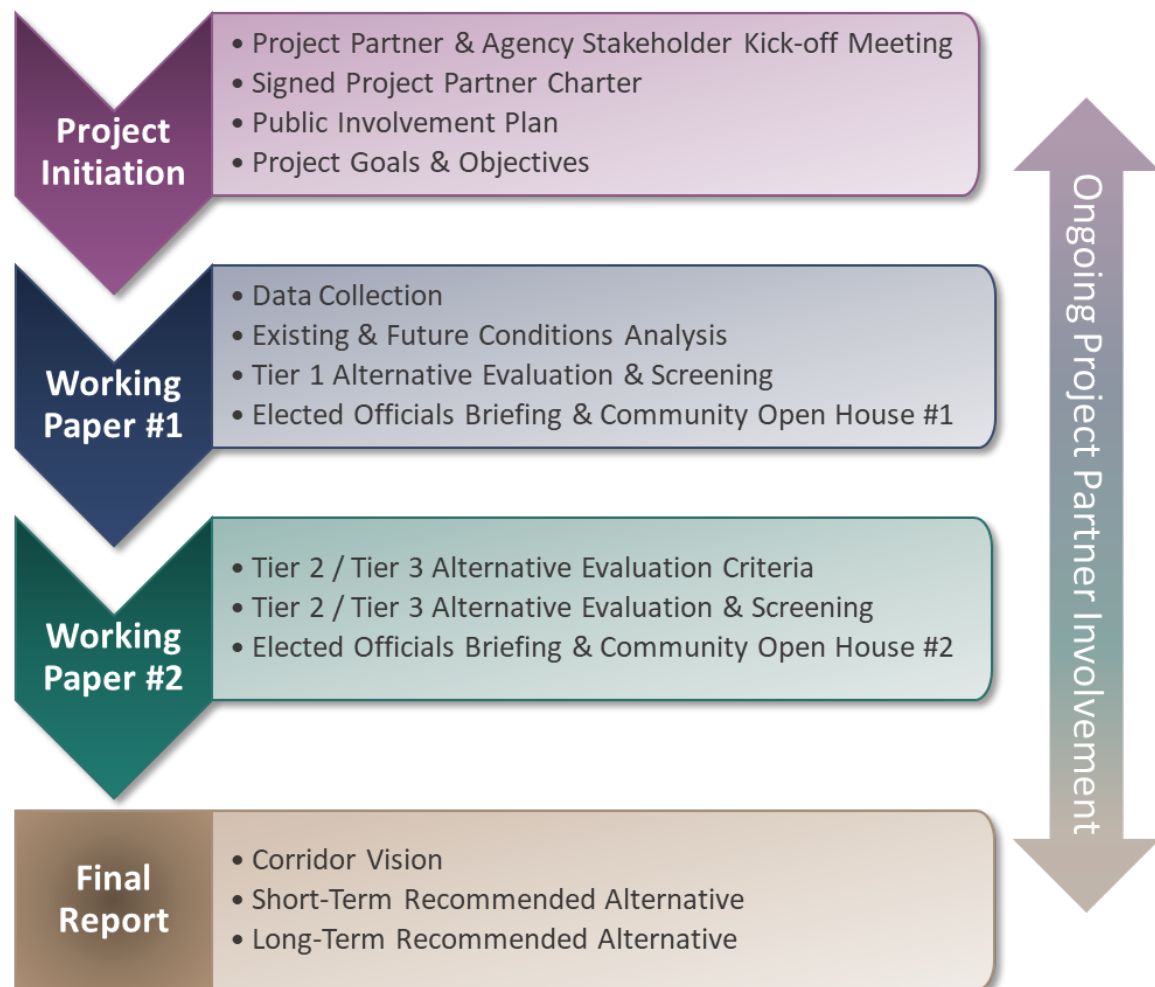




## Planning Process

The Milton Road CMP consisted of a thorough and lengthy process with a three-tiered technical analysis that was supported by invaluable contributions from the Project Partners, stakeholders, and members of the public. **Figure ES-2** below depicts the general steps in the Milton Road CMP planning process.

**Figure ES-2: Milton Road CMP Process Flow Chart**



This process was supported by the dedication of the Project Partners who worked through 25 meetings over the course of the planning process to help guide the consultant, offer important input, desires, feedback on draft documents, development of the alternatives and evaluation criteria, refinement of alternatives, creation of controlling design criteria and spot improvement inventories, and ultimately review and select the Short-term and Long-term Recommended Alternative.

## Evaluation of Corridor Alternatives

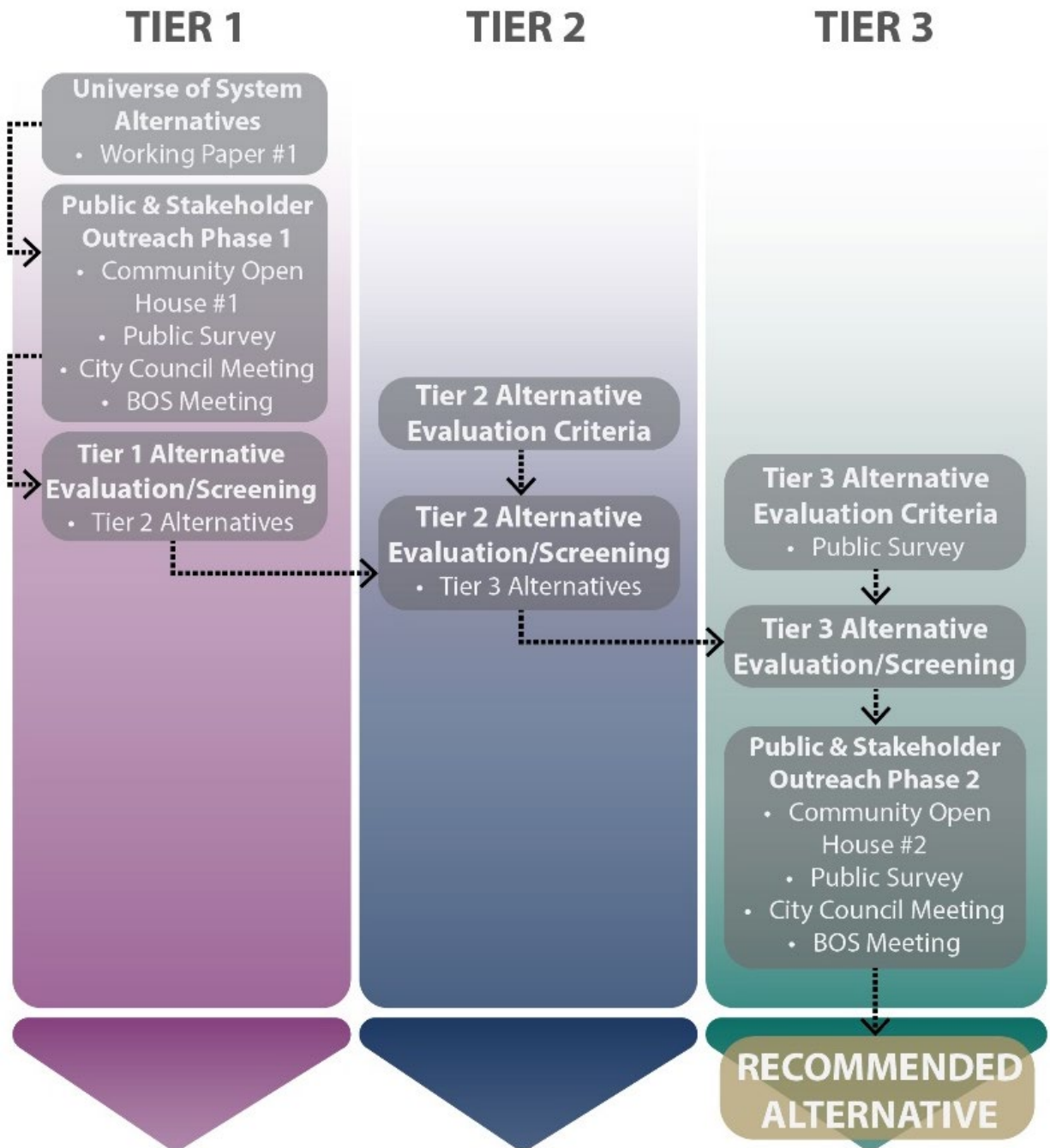
The Milton Road CMP alternative evaluation and screening process was conducted through a Three Tier approach (**Figure ES-3**). Each of the Three Tier Alternative Evaluation and Screening processes were conducted under the guidance and direction of the Project Partners with updates and meetings at major milestones during the process. The Three-Tiered approach is described below:

- **Tier 1 Alternative Evaluation** was based on public and stakeholder feedback on the Preliminary System Alternatives developed through the initial phases of the study presented in *Working Paper #1 – Existing & Future Conditions* for the first screening of alternatives. Reference the project [website](#) to view Working Paper #1.
- **Tier 2 Alternative Evaluation** focused on the development of qualitative and quantitative evaluation criteria that analyzed and measured the performance of the Milton Road Tier 2 Alternatives. The development, methodology, and results of the Tier 2 Alternative Evaluation is presented in *Working Paper #2 – Alternatives Analysis*. Reference the project [website](#) to view Working Paper #2.
- **Tier 3 Alternative Evaluation** expanded upon efforts conducted in the Tier 2 Alternative Evaluation phase to further analyze the remaining alternatives through a further refined series of diverse evaluation criteria focusing on quantitative measures to complement traffic modeling outputs that assessed the overall performance of the Tier 3 Alternatives. The development, methodology, and results of the Tier 3 Alternative Evaluation is presented in *Working Paper #2 – Alternatives Analysis*. Reference the project [website](#) to view Working Paper #2.

In developing transportation projects, there is sometimes a tradeoff between safety, capacity, convenience, and/or comfort of mode based on transportation controls and design that result in impacts to travel times. These tradeoffs must be carefully considered in a future analysis that goes beyond the scope of a planning document.

Some intersection and/or mid-block crossing locations that are identified as future opportunities in the Milton Road Corridor Master Plan may not be implemented as proposed after being analyzed through the planning process and evaluation criteria agreed upon by partners. However, these opportunities could present themselves as we move into the future. Approval to build such crossings requires a technical evaluation process which may not support the implementation of the improvements or may require additional enhancements such as intersection improvements, median refuges, grade separations or location adjustments. If the intersection and segment level of service or other potential negative impacts improve or can be mitigated from the predicted level of service identified in the study at the horizon year, then the additional pedestrian crossings could be considered if warranted in the future. Even though this is a 20-year plan, potential changes from real to projection may be checked on a five-year basis.

Figure ES-3: Three Tier Alternative Evaluation & Screening Process Flow Chart





## Short-Term Application of the Recommended Alternative: Forest Meadow Street to Route 66

This section describes the short-term application of the Recommended Alternative from Forest Meadows Street to Route 66, as shown in Figure ES-4. From Forest Meadows Street to Route 66, as illustrated in Table ES-1, there is 100' of available right-of-way beginning from the southern terminus of the study corridor and continues north to Route 66. As part of the segmentation process, there are a total of 16 segments between Forest Meadows Street and Route 66 as determined by the existing cross section condition (Segment A through Segment P). All three of the existing cross section conditions occur between Forest Meadows Street and Route 66:

- 4 Travel Lanes - 0 RTL - 1 CTL
- 4 Travel Lanes - 1 RTL - 1 CTL
- 4 Travel - 2 RTL - 1 CTL

**Table ES-1** summarizes the short-term application for the Recommended Alternative by showing the facility types and widths while cross referencing the existing cross section for each segment. Figure ES-4 depicts the recommendations by cross referencing the proposed cross section with the corresponding segment. Refer to the proceeding subsections for more information.

The Recommended Alternative, and corresponding short-term recommendations, are based on existing ADOT policies. Should ADOT policies change, any impacted recommendation should be re-evaluated as applicable.

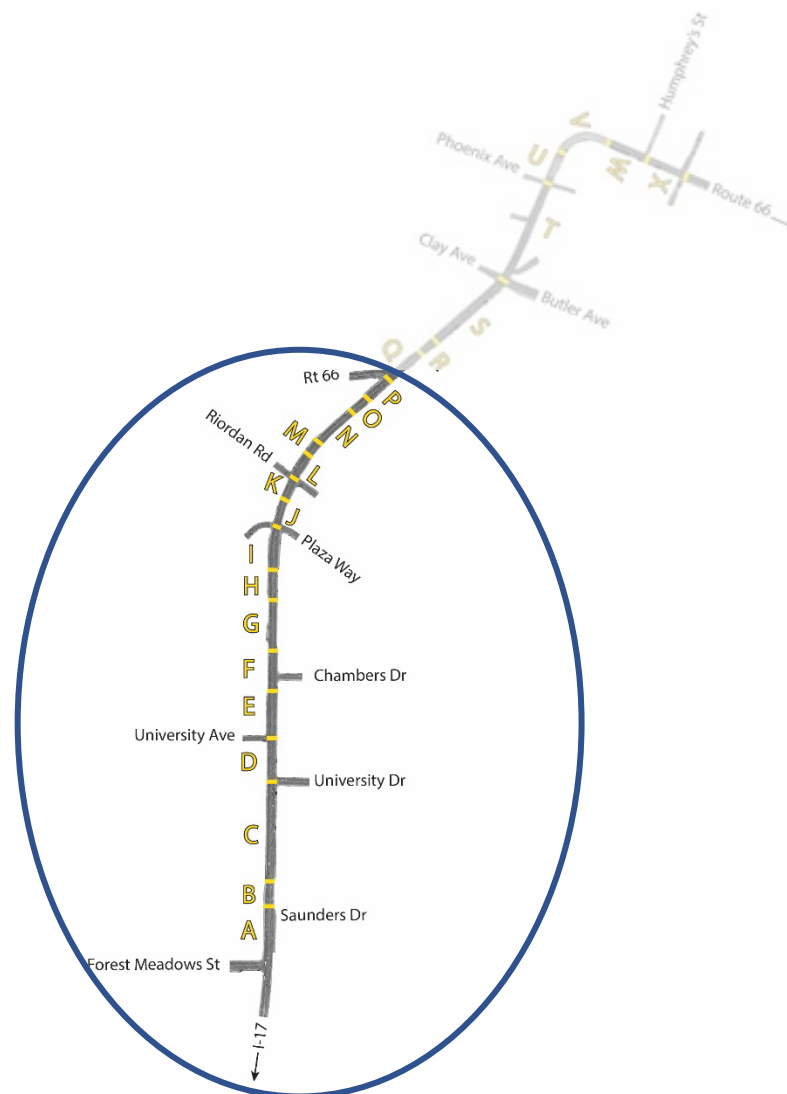


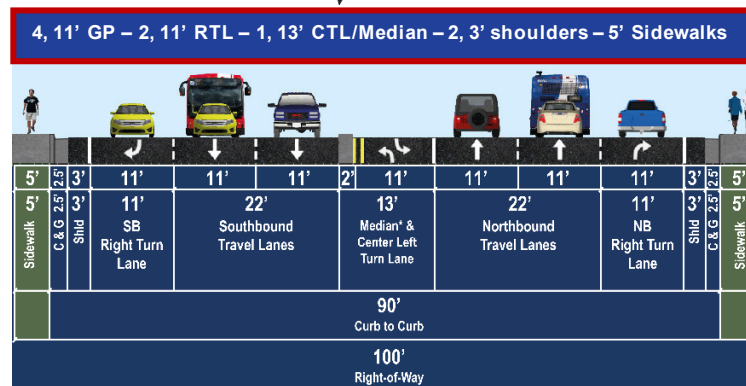
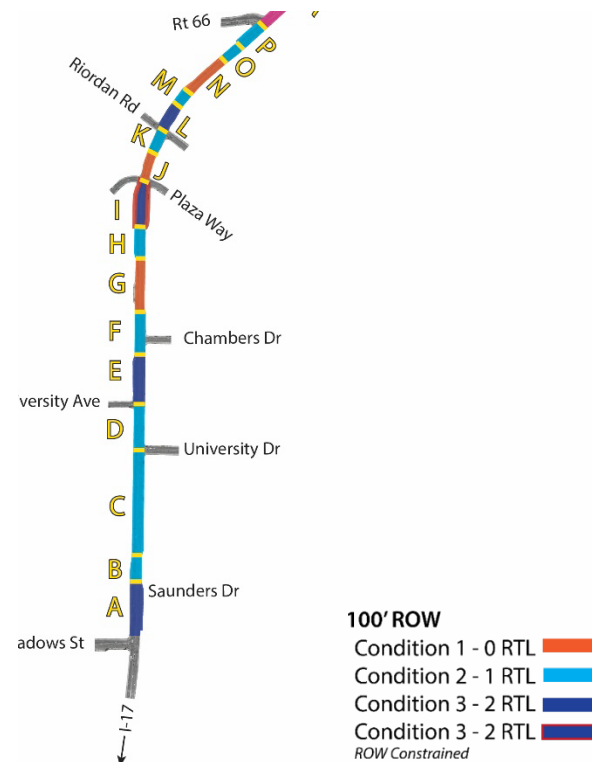
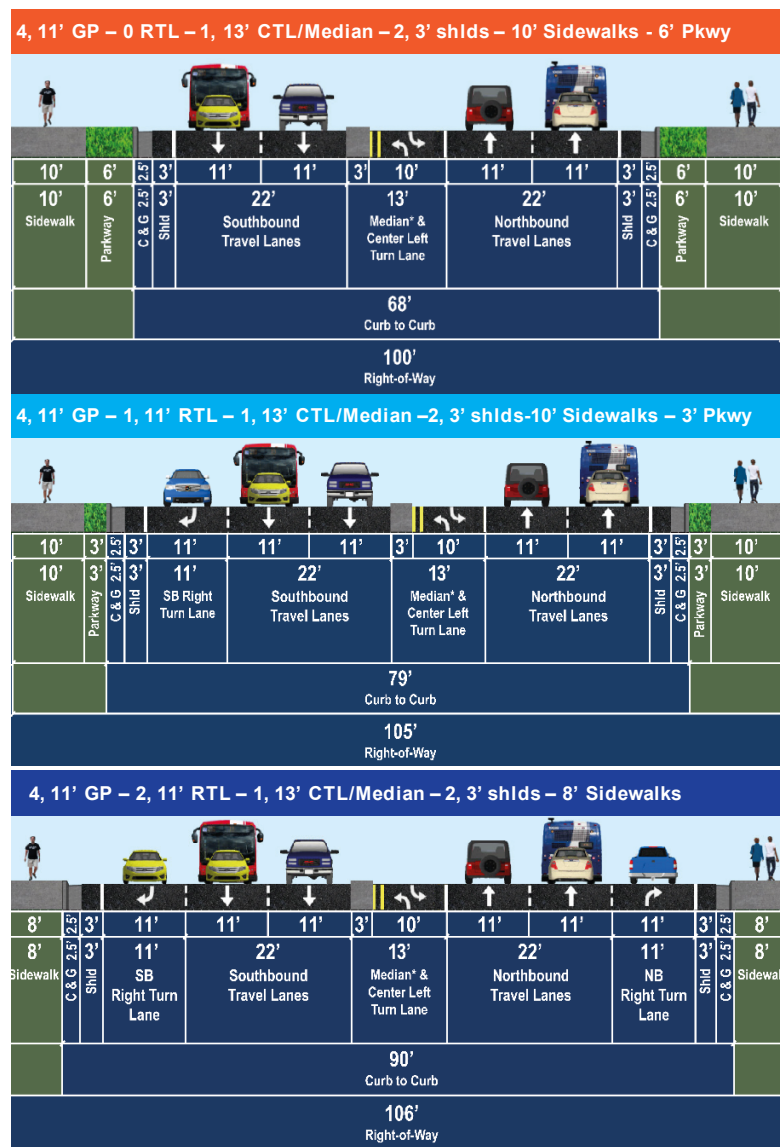
Table ES-1: Short-Term Recommended Alternative: Forest Meadow Street to Route 66

Existing ROW	Segment	Existing Cross Section	Possible ROW Aq.	Phase 1 Recommendation												Phase 1 ROW	
				Southbound						Center	Northbound						
100'	Segment A	4 GP - 2 RTL - 1 CTL	Yes	8' SW		5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	8' SW		106'
100'	Segment B	4 GP - 1 RTL - 1 CTL	Yes	10' SW	3' PW	5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	3' PW	10' SW		105'
100'	Segment C	4 GP - 1 RTL - 1 CTL	Yes	10' SW		3' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	3' PW	10' SW	105'
100'	Segment D	4 GP - 1 RTL - 1 CTL	Yes	10' SW		3' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	3' PW	10' SW	105'
100'	Segment E	4 GP - 2 RTL - 1 CTL	Yes	8' SW		5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	8' SW		106'
100'	Segment F	4 GP - 1 RTL - 1 CTL	Yes	10' SW		3' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	3' PW	10' SW	105'
100'	Segment G	4 GP - 0 RTL - 1 CTL	Yes	10' SW		6' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	6' PW	10' SW		100'
100'	Segment H	4 GP - 1 RTL - 1 CTL	Yes	10' SW	3' PW	5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	3' PW	10' SW		105'
100'	Segment I	4 GP - 2 RTL - 1 CTL	No	5' SW		5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	5' SW		100'
100'	Segment J	4 GP - 0 RTL - 1 CTL	Yes	10' SW		3' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	3' PW	10' SW		100'
100'	Segment K	4 GP - 1 RTL - 1 CTL	Yes	10' SW		3' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	3' PW	10' SW	105'
100'	Segment L	4 GP - 2 RTL - 1 CTL	Yes	8' SW		5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	8' SW		106'
100'	Segment M	4 GP - 1 RTL - 1 CTL	Yes	10' SW	3' PW	5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	3' PW	10' SW		105'
100'	Segment N	4 GP - 0 RTL - 1 CTL	Yes	10' SW		6' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	6' PW	10' SW		100'
100'	Segment O	4 GP - 1 RTL - 1 CTL	Yes	10' SW		3' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	3' PW	10' SW	105'
100'	Segment P	4 GP - 1 RTL - 1 CTL	Yes	10' SW	3' PW	5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	3' PW	10' SW		105'

#### Legend

	Center Turn / Median		Shoulder (includes 2.5' gutter pan and curb)
	Travel Lane		Sidewalk
	Right Turn Lane		Parkway

Figure ES-4: Short-Term Recommended Cross Section: Forest Meadow Street to Route 66



## Short-Term Application of the Recommended Alternative: Route 66 to Beaver Street

This section describes the short-term application of the Recommended Alternative from Route 66 to Beaver Street, as shown in Figure ES- 5. From Route 66 to Beaver Street, as illustrated in **Table ES- 2**Table 4-2, the existing right-of-way footprint fluctuates between 80' and 90' but is predominately 80' for the majority of the roadway segments north of Route 66. As part of the segmentation analysis, there are a total of eight (8) segments between Route 66 and Beaver Street as determined by the existing cross section condition (Segment Q through Segment X). Two of three of the existing cross section conditions occur between Route 66 Beaver Street:

- 4 Travel Lanes - 0 RTL - 1 CTL
- 4 Travel Lanes - 1 RTL - 1 CTL

**Table ES- 2** provides a summary of the short-term application of the Recommended Alternative north of Route 66 by showing the different facility types and widths while cross referencing the existing cross section for each segment. **Figure ES- 5** depicts the recommendations by referencing the proposed cross section with the corresponding roadway segment. Refer to the proceeding subsections for more information. The following sub-sections provide more detail on the short-term application of the Recommended No-Build Hybrid Alternative from Route 66 to Beaver Street.

The Recommended Alternative, and corresponding short-term recommendations, are based on existing ADOT policies. Should ADOT policies change, any impacted recommendation should be re-evaluated as applicable.

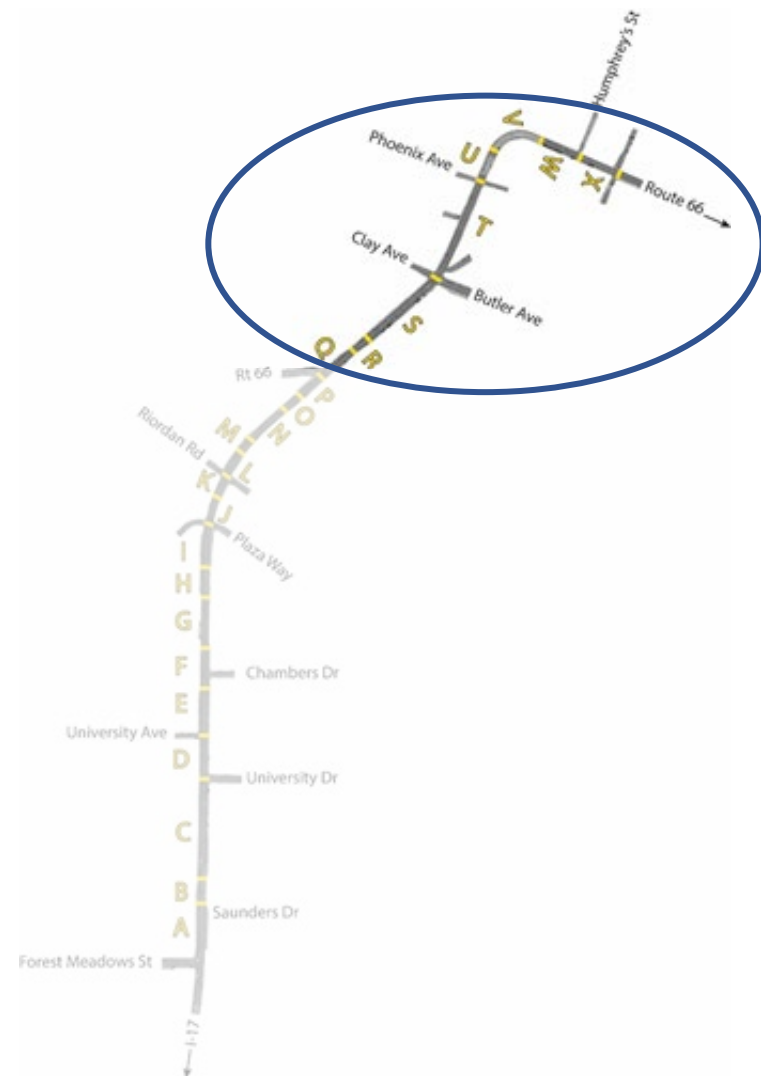




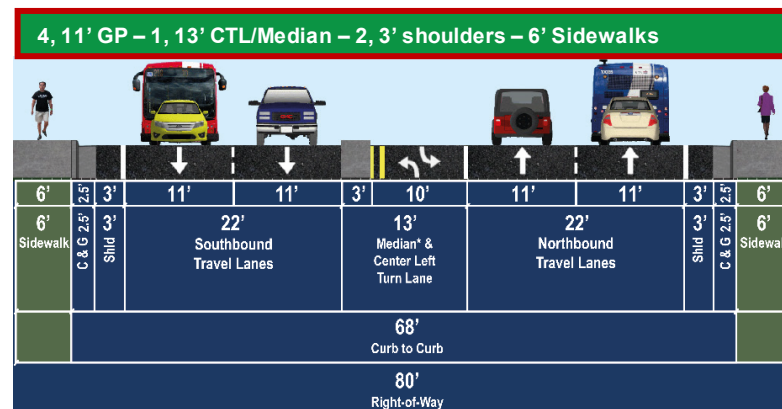
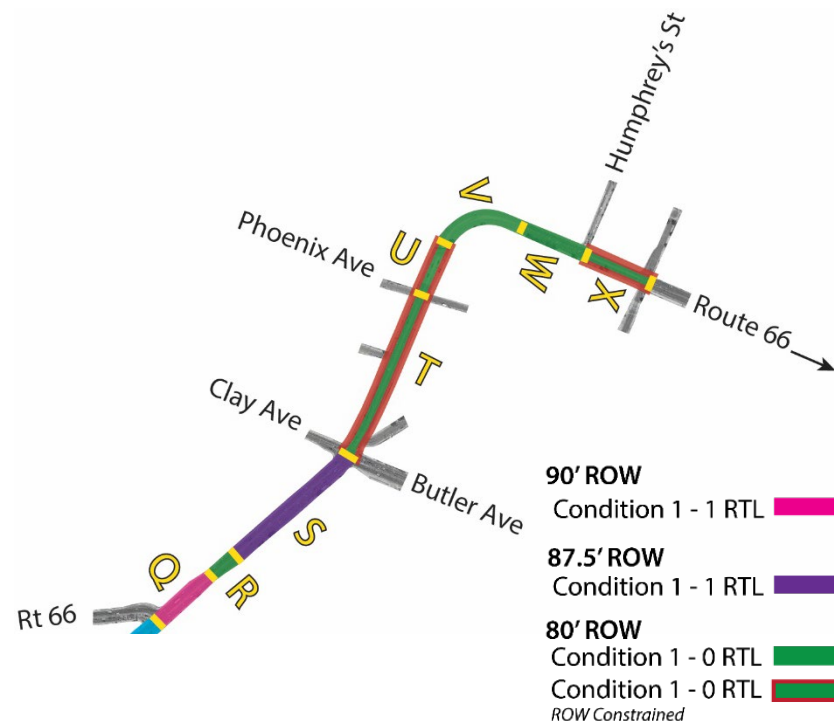
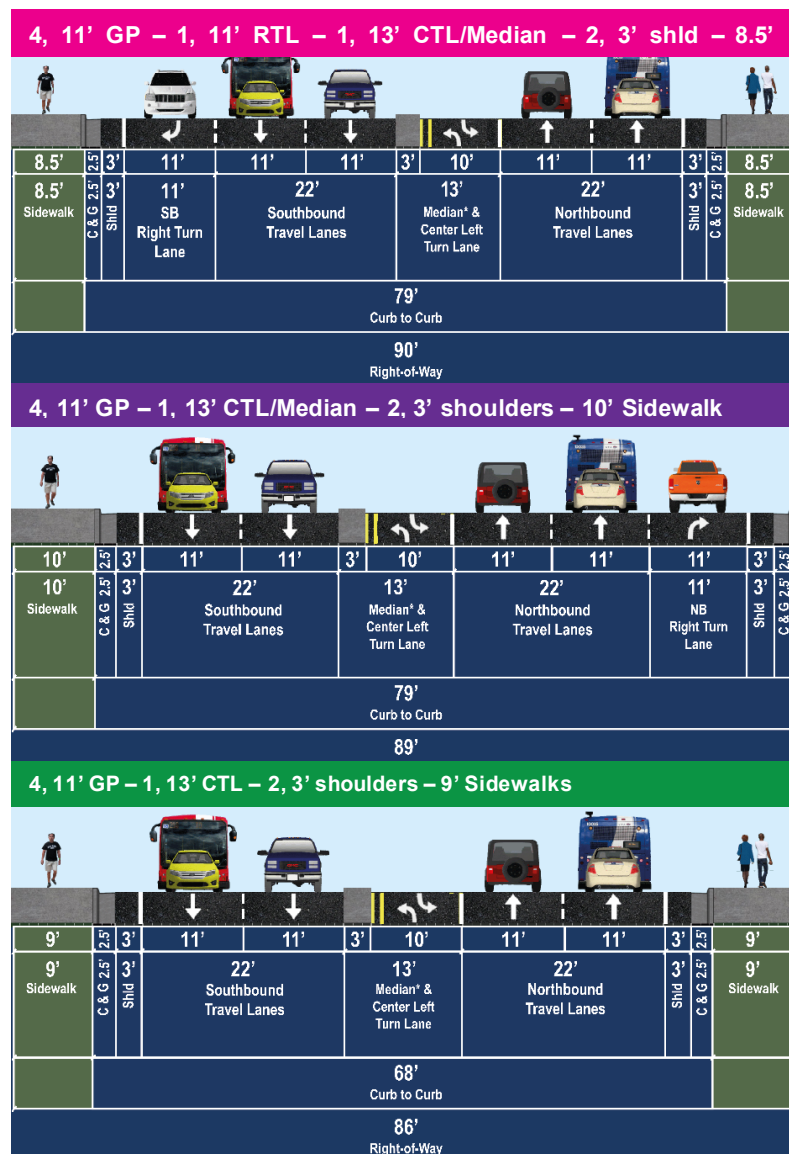
Table ES- 2: Short-Term of the Recommended Alternative: Route 66 to Beaver Street

Existing ROW	Segment	Existing Cross Section	Possible ROW Aq.	Phase 1 Recommendation										Phase 1 ROW	
				Southbound					Center	Northbound					
90'	Segment Q	4 GP - 1 RTL - 1 CTL	Yes	8.5' SW	5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	8.5 SW		96'
80'	Segment R	4 GP - 0 RTL - 1 CTL	Yes*		9' SW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	9' SW		86'
87.5'	Segment S	4 GP - 1 RTL - 1 CTL	Yes*		10' SW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	Existing SW	89'
80'	Segment T	4 GP - 0 RTL - 1 CTL	No		6' SW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	6' SW		80'
80'	Segment U	4 GP - 0 RTL - 1 CTL	No		6' SW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	6' SW		80'
80'	Segment V	4 GP - 0 RTL - 1 CTL	Yes		9' SW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	9' SW		86'
80'	Segment W	4 GP - 0 RTL - 1 CTL	Yes		9' SW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	9' SW		86'
80'	Segment X	4 GP - 0 RTL - 1 CTL	No		6' SW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	6' SW		80'

### Legend

Center Turn / Median	Shoulder (includes 2.5' gutter pan and curb)
Travel Lane	Sidewalk
Right Turn Lane	Parkway

Figure ES- 5: Short-Term Recommended Alternative: Route 66 to Beaver Street



## Recommended Alternative Long-Term Vision for Milton Road

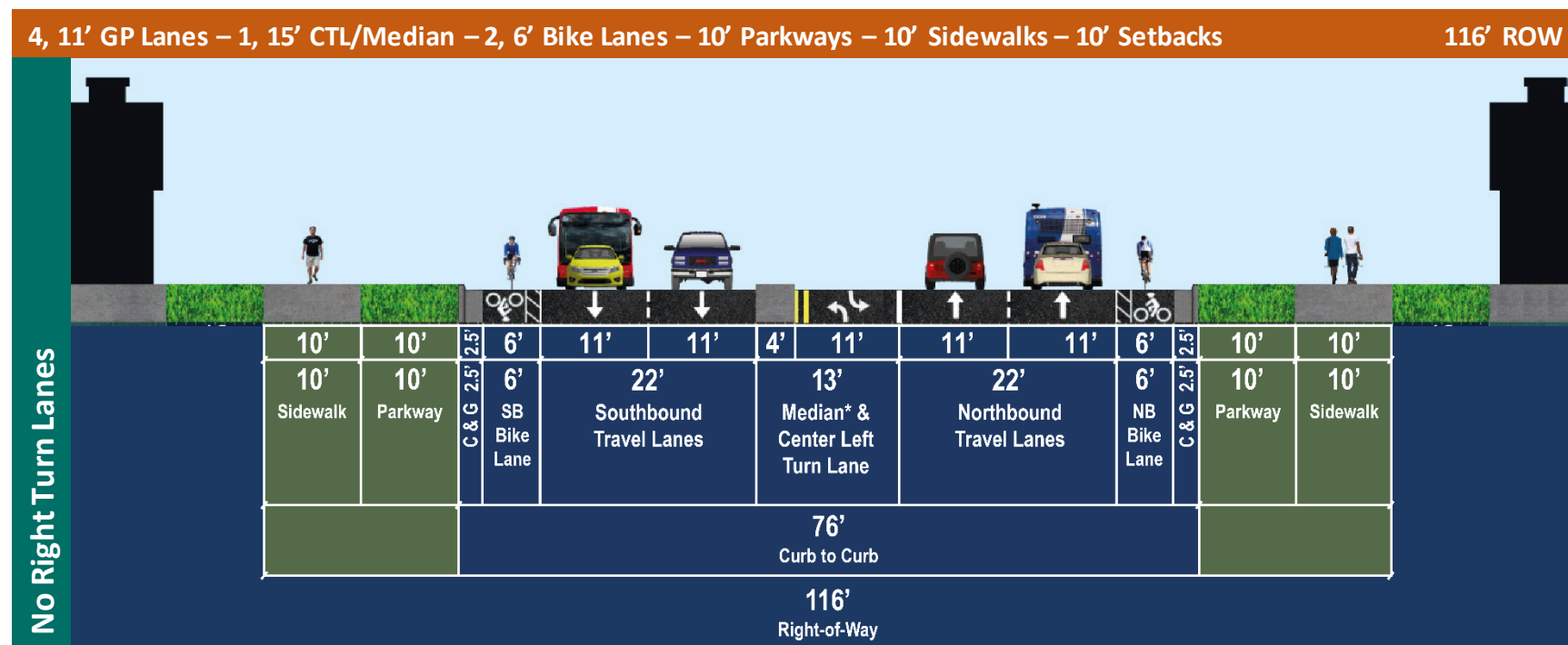
As the Vision Statement expresses, the long-term application of the Recommended Alternative establishes a long-term community desired vision for Milton Road, consisting of a specific roadway cross section for both ADOT and the City of Flagstaff to collaboratively implement, including enhanced multimodal features. Implementation of this vision is designed to occur incrementally, leveraging future development and redevelopment permitting processes for parcels along the Milton Road corridor to achieve the desired roadway enhancement with little to no impacts to adjacent businesses. As previously described, some of the Spot Improvements are unique to the long-term application of the Recommended Alternative, while others are included in both the short-term and long-term applications.

**Figure ES- 6, Figure ES- 7, and Figure ES- 8** illustrate the cross section of the Long-term application, which vary between 116' and 144' wide depending on the presence or not of right turn lanes. The Long-term application of the Recommended Alternative includes:

- Maintains the four 11' travel lanes with two northbound and two southbound travel lanes as described in Short-term application;
- A wider center treatment with either a 15' median instead of a 13' median in Short-term recommendation; and also, a wider center left turn and median than Phase at 11' and 4' to maintain the 15' center facility throughout the entire corridor;
- Expanded right turn lanes of 14' to satisfy ADOT design guidelines and to help facilitate right turns for larger vehicles. It is important to note that the right turn lanes are not anticipated to exist throughout the entire corridor as continuous right turn lanes in Long-term; Rather, the right turn lanes are anticipated to exist where they are located today and where they are required as a recommendation from the TIA process in conjunction with new development or redevelopment along the Milton Road corridor. City implementation of connecting roads and requiring improved internal circulation between business can alleviate the need for some future turn lanes;
- Includes the introduction of 6' buffered bike lanes to accommodate improved bike facilities compared to Short-term;
- Ensures a consistent 10' parkway between the sidewalk and the curb. The Long-term Parkway would include vegetation south of Route 66, while north of Route 66, it would consist of hardscape and street furniture amenities, including bike racks, benches, trash receptacles, wayfinding signage, and other types of street furniture/amenities as needed.
- Includes a uniform 10' sidewalk throughout the corridor on both sides of Milton Road to accommodate multimodal users.
- Although outside of the right-of-way, Long-term includes a suggested 10' public utility easement that can also double as a landscaped area between sidewalk and building setbacks. The city of Flagstaff is currently evaluating appropriate building setbacks in response to this Long-term recommendation.

Reference Appendix A for a design schematic showcasing the long-term right-of-way linework along the entire Milton Road CMP study corridor.

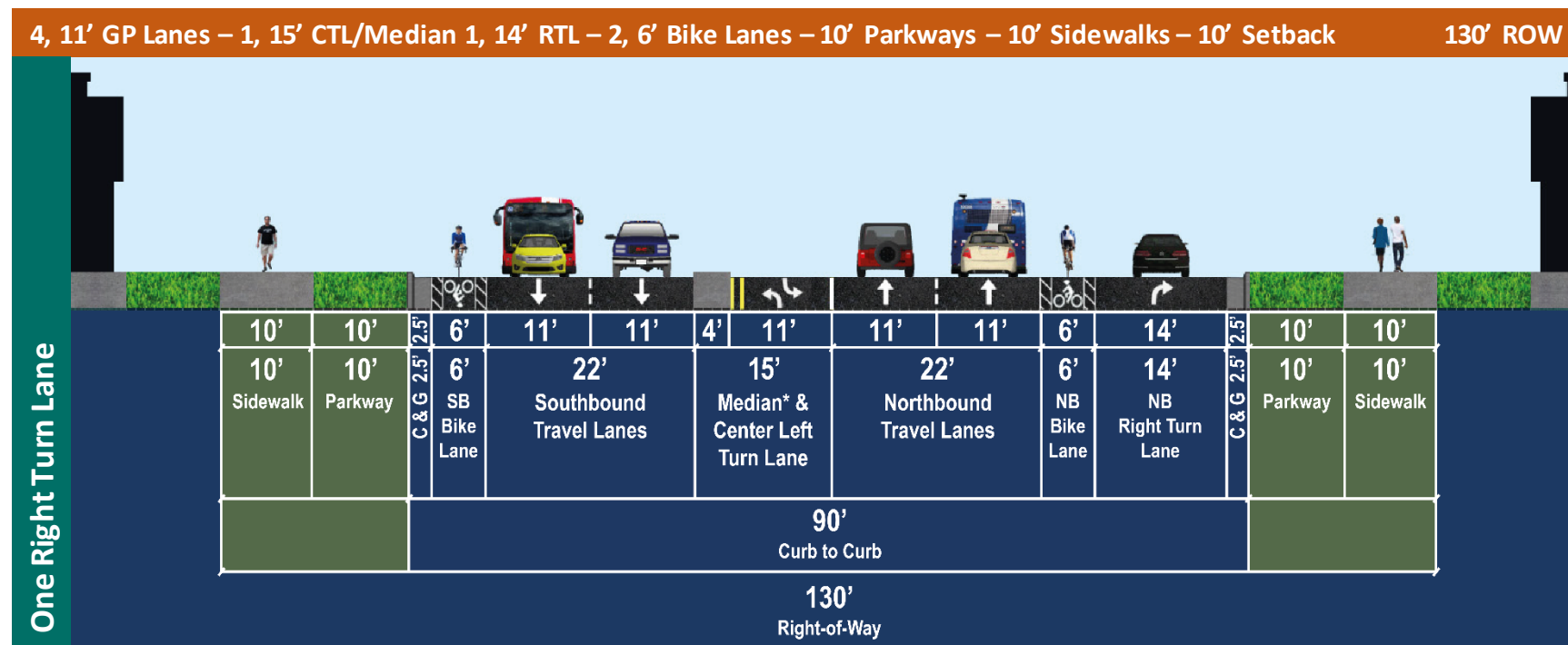
Figure ES-6: Long-Term Vision Cross Section of the Recommended Alternative – No Right Turn Lanes



\*Median treatment will vary along the corridor. The width of the median will change from 2' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes

Figure ES- 7: Long-Term Vision Cross Section of the Recommended Alternative – One Right Turn Lane

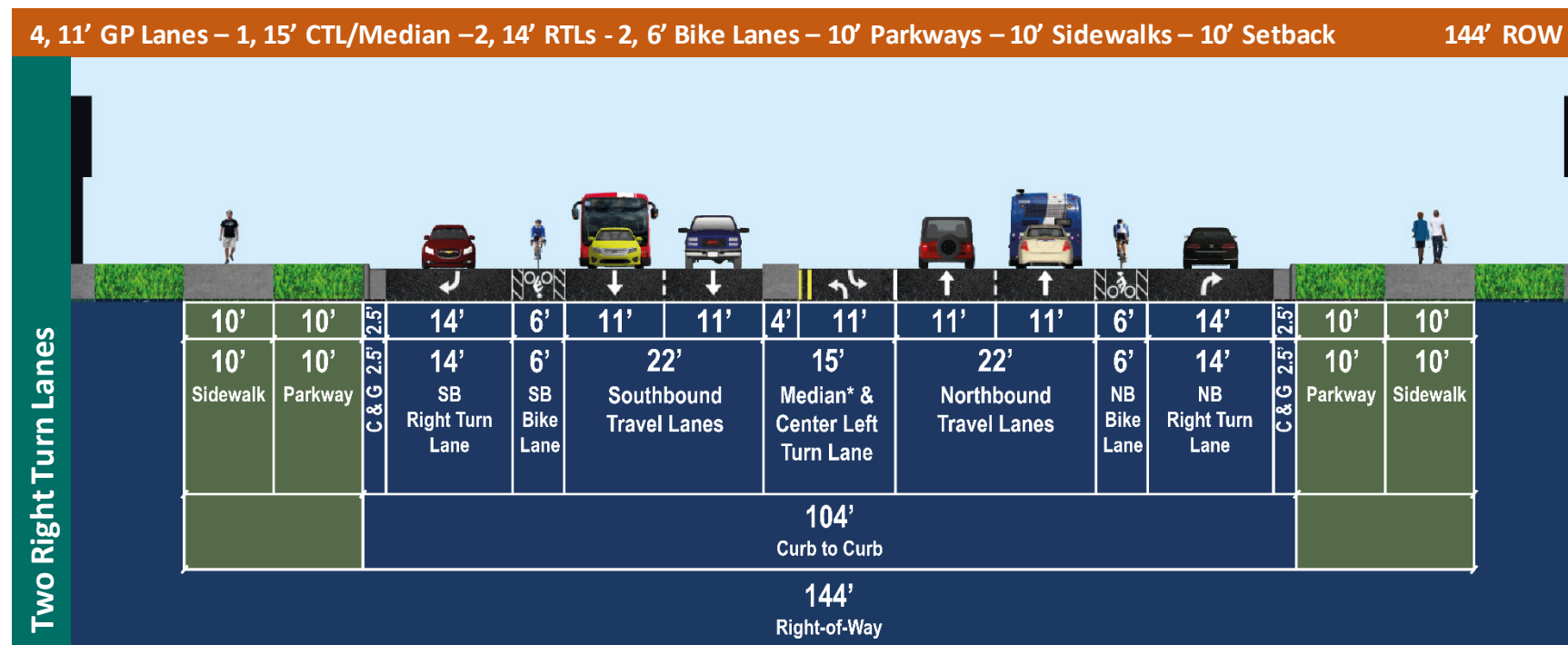


\*Median treatment will vary along the corridor. The width of the median will change from 2' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes



Figure ES- 8: Long-Term Vision Cross Section of the Recommended Alternative – Two Right Turn Lanes



\*Median treatment will vary along the corridor. The width of the median will change from 2' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes

## 1.0 MILTON ROAD CORRIDOR MASTER PLAN OVERVIEW

### 1.1 Milton Road Corridor Overview

The character and function of Milton Road has changed over the years with the evolution and growth of the City of Flagstaff. Historically, Milton Road primarily served residents and visitors as a connection between Interstate 17 (I-17) to downtown Flagstaff, Interstate 40 (I-40), Historic Route 66, and US Highway 180 (US 180). Although Milton Road continues to serve in that capacity today, the roadway has now grown into an automobile-centric corridor primarily serving commercial services that cater to Flagstaff residents, seasonal visitors, Northern Arizona University (NAU) students, and rural Coconino County residents seeking goods and services. The Milton Road corridor strives to provide travel options for alternative modes of travel for those who walk, bike, or take public transit, but the current infrastructure to support multimodal travel options is insufficient with narrow sidewalks, no bike lanes or bike ways, and a high concentration of driveways which creates conflict between vehicles and bicyclist/pedestrians.

Milton Road is home to a considerable amount of the commercial retail growth and high occupancy student housing in the region. Milton Road is also the primary corridor serving residents and regional visitors as the gateway to the Grand Canyon and recreational sites in the Coconino National Forest.

As Illustrated in **Figure 1-1**, the Milton Road Corridor Master Plan (CMP) study corridor consists of a 1.8-mile segment from West Forest Meadows Street (Mile Post 402.16) to Beaver Street (MP 180.20).

There is an extensive list of issues within the study corridor, including periodic periods of moderate to severe traffic congestion that also fluctuate seasonally, caused by the combination of local traffic, visitors, and a lack of alternative north-south surface street connectivity, particularly occurring during winter snow play weekends and holidays. The frequency



and close proximity of driveways and intersections along Milton Road creates access management conflicts and safety issues. Milton Road's proximity to a significant number of commercial, employer, and housing destinations, as well as adjacency to NAU, brings a more modern articulation of multimodal challenges facing bicyclists, pedestrians, and transit users that were not necessarily prioritized in the early stages of the roadway.

Figure 1-1: Milton Road Study Corridor



## 1.2 Milton Road CMP Purpose & Need

The purpose of the Milton Road CMP is to identify a 20-year vision for the Milton Road corridor that addressed the seven Project Partner identified goals (expressed in **Figure 1-5**) by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives included a mix of alternatives that utilize and maintain the existing Milton Road right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to Milton Road.

The System Alternatives are also complemented by a series of Spot Improvements – which constitute targeted, near-term, primarily low investment mitigation measures that support mid-term and long-term System Alternatives.

The Milton Road CMP process included public and stakeholder involvement consisting of a thorough, pragmatic and community-vetted set of qualitative and quantitative evaluation criteria over a three-tiered evaluation of the System Alternatives. This process was designed to ultimately reach a Recommended Alternative by achieving an informed consensus of the Project Partners while obtaining desires and feedback from stakeholders and the community. Reference *Section 4.0 - Recommended Alternative* for the information about the Recommended Alternative.

## 1.3 Milton Road CMP Vision Statement

The Vision for the Milton Road Corridor is to enhance community character while maintaining acceptable operations in a manner that respects all users, modes of travel, and local business. The Vision for Milton Road balances improvement with preservation. The improvements to Milton Road will help create an environment of shared benefits, whereby one user group does not benefit at the expense of another. The Milton Road Corridor Master Plan has determined—through extensive analysis and public input—that ADOT cannot simply build its way out of congestion within this corridor. Therefore, it is recommended here that Milton Road be enhanced within the confines of the existing roadway prism. Specifically, this means that for at least a 20-year period (through 2041), no new through lanes are recommended for Milton Road. All multimodal improvements, as specified below, are designed to avoid or minimize encroachment and impacts to existing businesses or property to the best extent practicable. Specifically, the improvements on Milton Road, as defined by the Milton Road Corridor Master Plan, will encourage walking, cycling, bus ridership, and business, without negatively impeding traffic operations or impacting existing buildings or parking spaces.

The Project Partners and ADOT have determined this Vision should be achieved in two stages:

- **Milton Road Short-Term Vision** is a modified, or “hybrid” No-Build scenario that implements recommended roadway and multimodal enhancements as identified in Milton Road CMP in the near-term and is achieved primarily within ADOT’s existing right-of-way, with minimal impacts to private parking lots and no impacts to existing buildings. Reference *Section 4.1 - Short-Term Recommended Alternative: No-Build Hybrid* for more information on the Short-term implementation.
- **Long-term Milton Road Long-Term Vision** is a community-desired vision for robust walking and biking bicycle facilities in a well-landscaped corridor. The long-term vision



includes wide sidewalks, buffered bike lanes and generous parkways that create a safe, accessible, and business-friendly environment. More information on the long-term vision implementation is provided in the follow sub-section and in *Section 4.2 - Recommended Alternative: Long Term Vision for Milton Road*.

#### *Milton Road Long-Term Vision*

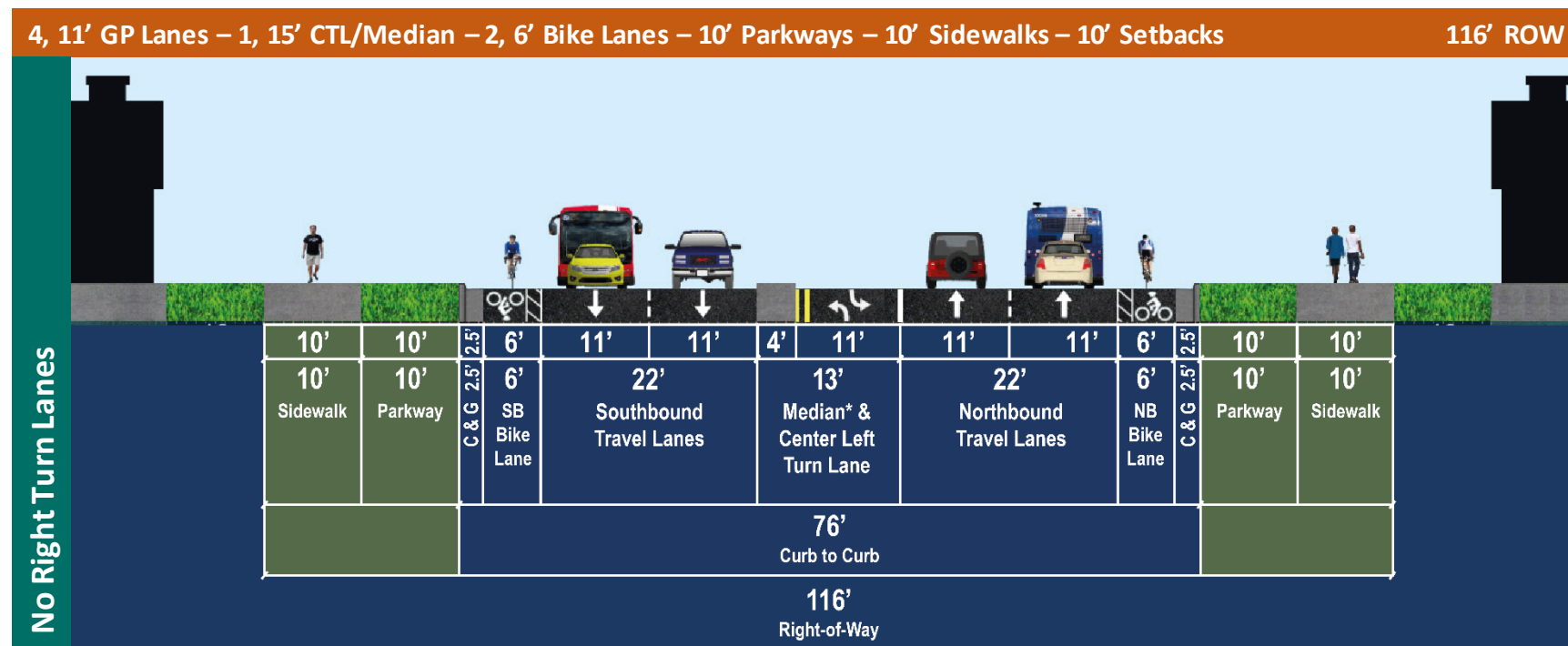
The Long-term vision for robust walking and bicycle facilities in a well-landscaped corridor is implemented in Long-term vision. The wide sidewalks, buffered bike lanes and generous parkways illustrated in the specific roadway cross-section create a safe, accessible and business-friendly environment. They allow for beautification that transforms Milton Road into a Great Street. Comfortable transit stops are easily accessed by people on their way to work, shop and tour Flagstaff. Traffic flow is managed by well-appointed medians and strategically located turn lanes. Over time and working with the private sector the City will develop complementary roadways and private parking circulation to aid access and mobility throughout the corridor. Roles are clear for ADOT, the City of Flagstaff, Mountain Line Transit, and the private-sector to collaboratively implement all aspects of this vision. Implementation of this vision is designed to occur incrementally, leveraging future development and redevelopment permitting processes for parcels along the Milton Road corridor to achieve the desired roadway enhancement. Projects of opportunity will be considered in the city site plan review and development permitting processes with necessary right-of-way being acquired at that time. Long-term Corridor Master Plan improvements to achieve the vision will be implemented through redevelopment of adjacent parcels and/or agency projects.

As **Figure 1-2** through **Figure 1-4** illustrate, the long-term vision would result in a uniform and continuous wider sidewalk, landscaped buffers, and buffered bicycle lanes. The cross sections depict how the long-term vision of Milton Road would look under three conditions:

- a) When two right turn Lanes are present;
- b) When one right turn Lane is present; and
- c) When no right turn lanes are present (Long-term vision does not include the addition of new through traffic lanes).

Based on years of analysis, public comment, and consensus of Milton Road Corridor Master Plan Project Partners, let this collective Milton Road CMP Vision serves as a fundamental step in the improvement of Milton Road.

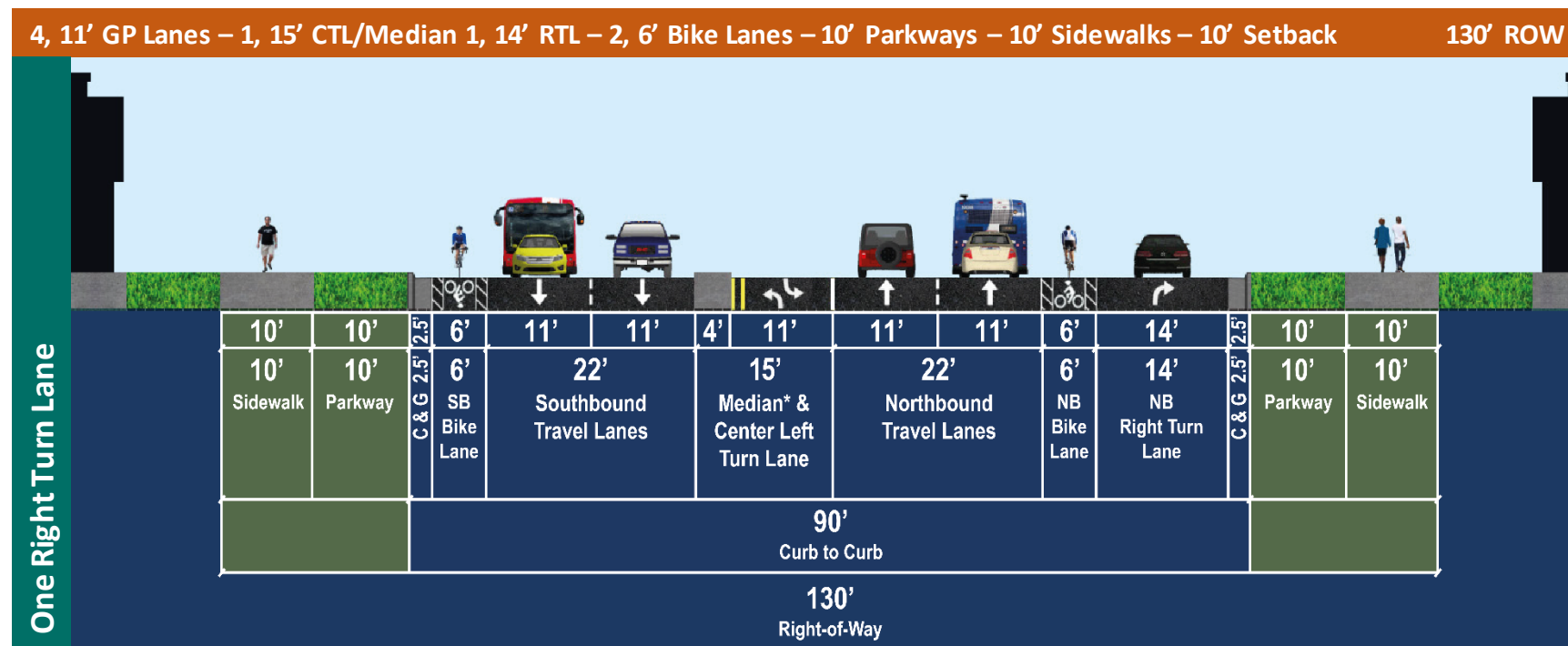
Figure 1-2: Long-Term Vision Cross Section of the Recommended Alternative – No Right Turn Lanes



\*Median treatment will vary along the corridor. The width of the median will change from 2' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes

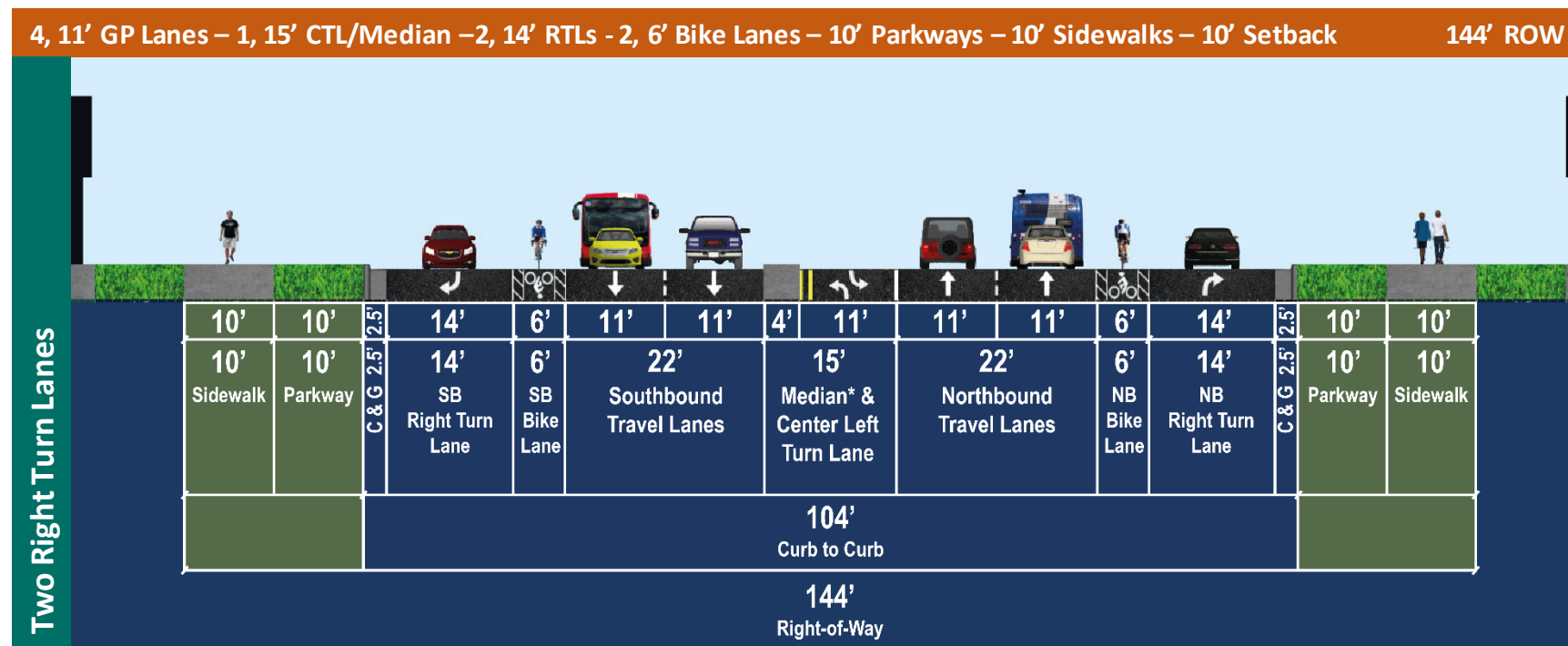
Figure 1-3: Long-Term Vision Cross Section of the Recommended Alternative – One Right Turn Lanes



\*Median treatment will vary along the corridor. The width of the median will change from 2' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes

Figure 1-4: Long-Term Vision Cross Section of the Recommended Alternative – Two Right Turn Lanes



\*Median treatment will vary along the corridor. The width of the median will change from 2' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes



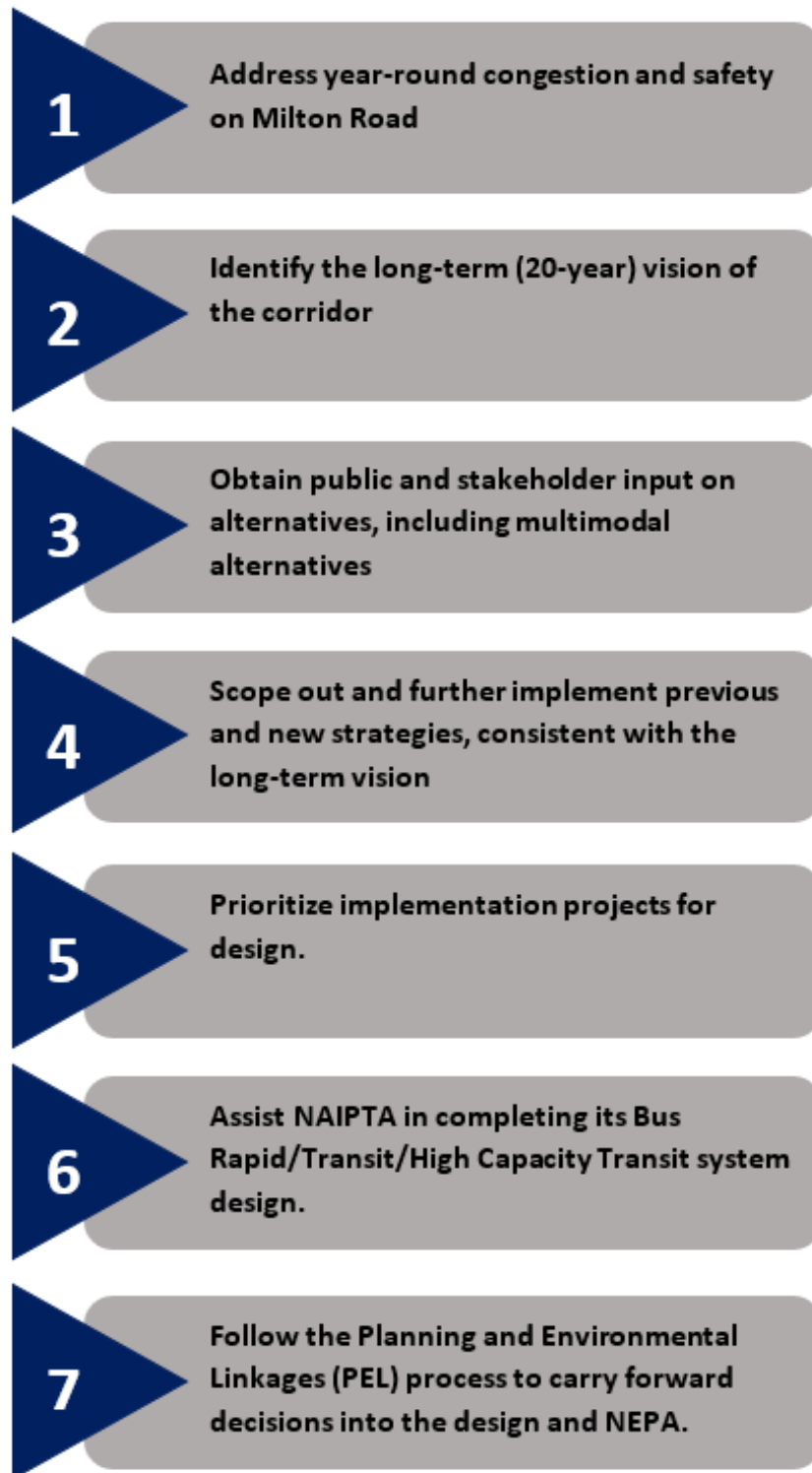
### 1.3b Project Partner Goals & Objectives

As part of the CMP Process, a team of Project Partners was assembled with representatives from the following agencies:



The Project Partners were established to guide the success of the Milton Road CMP planning process and consultant's efforts by maintaining a positive and supportive working relationship with all partnering agencies, communicating regularly, and staying committed to the project's core values. The Project Partners met early in the planning process to agree upon and create a Charter (Please see Appendix B) to establish a set of fundamental principles and values for the Partners to abide by for the duration of the planning process. The Project Partners also established the following seven goals (**Figure 1-5**) for the Milton Road CMP which are not prioritized in any particular order.

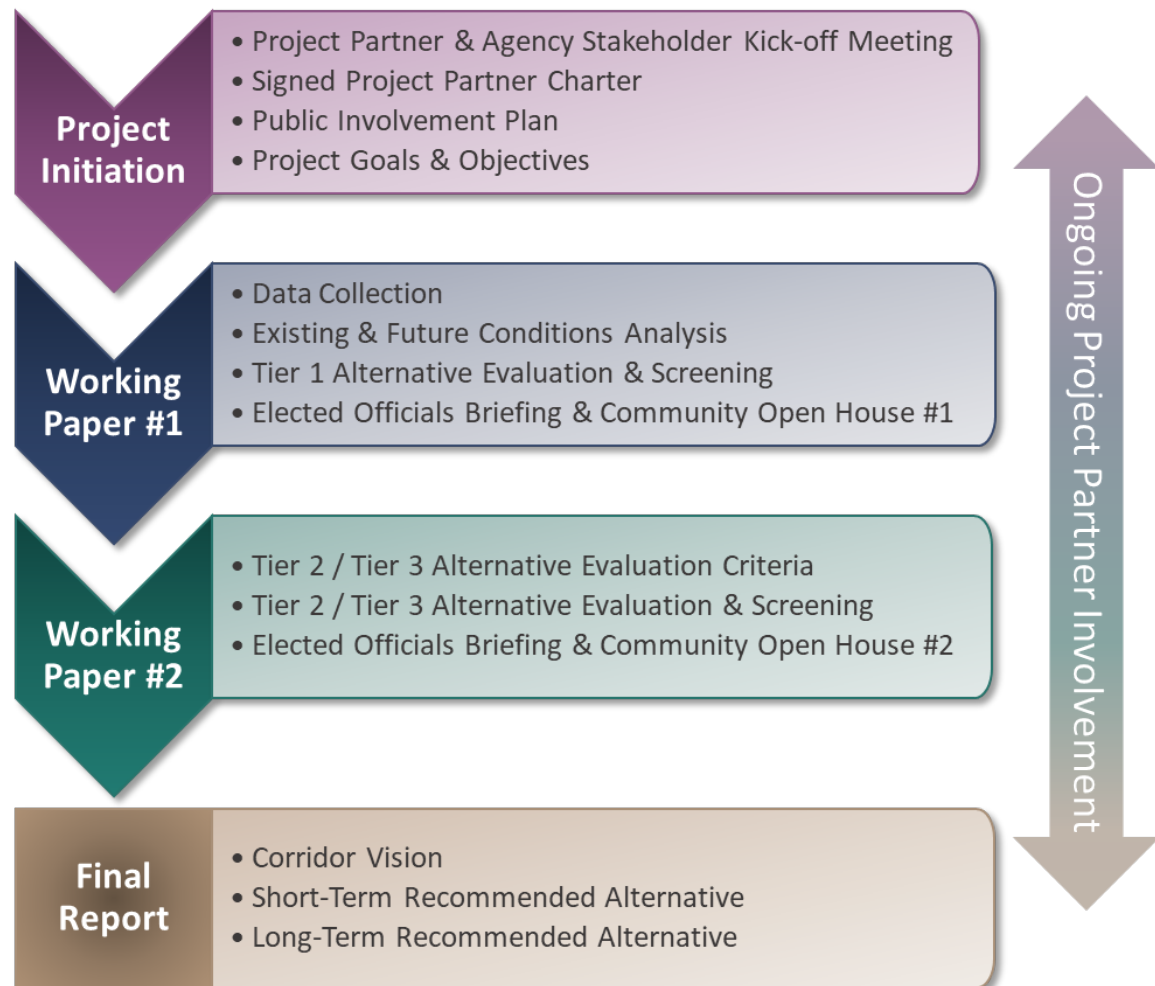
Figure 1-5: Milton Road CMP Goals



## 1.4 Planning Process

The Milton Road CMP consisted of a thorough and lengthy process with a three-tiered technical analysis that was supported by invaluable contributions from the Project Partners, stakeholders, and members of the public. **Figure 1-6** below depicts the general steps in the Milton Road CMP planning process.

**Figure 1-6: Milton Road CMP Process Flow Chart**



This process was supported by the dedication of the Project Partners who worked through 25 meetings over the course of the planning process to help guide the consultant, offer important input, desires, feedback on draft documents, development of the alternatives and evaluation criteria, refinement of alternatives, creation of controlling design criteria and spot improvement inventories, and ultimately review and select the Short-term and Long-term application of the Recommended Alternative.

## 1.4a Public Engagement Process Summary

As part of the CMP initiation, a Public Involvement Plan (PIP) for the Milton Road CMP was developed in accordance with ADOT's formal PIP and public involvement requirements. The Milton Road CMP PIP demonstrated how ADOT will engage people of all races, cultures and income levels, including minority and low-income populations in the Milton Road CMP planning process. Refer to Appendix C to review the Milton Road CMP Public Involvement Plan.

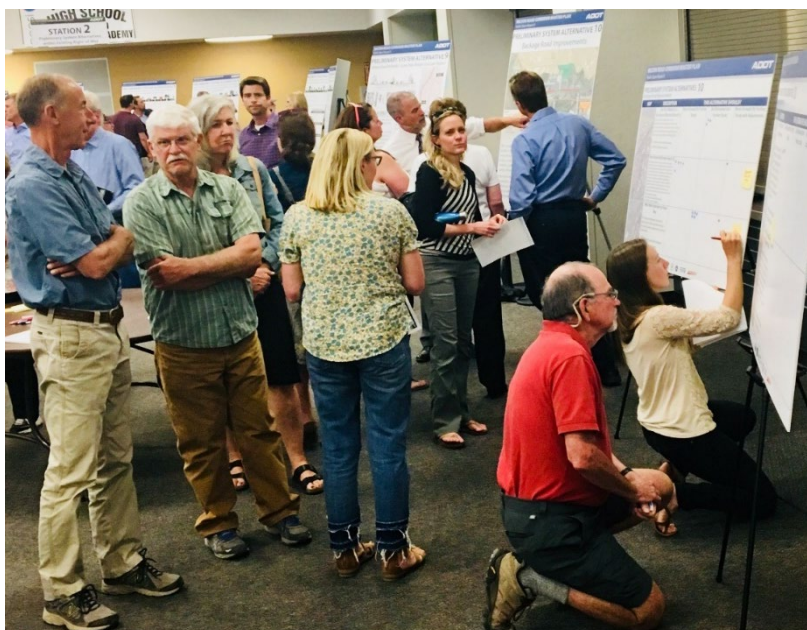
The two rounds of public outreach conducted for the Milton Road CMP consisted of a combination of an in-person open house meeting, a virtual open house meeting, elected official briefings, and considerable comment card and project survey feedback from residents and business owners. A summary of each open house meeting is provided below. Refer to Appendix D for the first and second Public Meeting Summary Reports for additional information.

### *Public Open House Meeting #1*

The foundation of the Tier 1 Alternative Evaluation process was based on public and stakeholder feedback on the Preliminary System Alternatives presented in *Working Paper #1 – Existing & Future Conditions* (view on project [website](#)). The majority of the feedback was received at Public Open House Meeting #1 held at Flagstaff High School on May 10, 2018, in which 86 community members attended.

The primary objective of Public Open House Meeting #1 was to present the Preliminary System Alternatives for the Milton Road CMP study corridor and seek public input to help the Project Partners determine which Preliminary System Alternatives should move forward into the Tier 2 Alternative Evaluation process.

Additional input and guidance on the Tier 1 Alternative evaluation process was received from a series of Project Partner meetings and from City of Flagstaff City Council and Coconino County Board of Supervisors briefings.

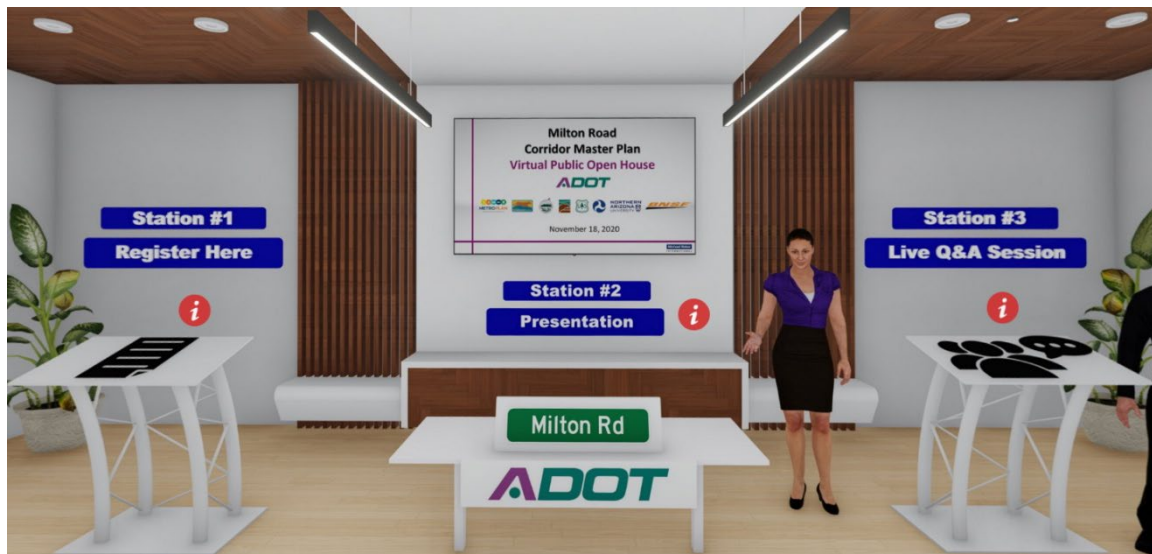


***Photo of public participation at the Public Open House Meeting #1 Held at Flagstaff High School on May 10, 2018, in which 86 community members attended.***

### *Public Open House Meeting #2*

The Public Open House Meeting #2 occurred on November 18, 2021 was held virtually due to the COVID-19 Pandemic. The purpose of Public Open House Meeting #2 was to present the detailed three-Tier Alternative Analyses results and solicit public and stakeholder input on the Tier 3 Alternatives. Public feedback received from the open house meeting was an important contribution to complement the technical findings and assist the Project Partners in the selection of the Recommended Alternative. In fact, the public's opinion was directly integrated into the selection of the Recommended Alternative, as reflected in the series of graphics.

Public Open House Meeting #2 began with a brief presentation to explain the three-tier alternative evaluation process, provide an overview of the Tier 3 Alternative Evaluation analysis, metrics and results, and notify the participants of the online community survey. The online community survey included a series of 24 targeted questions. A total of 104 survey responses were received. In addition to feedback received from the community survey, there was also a Live Question and Answer (Q&A) session to allow meeting participants the opportunity to ask questions about the CMP process as a whole to project representatives in a live format. The Live Q&A session was one hour long with 51 participants and a total of 24 questions recorded and answered. Public input from the survey was the feedback that contributed to the outcome of the final alternatives selected.



***Screenshot of the Virtual Public Open House #2 held on November 18, 2021. The virtual room was accessed here:***

***<http://miltonroadcorridormasterplan.com/>***



## 2.0 MILTON ROAD CORRIDOR PROFILE

Milton Road is a multi-functional corridor serving residents and regional visitors to the Grand Canyon, recreational sites in the Coconino National Forest, and many nearby cultural offerings. There is an extensive list of issues within the study corridor, including moderate to severe traffic congestion that fluctuates seasonally, caused by the combination of local traffic, visitors, and a lack of north-south connectivity in the adjacent street network. The traffic congestion is further exacerbated during winter snow play weekends and holidays as visitors flock to the region.

The frequency and close proximity of driveways and intersections causes access management conflicts. Milton Road has multimodal challenges facing bicyclists, pedestrian, and transit users including safety issues, lack of adequate facilities, lack of safe and convenient crossings, and poor comfort for these modes. The growth of NAU's student body and the number of new student living complexes on and near Milton Road within the last 10 years have caused an increase of pedestrian and bicycle activity along the Milton Road corridor creating a higher demand to provide improved facilities to support multimodal travel options. These improved facilities should include wider and detached sidewalks, dedicated space for bicyclists, and more frequent and safer crossings.

Existing land uses along the Milton Road corridor predominantly consist of retail and service commercial land uses for parcels with frontage on Milton Road. The commercial-oriented land uses along Milton Road serve a combination of local, regional and tourist demands. This section provides a brief overview of the current and project conditions of the Milton Road CMP study corridor. For more detailed information and synopsis, reference *Working Paper #1 – Existing & Future Conditions* on the project [website](#).

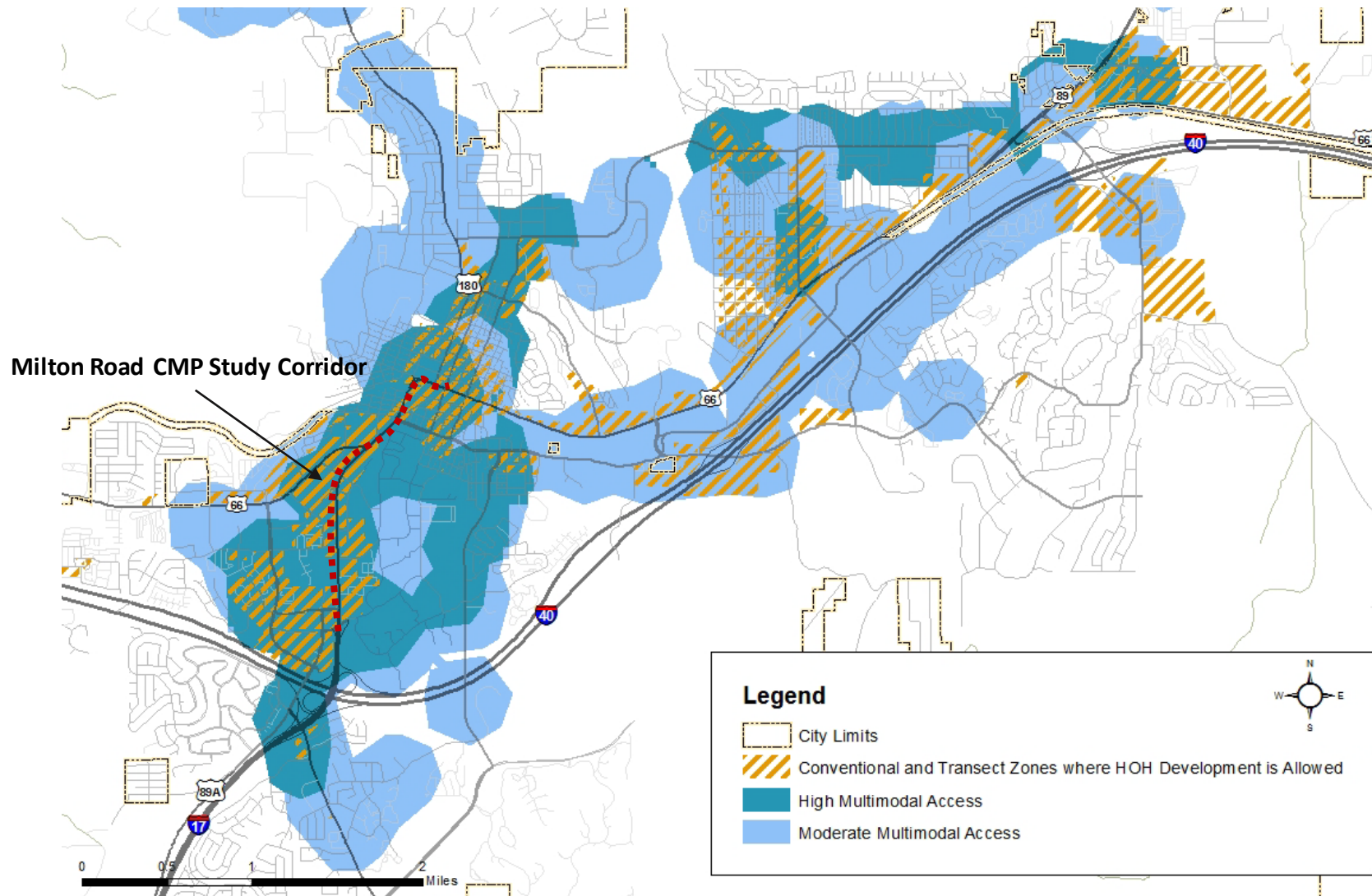
### 2.1 Land Use & Growth Impacting Milton Road - Today & Tomorrow

The NAU campus is situated just east of Milton Road and is a significant economic engine for the City of Flagstaff. Northern Arizona University's Flagstaff campus had over 22,000 students in 2016 which accounts for approximately 30 percent of Flagstaff's population. NAU has been experiencing rapid growth in recent years and is planning for a Flagstaff campus population of 24,000 in 2025.

With the current and future anticipated growth of on campus and off campus housing, strong student interest in pedestrian, bicycle, and bus use over a personal vehicle, and the close proximity to the retail, dining and entertainment opportunities along the Milton Road corridor, an exciting and challenging opportunity for multimodal transportation operations and safety consideration is an important influencing factor for the Milton Road CMP.

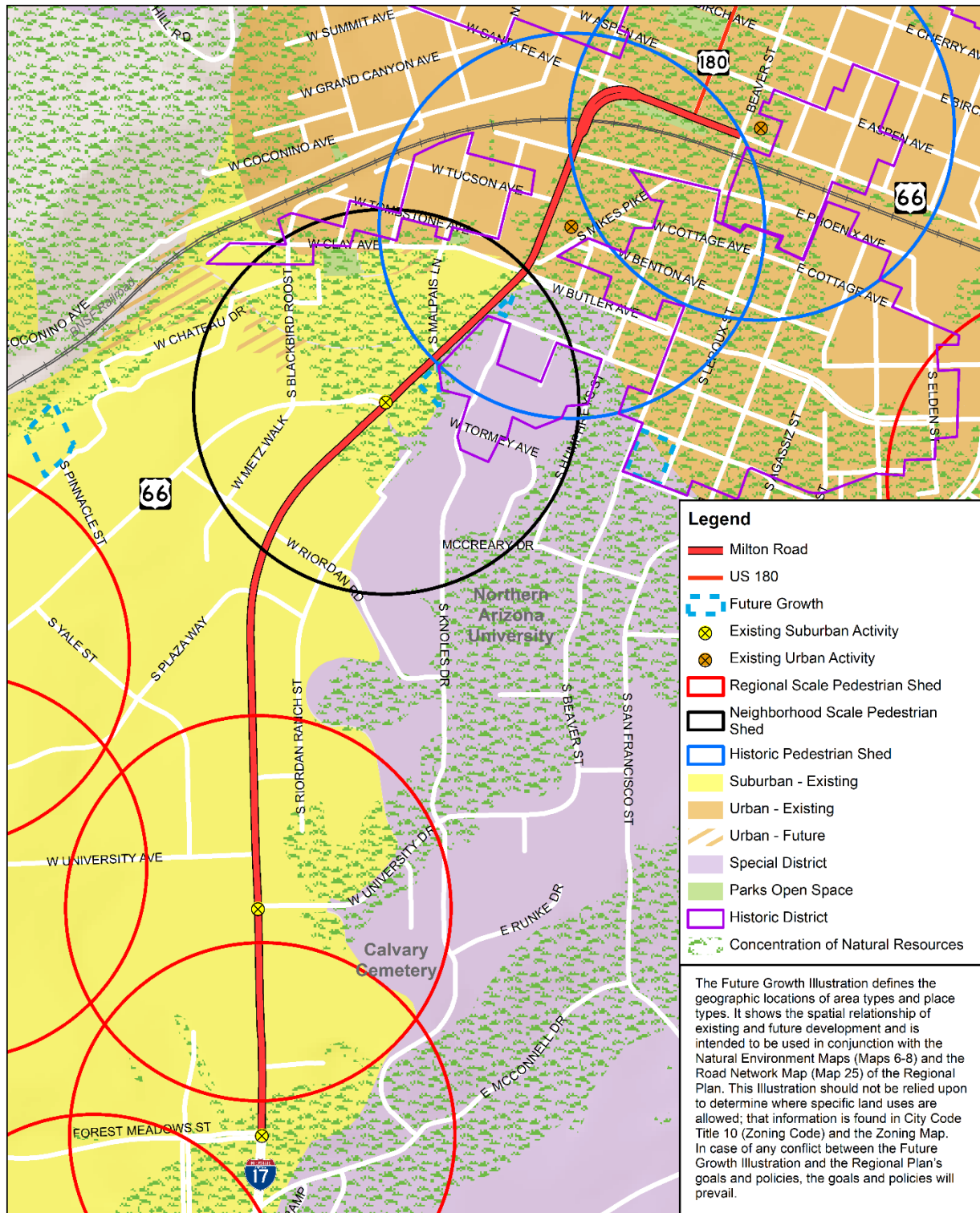
In anticipation and response to the ongoing and planned growth in the area, the city of Flagstaff has identified key activity center and high occupancy housing sites located along the Milton Road corridor (see **Figure 2-1** and **Figure 2-2** for locations). Please note that both plans identify the need for high multimodal access in the Milton Road corridor to serve high occupancy housing (HOH) and activity centers.

Figure 2-1: Potential HOH Development Zones



Source: City of Flagstaff High Occupancy Housing Draft Specific Plan

Figure 2-2: Future Growth Illustration



NOTE: Future growth illustrations and plans do not preclude private development entitlements. Please see [www.flagstaffmatters.com](http://www.flagstaffmatters.com) for an interactive GIS map.



Source: City of Flagstaff

## 2.2 Existing Roadway Conditions & Characteristics

Milton Road is classified as a Major Arterial per the City of Flagstaff's functional classification hierarchy and classified as a Principal Arterial per the FHWA functional classification. As defined by FHWA, these roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly.

The Milton Road CMP study corridor is primarily a five-lane corridor with two general purpose through lanes in each direction, and a center two-way left-turn lane. The majority of the corridor has 100' of existing right-of-way from south of Route 66 to Forest Meadows Street, and the rest of the corridor north of Route 66 to San Francisco Street fluctuates between 90' and 80' – although, predominately 80'. The existing right-of-way footprints are as follows:

- 100' – Forest Meadows Street to Route 66;
- 90' – Route 66 to Private Drive (Dairy Queen);
- 80' – Private Drive (Dairy Queen) to Malpais Lane;
- 87.5' – Malpais Lane to Butler/Clay Avenue; and
- 80' – Butler/Clay Avenue to San Francisco Street.

Dedicated left-turn and right-turn lanes exist at many intersecting streets. Curb, gutter and sidewalk exist through the entire corridor, while back-of-curb amenities such as landscaped buffers (AKA parkways) and furnishing strips are virtually absent universally across the corridor. There are no bike lanes, however a wider shoulder that can be used by bikes exists on both sides of Milton Road between Old Route 66 and Phoenix Avenue and from approximately 290 feet west of Humphreys Street to Beaver Street.

The posted speed limit is 30 miles per hour throughout the corridor with the exception of the speed limit along the curvature approaching the railroad tracks, where the posted speed limit is 25 mph and a posted speed limit of 35 mph from Forest Meadows Street to Plaza Way. There are eight signalized and seven stop-controlled intersections along the Milton Road CMP study corridor.

### 2.2a Existing Traffic Volumes & Level-of-Service (LOS)

Twenty-four-hour daily approach and departure traffic volumes in 15-minute intervals were collected at nine locations along the Milton Road study corridor on Tuesday, September 12, 2017. The collected traffic volumes included vehicular, pedestrian and bicycle counts. **Table 2-1** summarizes the existing daily traffic volumes along the study corridor. **Figure 2-4** also illustrates the existing average daily vehicle traffic and the existing intersection level of service (LOS) along the Milton Road corridor.

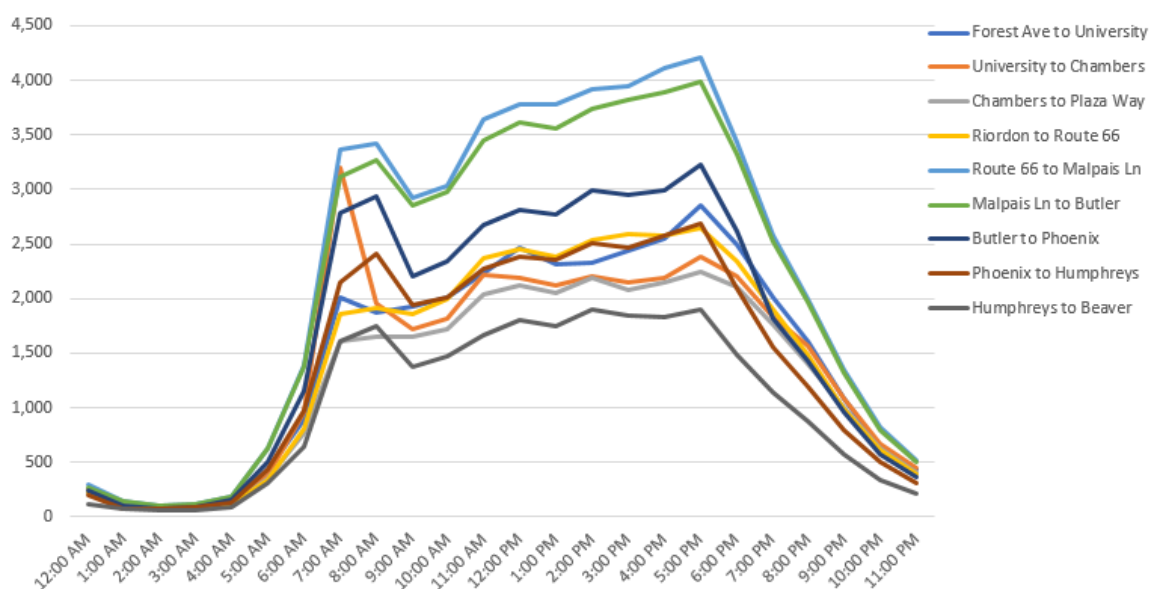


Table 2-1: Existing (2017) Daily Traffic Volumes

Count Location	24-Hour Daily Traffic Volume	
	Northbound	Southbound
Between Forest Meadows St and University Dr	17,825	17,437
Between Forest University Dr and Chambers Dr	17,820	16,119
Between Forest University Dr and Plaza Way	14,584	15,891
Between Riordan Rd and Historic Route 66	17,422	17,199
Between Historic Route 66 and Malpais Ln	26,671	27,014
Between Malpais Ln and Butler Ave	25,125	26,367
Between Butler Ave and Phoenix Ave	20,175	20,614
Between Phoenix Ave and Humphreys St	15,863	18,323
Between Humphreys St and Beaver St	12,908	11,954

Figure 2-3 shows a graphical representation of the 24-hour daily traffic volumes along Milton Road corridor.

Figure 2-3: 24-Hour Daily Traffic Volumes



The ability of a transportation system to transmit the vehicle-based transportation demand is characterized as its Level of Service or LOS. LOS is a rating system from “A”, representing the best operation, to “F”, representing the worst operation. The appropriate reference for LOS operation is the Highway Capacity Manual, published by the Transportation Research Board. This LOS analysis does not take bike, pedestrian, and transit use into account, and sometimes adding these improvements decreases the vehicle LOS. This manual characterizes the LOS for an urban street facility as described in **Table 2-2**.

In general, LOS A and B represent no congestion, LOS C and D represent moderate congestion, and LOS E and F represent severe congestion. Traffic congestion levels were estimated using the



existing 24-hour daily traffic volumes. Per ADOT guidelines, the lowest acceptable LOS threshold for the study corridor is LOS D.

Highway Capacity Software (HCS) and the previously described traffic counts were used to determine the roadway segment LOS for the Milton Road study corridor. **Figure 2-4** depicts the roadway intersection LOS for the Milton Road study corridor. The signalized and unsignalized study area intersections operate at LOS “D” or better with the existing 2017 traffic volumes, existing lane geometrics and existing signal timing. All the approaches operate at LOS “D” or better with the following exceptions:

1. Milton Road and Clay/Butler Avenue – LOS E in the eastbound direction during Mid-Day and PM peak hours, LOS E in the westbound direction during the PM peak hour.
2. Milton Road and University Drive – LOS E in the eastbound direction during Mid-Day and PM peak hours, LOS E in the westbound direction during the PM peak hour.
3. Milton Road and Forest Meadows Street – LOS E in the westbound direction during Mid-Day and PM peak hours, and
4. I-17 Exit Ramp and McConnell Drive – LOS F in the northbound direction during the PM peak hour.

Figure 2-4: Existing Number of Average Daily Vehicles & Intersection Level-of-Service

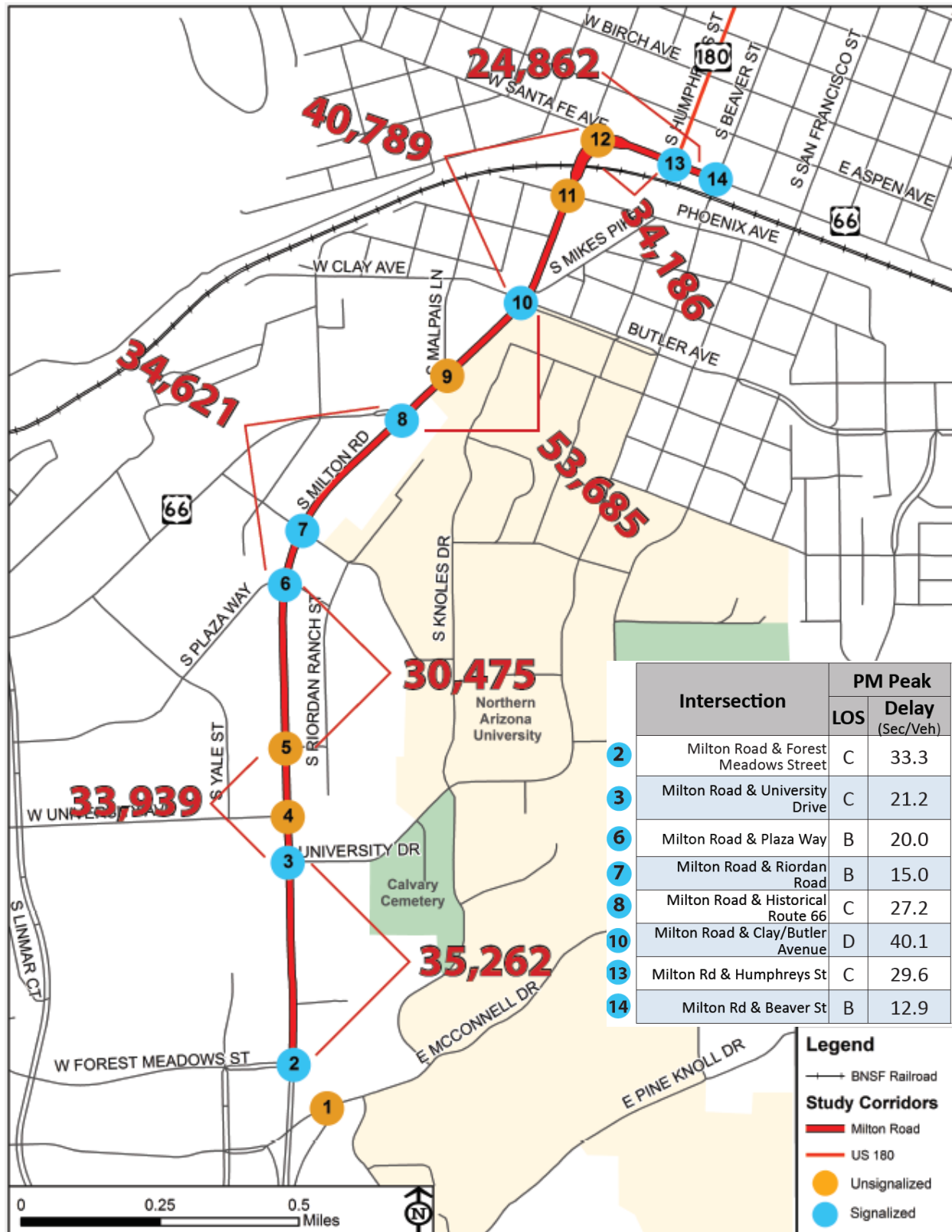

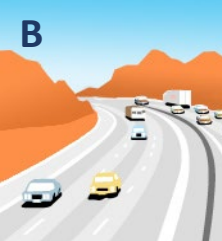






Table 2-2: Level of Service Criteria for Urban Street Facilities

Level-of-Service	Characterized by Highway Capacity Manual as:
	Primarily free-flow speed. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at the boundary intersections is minimal. The travel speed exceeds 85 percent of the base free-flow speed.
	Reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67 percent and 85 percent of the base free-flow speed.
	Stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50 percent and 67 percent of the base-flow speed.
	Less stable condition in which small increases in flow may cause substantial increases in delay and decrease in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40 percent and 50 percent of the base free-flow speed.
	Unstable operation and significant delay. Such operation may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30 percent and 40 percent of the base free-flow speed.
	Flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30 percent or less of the base free-flow speed. Also, LOS F is assigned to the subject direction of travel if the through movement at one or more boundary intersections has a volume-to-capacity ratio greater than 1.0.

### Bicycle & Pedestrian Counts

**Table 2-3** and **Table 2-4** summarizes the number of pedestrians and bicyclists respectively at the study area intersections within the Milton Road study corridor during the Mid-Day (11:00 am to 1:00 pm) and PM peak hours (4:00 pm to 6:00 pm).

The highest number of pedestrians crossing Milton Road occurred at Beaver Street, Clay/Butler Avenue and at University Drive. Pedestrian volume is observed to be higher during the PM peak hour at the study intersections with the exception of Route 66, Plaza Way, Chambers Drive and Forest Meadows Street, where the pedestrian volume is higher during the Mid-Day peak hour.

The highest number of bicyclists crossing Milton Road also occurred at Beaver Street, Clay/Butler Avenue and at University Drive. Bicycle volume is observed to be higher during the PM peak hour at the study intersections with the exception of Riordan Road, Plaza Way, Chambers Drive, University Avenue and Forest Meadows Street where the bicyclist volume is higher during the Mid-Day peak hour.

**Table 2-3: Existing Pedestrian Crossing Volume**

Intersection	North Leg			South Leg			East Leg			West Leg			Total
	Mid-Day	PM	Total	Mid-Day	PM	Total	Mid-Day	PM	Total	Mid-Day	PM	Total	
Beaver St	17	35	52	9	3	12	65	101	166	41	63	104	334
Humphreys St	6	20	26	N/A			0 - No Crosswalk			0 - No Crosswalk			26
Phoenix Ave	1	2	3	1	0	1	7	9	16	23	33	56	76
Clay/Butler Ave	93	116	209	0 - No Crosswalk			73	71	144	29	35	64	417
Malpais Ln	0 - No Crosswalk			0 - No Crosswalk			N/A			6	14	20	20
Route 66	0 - No Crosswalk			33	0	33	N/A			54	51	105	138
Riordan Rd	16	22	38	24	16	40	10	25	35	24	19	43	156
Plaza Way	14	8	22	43	34	77	9	12	21	29	16	45	165
Chambers Dr	0 - No Crosswalk			6	0	6	7	8	15	N/A			21
University Ave	1	0	1	0 - No Crosswalk			8	8	16	26	27	53	70
University Dr	80	106	186	0 - No Crosswalk			16	10	26	25	23	48	260
Forest Meadows St	0 - No Crosswalk			8	13	21	10	8	18	12	6	18	57
												Total	1,740

Table 2-4: Existing Bicycle Crossing Volume

Intersection	North Leg			South Leg			East Leg			West Leg			Total
	Mid-Day	PM	Total	Mid-Day	PM	Total	Mid-Day	PM	Total	Mid-Day	PM	Total	
Beaver St	4	7	11	5	1	6	6	13	19	34	28	62	98
Humphreys St	2	6	8	N/A			1	1	2	0	1	1	11
Phoenix Ave	1	7	8	1	1	2	7	2	9	14	36	50	69
Clay/Butler Ave	17	29	46	4	7	11	11	36	47	3	6	9	113
Malpais Ln	0 - No Crosswalk			0 - No Crosswalk			0	3	3	4	5	9	12
Route 66	1	0	1	2	0	2	0	3	3	12	3	15	21
Riordon Rd	4	12	16	1	4	5	6	3	9	6	6	12	42
Plaza Way	9	6	15	6	4	10	3	3	6	2	2	4	35
Chambers Dr	0 - No Crosswalk			1	0	1	2	0	2	N/A			3
University Ave	0 - No Crosswalk			1	0	1	4	2	6	6	3	9	16
University Dr	36	32	68	0 - No Crosswalk			2	4	6	9	12	21	95
Forest Meadows St	0	0	0	2	10	12	3	5	8	4	9	13	33
Total												548	

## 2.2b Existing Non-Motorized Mobility

### Existing Bike Facilities

Bike lanes do not exist along the Milton Road study corridor between Forest Meadows Street and Old Route 66. Striped shoulders, varying from two- to three-foot wide, exist on both sides of Milton Road between Old Route 66 and Phoenix Avenue. Striped shoulders also exist on both sides of Milton Road from approximately 290 feet west of Humphreys Street to Beaver Street. There are no existing bike lane signs posted or on street markings in association with these facilities as they do not meet the standards for bike lanes.

### Existing Pedestrian Facilities

Continuous five- to six-foot wide sidewalks exist on both sides of Milton Road throughout the study corridor. The existing sidewalk widths meet ADA and ADOT requirements, but do not meet the Project Partner preferred standard of 10 feet. Crosswalks along the Milton Road study corridor only exist at the signalized intersections. At the signalized intersection of Milton Road and Humphreys Street, there is no existing crosswalk to cross Milton Road. Several intersections also have at least one prohibited crossing on Milton Road including: Forest Meadows Street, University Drive, Route 66, Butler Avenue, as well as two prohibited crossings at University Avenue and Humphreys Street.



### *Existing Transit Services*

The Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA) is the transit agency in Northern Arizona operating Mountain Line, Mountain Lift and Mountain Link systems in Flagstaff.

Mountain Line and Mountain Lift services are available along the Milton Road study corridor. Bus stops for various routes of Mountain Line are located at the following locations along the Milton Road study corridor:

- North of Forest Meadows – Route 14 in the northbound direction and Route 4 in the southbound direction,
- North of University Drive – Route 14 in the northbound direction,
- North of University Avenue – Route 4 in the southbound direction,
- South of Plaza Way – Route 14 in the northbound direction and Route 4 in the southbound direction, and
- South of Butler Avenue – Route 8 and Route 14 in the northbound direction.

Mountain Line Route 2, Route 4, Route 5, Route 14 and Route 66 operate along the Milton Road corridor between Phoenix Avenue and Beaver Street originating at the Downtown Convention Center, Mountain Line Transit’s primary hub. Route 10 crosses Milton Road on McConnell Drive. However, bus stops for these routes do not exist along the corridor.

The bus stops located north of University Drive, north of University Avenue and south of Butler Avenue have covered structures to accommodate sitting pedestrians and provide shading structures. Route frequencies and average weekday trip ridership numbers are indicated below:

- Route 4: 20-minute frequency with average 550 weekday trips;
- Route 8: 30-minute frequency with average 130 weekday trips;
- Route 10 (crosses Milton Road): 8- to 10-minute frequency with average 4,347 weekday trips; and
- Route 14: 30-minute frequency with average 410 weekday trips.

Milton Road is identified as part of Mountain Line’s Permanent Transit Network, which are a set of corridors on which Mountain Line can make the strongest commitment to service. Development of multimodal street improvements and locating transit priority projects on these corridors will do the most to help Mountain Line to deliver efficient and high-ridership service in the future, as identified in the Five-Year Transit Plan.

Mountain Lift is a shared-ride program, which is an origin to destination, demand-responsive paratransit service that mirrors Mountain Line fixed-route service in terms of service times and areas. Mountain Lift service is available to people with disabilities who do not have the functional ability to ride fixed-route buses, either permanently or under certain conditions. Mountain Lift service is available along the Milton Road study corridor.

## 2.2c Existing Access Management & Current Guidelines

Access management is defined as a process or program implemented to manage access to and from major arterials, intersections and freeway systems so they will operate safely and efficiently. Effective access management programs control the location, spacing, design, and operation of driveways, median openings and intersections to reduce the number of vehicular conflict points. Driveway and access management guidelines for ADOT and City of Flagstaff are summarized below:

### ADOT

A summary of the ADOT Traffic Engineering Guidelines and Procedures (TGP) Section 1060 – Median Openings for urban areas is summarized below:

1. All median openings shall be designed to include median storage lanes for both directions of travel.
2. Spacing between median openings at intersections shall not be less than 330 feet.
3. In urban areas, median openings between intersections may be established for public safety and convenience if the opening is not closer than 660 feet to an intersection with an improved public street or another median opening.
4. Median openings may be established for business generating relatively high traffic volumes, provided that:
  - a. The minimum left-turn traffic volume is 500 vehicles per day or 100 vehicles during the peak hour in urban areas where the major street speed limit is less than 40 miles per hour.
  - b. The minimum left-turn traffic volume is 350 vehicles per day or 70 vehicles during the peak hour in urban areas where the major street posted speed limit is 40 mph or greater.
  - c. The distance to the nearest adjacent median opening is not less than 330 feet.

### City of Flagstaff

A summary of the City of Flagstaff access management guidelines, included in Engineering Design Standards and Specifications for New Infrastructure Section 13-10-006-0001 are as follows:

1. Distances between centerlines of adjacent intersections shall be a minimum of 135 feet, regardless of the direction of the intersection streets.
2. The minimum spacing of driveways to signalized and unsignalized intersections shall be in accordance with **Table 2-5**.

**Table 2-5: Minimum Spacing of Driveways to Intersections per City of Flagstaff**

Posted Speed (mph)	Spacing	
	Signalized	Unsignalized
≤ 30	230	-
30	-	115
35	275	135
40	320	155
45	365	180

### Current Access

Each access point along the study corridor was identified through a review of aerial mapping. Each access point was then categorized into one of the following two access types:

- **Right-in/Right-out (RIRO)** – only two traffic movements, right-in and right-out, are permitted into and out of a side street or a driveway. Intersections are typically controlled by a STOP sign on the side street. RIRO access points along the study corridor provide access to private commercial properties.
- **Full Access** – Full access driveways generally allow all traffic movements on all approaches. These intersections are either STOP controlled on both the side streets or traffic signal controlled.

**Figure 2-5** illustrates the locations of existing driveways and intersections along the study corridor. Milton Road corridor has excessive number of driveways as well as varying types of driveways along the corridor. This creates multiple potential conflict points for bicyclists, pedestrians, and vehicles, likely increasing the likelihood of collisions and congestion along the corridor. There is a total of 75 driveways along the Milton Road CMP corridor and the number of each type are listed below:

- 65 Full access (without stop sign),
- 1 full access (with stop sign),
- 1 right-in / right-out (with stop sign),
- 3 right-in / right-out (without stop sign),
- 1 Entrance Only,
- 4 Exit Only, and
- 0 Alleys.

Milton Road corridor has a two-way left-turn lane through the corridor. Due to the absence of a raised median along the corridor, access control at existing driveways and intersections is limited.

[illegible]

## 2.3 Safety Considerations

An extensive crash analysis was conducted as part of the Milton Road CMP planning process. Five years of crash data (January 2012 – December 2016) was analyzed to determine trends, patterns, crash types, crash rates and intersection crash breakdown analysis. 338 of 1,489 crashes (23 percent) within the study corridor resulted in an injury crash, which is less than the statewide average injury crash percentage for the year 2012 to 2016 (31 percent). A comparison of total crashes that occurred within the five-year period for the Milton Road study corridor and the Statewide average is shown in **Table 2-6**. For a more in-depth review and analysis of crash data, see the Safety Section of *Working Paper #1 – Existing & Future Conditions* on the project [website](#).

As the implementation of this plan move forward, updated safety analyses will be conducted during each individual design phase.

**Table 2-6: Crash Severity Comparison - All Crashes**

Crash Severity	Number	Milton Road %	Statewide Average %*
Fatal	2	0.1%	1%
Injury	338	23%	31%
Property Damage Only	1,149	77%	68%

\*Average of all crashes from 2012-2016

A comparison of pedestrian/bicycle crashes that occurred within the five-year period for the Milton Road study corridor and the Statewide average is shown in **Table 2-7**.

**Table 2-7: Pedestrian & Bicycle Crash Severity Comparison**

Crash Severity	Number	Milton Road %	Statewide Average %*
Fatal	2	0.03%	6%
Injury	38	61%	84%
Property Damage Only	22	35.5%	11%

\*Average of all pedestrian/bicycle crashes from 2012-2016

**Figure 2-6** shows the location of crashes along Milton Road on a map and categorizing them by the severity of the injury. The highest concentration of crashes occurs at the intersection of Milton Road and Butler Avenue. It is also important to note that the two fatalities occurred at the intersection of Route 66 and Humphrey's Street, and the intersection of Milton Road and University Avenue.



**Legend**

- Milton Road
- US 180

**Milton Road Crash Data Injury Severity**

- FATAL
- INCAPACITATING INJURY
- NON INCAPACITATING INJURY
- NO INJURY
- POSSIBLE INJURY

0 0.125 0.25 0.5 Miles

## 2.4 Future Vehicular Traffic Considerations

The primary purpose of forecasting future traffic volumes is to estimate the additional vehicular travel demand added to existing roadways and to forecast congestion levels due to projected growth in population and employment. The culmination of the following inputs was utilized to develop a sophisticated traffic model which could compare traffic impacts of a 2040 *Base-Build Condition* to all alternatives evaluated. Inputs from ADOT, MetroPlan, the City of Flagstaff, and Mountain Line were utilized to develop the Base-Build Condition for the 2040 design year. To enhance modeling accuracy, any funded roadway construction project within or adjacent to the Milton Road corridor study limits was included in the Base-Build Condition of the traffic model. To be included, the project had to have been identified in an approved Capital Improvement Program (CIP) or Transportation Improvement Program (TIP). This supplemental modeling methodology, analysis and results are also described and elaborated on in *Working Paper #2 – Alternative Analysis*. This model only includes considerations for vehicular traffic (including buses), multimodal transportation was not included.

### 2.4a Future Roadway Network

The following list of approved CIP or TIP projects were included in the Base-Build Condition of the Milton Road CMP traffic model at the time of the traffic modeling analysis:

- Humphreys Street and Route 66 – southbound to westbound add 2<sup>nd</sup> right turn lane;
- Milton Road and Plaza Way – southbound to westbound right turn lane;
- Milton Road and University Avenue – convert to right-in/right-out only intersection;
- Milton Road and University Drive – connect University Drive west through to University Avenue;
- Beulah Boulevard extension north from Forest Meadows to Yale Drive with new roundabout intersection and University Drive/Avenue realignment (Appendix E); and
- Lone Tree Road overpass – volume distribution effects due to the Lone Tree Road overpass.

The Mill Town development is an 18-acre mixed-use development in the southwest quadrant of Milton Road and University Drive that is currently undergoing final design. The development includes commercial space and a rooming and boarding facility. Transportation improvements proposed as part of this development include the Beulah Boulevard extension to University Ave, roundabout at Beulah Boulevard and University Ave, and realignment of University Ave to the signal at Milton Road and University Boulevard, as mentioned above.

### 2.4b Design Year 2040 Traffic Volumes

For the purposes of this analysis, year 2040 is considered as the design year. Additional volume development efforts were undertaken between Working Paper #1 and #2 to support the microsimulation analysis of the corridor undertaken for Working Paper #2. Peak hour turning movement volumes for the intersections along the Milton Road study corridor were developed in cooperation with the Mountain Line Bus Rapid Transit Study and in coordination with Metro Plan's (formerly FMPO) Travel Demand Model, and then provided to the analysis team as a prepared future year no build Vissim model. Traffic redistribution resulting from the CIP Lone Tree Overpass

and Mill Town transportation improvements was included in the FMPO travel demand model and volume set used in developing future year traffic volumes. The volume development effort was summarized in a memo to Mountain Line (formerly NAIPTA). This memo can be found in Appendix F.

AM and PM peak hour simulation traffic volumes for the year 2040 at the intersections along the Milton Road study corridor are shown in **Figure 2-7** and **Figure 2-8**.

#### 2.4c Future No-Build Vissim Operational Analysis

The operational analysis for the No Build future year was conducted utilizing the projected turning movement volumes with existing and programmed roadway geometry improvements, and existing traffic control. Signal timings for the Milton Road corridor were optimized for the 2040 peak hour traffic volumes using Trafficware Synchro version 10 and evaluated in the microsimulation model. **Figure 2-9** shows the intersection control and lane geometry for the year 2040 along the Milton Road study corridor.

##### *Design Year 2040 LOS*

LOS for the study area intersections along the Milton Road study corridor was analyzed for the year 2040 with the peak hour traffic volumes. Future 2040 peak hour traffic volumes, shown in **Figure 2-7** and **Figure 2-8**, and future intersection control and lane geometry, shown in **Figure 2-9**, were utilized to determine the future 2040 peak hour LOS at the study area intersections. **Table 2-11** presents the 2040 peak hour LOS summary for the intersections along the Milton Road study corridor.

**Table 2-11** shows approach delay and overall intersection delay as an average of ten simulation runs from the microsimulation model. That delay was then cross-referenced with HCM 6<sup>th</sup> Ed. LOS thresholds for signalized intersections and two-way stop-control (TWSC) intersections, as shown below in **Table 2-8**. Overall intersection LOS for TWSC intersections is reported as the worst movement, in accordance with current industry practices.

**Table 2-8. HCM 6<sup>th</sup> Edition LOS Thresholds for Interrupted Flow**

LOS	Signalized LOS Thresholds		TWSCLOS Thresholds	
	Lower	Upper	Lower	Upper
A	0	10	0	10
B	10	20	10	15
C	20	35	15	25
D	35	55	25	35
E	55	80	35	50
F	80	--	50	--

##### *Microsimulation Travel Time and Network Delay Results*

Model travel times were captured for Milton Road beginning at Forest Meadows Street and ending at Beaver Street and are shown below in **Table 2-9**. For reference, using the speed limit

over the same distance would result in a travel time of approximately 3.0 minutes, note that this time assumes free-flow operations and no interruptions.

**Table 2-9: 2040 AM and PM No Build Milton Road Travel Times**

MOE	AM Peak Hour		PM Peak Hour	
	Northbound	Southbound	Northbound	Southbound
Travel Time	9.9 min	5.2 min	6.6 min	6.6 min
Avg. Speed	10.4 mph	19.8 mph	15.7 mph	15.7 mph

Network delay and latent delay capture the delay for all vehicles in the model. This metric is most useful in capturing the overall performance of an alternative as compared to the No Build. Network and latent delay results are presented in **Table 2-10**. Network delay represents the delay of vehicles in the model. Latent delay represents delay for vehicles which are beyond the model boundaries but are trying to enter the model. For example, latent delay can occur on a short link where a signal or flow interruption is causing queue to build up to and past the total link length. The latent delay for the PM peak makes up a greater portion of the total delay than the AM, showing that minor movements and mobility are more restricted by congestion in the PM peak. This is consistent with the PM peak being more congested than the AM.

**Table 2-10: 2040 AM and PM No Build Network Delay**

AM Peak Hour			PM Peak Hour		
Network Delay (hrs)	Latent Delay (hrs)	Total Delay (hrs)	Network Delay (hrs)	Latent Delay (hrs)	Total Delay (hrs)
645	780	1,425	824	1,346	2,170

Figure 2-7: 2040 No-Build AM Peak Hour Traffic Volumes

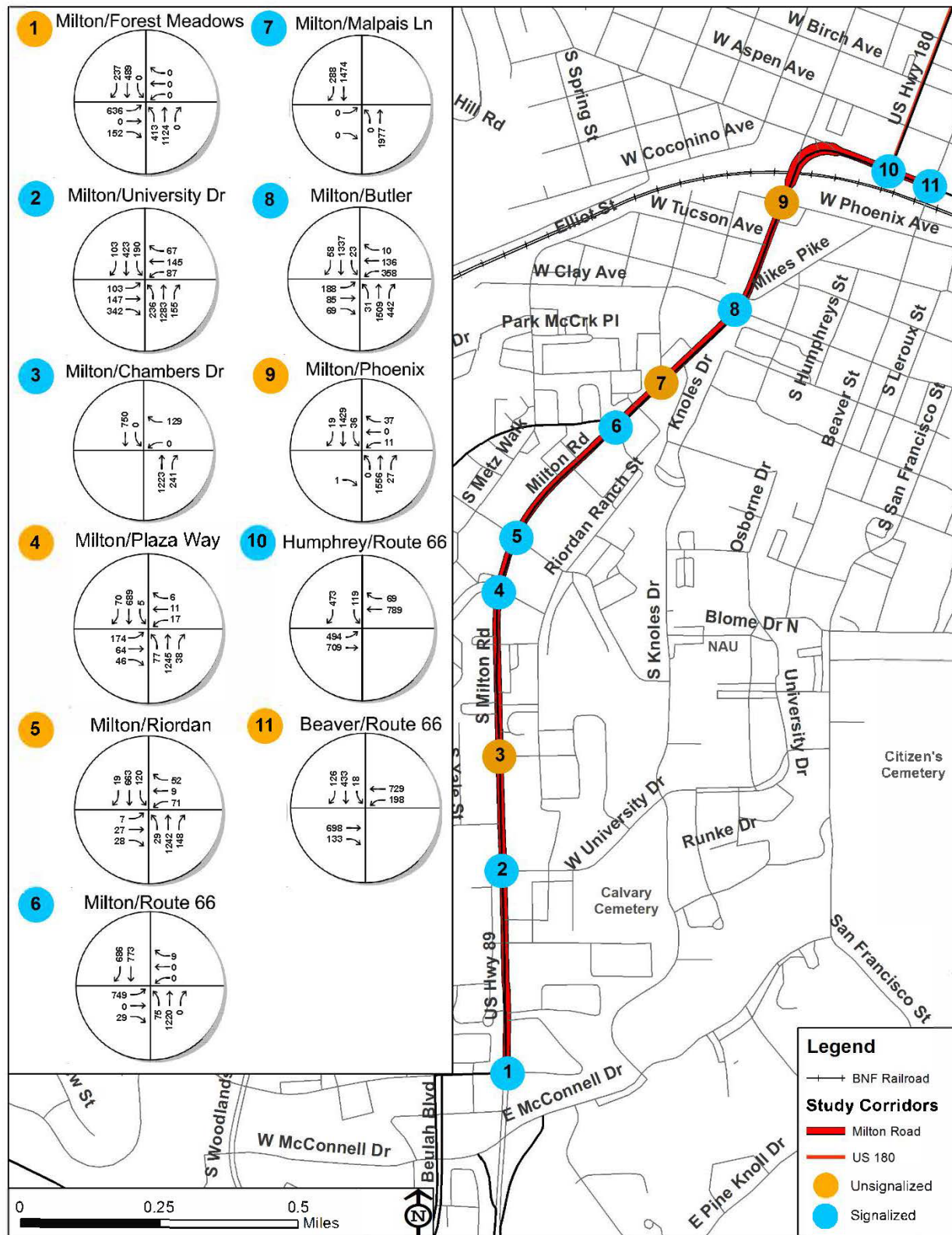




Figure 2-8: 2040 No-Build PM Peak Hour Traffic Volumes

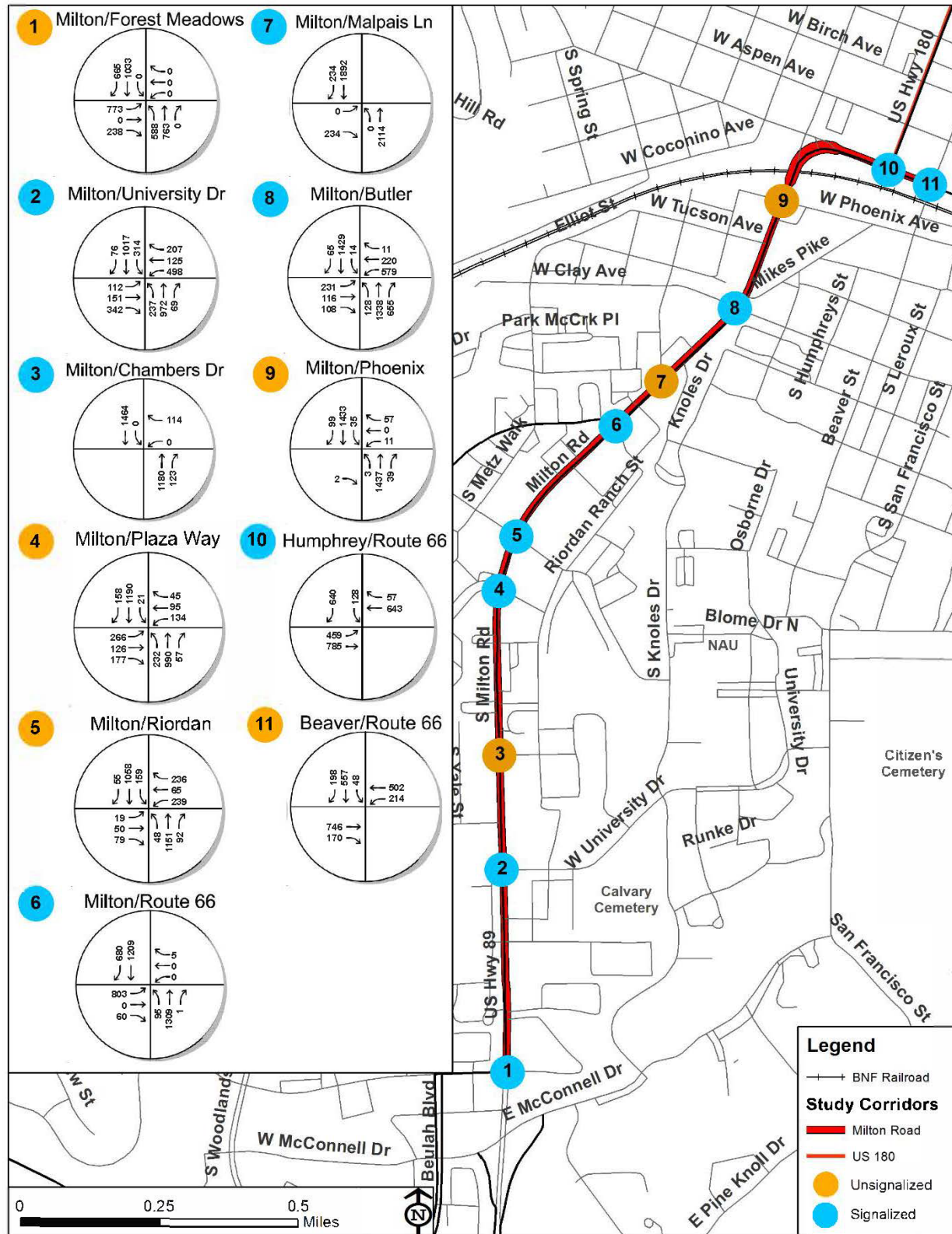
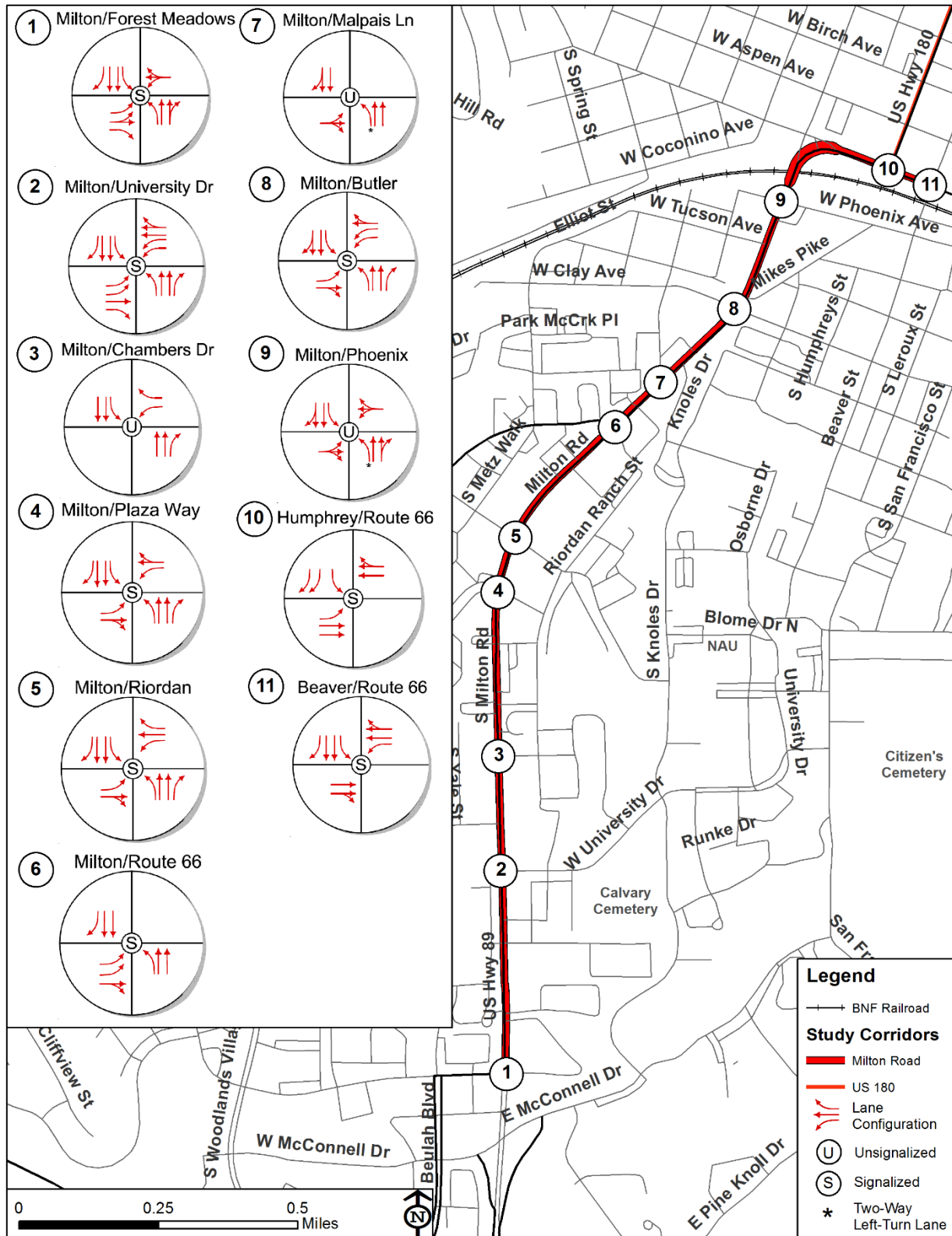


Figure 2-9: 2040 No-Build Intersection Control & Lane Geometry



**Table 2-11: 2040 AM and PM Peak Hour No Build LOS at Signalized and Unsignalized Intersections**

Intersection	Approach	2040 AM Peak		2040 PM Peak	
		LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)
Milton Road and Beaver Street (signal)	Northbound	-	-	-	-
	Southbound	D	46.7	D	53.4
	Eastbound	B	14.4	C	20.9
	Westbound	B	10.5	B	18.0
	Overall	C	21.0	C	30.6
Milton Road and Humphreys Street (signal)	Northbound	-	-	-	-
	Southbound	B	16.2	B	12.8
	Eastbound	B	10.7	B	14.5
	Westbound	B	10.3	B	15.2
	Overall	B	11.8	B	14.1
Milton Road and Phoenix Avenue (TWSC)	Northbound	D	32.5	A	8.2
	Southbound	A	1.1	A	7.9
	Eastbound	A	8.6	A	8.9
	Westbound	F	350.4	F	67.7
	Overall	F	626.4	F	80.5
Milton Road and Clay / Butler Avenue (signal)	Northbound	D	37.9	C	24.4
	Southbound	A	3.2	A	3.6
	Eastbound	F	205.2	F	89.6
	Westbound	E	71.6	E	70.8
	Overall	D	41.7	C	32.3
Milton Road and Malpais Lane (TWSC)	Northbound	C	24.3	A	6.4
	Southbound	A	3.4	A	5.6
	Eastbound	F	578.2	F	321.9
	Westbound	-	-	-	-
	Overall	F	578.2	F	330.5
Milton Road and Historical Route 66 (signal)	Northbound	D	45.6	B	15.8
	Southbound	B	10.0	B	13.9
	Eastbound	E	73.9	D	50.6
	Westbound	B	19.0	B	14.9
	Overall	D	36.1	C	22.2
Milton Road and Riordan Road (signal)	Northbound	C	23.7	A	9.7
	Southbound	A	2.7	A	7.7
	Eastbound	D	38.2	C	32.3
	Westbound	D	45.6	D	38.2
	Overall	B	18.0	B	14.8
Milton Road and Plaza Way (signal)	Northbound	C	25.0	C	28.2
	Southbound	A	4.2	B	16.2
	Eastbound	F	104.7	E	70.3
	Westbound	E	56.9	E	62.6
	Overall	C	26.4	C	33.4

Intersection	Approach	2040 AM Peak		2040 PM Peak	
		LOS	Delay (Sec/Veh)	LOS	Delay (Sec/Veh)
Milton Road and Chambers Drive (TWSC)	Northbound	A	6.5	A	1.6
	Southbound	A	1.6	A	8.6
	Eastbound	-	-	-	-
	Westbound	D	28.1	B	14.0
	Overall	D	32.9	C	20.0
Milton Road and University Drive (signal)	Northbound	D	46.3	D	48.9
	Southbound	B	14.1	C	25.0
	Eastbound	D	35.0	E	56.6
	Westbound	D	50.4	F	98.2
	Overall	C	21.4	D	40.5
Milton Road and Forest Meadows Street (signal)	Northbound	A	9.7	D	42.2
	Southbound	B	12.0	B	13.1
	Eastbound	D	46.5	D	49.6
	Westbound	-	-	-	-
	Overall	B	19.8	C	31.3

\*Vissim output. LOS reported is based on the Average Delay

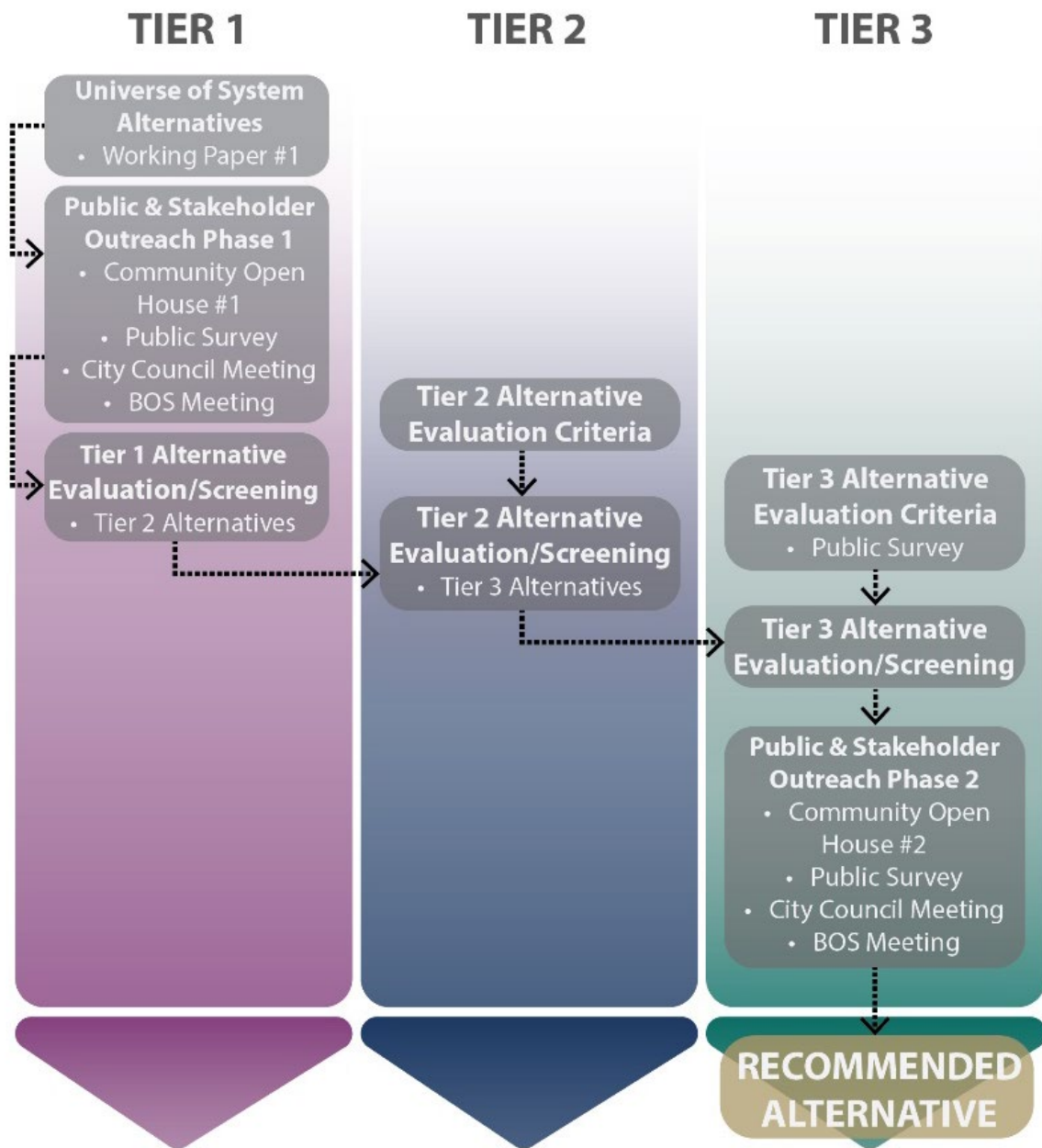
\*\*See Section 2.4a for items included in analysis as part of CIP/TIP

### 3.0 EVALUATION OF CORRIDOR ALTERNATIVES

The Milton Road CMP alternative evaluation and screening process was conducted through a Three Tier approach (**Figure 3-1**), which is summarized at a high-level in this report, but outlined in greater detail in *Working Paper #2 – Alternatives Analysis* (view on project [website](#)). Each of the Three Tier Alternative Evaluation and Screening processes were conducted under the guidance and direction of the Project Partners with updates and meetings at major milestones during the process. The Three-Tiered approach is described below.

- **Tier 1 Alternative Evaluation** was based on public and stakeholder feedback on the Preliminary System Alternatives developed through the initial phases of the study presented in *Working Paper #1 – Existing & Future Conditions* (view on project [website](#)) for the first screening of alternatives.
- **Tier 2 Alternative Evaluation** focused on the development of qualitative and quantitative evaluation criteria that analyzed and measured the performance of the Milton Road Tier 2 Alternatives. The development, methodology, and results of the Tier 2 Alternative Evaluation is presented in *Working Paper #2 – Alternatives Analysis*. Reference the project [website](#) to view Working Paper #2.
- **Tier 3 Alternative Evaluation** expanded upon efforts conducted in the Tier 2 Alternative Evaluation phase to further analyze the remaining alternatives through a further refined series of diverse evaluation criteria focusing on quantitative measures to complement traffic modeling outputs that assessed the overall performance of the Tier 3 Alternatives. The development, methodology, and results of the Tier 2 Alternative Evaluation is presented in *Working Paper #2 – Alternatives Analysis*. Reference the project [website](#) to view Working Paper #2.

Figure 3-1: Three Tier Alternative Evaluation & Screening Process Flow Chart





### 3.1 Corridor Alternative Evaluation & Results

This section summarizes the results of the Tier 1, Tier 2, and Tier 3 Alternative Evaluation processes. For more detailed results of the Three-Tiered Alternatives Evaluation and screening process, please refer to Working Paper #2 – Alternatives Analysis (view on project [website](#)).

#### 3.1a Tier 1 Corridor Alternatives Evaluation & Results

The foundation of Tier 1 Alternative Evaluation results was based on public and stakeholder feedback on the Preliminary System Alternatives presented in *Working Paper #1 – Existing & Future Conditions* (view on project [website](#)). Most the feedback was received at Public Open House Meeting #1, and further enhanced by the Project Partners Other input and feedback on the Tier 1 Alternative evaluation process was received from a series of Project Partner meetings, as well as through City of Flagstaff City Council and Coconino County Board of Supervisors briefings.

**Table 3-1** shows and summarizes the results of the sticky-dot voting and prioritization exercise conducted by the members of the public at the Public Open House Meeting #, and ultimately, which of the Tier 1 Preliminary System Alternatives were elected to move forward into Tier 2 Alternative Evaluation by the Project Partners.

It is worth noting here that the Tier 1 System Alternatives included a series of; 1) four alternatives within the existing Milton Road right-of-way, 2) four alternatives that contemplated expanded Milton Road right-of-way scenario and, 3) a series of six total alternate routes to Milton Road (five of which were “backage roads”). All fourteen (14) alternatives were presented to the public and reviewed by the Project Partners as part of the Tier 1 Alternative Evaluation process.

Following Public Open House Meeting #1, the Project Partners deliberated over a series of meetings to discuss and select which of the Tier 1 Milton Road alternatives would proceed into Tier 2 Alternative Evaluation. The Project Partners agreed to move forward with the following Preliminary System Alternatives for Tier 2 consideration:

- No-Build (Maintain as-is);
- Preliminary System Alternative 3 – Six Travel Lanes;
- Preliminary System Alternative 4 – Four Travel Lanes with Shared Bus/Bike Lanes (SBBL);
- Preliminary System Alternative 5 – Six Travel Lanes with Bike Lanes;
- Preliminary System Alternative 6 – Six Travel Lanes with SBBLs and a raised center median; and
- Preliminary System Alternative 9 – No-Build with the Lone Tree Road Widening Design Concept.

It is worth noting here that the Tier 1 System Alternatives included a series of alternate routes to Milton Road known as “backage roads” that were collectively captured as System Alternative 10 in Tier 1. Through the Project Partner review and deliberation of the public inputs and operational challenges of the backpage road concept, Alternative 10 was eliminated from Tier 2 consideration as those improvements are outside ADOT control. Should the City assess that backpage roads are beneficial to the corridor it may include them in its plans and programs.

Table 3-1: Tier 1 Alternative Evaluation &amp; Screening Results

Tier 1 Preliminary System Alternatives	Public Open House Meeting #1 Voting Results		
	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustment
<b>System Alternatives Utilizing Existing Right-of-Way</b>			
Preliminary System Alternative 1: No-Build (Maintain as Is)	Not Applicable		
<del>Preliminary System Alternative 2: Milton Road Reversible Lane</del>	<del>2</del>	<del>34</del>	<del>4</del>
Preliminary System Alternative 3: Six, 11-Foot General Purpose Lanes with Center Median/Turn Lane with 6-foot Sidewalks	17	26	2
Preliminary System Alternative 4: Four, 11-Foot General Purpose Lanes with Center Median/Left Turn Lane, and two 14-foot Shared Bus/Bike Lanes (SBBL) with 7-foot sidewalks	34	7	8
<b>System Alternatives that May Require Expanded Right-of-Way</b>			
Preliminary System Alternative 5: Six, 11-Foot General Purpose Lanes with a Center Median/Center Turn Lane, and 6-Foot Bicycle Lanes with 6-Foot Sidewalks	25	20	3
Preliminary System Alternative 6: Six, 11-Foot General Purpose Lanes, Two 13-Foot Shared Bus/Bike Lanes (SBBL), and Center Median/Turn Lane with 7-Foot Sidewalks	4	36	0
<del>Preliminary System Alternative 7: Eight, 11-Foot General Purpose Lanes</del>	<del>0</del>	<del>42</del>	<del>2</del>
<del>Preliminary System Alternative 8: Four, 11-Foot General Purpose Lanes, Two 14-Foot Shared Bus/Bike Lanes (SBBL), 14-Foot Landscaped Median, 10-Foot Landscaped Setbacks, and 10-Foot Sidewalks</del>	<del>17</del>	<del>34</del>	<del>0</del>
<b>Alternative Routes to Milton Road</b>			
Preliminary System Alternative 9: Milton Road No-Build and Lone Tree Design Concept Report	43	3	1
<del>Preliminary System Alternative 10: Backage Road Improvement: Clay Avenue/Malpais Lane/McCracken/Blackbird Roost Street</del>	<del>2</del>	<del>17</del>	<del>2</del>
<del>Preliminary System Alternative 10: Backage Road Improvement: West Route 66/Riordan Ranch Street</del>	<del>22</del>	<del>0</del>	<del>9</del>
<del>Preliminary System Alternative 10: Backage Road Improvement: Metz Walk Extension to Plaza Way</del>	<del>8</del>	<del>10</del>	<del>3</del>
<del>Preliminary System Alternative 10: Backage Road Improvement: Plaza Way/Yale Street/University Avenue</del>	<del>14</del>	<del>6</del>	<del>4</del>
<del>Preliminary System Alternative 10: Backage Road Improvement: Route 66/Yale Street/Beulah Blvd. Extension/Ft. Tuthill</del>	<del>33</del>	<del>7</del>	<del>1</del>

**Notes:**

Alternatives displayed with a strikethrough were eliminated from further study and not included in the Tier 2 Alternative Evaluation process.

### 3.1b Tier 2 Corridor Alternatives Evaluation & Results

This section describes the Tier 2 Alternative Evaluation process and results. At this point in the study process, the former Tier 1 alternatives no longer were classified as “preliminary,” and became to be known as “alternatives.” Once the initial selection of the Tier 2 Alternatives were refined and established, another series of Project Partner meetings determined through group consensus that the Tier 2 Alternatives needed refinement before the evaluation could start.

#### *Refinement of Tier 2 Alternatives*

It was recognized by the Project Partners that the Preliminary System Alternatives from Tier 1 that were selected for Tier 2 analysis generally captured the range and functionality of the preferred and desired facility. However, the Preliminary System Alternatives from Tier 1 were preliminary in nature designed to initially gauge public support or not on broader concepts, primarily developed from previous studies, and did not include detailed specifications such as individual facility widths. The Project Partners desired greater definition on the individual roadway facility components/widths needed to be defined prior to the commencement of the formal Tier 2 evaluation. In addition, the Project Partners felt some other potential alternatives were desired to reflect the possibility of what modernized improvements, particularly for multiple modes of travel, would look like for the “build alternative” types. Four stages of refinement took place prior to evaluation which are described below:

1. A set of Controlling Design Criteria was collectively developed by the Project Partners to guide Tier 2 Alternative refinement of the roadway features for the Tier 2 Alternatives. The Controlling Design Criteria were created to identify and compare adopted FHWA and ADOT standards/specification with Project Partner agency standards/specifications for the various roadway features. This process helped acknowledge and document the minimum ADOT/FHWA standards in comparison to Project Partner agency current and preferred standard(s) to consider for inclusion in any refined Tier 2 Alternatives. The Controlling Design Criteria also document any variances or design exceptions that would require FHWA approval. Over the course of several meetings, the Project Partners discussed and confirmed the series of Controlling Design Criteria that guided the refinement of the widths of certain roadway facility types. The Controlling Design Criteria exercise also helped recognize which facility improvements ADOT would/could contribute towards construction funding versus those roadway feature types above and beyond the ADOT standards that other agencies would be required to contribute towards construction cost (should the need arise). The final Controlling Design Criteria can be found in Appendix G.
2. The refinement of Alternative 6 – To allow for a full range of alternatives for public consideration, Alternative 6 was refined to consist of six Travel Lanes with SBBLs and a raised center median, which included an effort of maintaining a diversity of SBBL alternatives with a higher and lower capacity options in order to allow for a full range of possibilities for traffic operation analysis. The result of this discussion and analysis yielded two hybrid alternatives for Tier 2 Alternative Evaluation: Alternative 6a – Six Travel lanes with SBBLs and Alternative 6b – Four Travel Lanes with SBBLs.

3. Conversion of Alternative 9 - No-Build with the Lone Tree Road Widening Design Concept, into the No-Build alternative. This was a direct result of the Lone Tree Overpass project being approved by Flagstaff voters via Proposition 419 – coupled with fact that – Alternative 9 already closely resembled the No-Build option and was determined redundant and ultimately eliminated from the analysis and the overpass and widening of Lone Tree Road was incorporated as part of the No-Build option.
4. Inclusion of Mountain Line’s Bus Rapid Transit (BRT) alternatives from their concurrent BRT Feasibility Study to align the goals and implementation of both the Milton Road CMP and the Mountain Line BRT Feasibility Study. A total of three BRT alternatives were discussed among the Project Partners for potential inclusion. However, as a result of Project Partner deliberation on the three newly introduced BRT alternatives, it was determined that one BRT alternative would move forward for Tier 2 consideration: Alternative 13: Two Travel Lanes with Center Running BRT Lanes.

Refer to Section 4.2 of *Working Paper #2 – Alternatives Analysis* on the project [website](#) to view more detailed information pertaining to the refinement of the Tier 2 Alternatives.

### *Tier 2 Alternative Evaluation Criteria*

A series of Tier 2 evaluation criteria and weightings were developed to evaluate and measure the performance of the seven Tier 2 Alternatives. The Tier 2 evaluation criteria were crafted to be diverse in nature through the combination of quantitative and qualitative measurements specific to features of each Tier 2 Alternative.

The first step in developing the evaluation criteria was to identify general categories of roadway performance to measure the operational and environmental qualities of the corridor. The Consultant Team worked with the Project Partners and agreed to use the following categories – in no particular order of importance – on to measure and compare the Tier 2 Alternatives:

- Traffic Operations;
- Safety;
- Expand Travel Mode Choices;
- Public Acceptance;
- Construction/Implementation;
- Project Economics; and
- Environmental Impacts.

Once the categories were selected, the Consultant Team and the Project Partners created a preliminary list of evaluation criteria metrics for each category. The process included researching regulatory mandates across the state and with ADOT; understanding what issues were of highest importance for the ADOT Districts; communicating with ADOT and the Project Partners to understand strategic safety initiatives of the highest value within the various organizations and agencies; investigating measures to evaluate the level of difficulty of implementation through assessment of the costs and right-of-way impacts; and the public acceptance of each alternative. As a result, 14 different evaluation criteria were developed over the seven categories to use in Tier 2 Alternative Evaluation process. **Table 3-2** provides a summary of the Tier 2 Evaluation Criteria. Refer to Section 4.6 of *Working Paper #2 – Alternatives Analysis* on the project [website](#) for more detailed information about the development of the Tier 2 Alternative Evaluation Criteria, and the specific measures and methodologies used to calculate the results of the Tier 2 Alternative Evaluation.

Table 3-2: Final Tier 2 Alternative Evaluation Criteria &amp; Weightings

Evaluation Criteria				Weight
Category	Criteria / Measure	Threshold / Formula	Modifier	
Reduction in Vehicular Congestion	Improves Congestion	Formula = (Best Result / Alternative Result) * Weight * 100 Ex - Alt 4: (6.25/11.03) * 5.25% * 100 = 2.97	N/A	5.25%
	Travel Speed as % of Base Free Flow Speed	Formula = ((Alternative Result * 100) / Best Result) * Weight * 100 / 2 Ex - Alt 4: ((46.1%*100)/62) * 3.32% * 100 / 2 = 1.24	N/A	3.32%
	AM			(1.66%)
	PM			(1.66%)
	Improved Intersection LOS	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (2/3) * 6.04% * 100 / 2 = 3.02	N/A	6.04%
	AM			(3.02%)
	PM			(3.02%)
	Signal/Stop Control Delay	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (29.5/41.6) * 3.29% * 100 / 2 = 1.17	N/A	3.29%
	AM			(1.645%)
	PM			(1.645%)
Safety	Travel Time:	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (339/560) * 4.79% * 100 / 2 = 1.45	N/A	4.79%
	AM			(2.395%)
	PM			(2.395%)
Safety	Reduction in Total Crashes	Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 4: (19.4/28.98) * 7.13% * 100 = 4.77	N/A	7.13%
	Reduced Injury Crashes	Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 5: (21.78/28.78) * 8.18% * 100 = 6.19	N/A	8.18%
	Reduced Bicycle Crashes	Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 5: (14/14) * 7.10% * 100 = 7.10	N/A	7.10%
Expand Travel Mode Choices	Pedestrian	Meets or Exceeds both ADOT's minimum standard and the City/FMPO/NAIPTA's (PP) preferred standards	1	7.12%
		Meets or Exceeds ADOT's minimum standard OR the City/FMPO/NAIPTA's (PP) preferred standards, but not both	0.5	
		Maintains Existing Condition	0	
	Bicycle	Meets or Exceeds both ADOT's minimum standard and the City/FMPO/NAIPTA's preferred standards	1	7.48%
		Meets or Exceeds ADOT's minimum standard OR the City/FMPO/NAIPTA's preferred standards, but not both	0.5	
		Maintains Existing Condition	0	
	Transit	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (250/371) * 6.27% * 100 / 2 = 2.11	N/A	6.27%
Public Acceptance	Public Support	Public support was moved to Tier 3 Alternative Evaluation & Screening		8.26%
Construction/ Implementation	Project Cost <sup>#+-</sup>	Formula = (Best Result / (Alternative Result/10M)) * Weight * 100 Ex - Alt 4: (1/(40.542M/10M)) * 4.68% * 100 = 1.15	N/A	4.68%
	ROW Impact <sup>+-</sup> (Square Feet)	Formula = (Best Result / (Alternative Result/10K)) * Weight * 100 Ex - Alt 4: (1/(26,326/10K)) * 4.98% * 100 = 1.89	N/A	4.96%
Aggregate Score				83.88%
				Rank



### Tier 2 Evaluation Criteria Results & Analysis Findings

This section describes a brief summary of the results for the Tier 2 Alternative Evaluation process of the seven Tier 2 Alternatives through the application of the Tier 2 Evaluation Criteria. Refer to Section 4.8 of *Working Paper #2 – Alternative Analysis* for more detailed results and a systematic synopsis for each of the Tier 2 Evaluation Criteria.

The Milton Road CMP Tier 2 Alternatives range in performance rating based on the score of the Tier 2 Alternative Evaluation Criteria. The highest performing alternative received a score of 59.02 points while the lowest performing alternative received a score of 29.20 points – nearly a 30-point difference. **Table 3-3** ranks the alternatives from highest scoring to lowest scoring alternative.

**Table 3-3: Tier 2 Alternative Rankings Based on Tier 2 Evaluation Criteria Result**

Rank	Tier 2 Alternative	Tier 2 Score
1	Alternative 5 - Six Travel Lanes with Bike Lanes	58.30
2	Alternative 6a - Six Travel Lanes with SBBLs	51.25
3	Alternative 13 – Two Travel Lanes with Center BRT Lanes	43.44
4	Alternative 3 - Six travel lanes	38.85
5	Alternative 6b - Four Travel Lanes with SBBLs	34.87
6	No-Build (leave road as is)	30.27
7	Alternative 4 - Four Travel Lanes with SBBLs	29.20

As demonstrated in **Table 3-3**, Alternative 5 received the highest score of 58.30 points followed by Alternative 6a with 51.25 points, Alternative 12 with 43.44 points, Alternative 3 with 38.85 points, Alternative 6b with 34.87 points, No-Build with 30.27 points, and Alternative 4 with 29.20 points.

The results of the Tier 2 Alternative Evaluation process appear to be aligned with the visual representation of the benefits and trade-offs associated with each of the alternatives. For instance, Alternative 5 intuitively could be expected to be the best performing alternative because the alternative includes a benefit for all modes of transportation by increasing vehicular capacity through the addition of two travel lanes, improving the corridor for bicyclists by introducing a buffered bike lane, and enhancing back-of-curb facilities with a parkway and a widened sidewalk improving the pedestrian environment; all while not having the highest project cost or the largest right-of-way footprint compared to come of the other alternatives.

Conversely, Alternative 4 and Alternative 6b both could be expected to not perform as well as the other alternatives because these two alternatives do not add vehicular capacity and do not sufficiently address other modes of transportation. These two alternatives differ from each other in their back-of-curb facility types, where Alternative 3 may maintain a narrower right-of-way footprint and thus a less expensive cost, but does not have sufficient sidewalks; while on the other hand, Alternative 6b may have much wider sidewalks and a parkway, consequently resulting in a much larger right-of-way impact and a much higher project cost.

**Figure 3-2** illustrates a graphical summary of the results for Tier 2 Alternative Evaluation process.

### *Projects Included in Traffic Model Software as Part of Alternative Evaluation*

Vissim traffic modeling software was utilized to measure various traffic operations metrics as part of the Tier 2 (and Tier 3) Alternative Evaluation. Since the alternative evaluation year – and ultimate planning horizon of the Milton Road CMP – was the year 2040, a list of programmed projects from the Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) and other projects currently under construction were included in the baseline (No-Build) model and carried over into the models developed for each of the Tier 2 (and Tier 3) Alternatives. As previously described in *Section 2.4a - Future Roadway Network*, The list below includes the projects currently under construction or constructed during the duration of the CMP, as well as projects included in the TIP and CIP that were integrated into the Vissim models include:

- Humphrey's Street and Route 66 – southbound to westbound add 2<sup>nd</sup> right turn lane;
- Humphreys Street and Aspen Street – northbound to eastbound right turn lane;
- Milton Road and Plaza Way – southbound to westbound right turn lane;
- Milton Road and University Avenue – convert to right-in/right-out only intersection;
- Milton Road and University Drive – connect University Drive west through to University Avenue;
- Milton Road (I-17)/Forest Meadows Street – northbound to westbound add 2<sup>nd</sup> left turn lane; and
- Beulah Boulevard extension north from Forest Meadows to Yale Drive with new intersection and University Drive/Avenue realignment (Appendix E).
- Lone Tree Overpass

### *Tier 2 Alternatives Recommended for Tier 3 Analysis*

The Project Partners were presented with the traffic modeling findings and the detailed Tier 2 Evaluation Criteria results. Over the course of a couple Project Partner meetings, the Project Partners discussed which of the Tier 2 alternatives they preferred to move forward into the final Tier 3 Alternative Evaluation and Screening process.

As **Figure 3-2** illustrates, the Project Partners ultimately eliminated Alternative 3 and Alternative 4. Simply put, Alternative 4 was the lowest performing alternative in total, ranking last in 7<sup>th</sup> place. With a total sum of approximately one-half of the top ranked alternative, Alternative 4 performed poorly across almost all criteria, but especially poor in the Safety, Expand Travel Mode Choices and Congestion Reduction criteria. From a model results perspective, Alternative 4 did not demonstrate significantly improved travel time or travel speed results, LOS at signalized intersections, and all non-signalized intersections experiencing a LOS of F.

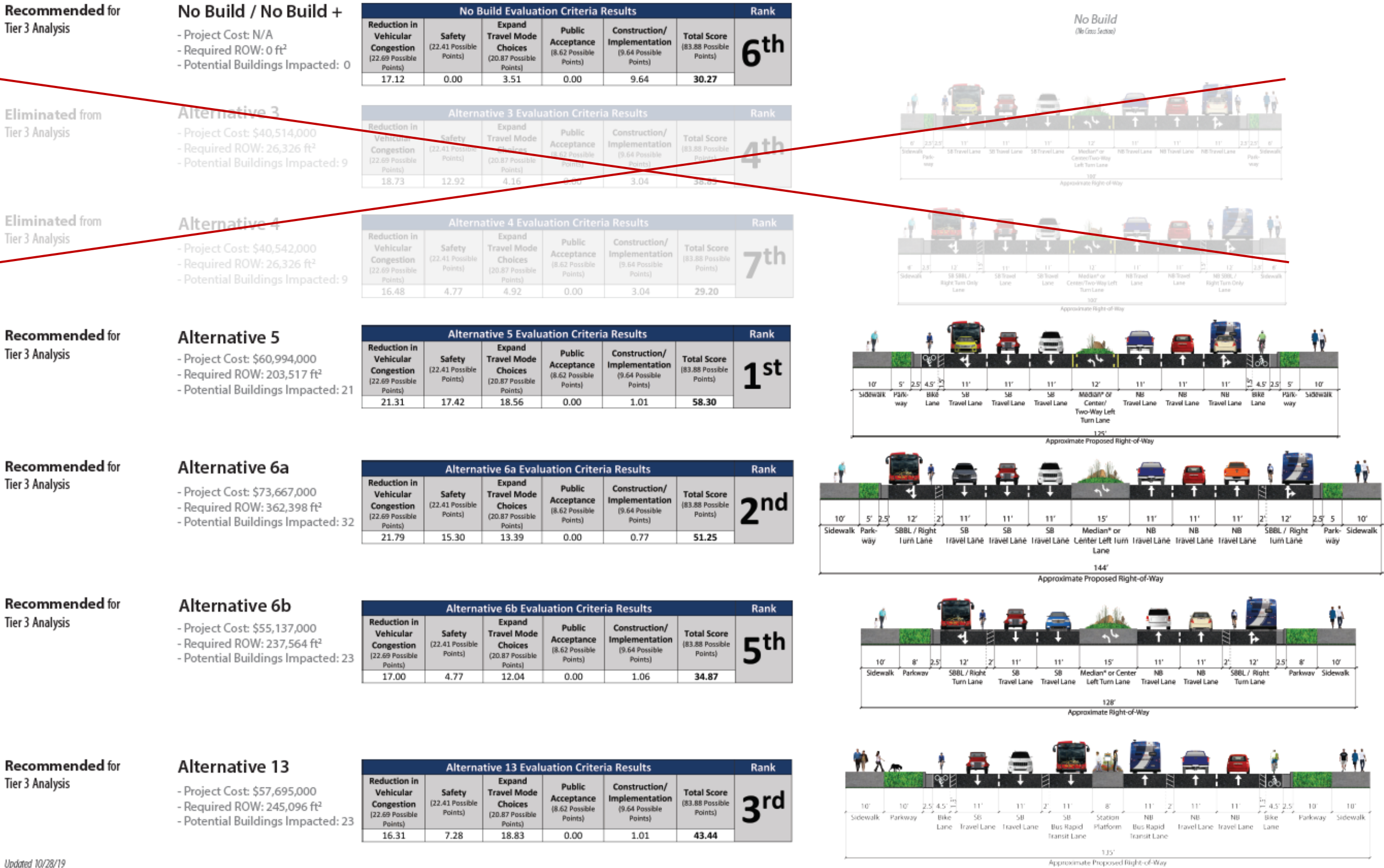
The Project Partners also agreed to eliminate Alternative 3 from further study. Receiving a rank of 4<sup>th</sup> in the Tier 2 analysis, Alternative 3 was eliminated from further consideration due to its marginal performance in the Tier 2 modeling and moderate to below average scoring in the Tier 2 evaluation criteria, particularly in the Expand Travel Mode Choice criteria. Also, as the Project Partners desired to pair-down Tier 2 alternatives for the Tier 3 analysis, it was generally felt that the roadway features of Alternative 3 (six general purpose travel lanes) were already captured in Alternative 5 (which ranked 1<sup>st</sup>). Moreover, the bicycle, pedestrian and landscape elements of Alternative 3 were felt to be less desirable/sufficient than Alternative 5, so the Project Partners felt that Alternative 3 became duplicative and substandard to the functionality and character of Alternative 5, so Alternative 3 was eliminated for further consideration. The Project Partners also discussed and agreed that Alternative 6a and 6b would move forward to Tier 3 analysis. The No Build was recommended for Tier 3 in part to be compliant with NEPA requirements to maintain a No Build alternative in the analysis and the No Build Plus was created to recognize that select spot improvements to the existing corridor was desired by the Project Partners.

Accordingly, the Project Partners selected the following Alternatives to move forward for Tier 3 analysis:

- No-Build;
- No-Build Plus;
- Alternative 5;
- Alternative 6a;
- Alternative 6b; and
- Alternative 13.

Please refer to *Section 3.1c - Tier 3 Corridor Alternatives Evaluation & Results* for a description of the No Build Plus alternative.

Figure 3-2: Tier 2 Alternatives Recommended for Tier 3 Analysis



Updated 10/28/19

### 3.1c Tier 3 Corridor Alternatives Evaluation & Results

As discussed in the previous sub-section, based on recommendations from the Project Partners, the following alternatives were included in the Tier 3 Alternative Evaluation and Screening process:

- No-Build;
- No-Build Plus (No-Build Plus Spot Improvements);
- Alternative 5 - Six Travel Lanes with Bike Lanes;
- Alternative 6a - Six Travel Lanes with SBBLs;
- Alternative 6b - Four Travel Lanes with SBBLs; and
- Alternative 13 - Two Travel Lanes with Center BRT Lanes.

#### *No-Build Plus Spot Improvements – AKA “No-Build Plus”*

As previously introduced, one component that separates the Tier 3 Alternative Evaluation process from the Tier 2 Alternative Evaluation process is the inclusion of spot improvements, and the introduction of the No-Build Plus – which essentially is the prior No-Build option, plus the addition of the spot improvements.

Through a progression of meetings between the Consultant Team and the Project Partners, a series of spot improvements were developed to be integrated into all the Tier 3 Alternatives, except the No-Build alternative. Spot improvements were recognized by the Project Partners as being desired to potentially inventory which type of low investment (compared to the Build Alternatives) enhancements could/should be included as part of the No Build Plus alternative (newly introduced to the Tier 3 process), but also recognize the desire and value of incorporating and measuring the effectiveness (or not) of other desired enhancements such as pedestrian, bicycle, transit, safety and traffic operations along the Milton Road corridor.

The spot improvements are concentrated at intersections since the alternative’s cross section address the mid-block applications. Spot improvements were also characterized in one of the following categories:

- |                       |                |
|-----------------------|----------------|
| • Roadway Geometry;   | • Pedestrian;  |
| • Roadway Operations; | • Bicycle; and |
| • Vehicular Safety;   | • Transit.     |
| • Access Management;  |                |

Once the spot improvement inventory was completed, the Project Partners collaborated and recognized the variation in the spot improvement applications and identified the need to assign specific improvements to certain Tier 3 Alternatives. Spot improvements are assigned to the Tier 3 Alternatives by one of three applications:

- No Build + Alternative Only;
- Build Alternatives Only; or
- All Alternatives.

Refer Section 5.1a of *Working Paper #2 – Alternatives Analysis* on the project [website](#) for the complete inventory of the initial spot improvements.



### Tier 3 Alternative Evaluation Criteria

Similar to the Tier 2 Alternative Evaluation process, a series of Tier 3 Evaluation Criteria and Weightings were developed to evaluate and measure the performance of the six Tier 3 Alternatives. The Tier 3 evaluation criteria were crafted to cover a diversity of community objectives, although the Tier 3 Evaluation Criteria tend to focus more on quantitative measurements and remove any qualitative metrics carried over from Tier 2 Alternative Evaluation process.

The Project Partners held a series of meetings to determine which of the Tier 2 Evaluation Criteria would carry over to the Tier 3 Evaluation Criteria; which Tier 2 Evaluation Criteria should be eliminated from the Tier 3 Evaluation Criteria; which of the Tier 2 Evaluation Criteria need to be revised in order to move into the Tier 3 Evaluation Criteria; and finally, considered potential new evaluation criteria to the Tier 3 Evaluation process.

A few members of the Project Partners elected to participate in a separate small working group to develop the Tier 3 Evaluation Criteria. These meetings of the Consultant Team and the Tier 3 Evaluation Criteria Task Force produced a new set of more refined evaluation criteria. Detailed notes were collected and distributed during the progression of meetings and can be referenced in Appendix H.

As a result of the small work group meetings, 16 different evaluation criteria were developed to apply in Tier 3 Alternative Evaluation process (**Table 3-4**), 10 of which were newly introduced evaluation criteria. The newly introduced alternative evaluation criteria included:

- Network Delay;
- Conflict Points;
- Bicycle Comfort Index;
- Pedestrian Comfort Index;
- Transit Ridership;
- Implementation Opportunities
- Title VI Impacts;
- Neighborhood Impacts;
- Air Quality; and
- Community Character.

Refer to Section 5.3 of *Working Paper #2 – Alternatives Analysis* for more detailed information about the development of the Tier 3 Alternative Evaluation Criteria, and the specific measures and methodologies used to calculate the results of the Tier 2 Alternative Evaluation.

A new approach to developing evaluation criteria weighting was introduced in Tier 3, which were determined through the combined results of a Project Partner and a community-based survey. The Project Partners were provided a survey to populate their desired weight (level of importance/preference) for each of the Tier 3 Evaluation Category and Criteria. This survey used a pair-wise comparison mathematical analysis; allowing each respondent to systematically evaluate each Evaluation Criteria Category against each other two at a time and set their relative impact in achieving the project goals. In addition, the public's perspective integrated into the weighting process from the result of an online survey was created by the Project Partners. The survey generated 813 visits and 562 responses. A full report of the Public Survey can be referenced in Appendix I. Also reference Section 5.4 of *Working Paper #2 – Alternatives Analysis* on the project [website](#) for more information on the methodology in developing Tier 3 Evaluation Criteria weighting.

Table 3-4: Final Tier 3 Evaluation Criteria

Final T3 Evaluation Criteria		
Category	Metrics	Scoring Formula
Traffic Operations	Level of Service (Volume / Capacity Ratio)	Result = (Alternative Result/ Best Result ) * Weight * 100
	Travel Time (AM) - minutes	Result = (Best Result / Alternative Result) * Weight * 100
	Travel Time (PM) - minutes	
	Network Delay (AM) - hours	Result = (Best Result / Alternative Result) * Weight * 100
	Network Delay (PM) - hours	
Vehicular Safety	Reduction in Conflict Points	Result = (Best Result / Alternative Result) * Weight * 100
Expand Travel Mode Choices	Bicycle Comfort Quality Index	Result = (Alternative Result/ Best Result ) * Weight * 100
	Pedestrian Comfort Index	Result = (Alternative Result/ Best Result ) * Weight * 100
	Transit Travel Time (AM) - minutes	Result = (Best Result / Alternative Result) * Weight * 100
	Transit Travel Time (PM) - minutes	
	Transit Ridership	Result = (Alternative Result/ Best Result ) * Weight * 100
Public Acceptance	Public Support	# of Public Support Result = (Best Result / Alternative Result) * Weight * 100
Cost / Implementation	Construction Cost	Result = (Best Result / (Alternative Result/10M)) * Weight * 100
	ROW Impact (Square Feet)	Result= (Best Result / (Alternative Result/10K)) * Weight * 100
	Implementation Opportunities	Result = (Alternative Result/ Best Result ) * Weight * 100
Environmental Impacts	Neighborhood Impacts	Result = (Best Result/Alternative Result) * Weight * 100
	Title VI Impacts	Result = (Best Result/Alternative Result) * Weight * 100
	Air Quality	Result = (Best Result/Alternative Result) * Weight * 100
Community Character	Great Street	50% - Meets *City 2030 Regional Plan Policy 50% - Public Survey Output  *Formula for City 2030 Policy: % of corridor able to accommodate trees + % of corridor with "wide" sidewalks

### Tier 3 Evaluation Criteria Results & Analysis Findings

This section provides a brief summary of the results for the Tier 3 Alternative Evaluation process of the six Tier 3 Alternatives through the application of the Tier 3 Evaluation Criteria. There is a series of graphics immediately following this section that include the detailed results of each Tier 3 Evaluation Criteria for each of the Tier 3 Alternatives.

Unlike the Tier 2 Alternative Evaluation process, the Milton Road CMP Tier 3 Alternatives have a very small range in performance rating based on the score of the Tier 3 Alternative Evaluation Criteria. The highest performing alternative - the No Build - received a score of 60.10 points while the lowest performing alternative received a score of 50.75 points – only a difference of 9.35. There is little variation in the final results of each of the Tier 3 Alternatives.

The study team conducted the technical evaluation and totaled the preliminary set of Tier 3 evaluation criteria results for all the criteria except the “Great Streets” and “Public Acceptance” categories. Public survey inputs obtained in the second round of public involvement were utilized to finalize the “Great Streets” and “Public Acceptance” criteria, to then complete the comprehensive Tier 3 evaluation criteria scoring process. The tier 3 Evaluation Criteria scoring results are indicated in **Table 3-5**, ranking the alternatives from highest scoring to lowest scoring alternative.

**Table 3-5: Tier 3 Alternative Rankings Based on Tier 3 Evaluation Criteria Results**

Rank	Tier 3 Alternative	Score
1	Alternative 5 - Six Travel Lanes with Bike Lanes	61.2
2	No-Build (leave road as is)	60.3
3	Alternative 6a - Six Travel Lanes with SBBLs	58.9
4	Alternative 6b - Four Travel Lanes with SBBLs	53.9
5	No-Build Plus (spot improvements only)	56.5
6	Alternative 13 – Two Travel Lanes with Center BRT Lanes	53.9

The final results of the Tier 3 Alternative Evaluation process represent the diverse set of evaluation criteria and assigned weightings that allow one alternative to score well under in some areas and another to score well against different criteria. Thus, the resulting scores are very close.

A couple observations on these findings include:

- The introduction of spot improvements has disproportionately increased the gap in the results for the Project Cost and the Right-of-Way Impact Criteria between the No-Build and the other alternatives.
- According to the Vissim model results, the traffic operations are generally performing worse in Tier 3 than the traffic operations results in Tier 2. Although difficult to pinpoint, the degradation in traffic operations is likely a result of some of the spot improvements which were deemed necessary for safety or connectivity. Items such as dual left turn lanes, the addition of two new traffic signals, and the inclusion of two HAWK signals have a negative consequence on traffic operations but assist other modes. In addition, Transit Signal Priority (TSP) was also added at select signalized intersections to address deficient

transit operations and further decreased traffic operations. However, multimodal improvements were two of the six project goals and the Project Partners agreed that the vehicle delay was a potential possible tradeoff for the inclusion of multimodal improvements.

- Regarding the effects of the HAWKs - Any inclusion of any stop along Milton Road will increase delay. This is not necessarily negative as this provides the ability to cross safely for pedestrians who would not have a way to safely and reasonably cross otherwise. These trade-offs were generally considered by the Project Partners when developing the spot improvement inventory. Although the delay encumbered in minimal, the aggregate of all trade-offs made throughout the corridor contribute to the total vehicular travel time through the corridor.
- The inclusion of dual lefts reduces the amount of green light time for through traffic, particularly noticeable in the southbound operation results. Dual lefts, particularly on the side streets did help left turning traffic. This results in a proportional reduction in time for side street through movements and mainline time as well.
- A Project Partner small working group and the Consultant Team worked to determine and apply increased traffic volumes for the Build Alternatives resulting from road widening. The group elected not to analyze these in the Vissim model and as such, the model results cannot readily attest to the specific effects this would have. Rather, this evaluation was captured in the congestion needs score spreadsheet that was modified according to the Project Team.

The higher ranking No-Build alternative is likely correlated with the fact that the No-Build alternative condition perform moderately well (that is, not disproportionately worse) when compared to the other alternatives across most of the evaluation criteria. The No-Build ranking also reflects the favorable cost-benefit ratio, suggesting that the lower costs of the No-Build alternative generally outweigh the perceived operational benefits (and higher construction costs/right-of-way impacts) of the build Alternatives, with the exception of Alternative 5 .

**Figure 3-3** illustrates a graphical summary of the results for Tier 3 Alternative Evaluation process.



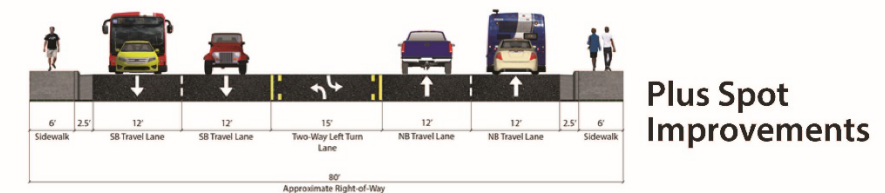
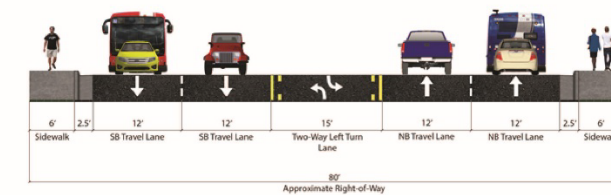
## No Build

- Project Cost: N/A
- Required ROW: 0 ft<sup>2</sup>
- Potential Buildings Impacted: 0

No-Build Alternative Tier 3 Evaluation Criteria Results								Rank
Traffic Operations 13.9 Possible Points	Vehicular Safety (16.6 Possible Points)	Expand Travel Mode Choices (19.3 Possible Points)	Public Acceptance (12.0 Possible Points)	Construction/Implementation (10.6 Possible Points)	Environmental Impacts (13.6 Possible Points)	Community Character (14.0 Possible Points)	Total Score (100 Possible Points)	2nd
11.9	16.6	9.7	0.0	10.6	11.4	0.2	60.3	

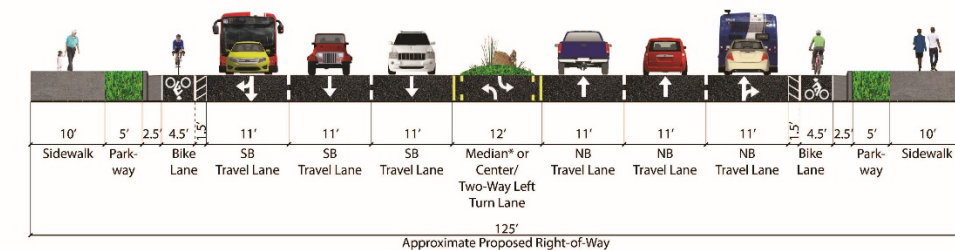
- Project Cost: \$9,804,000
- Required ROW: 53,884 ft<sup>2</sup>
- Potential Buildings Impacted: 0

No-Build Plus Tier 3 Evaluation Criteria Results								Rank
Traffic Operations 13.9 Possible Points	Vehicular Safety (16.6 Possible Points)	Expand Travel Mode Choices (19.3 Possible Points)	Public Acceptance (12.0 Possible Points)	Construction/Implementation (10.6 Possible Points)	Environmental Impacts (13.6 Possible Points)	Community Character (14.0 Possible Points)	Total Score (100 Possible Points)	5 <sup>th</sup>
12.3	15.8	11.9	0.0	4.9	11.5	0.2	56.5	



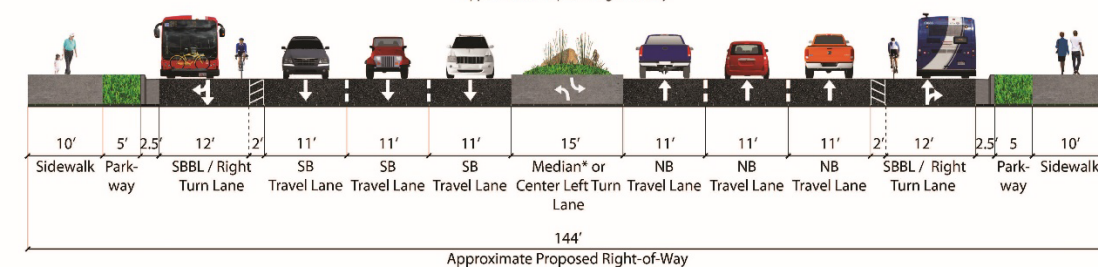
- Project Cost: \$85,417,000
- Required ROW: 253,662 ft<sup>2</sup>
- Potential Buildings Impacted: 21

Alternative 5 Tier 3 Evaluation Criteria Results								Rank
Traffic Operations (13.9 Possible Points)	Vehicular Safety (16.6 Possible Points)	Expand Travel Mode Choices (19.3 Possible Points)	Public Acceptance (12.0 Possible Points)	Construction/Implementation (10.6 Possible Points)	Environmental Impacts (13.6 Possible Points)	Community Character (14.0 Possible Points)	Total Score (100 Possible Points)	1 <sup>st</sup>
13.3	12.2	14.9	2.2	0.7	13.5	4.5	61.2	



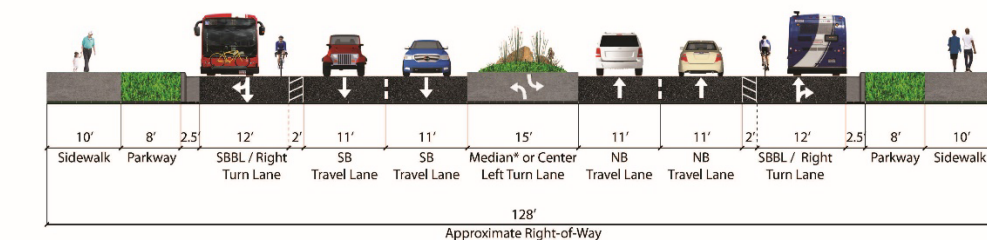
- Project Cost: \$95,463,000
- Required ROW: 398,689 ft<sup>2</sup>
- Potential Buildings Impacted: 32

Alternative 6a Tier 3 Evaluation Criteria Results								Rank
Traffic Operations 13.9 Possible Points	Vehicular Safety (16.6 Possible Points)	Expand Travel Mode Choices (19.3 Possible Points)	Public Acceptance (12.0 Possible Points)	Construction/Implementation (10.6 Possible Points)	Environmental Impacts (13.6 Possible Points)	Community Character (14.0 Possible Points)	Total Score (100 Possible Points)	3rd
12.2	12.6	18.6	0.3	0.9	11.0	3.2	58.9	



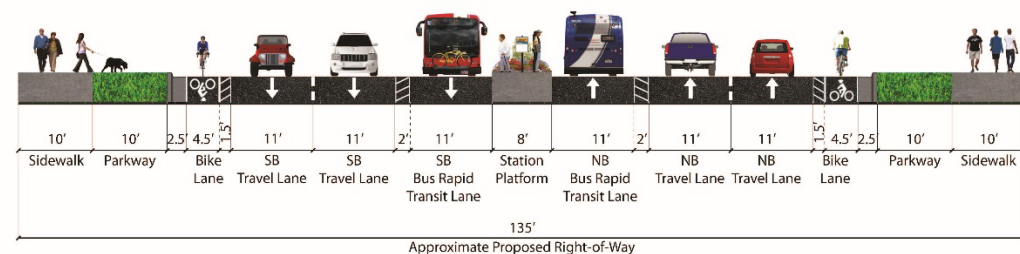
- Project Cost: \$74,504,000
- Required ROW: 271345 ft<sup>2</sup>
- Potential Buildings Impacted: 23

Alternative 6b Tier 3 Evaluation Criteria Results								Rank
Traffic Operations 13.9 Possible Points	Vehicular Safety 16.6 Possible Points	Expand Travel Mode Choices 19.3 Possible Points	Public Acceptance 12.0 Possible Points	Construction/Implementation 10.6 Possible Points	Environmental Impacts 13.6 Possible Points	Community Character 14.0 Possible Points	Total Score (100 Possible Points)	4 <sup>th</sup>
12.1	12.1	14.6	0.0	1.0	10.9	3.1	53.9	



- Project Cost: \$77,334,000
- Required ROW: 286,207 ft<sup>2</sup>
- Potential Buildings Impacted: 23

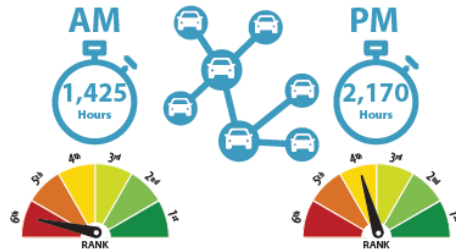
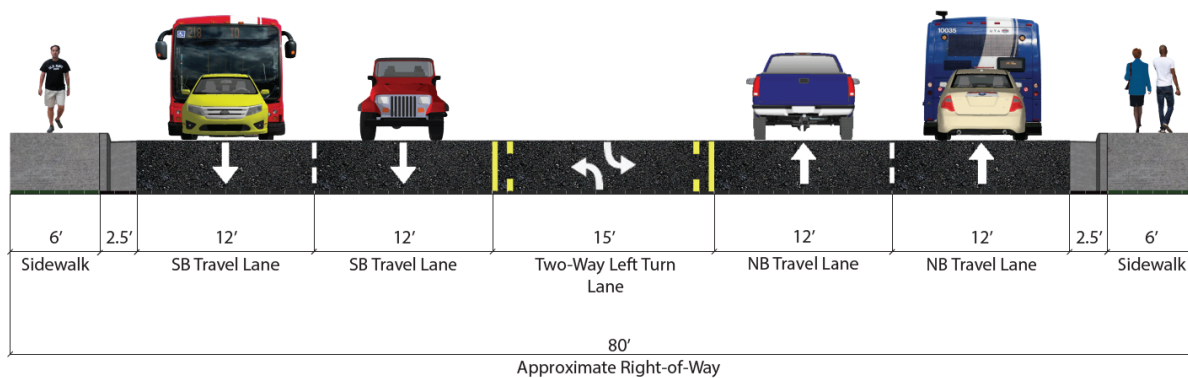
Alternative 13 Tier 3 Evaluation Criteria Results								Rank
Traffic Operations 13.9 Possible Points	Vehicular Safety 16.6 Possible Points	Expand Travel Mode Choices 19.3 Possible Points	Public Acceptance 12.0 Possible Points	Construction/Implementation 10.6 Possible Points	Environmental Impacts 13.6 Possible Points	Community Character 14.0 Possible Points	Total Score (100 Possible Points)	6 <sup>th</sup>
12.1	12.1	14.6	0.0	1.0	10.9	3.1	53.9	





The No-Build option represents the existing roadway conditions of Milton Road, which includes two travel lanes in each direction with a center two-way left turn lane, and (generally) six-foot sidewalks on both sides of the corridor, though the width of the sidewalk is narrower than six feet in some locations. The No-Build condition also includes various right turn lanes across the corridor, either in one direction or both directions. The No-Build option is the only alternative that would not impact private properties. Finally, it is critical to include the No-Build option as the baseline condition to highlight positive and/or negative change relative to the other alternatives.

# 60.3



## Expand Travel Modes

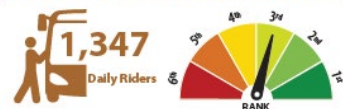
### Bicycle Comfort Index



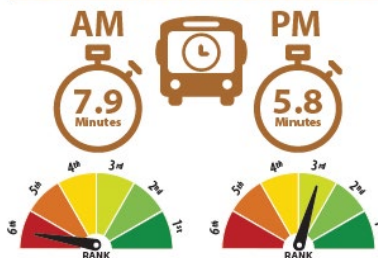
### Pedestrian Comfort Index



### 2040 Transit Ridership



### 2040 Transit Travel Time



## Cost / Implementation

### Project Cost



### Implementation Opportunities

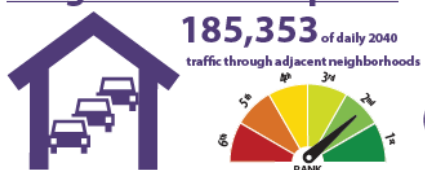


### Right-of-Way Impact

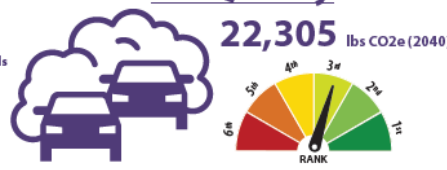


## Environmental Impacts

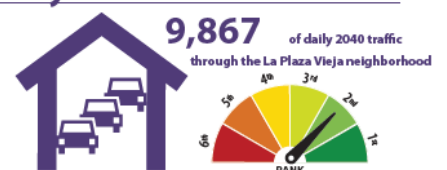
### Neighborhood Impacts



### Air Quality



### Clay Ave Cut-thru Traffic



### No-Build Plus Tier 3 Evaluation Results

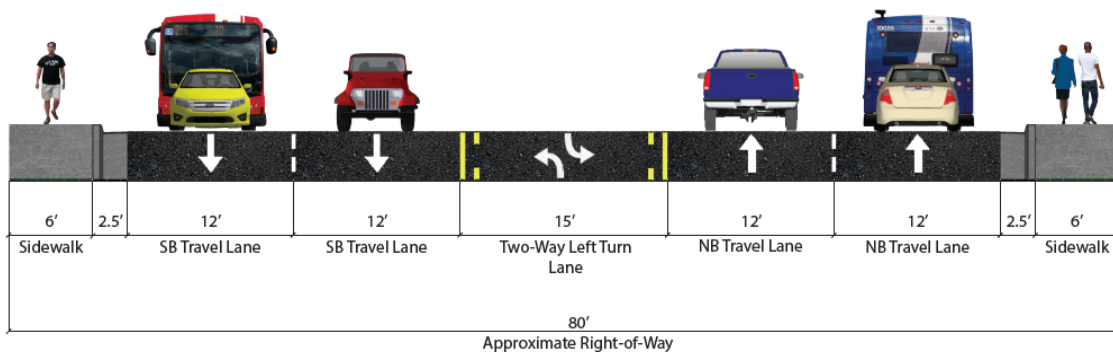
The No-Build Plus option represents the existing roadway conditions of Milton Road, which includes two travel lanes in each direction with a center two-way left turn lane, and (generally) six-foot sidewalks on both sides of the corridor, though the width of the sidewalk is narrower than six-foot in some locations. The No-Build Plus condition also includes various right turn lanes throughout the corridor, either in one direction or both. The No-Build Plus maintains the existing condition with the inclusion of a series of spot improvements, as previously described. The spot improvements do not include any new right turn lanes.

**Tier 3 Rank**

**5<sup>th</sup>**

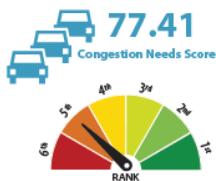
**Tier 3 Score**

**56.5**

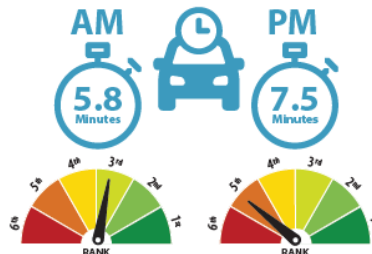


### Traffic Operations

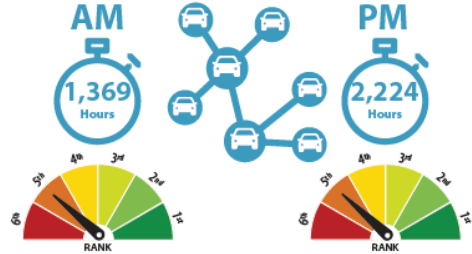
#### Level-of-Service



#### Travel Time



#### Total Network Delay



### Safety

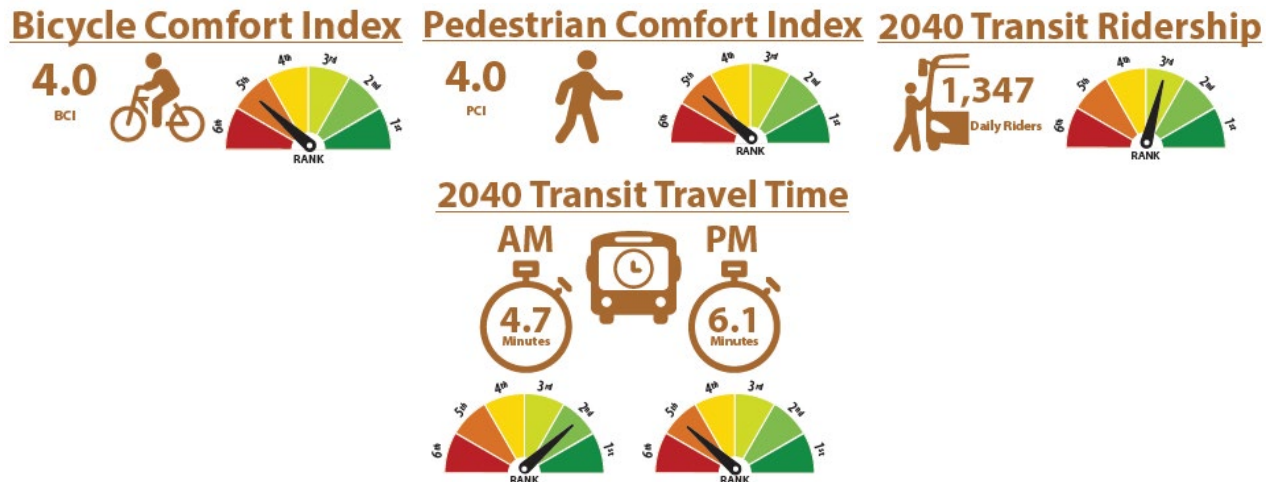
#### Conflict Points

**531**

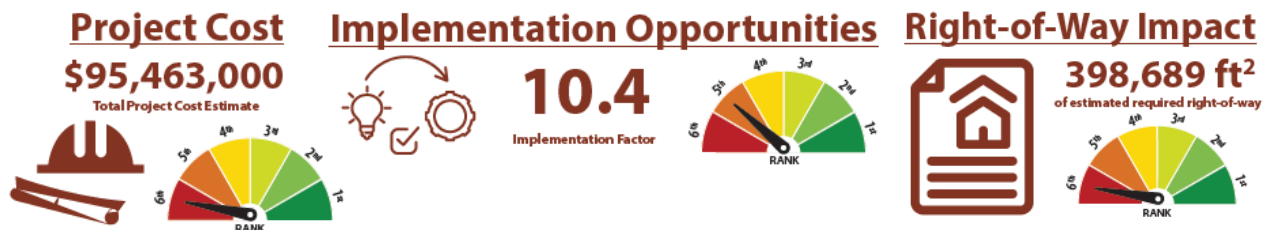
Total Conflict Points



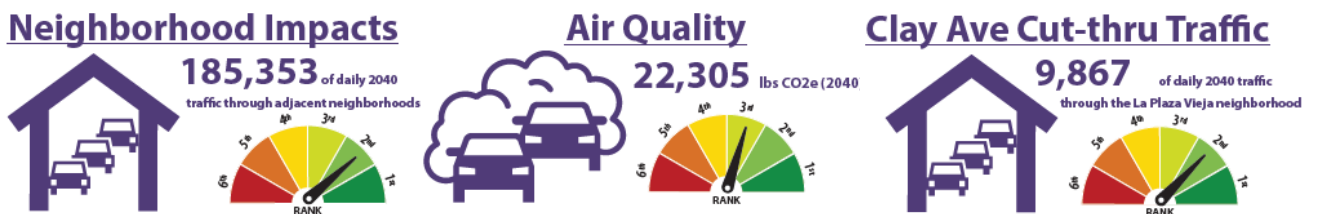
### Expand Travel Modes



### Cost / Implementation



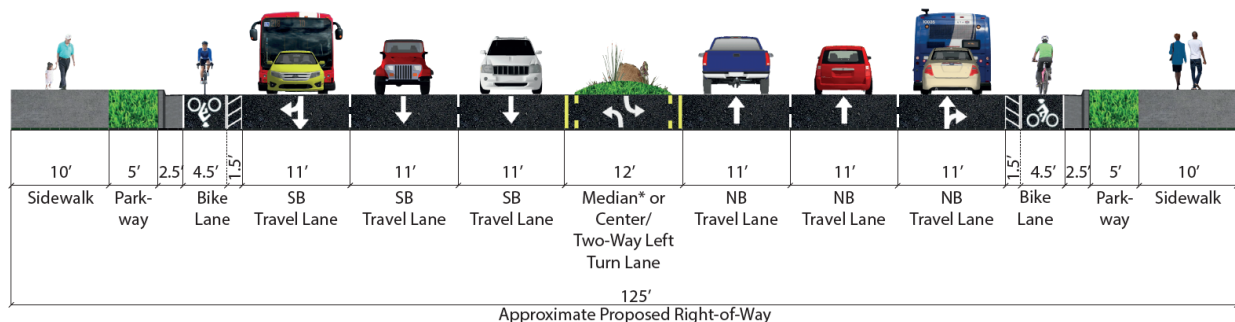
### Environmental Impacts



### Alternative 5 Tier 3 Evaluation Results

This Alternative offers both increased capacity and opportunities for expanded mode choices through the introduction of two vehicular lanes and the addition of buffered bike lanes on both sides of the road. Alternative 5 includes six, 11-foot general purpose travel lanes with center median/left turn lane and 6-foot bicycle lanes and 10-foot sidewalks. Alternative 5 also includes enhanced facilities back of curb with a 10-foot sidewalk with a parkway on both sides of the road.

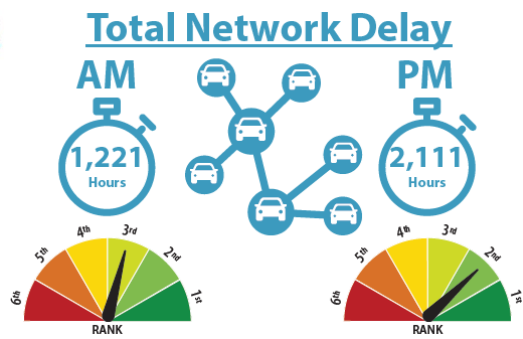
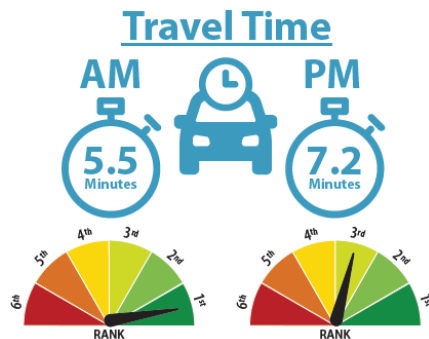
**Tier 3 Rank**  
**1<sup>st</sup>**  
**Tier 3 Score**  
**61.2**



\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

### Traffic Operations



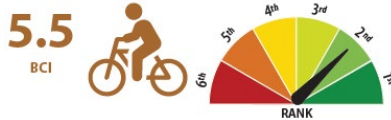
### Safety





## Expand Travel Modes

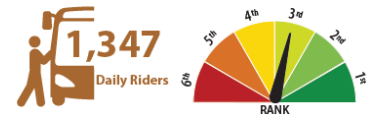
### Bicycle Comfort Index



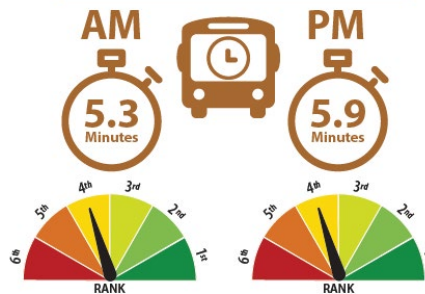
### Pedestrian Comfort Index



### Transit Ridership



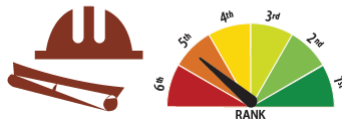
### Transit Travel Time



## Cost / Implementation

### Project Cost

**\$84,417,000**  
Total Project Cost Estimate



### Implementation Opportunities



**4.1**

Implementation Factor



### Right-of-Way Impact

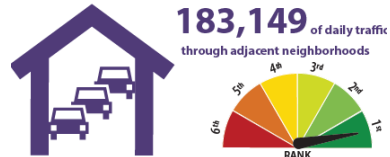


**253,662 ft<sup>2</sup>**  
of estimated required right-of-way

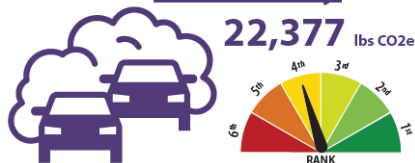


## Environmental Impacts

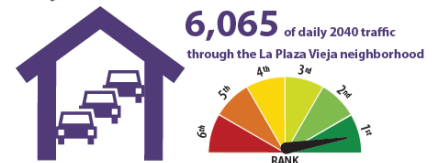
### Neighborhood Impacts



### Air Quality



### Clay Ave Cut-thru Traffic



### Alternative 6a Tier 3 Evaluation Criteria Results

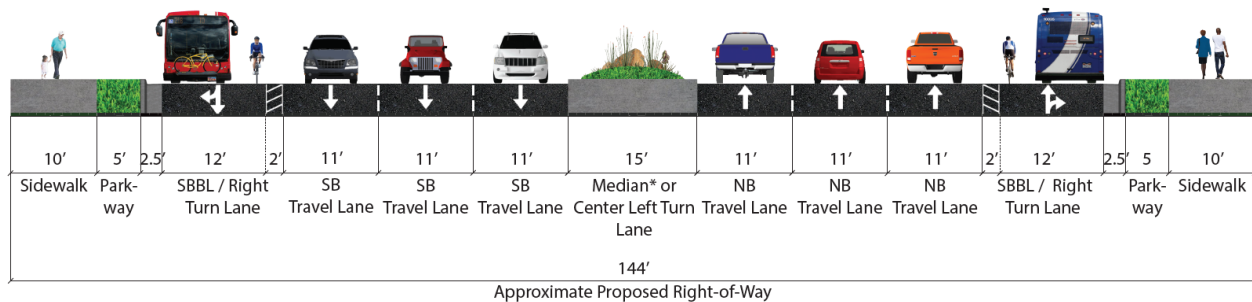
This Alternative offers a combination of both increased capacity and opportunities for expanded mode choices by adding both an additional vehicular lane and a shared bus-bike lane (SBBL) in each direction. Alternative 6a includes six, 11-foot general purpose lanes, two 14-foot SBBLs, and center median/turn lane with 10-foot sidewalks. Alternative 6a also includes enhanced facilities back of curb with a 10-foot sidewalk and a parkway on both sides of the road.

**Tier 3 Rank**

**3<sup>rd</sup>**

**Tier 3 Score**

**58.9**



\*Median treatment may vary along the study corridor.

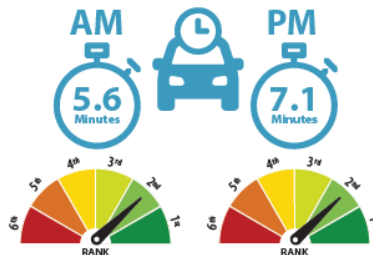
\*\*An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

### Traffic Operations

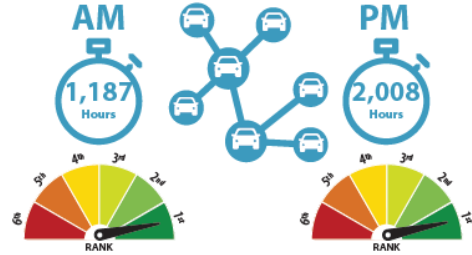
#### Level-of-Service



#### Travel Time



#### Total Network Delay

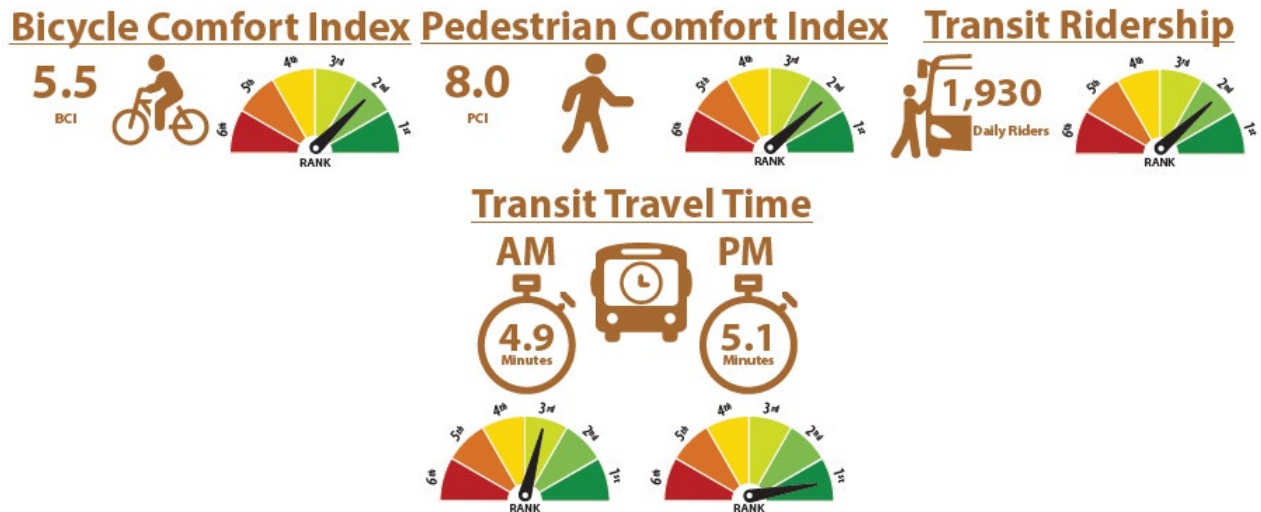


### Safety

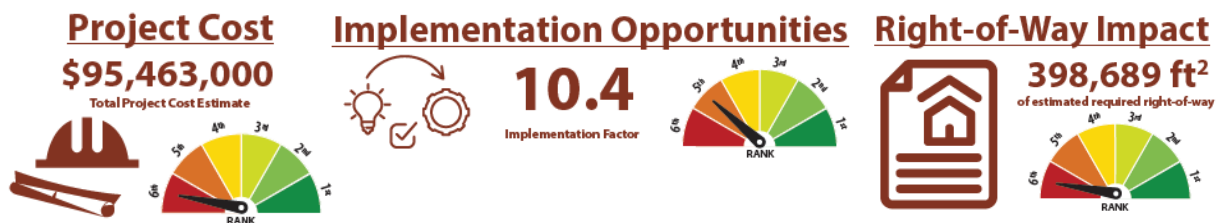
#### Conflict Points



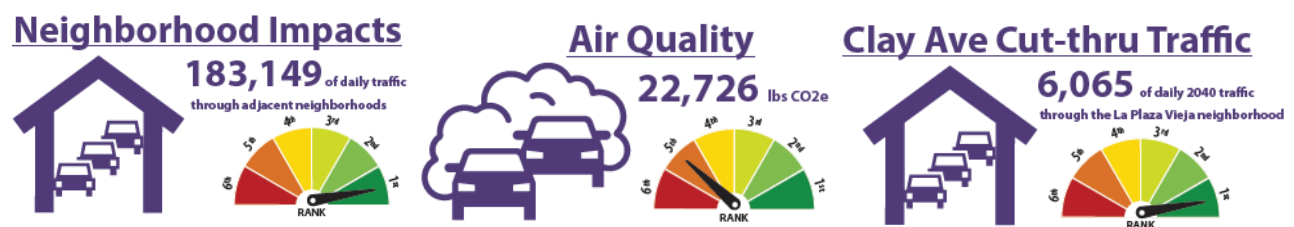
## Expand Travel Modes



## Cost / Implementation



## Environmental Impacts



### Alternative 6b Tier3 Evaluation Criteria Results

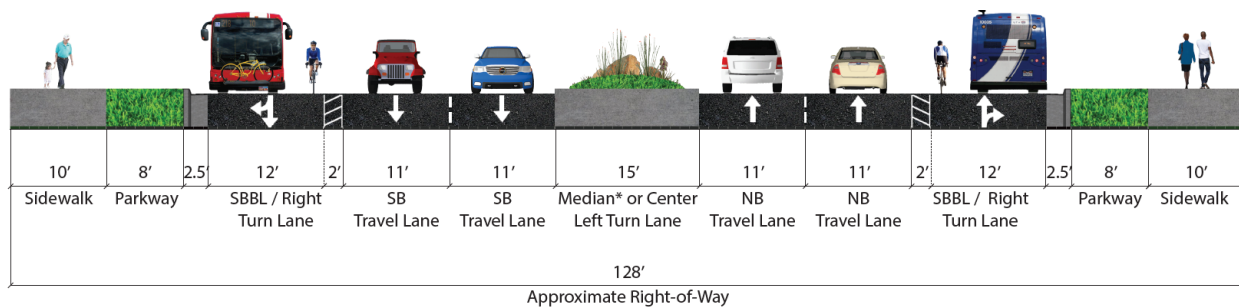
This Alternative primarily provides increased opportunities for expanded mode choices by adding a shared bus-bike lane (SBBL) in each direction, while also introducing a larger buffer between the vehicular lanes and the widened sidewalk. Alternative 6b includes four, 11-foot general purpose lanes, two 14-foot SBBLs, 15-foot center median/turn lane with 8-foot parkway buffers and 10-foot sidewalks.

**Tier 3 Rank**

**4<sup>th</sup>**

**Tier 3 Score**

**53.9**

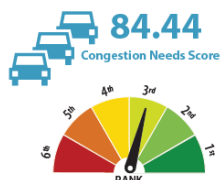


\*Median treatment may vary along the study corridor.

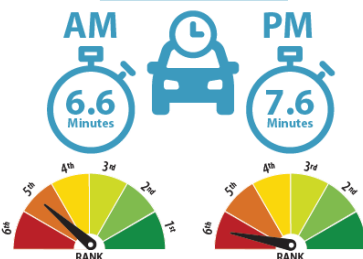
\*\*An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

### Traffic Operations

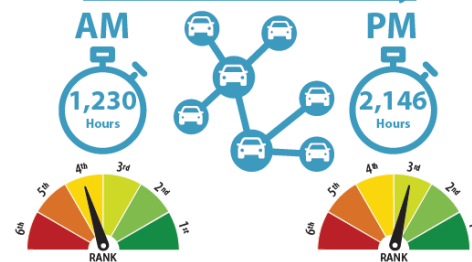
#### Level-of-Service



#### Travel Time



#### Total Network Delay



### Safety

#### Conflict Points

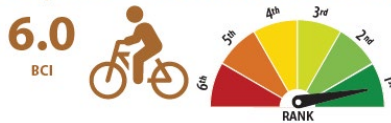
**666**

Total Conflict Points



## Expand Travel Modes

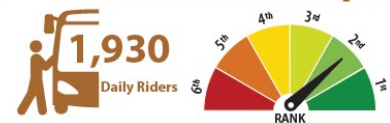
### Bicycle Comfort Index



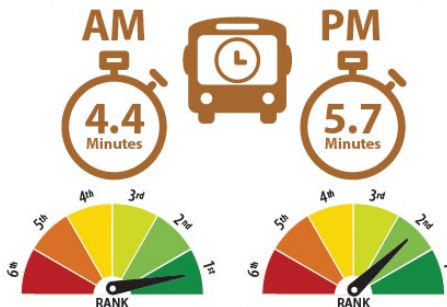
### Pedestrian Comfort Index



### Transit Ridership



### Transit Travel Time

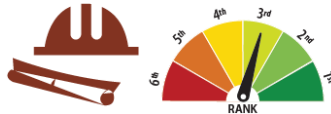


## Cost / Implementation

### Project Cost

**\$74,504,000**

Total Project Cost Estimate



### Implementation Opportunities



**11.9**

Implementation Factor



### Right-of-Way Impact

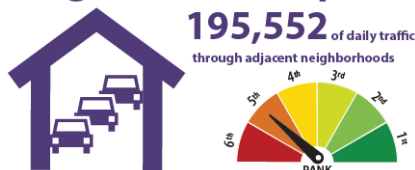


**271,345 ft<sup>2</sup>**  
of estimated required right-of-way

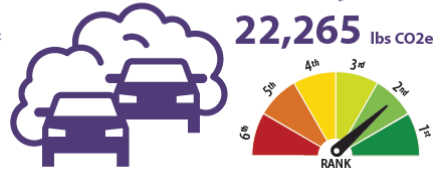


## Environmental Impacts

### Neighborhood Impacts



### Air Quality



### Clay Ave Cut-thru Traffic





### Alternative 13 Tier 3 Evaluation Results

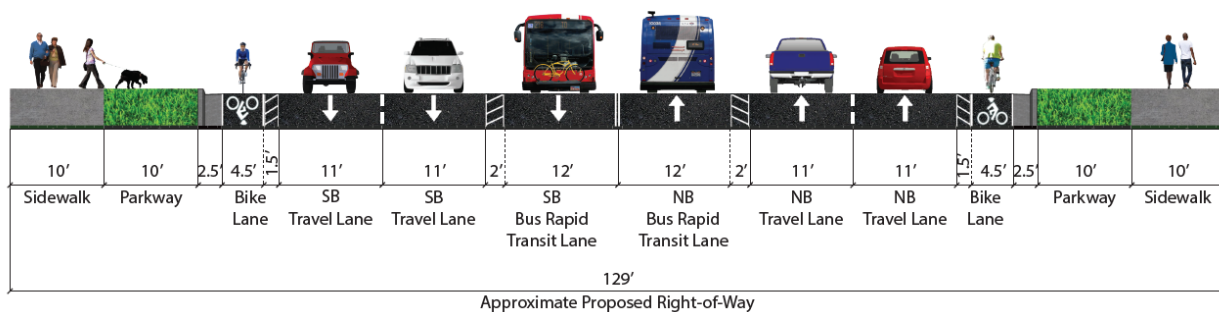
Alternative 13 includes four 11-foot general purpose lanes, two center-running bus-only bus rapid transit lanes, and two six-foot buffered bike lanes. This Alternative would further include 10-foot sidewalks and 10-foot parkways. Alternative 13 would restrict vehicles from making left turns in and out of business access points.

**Tier 3 Rank**

**6<sup>th</sup>**

**Tier 3 Score**

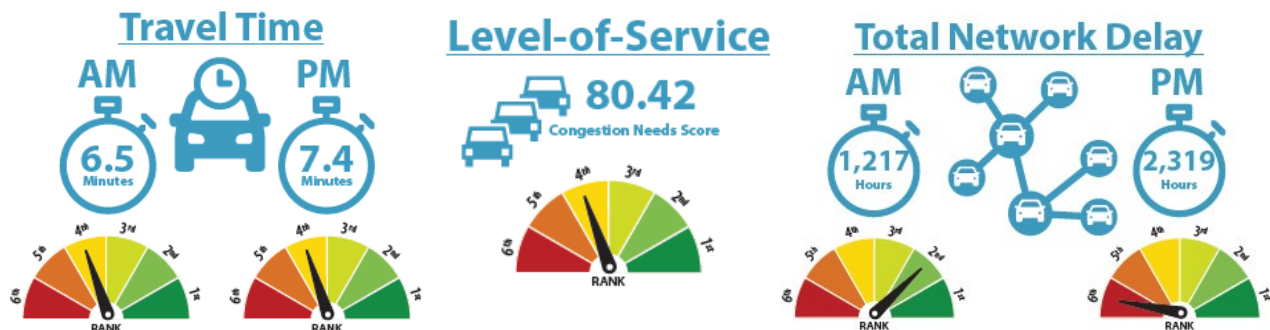
**53.9**



\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

### Traffic Operations



### Safety

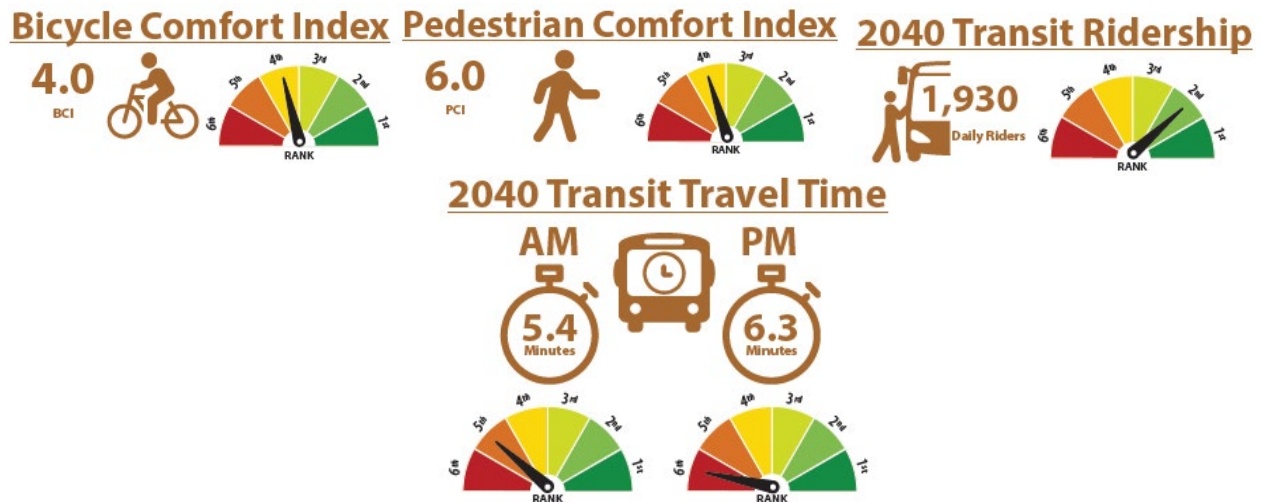
### Conflict Points

**694**

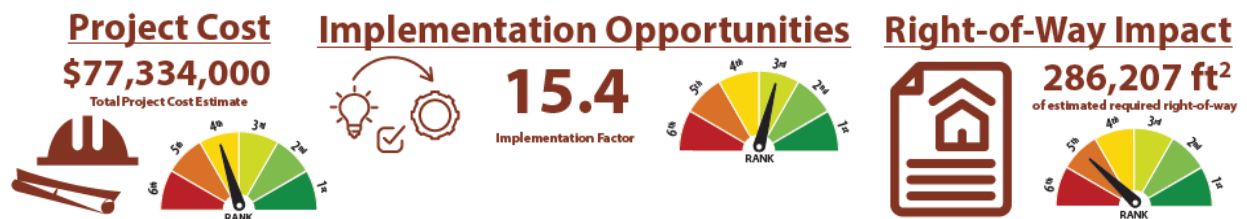
Total Conflict Points



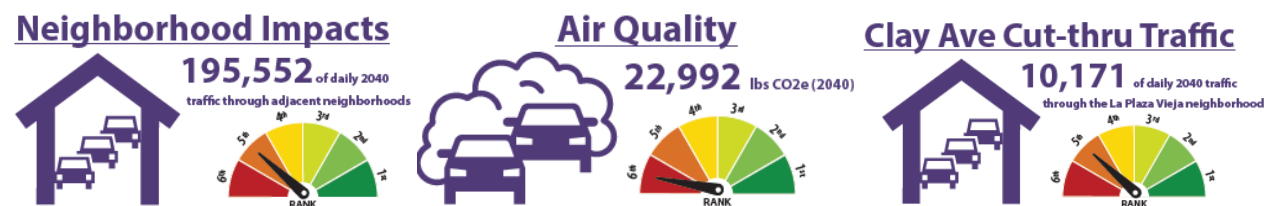
## Expand Travel Modes



## Cost / Implementation



## Environmental Impacts



### 3.2 Recommended Alternative Selection Process

After reaching the final results of the Tier 3 Alternative Evaluation, the next step in the Milton Road CMP process was for the Project Partners to evaluate and vet the Tier 3 Alternatives to select a Recommended Alternative. The selection of the Recommended Alternative was a systematic and collaborative process, including the utilization of the survey input from the public and many stakeholders as well as feedback received from the briefing of the Flagstaff City Council.

On Wednesday, November 18, 2020, the second public open house meeting (Public Open House Meeting #2) was held virtually due to the COVID-19 Pandemic. The purpose of Public Open House Meeting #2 was to present the detailed three-Tier Alternative Analyses results and solicit public and stakeholder input on the Tier 3 Alternatives. Public feedback received from the open house meeting was an important contribution to complement the technical findings and assist the Project Partners in the selection of the Recommended Alternative.

Public Open House Meeting #2 began with a brief presentation to explain the three-tier alternative evaluation process, provide an overview of the Tier 3 Alternative Evaluation analysis, metrics and results, and notify the participants of the online community survey. The online community survey included a series of 24 targeted questions. A total of 104 survey responses received collectively yielded a total of 562 individual responses. In addition to feedback received from the community survey, there was also a Live Question and Answer (Q&A) session to allow meeting participants the opportunity to ask questions about the alternatives, alternatives evaluation process, and the CMP process as a whole to project representatives in a live format. The Live Q&A session was one hour long with 51 participants and a total of 24 questions recorded and answered. The results of the online survey were utilized to equitably quantify and distill the public survey results into the T3 evaluation criteria format.

In addition, and prior to the Public Open House Meeting #2, a project briefing was provided to the Flagstaff City Council on the status of the Milton Road CMP focusing on the results of the Tier Two and Tier Three Alternative Analysis, Evaluation Criteria results, and which alternatives were the highest performing.

A brief synopsis of the public and stakeholder feedback on Tier 3 Alternatives as part of the Recommended Alternative selection process is provided in the following section. However, for more detailed information regarding the process and findings of Public Open House Meeting #2, please refer to Appendix D where one may find the virtual website used to conduct the meeting, the PowerPoint presentation, the results of the Live Q&A, the Tier 2 and Tier 3 Alternative Evaluation display boards, and the detailed results of the online community survey.

#### *Summary of Public/Stakeholder Feedback Received and Considered as Part of the Selection of the Recommended Alternative*

The public open house meeting #2 and the community survey enabled the consultant team to incorporate those findings to complete the “Public Acceptance” and “Great Streets” criteria and finalize the entire Tier 3 evaluation criteria analysis.

A series of questions in the online community survey asked participants on a numeric scale on how much they would “support” or “oppose” each of the Tier 3 Alternatives, potential spot improvements as well as questions designed to gauge the public’s appetite (or not) for acquisition of private property or impacts to private property (parking/buildings) that may be needed to widen the existing roadway. The public feedback received, particularly on the Great Streets criterion gave additional points to the build Alternatives 5, 6A, 6B and 13. It should be noted however that no alternative received clear support or opposition. That is to say, the results were varied and mixed, and in the application of the Tier 3 evaluation criteria, only two alternatives (Alternative 5 and Alternative 6b) yielded slightly positive results from the public acceptance criterion.

The public survey findings also expressed significant opposition to additional right-of-way acquisition and the potential negative impacts to private properties along the Milton Road frontage. While some of the public feedback and survey findings are conflicting, the Project Partners discussed and ultimately achieved consensus that the broader interpretation of the collective survey results suggested that, while the public would like to see a wider “Great Street” with multi-modal characteristics and enhanced streetscape elements, the survey findings were also suggest that the public did not wish to see the widening of Milton Road at the expense of private property acquisition. Moreover, it is important to note here that each of the “build alternatives” yielded negative vehicular travel time impacts in the Tier 3 traffic modeling results as compared to the No-Build alternative, rendering it difficult for ADOT to justify or recommend a costly build alternative that did not provide a benefit to travel time in the Milton Road corridor.

With and through the Project Partner deliberations on the Tier 3 evaluation criteria findings and public feedback received, Project Partner consensus was achieved to select the “No-Build Hybrid” as the Recommended Alternative for the Milton Road CMP in the short-term.

### 3.3 Defining the No Build Hybrid and Rationale for its Selection as the Recommended Alternative

The No-Build Hybrid Recommended Alternative can be described as:

- a) a hybrid of the No-Build and No-Build Plus alternatives;
- b) would not add new travel lanes and right turn lanes on Milton Road;
- c) would maintain traffic operations;
- d) would avoid or minimize impacts to private property;
- e) would retain existing roadway lanes and turn lanes (additional right turn lanes may be recommended through future development and formal Traffic Impact Analysis (TIA) processes);
- f) Improves pedestrian mobility with wider sidewalks for much of the corridor and potential for some additional crossings (proposed crossings are for future consideration only, and will be considered for implementation upon meeting ADOT warrant and/or TIA approval);
- g) Accommodates bicycles with a near continuous shoulder, but no standard bike facility; and
- h) Allows for potential transit signal priority to assist transit travel times at several intersections (proposed transit signal priority is for future consideration only and will be

considered for implementation upon meeting ADOT warrant and/or TIA that concludes no negative impacts to vehicular operations).

As the name implies, this Recommended Alternative is a “hybrid” for two reasons. First, it offers an effective balance between achieving desired Project Partner and public-desired multi-modal and streetscape enhancements to Milton Road, while maintaining minimum ADOT design standards and existing travel operations (and/or not degrading traffic operations), together with an implementation cost that is substantially less than the build alternatives - and more realistic and achievable in the near term. Second, the practical implementation of the No Build Hybrid as the Recommended Alternative will occur in a “hybrid manner”, depending on the existing and varied nature of the current Milton Road facilities/features along various segments of the Milton Road corridor. That is to say, the No-Build Hybrid is not a one size fits all solution. As *Section 3.3a - Refinement of Short-Term Spot Improvements Applications & Facility Specifications* describes, 24 individual segments of Milton Road were evaluated to ascertain the optimum application of desired facilities/features based on existing roadway features and rights-of-way.

So, while the No Build Hybrid became the Project Partners’ Recommended Alternative, much analysis and discussion was still needed to fine tune the Recommended Alternative by evaluating and determining the optimum application of Project Partner-desired facilities/features (and their respective widths) and spot improvements specific to each of the 24 roadway segments along the Milton Road corridor.

### 3.3a Refinement of Short-Term Spot Improvements Applications & Facility Specifications

In order to develop an accurate depiction of the No-Build Hybrid for Milton Road, a segment analysis was conducted with the Project Partners to balance maintaining minimum feature widths (required for safe operations), including multimodal improvements, improving bike accommodations, and avoiding encroaching upon private buildings and parking.

The following refined roadway feature parameters and goals were followed as part of the segmentation analysis:

1. \*Maintain ADOT-acceptable roadway feature widths for safe operations, including:
  - a. 13’ median/two-way left-turn lane
  - b. 10’ left-turn lanes at signalized intersections
  - c. 11’ travel lanes
  - d. 11’ right-turn lanes
  - e. 5’ sidewalk (minimum)
  - f. Add a 3’ on-street paved shoulder (to comply with ADOT’s 2021 design standard for urban facilities)
2. Widen the sidewalk up to 10’ (when doing so would not impact buildings or parking spaces)
3. Add a parkway/landscaped buffer up to 10’ (when doing so would not impact buildings or parking spaces)

\*Some recommended features, such as reduced lane widths, do not meet current ADOT design standards and will require a design exception approval by ADOT.



The first step was to map the existing right-of-way footprints, which has four different footprints in five different sections across the Milton Road corridor, as depicted in **Figure 3-4**. The existing right-of-way is widest in the southern part of Milton Road and progressively gets more narrower to the north, being 100' at its widest point and 80' at its most narrow point. The existing right-of-way footprints are as follows:

- 100' – Forest Meadows Street to Route 66;
- 90' – Route 66 to Private Drive (Dairy Queen);
- 80' – Private Drive (Dairy Queen) to Malpais Lane;
- 87.5' – Malpais Lane to Butler/Clay Avenue; and
- 80' – Butler/Clay Avenue to San Francisco Street.

The majority of the corridor has 100' of existing right-of-way from south of Route 66 to Forest Meadows Street, and the rest of the corridor north of Route 66 to San Francisco Street fluctuates between 90' and 80' – although predominately 80' in this section. After the existing right-of-way footprints were mapped, the various existing roadway facilities were identified as the roadway facility types evolve along the Milton Road study corridor. The corridor consistently has a two-way left turn lane (TWTL)/ center left turn lane (CTL) at signals, and four travel lanes throughout the entire corridor. The roadway feature that changes throughout the corridor is the presence of a right turn lane (RTL), which either doesn't exist, exists in one direction, or exists in both the northbound and southbound directions. As a result, three generalized cross sections were identified throughout the Milton Road.

- Condition 1: 4 Travel Lanes – 1 TWLTL/CTL – 0 RTL
- Condition 2: 4 Travel lanes – 1 TWLTL/CTL – 1 RTL
- Condition 3: 4 Travel lanes – 1 TWLTL/CTL – 2 RTL

Once the three baseline cross section conditions were determined, the corridor was broken into unique segments across Milton Road determined by the change in the existing condition – which mainly consisted of the presence of a right turn lane (or not). As a result, 24 unique segments were established and classified in alphabetical order (Segment A through Segment X) starting at Forest Meadows Street, and moving north to San Francisco Street, as shown in **Figure 3-5**.

Further illustrated in **Table 3-6**, the 100' right-of-way footprint from Forest Meadows Street to Route 66 includes 16 segments: Segment A through Segment X that consist of three cross section conditions. The 90' right-of-way footprint includes one segment: Segment Q with one cross section condition; the 80' right-of-way footprint includes seven segments: Segment R and Segment T through Segment X with one cross section condition. Finally, the 87.5' right-of-way footprint has one segment: Segment S with one cross section condition.

Another element of **Table 3-6** is the results of an adjacent parcel analysis, which analyzed at a high level the adjacent parcels within each segment to determine if some limited right-of-way acquisition is feasible without impacting structures or parking. Right-of-way limits were compared to aerial imagery – no survey data was used for this analysis. The majority of the corridor can accommodate some limited right-of-way acquisitions where it is needed in order to provide enhanced back-of-curb facilities. However, it is important to note that most segments do not require right-of-way acquisition, supporting the No-Build Hybrid directive.

Figure 3-4: Existing Milton Road Right-of-Way

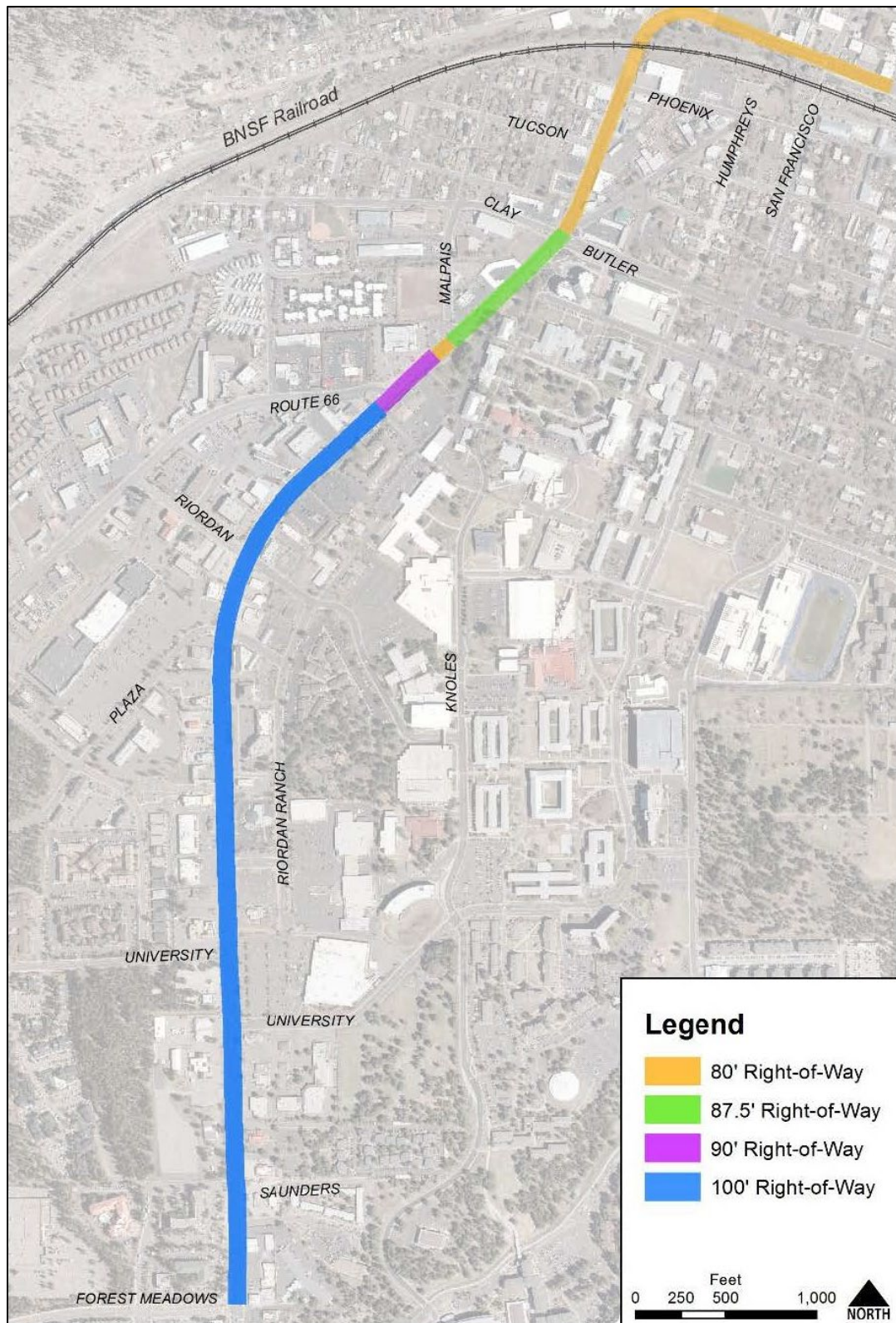


Figure 3-5: Milton Road Segmentation

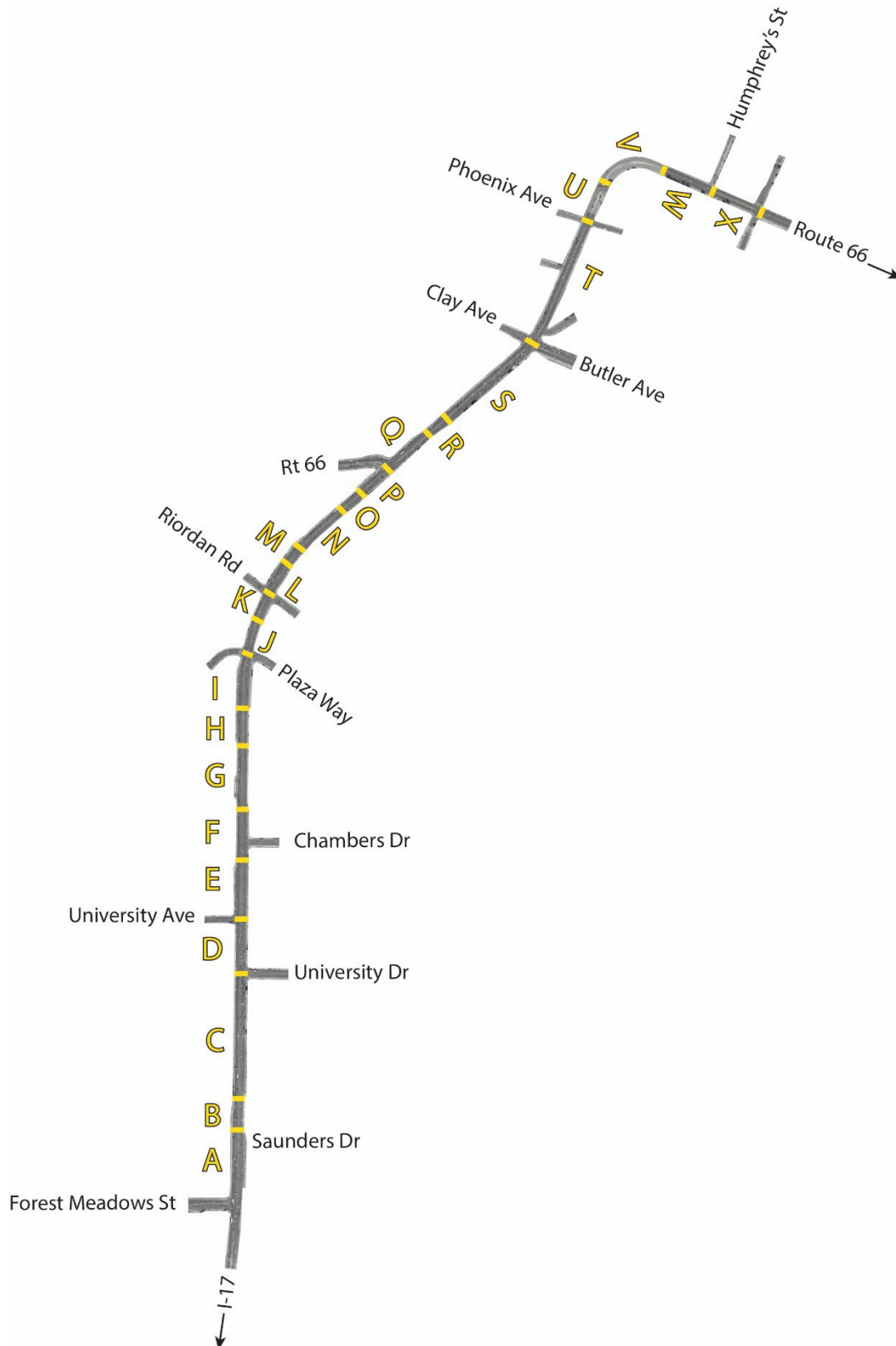


Table 3-6: Milton Road Segmentation, Existing Right-of-Way, &amp; Existing Cross Section Inventory

	Segment Details		Existing Right-of-Way	Existing Cross Section Condition	Limited Right-of-Way Acquisition Accommodated?
	Length (ft)	Limits			
Segment A	475'	Forest Meadows St to Saunders Dr	100'	4 GP - 2 RTL - 1 CTL	Yes
Segment B	250'	Saunders Dr to mid-block (250' north)	100'	4 GP - 1 RTL - 1 CTL	Yes
Segment C	858'	Mid-block to University Dr	100'	4 GP - 1 RTL - 1 CTL	Yes
Segment D	365'	University Dr to University Ave	100'	4 GP - 1 RTL - 1 CTL	Yes
Segment E	389'	University Ave to mid-block (389' north)	100'	4 GP - 2 RTL - 1 CTL	Yes
Segment F	574'	Mid-block to mid-block	100'	4 GP - 1 RTL - 1 CTL	Yes
Segment G	353'	Mid-block to mid-block	100'	4 GP - 0 RTL - 1 CTL	Yes
Segment H	195'	Mid-block to mid-block	100'	4 GP - 1 RTL - 1 CTL	Yes
Segment I	394'	Mid-block to Plaza Way	100'	4 GP - 2 RTL - 1 CTL	No
Segment J	224'	Plaza Way to mid-block	100'	4 GP - 0 RTL - 1 CTL	Yes
Segment K	202'	Mid-block to Riordan Road	100'	4 GP - 1 RTL - 1 CTL	Yes
Segment L	207'	Riordan Road to mid-block	100'	4 GP - 2 RTL - 1 CTL	Yes
Segment M	231'	Mid-block to mid-block	100'	4 GP - 1 RTL - 1 CTL	Yes
Segment N	312'	Mid-block to mid-block	100'	4 GP - 0 RTL - 1 CTL	Yes
Segment O	168'	Mid-block to mid-block	100'	4 GP - 1 RTL - 1 CTL	Yes
Segment P	240'	Mid-block to Route 66	100'	4 GP - 1 RTL - 1 CTL	Yes
Segment Q	315'	Route 66 to mid-block	90'	4 GP - 1 RTL - 1 CTL	Yes
Segment R	168'	Mid-block to mid-block	80'	4 GP - 0 RTL - 1 CTL	Yes (east side only)
Segment S	815'	Mid-block to Butler/Clay Avenue	87.5'	4 GP - 1 RTL - 1 CTL	Yes (east side only)
Segment T	902'	Butler/Clay Avenue to Phoenix Avenue	80'	4 GP - 0 RTL - 1 CTL	No
Segment U	350'	Phoenix Avenue to mid-block	80'	4 GP - 0 RTL - 1 CTL	No
Segment V	405'	Mid-block to mid-block	80'	4 GP - 0 RTL - 1 CTL	Yes
Segment W	340'	Mid-block to Humphrey's Street	80'	4 GP - 0 RTL - 1 CTL	Yes
Segment X	350'	Humphrey's Street to Beaver Street	80'	4 GP - 0 RTL - 1 CTL	No



## 4.0 RECOMMENDED ALTERNATIVE

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Once the No-build Hybrid was selected as the Recommended Alternative, the Project Partners assembled over the course of multiple meetings to develop and define specific facility enhancements for the corridor that aligned with Milton CMP goals, Project Partner desired facilities, and within the scope of the No-Build Hybrid. As a result, a Short-term, or near-term vision as well as a long term, Long-term ultimate roadway configuration for Milton Road were created.

The Recommended Alternative, and corresponding recommendations, are based on existing ADOT policies. Should ADOT policies change, any impacted recommendation should be re-evaluated as applicable.

In developing transportation projects, there is sometimes a tradeoff between safety, capacity, convenience, and/or comfort of mode based on transportation controls and design that result in impacts to travel times. These tradeoffs must be carefully considered in a future analysis that goes beyond the scope of a planning document. Select at-grade crossing requests did not receive Project Partner concurrence and as a result were evaluated and resolved during an escalation ladder process. The resulting conclusion and supporting language is captured in the below paragraph.

Some intersection and/or mid-block crossing locations that are identified as future opportunities in the Milton Road Corridor Master Plan may not be implemented as proposed after being analyzed through the planning process and evaluation criteria agreed upon by partners. However, these opportunities could present themselves as we move into the future. Approval to build such crossings requires a technical evaluation process which may not support the implementation of the improvements or may require additional enhancements such as intersection improvements, median refuges, grade separations or location adjustments. If the intersection and segment level of service or other potential negative impacts improve or can be mitigated from the predicted level of service identified in the study at the horizon year, then the additional pedestrian crossings could be considered if warranted in the future. Even though this is a 20-year plan, potential changes from real to projection may be checked on a five-year basis.

### 4.1 Short-Term Recommended Alternative: No-Build Hybrid

As previously described, the short-term application Recommended Alternative is classified as the No-Build Hybrid which constitutes a near-term recommendation that implements multimodal enhancements and fundamental spot improvements that are achieved primarily within ADOT's existing right-of-way; all while achieving ADOT minimum roadway design standards (including the design exceptions) and satisfy Project Partner preferred facilities and widths, where feasible. The limited right-of-way acquisition required to implement the No-Build Hybrid is minimal having little to no impacts to private parking lots and no impacts to existing buildings.



As previously described in *Section 3.3a - Refinement of Short-Term Spot Improvements Applications & Facility Specifications*, three existing cross section conditions were derived within the Milton Road corridor within the four existing right-of-way footprints. Both the existing right-of-way and the existing cross section condition will be referenced throughout this section as the short-term application of the No-Build Hybrid Recommended Alternative is described. Due to the nature of the No-Build Hybrid, and in concert with the variability in available right-of-way and existing cross section, the proposed condition under short-term changes/adjusts along the corridor. As a result, the short-term application of the Recommended Alternative is presented in two different areas of the Milton Road CMP study corridor: Forest Meadows Street to Route 66; and Route 66 to Beaver Street.

The following subsections go into more detail about the short-term application of the Recommended Alternative in these two sections, segment-by-segment to include cross sections and descriptions of what is proposed under the short-term in comparison to the existing condition. Note that some segments are able to accommodate limited right-of-way acquisition in order to provide enhanced back-of-curb facilities desired by the Project Partners, while also achieving ADOT's key priorities for travel lane and turn lane widths within the pavement section in order to balance maintaining traffic operations, promoting safety applications, and accommodate multimodal improvements.

For supplemental detail of the short-term application of the Recommended Alternative, reference Appendix A for a plan-view schematic drawing illustrating the recommended right-of-way boundary along each roadway segment type for the entire Milton Road CMP study corridor.

#### 4.1a Short-Term Application of the Recommended Alternative: Forest Meadows Street to Route 66

This section describes the short-term application of the Recommended Alternative from Forest Meadows Street to Route 66, as shown in **Figure 4-1**. From Forest Meadows Street to Route 66, as illustrated in **Table 4-1**, there is 100' of available right-of-way beginning from the southern terminus of the study corridor and continues north to Route 66. As part of the segmentation process, there are a total of 16 segments between Forest Meadows Street and Route 66 as determined by the existing cross section condition (Segment A through Segment P). All three of the existing cross section conditions occur between Forest Meadows Street and Route 66:

- 4 Travel Lanes - 0 RTL - 1 CTL
- 4 Travel Lanes - 1 RTL - 1 CTL
- 4 Travel - 2 RTL - 1 CTL

**Table 4-1** summarizes the Short-term application for the Recommended Recommendation by showing the facility types and widths while cross referencing the existing cross section for each segment. **Figure 4-2** depicts the recommendations by cross referencing the proposed cross section with the corresponding segment. Refer to the proceeding subsections for more information.

The Recommended Alternative, and corresponding Short-term recommendations, are based on existing ADOT policies. Should ADOT policies change, any impacted recommendation should be re-evaluated as applicable.

**Figure 4-1: Forest Meadows Street to Route 66 Reference Map**



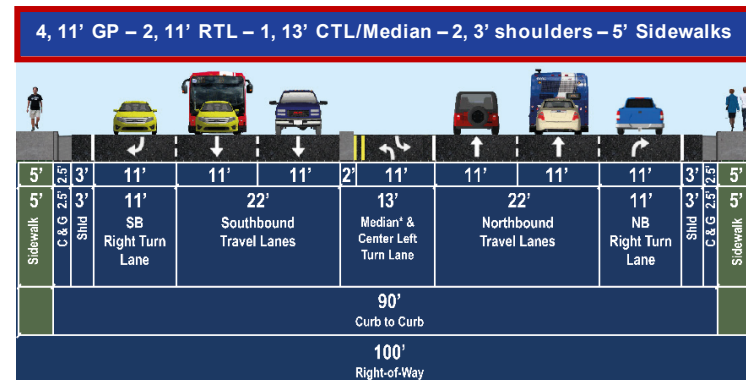
Table 4-1: Short-Term Recommended Alternative: Forest Meadow Street to Route 66

Existing ROW	Segment	Existing Cross Section	Possible ROW Aq.	Phase 1 Recommendation												Phase 1 ROW	
				Southbound						Center	Northbound						
100'	Segment A	4 GP - 2 RTL - 1 CTL	Yes	8' SW		5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	8' SW		106'
100'	Segment B	4 GP - 1 RTL - 1 CTL	Yes	10' SW	3' PW	5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	3' PW	10' SW		105'
100'	Segment C	4 GP - 1 RTL - 1 CTL	Yes	10' SW		3' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	3' PW	10' SW	105'
100'	Segment D	4 GP - 1 RTL - 1 CTL	Yes	10' SW		3' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	3' PW	10' SW	105'
100'	Segment E	4 GP - 2 RTL - 1 CTL	Yes	8' SW		5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	8' SW		106'
100'	Segment F	4 GP - 1 RTL - 1 CTL	Yes	10' SW		3' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	3' PW	10' SW	105'
100'	Segment G	4 GP - 0 RTL - 1 CTL	Yes	10' SW		6' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	6' PW	10' SW		100'
100'	Segment H	4 GP - 1 RTL - 1 CTL	Yes	10' SW	3' PW	5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	3' PW	10' SW		105'
100'	Segment I	4 GP - 2 RTL - 1 CTL	No	5' SW		5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	5' SW		100'
100'	Segment J	4 GP - 0 RTL - 1 CTL	Yes	10' SW		3' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	3' PW	10' SW		100'
100'	Segment K	4 GP - 1 RTL - 1 CTL	Yes	10' SW		3' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	3' PW	10' SW	105'
100'	Segment L	4 GP - 2 RTL - 1 CTL	Yes	8' SW		5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	8' SW		106'
100'	Segment M	4 GP - 1 RTL - 1 CTL	Yes	10' SW	3' PW	5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	3' PW	10' SW		105'
100'	Segment N	4 GP - 0 RTL - 1 CTL	Yes	10' SW		6' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	6' PW	10' SW		100'
100'	Segment O	4 GP - 1 RTL - 1 CTL	Yes	10' SW		3' PW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH	3' PW	10' SW	105'
100'	Segment P	4 GP - 1 RTL - 1 CTL	Yes	10' SW	3' PW	5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	3' PW	10' SW		105'

#### Legend

	Center Turn / Median		Shoulder (includes 2.5' gutter pan and curb)
	Travel Lane		Sidewalk
	Right Turn Lane		Parkway

Figure 4-2: Short-Term Recommended Cross Section: Forest Meadows Street to Route 66



### Existing Condition 1: No Right Turn Lanes with 100' of Available Right-of-Way

There are three segments – Segment G, Segment J, and Segment N – from Forest Meadows Street to Route 66 where there are no existing right turn lanes within the 100' right-of-way footprint. **Figure 4-3** shows the location of the three segments in relationship to the rest of the corridor, and also displays the existing cross section of Segments G, J and N in comparison with the cross section of the short-term application of the Recommended Alternative.

These three segments of Milton Road present the greatest opportunity to incorporate desired facility enhancements because the absence of right turn lanes allows for approximately 23' of available right-of-way that can be allocated towards other roadway facilities. This results in the ability to provide the Project Partners and ADOT desired roadway facilities and facility widths without the need for right-of-way acquisition.

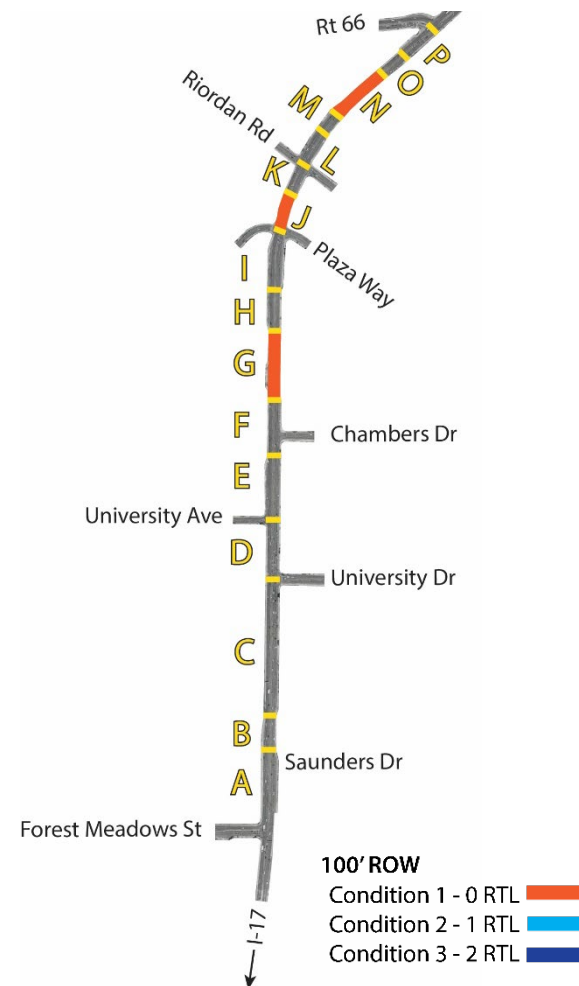
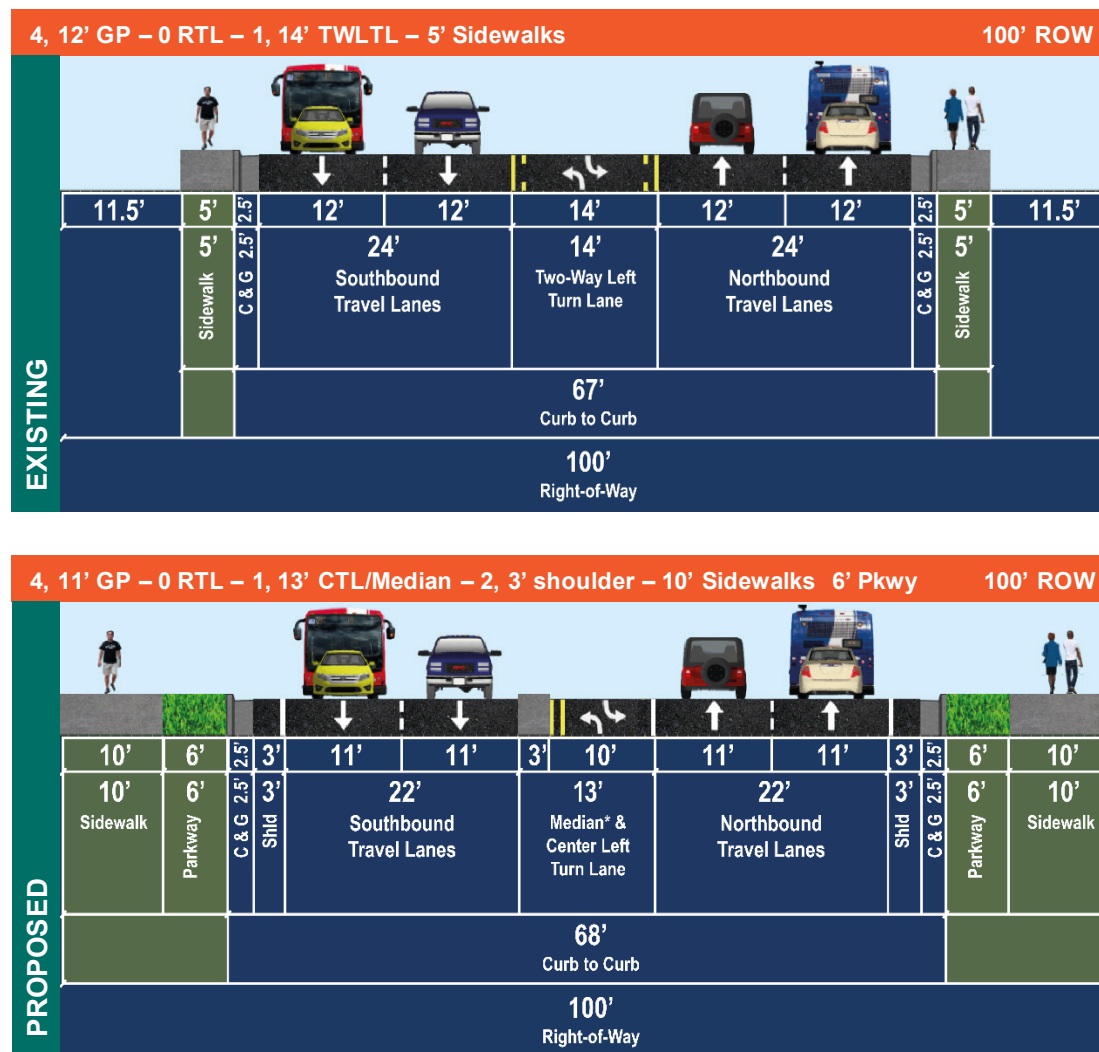
As displayed in the proposed cross section, short-term application of the Recommended Alternative:

- Maintains four travel lanes with two northbound and two southbound travel lanes, although narrowing each travel lane by one foot from 12' to 11' which allocates an additional 4' for other roadway uses;
- Includes an enhanced center treatment of either a 13' median or a 10' center left turn lane with a 3' median which promotes improved access control;
- The addition of two 3' shoulders to achieve ADOT's updated roadway design guidelines intended to improve safety and roadway operations by providing space within the pavement section to accommodate bicycles, snow storage during the winter season, additional space for Mountain Line buses to pull over at bus stops without a pullout, and help facilitate right turns for larger vehicles. In addition, the 3' shoulder also acts as a horizontal buffer between vehicles in the travel lanes and sidewalk users by creating more horizontal space between the two;
- Has a vast improvement of the back-of-curb facilities with the introduction of a 6' parkway (landscaped buffer) and the widening of the sidewalk to 10' from 5' in the existing condition; and

In the scenario a right turn lane is added as a result of development/ redevelopment, and warranted through a formal ADOT TIA/TGP process, the width of the right turn lane would be in addition to the proposed back-of-curb facilities.



Figure 4-3: Short-Term Recommended Cross Section for Milton Road Segments G, J, & N



\*Median treatment will vary along the corridor. The width of the median will change from 3' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes

### *Existing Condition 2: 1 Right Turn Lane with 100' of Available Right-of-Way*

There are nine segments from Forest Meadows Street to Route 66 where there is one right turn lane within the 100' right-of-way footprint: Segment B-D, Segment F, Segment H, Segment K, Segment M, Segment O- P. **Figure 4-4** shows the location of the nine segments in relationship to the rest the corridor and the other segments, and displays the existing cross section of the nine segments in comparison with the cross section of the short-term Recommendation. For illustrative purposes only, the right turn lane is depicted in the southbound direction, however, depending on the segment, the existing right turn lane could be in either the northbound or southbound direction.

These nine segments experience a lesser level of improvement compared to the three existing condition 1 segments under Short-term; Although, these nine segments are still able to provide enhanced back-of-curb facilities while achieving the ADOT's key priorities for travel lane and turn lane widths within the pavement section in order to balance maintaining traffic operations, promoting safety applications, and accommodating multimodal improvements. This is accomplished since under existing condition 2, with one right turn lane and with 100' of available right-of-way, there is approximately 13' feet of available right-of-way that can be utilized for other roadway facilities.

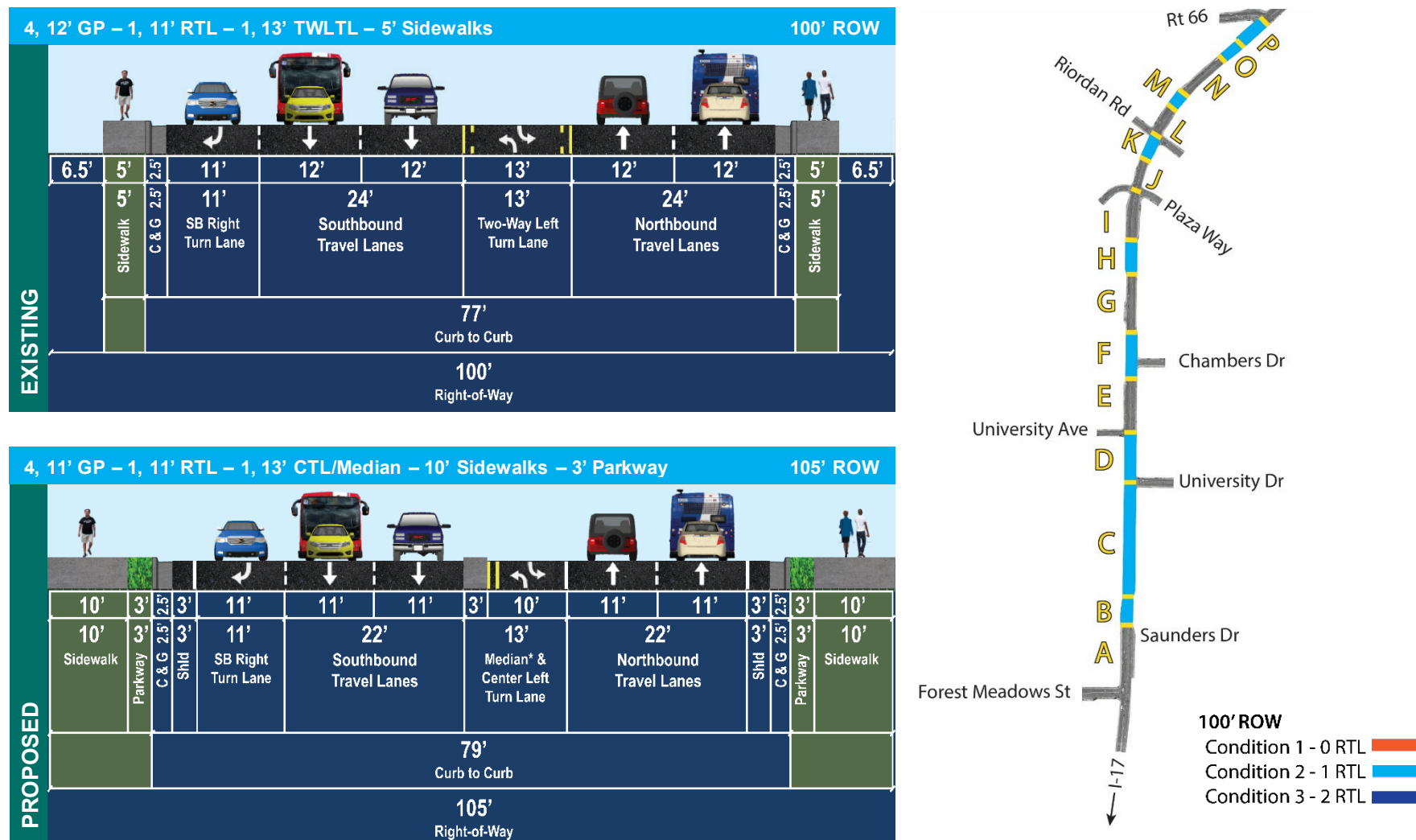
To achieve this Recommended Short-term cross section, an additional 5' of right-of-way will need to be acquired, totaling 105' right-of-way footprint. During the adjacent parcel analysis, it was determined that an additional 5' could be acquired (without impacting any parking or structures) in the most right-of-way constrained area of these nine segments. In an effort to create a typical cross section for existing condition 2 and these nine segments, this proposed cross section is recommended, with the caveat that the parkway (landscape buffer) and/or sidewalk could be wider along certain parcels depending on the adjacent land and the amount of right-of-way that could be acquired without impacting parking or a structure. This level of detail will be addressed during the design process. However, it is important to note that this proposed cross section will not be any reduced or not include any of the roadway facilities displayed.

As displayed in the proposed cross section, short-term application of the Recommended Alternative:

- Maintains four travel lanes with two northbound and two southbound travels lanes, although narrowing each travel lane by one foot from 12' to 11' which allocates an additional 4' for other roadway uses;
- Includes an enhanced center treatment of either a 13' median or a 10' center left turn lane with a 3' median which promotes improved access control;
- The addition of two 3' shoulders to achieve ADOT's updated roadway design guidelines intended to improve safety and roadway operations by providing space within the pavement section to accommodate bicycles, snow storage during the winter season, and help facilitate right turns for larger vehicles. In addition, the 3' shoulder also acts as a horizontal buffer between vehicles in the travel lanes and sidewalk users by creating more horizontal space between the two;

- Segment E has a long and continuous right turn lane on the east side that serves two driveways and continues in Segment F to the intersection with Chambers Dr. This lane will be evaluated to opportunities to segment it for each driveway and prevent passing and other driving behavior that presents a risk to pedestrians, cyclists and other vehicles.
- Has improved back-of-curb facilities with the introduction of a 3' parkway and the widening of the sidewalk to 10' from 5' in the existing condition; and
- In the scenario a right turn lane is added as a result of development/ redevelopment, and warranted through a formal ADOT TIA/TGP process, the width of the right turn lane would be in addition to the proposed back-of-curb facilities.

Figure 4-4: Short-Term Recommended Cross Section for Milton Road Segments B, C, D, F, H, K, M, O, & P



\*Median treatment will vary along the corridor. The width of the median will change from 3' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes

### *Existing Condition 3: 2 Right Turn Lanes with 100' of Available Right-of-way*

There are four segments – Segment A, Segment E, Segment I, and Segment L – from Forest Meadows Street to Route 66 where right turn lanes exist in both the northbound and southbound directions. **Figure 4-5** shows the location of the three segments in relationship to the rest the corridor and the other segments, and also displays the existing cross section of Segment A, E, I, and L in comparison with the cross section of the short-term Recommendation. Segment I has a different short-term application under the Recommended Alternative due to potential right-of-way constraints which is addressed in more detail below.

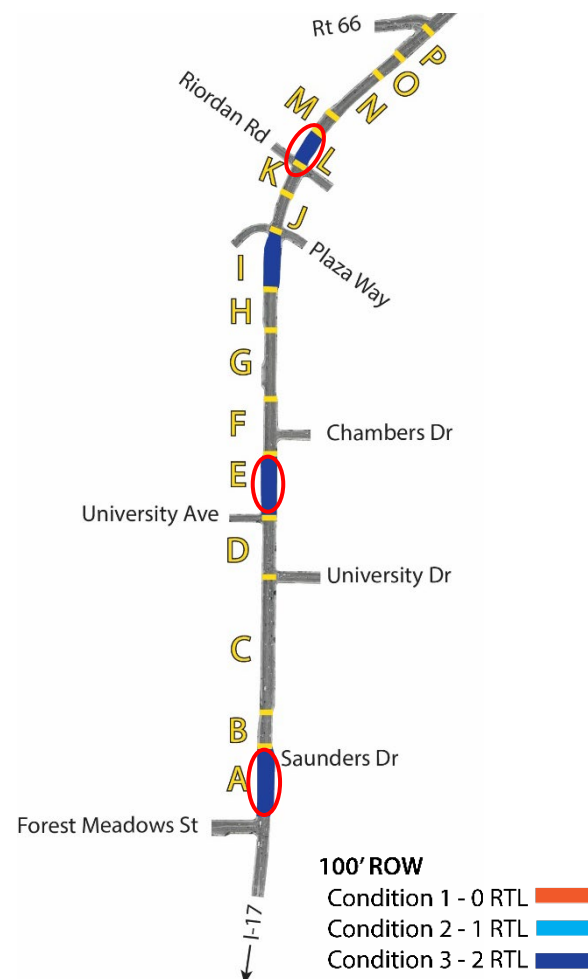
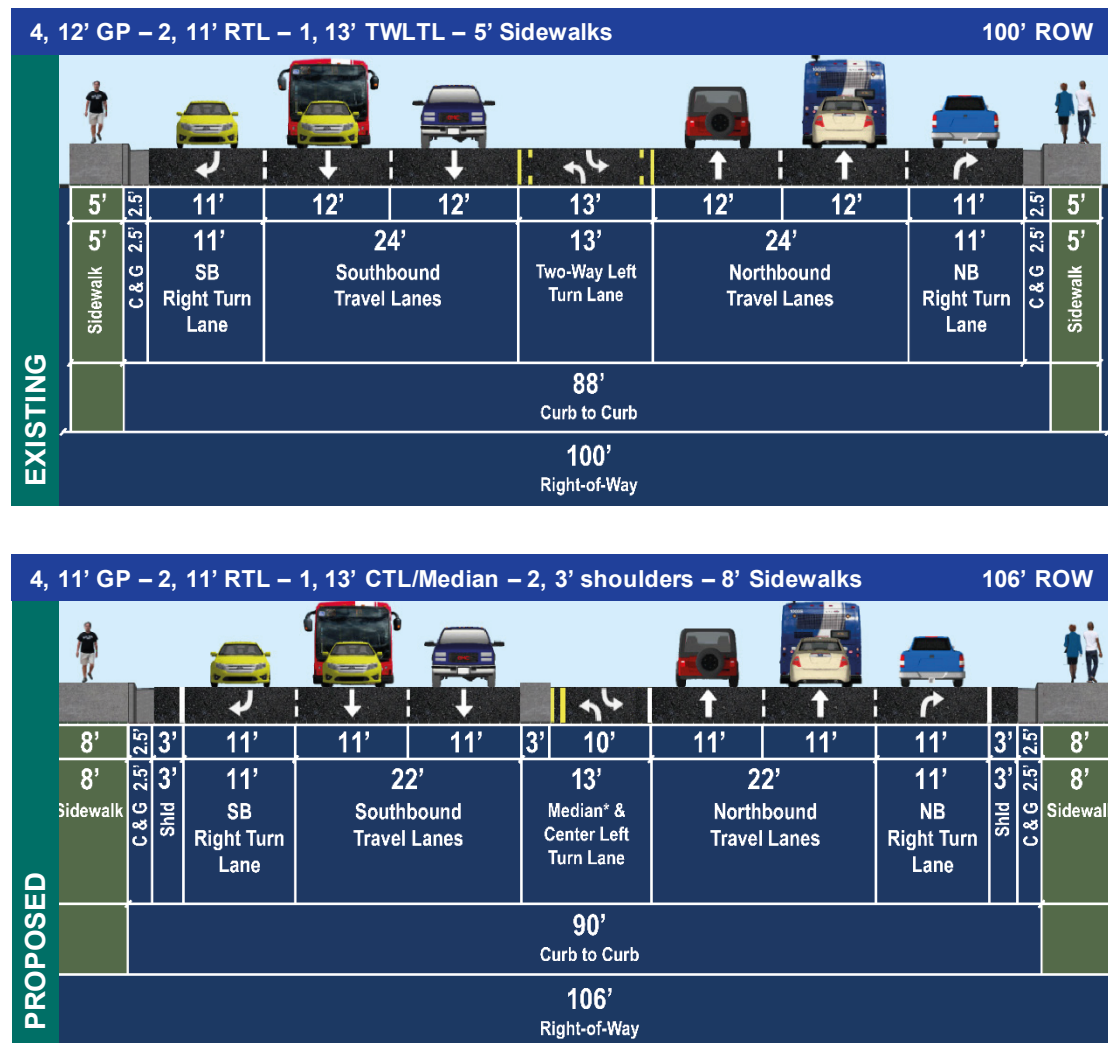
These four segments (including Segment I) do not have the variations as compared to the other 100-foot right-of-way segments because the presence of the two right turn lanes utilize most of the “additional” right-of-way that offered greater flexibility in other segments. However, under the short-term of the Recommended Alternative – by including 6' of right-of-way acquisition - these four segments still achieve ADOT's key priorities within the pavement section in order to balance maintaining traffic operations and promoting safety applications; all while still accommodating multimodal improvements by widening the sidewalk by a total of 3' from 5' in the existing condition to at least 8' in the proposed condition.

The proposed sidewalk is classified as “at least” 8' because during the adjacent parcel analysis, it was determined that approximately 6' of additional right-of-way could be acquired (without impacting any parking or structures) in the most right-of-way constrained areas of these four segments. As a result, the proposed cross section represents the most constrained locations of these segments, meaning that there will most likely be opportunities along these segments to have wider than 8' sidewalks depending on the characteristics of the adjacent properties, which will be addressed in the design process. As displayed in the proposed cross section, the short-term application of the Recommended Alternative:

- Maintains four travel lanes with two northbound and two southbound travel lanes, although narrowing each travel lane by one foot from 12' to 11' which allocates an additional four feet for other roadway uses;
- Includes an enhanced center treatment of either a 13' median or a 10' center left turn lane with a 3' median which promotes improved access control;
- The addition of two 3' shoulders to achieve ADOT's updated roadway design guidelines intended to improve safety and roadway operations by providing space within the pavement section to accommodate bicycles, snow storage during the winter season, and help facilitate right turns for larger vehicles. In addition, the 3' shoulder also acts as a horizontal buffer between vehicles in the travel lanes and sidewalk users by creating more horizontal space between the two;
- Has an improved sidewalk with the widening of the sidewalk to at least 8' from 5' in the existing condition; and
- has a long and continuous right turn lane on the east side that serves two driveways and continues in Segment F to the intersection with Chambers Dr. This lane will be evaluated to opportunities to segment it for each driveway and prevent passing and other driving behavior that presents a risk to pedestrians, cyclists and other vehicles. For more detail on Segment I, proceed to the following subsection.



Figure 4-5 Short-Term Recommended Cross Section for Milton Road Segments A, E, and L



\*Median treatment will vary along the corridor. The width of the median will change from 3' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes

### Short-term Application of the Recommended Alternative – Segment I

As illustrated in **Figure 4-7**, Segment I is located at the south leg of the intersection of Milton Road and Plaza Way, and has the existing cross section condition 3, including two right turn lanes. Due to the orientation and building placements of the adjacent properties, Segment I has a unique Short-term application of the Recommended Alternative compared to the other condition 3's Segments A, E and L, as depicted in **Figure 4-7**. The right-of-way constraints associated with the adjacent structures located at the southeastern and southwestern corner of the intersection present added constraints for Segment I. As previously noted, one of the fundamental tenants of Short-term implementation is the minimal impact of right-of-way acquisition for sidewalk or parkway widening, as long as no existing buildings or parking is minimally impacted. As shown in **Figure 4-6**, the Wells Fargo building at the southeastern corner, and the gas station structure at the southwestern corner, have architectural-forward designs, inhibiting the ability to acquire right-of-way in Segment I to allow sidewalk or parkway widening without impacting the structures. Until one or both of these circled parcels redevelop, the existing condition (5' sidewalk with no parkway) will likely need to be maintained adjacent to the building structures.

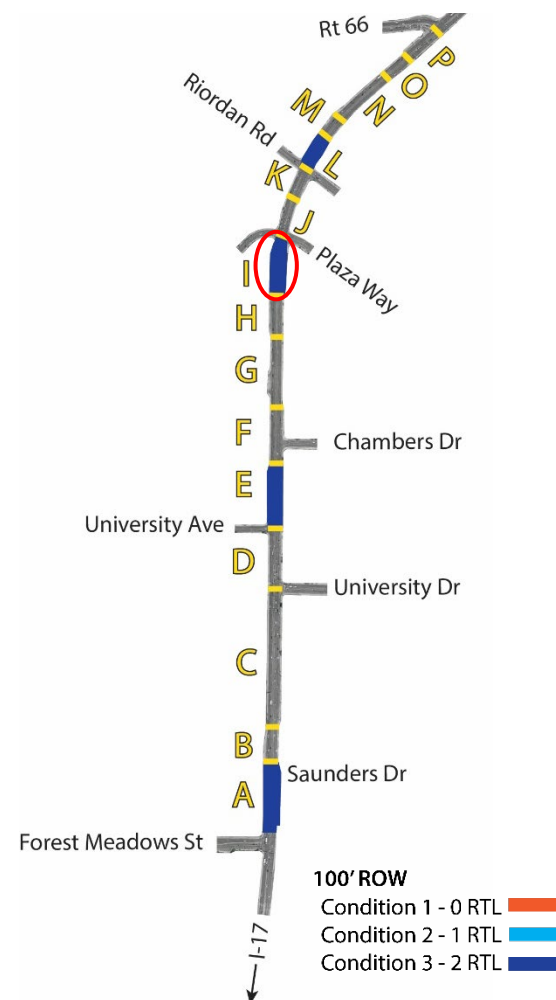
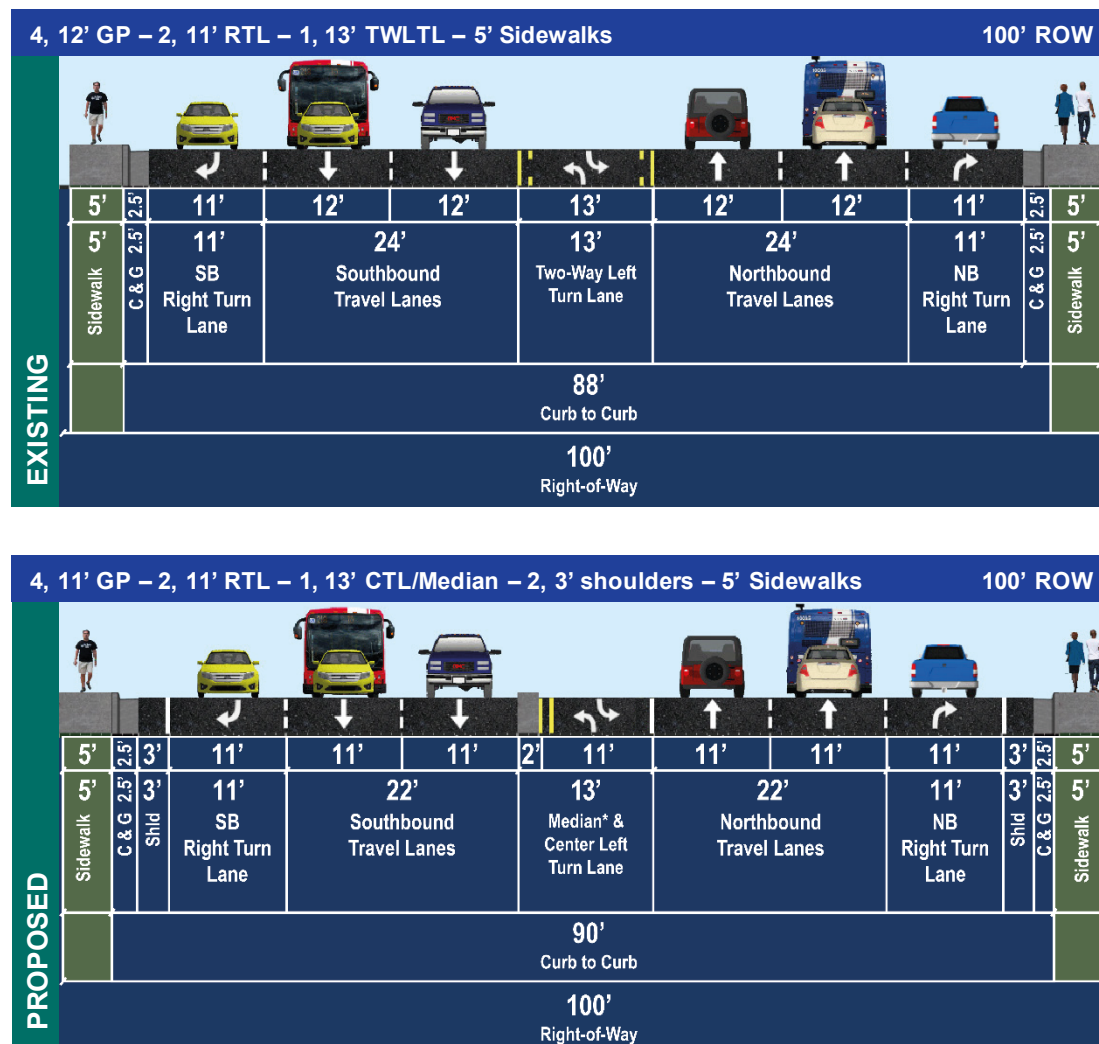
**Figure 4-6: Segment I Reference Map**



As displayed in the proposed cross section, Short-term of the Recommended Alternative:

- Maintains four travel lanes with two northbound and two southbound travel lanes, although narrowing each travel lane by one foot from 12' to 11' which allocates an additional four feet for other roadway uses;
- Includes an enhanced center treatment of either a 13' median or a 10' center left turn lane with a 3' median which promotes improved access control;
- The addition of two 3' shoulders to achieve ADOT's updated roadway design guidelines intended to improve safety and roadway operations by providing space within the pavement section to accommodate bicycles, snow storage during the winter season, and help facilitate right turns for larger vehicles. In addition, the 3' shoulder also acts as a horizontal buffer between vehicles in the travel lanes and sidewalk users by creating more space horizontal space between the two; and
- Maintains the existing 5' sidewalk due to right-of-way constraints, which could be addressed during the City's redevelopment processes.

Figure 4-7: Short-Term Recommended Cross Section for Milton Road Segment I



\*Median treatment will vary along the corridor. The width of the median will change from 2' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes

#### 4.1b Short-Term Application of the Recommended Alternative: Route 66 to Beaver Street

This section describes the short-term application of the Recommended Alternative from Route 66 to Beaver Street, as shown in **Figure 4-8**. From Route 66 to Beaver Street, as illustrated in **Table 4-2**, the existing right-of-way footprint fluctuates between 80' and 90' but is predominately 80' for the majority of the roadway segments north of Route 66. As part of the segmentation analysis, there are a total of eight (8) segments between Route 66 and Beaver Street as determined by the existing cross section condition (Segment Q through Segment X). Two of three of the existing cross section conditions occur between Route 66 Beaver Street:

- 4 Travel Lanes - 0 RTL - 1 CTL
- 4 Travel Lanes - 1 RTL - 1 CTL

**Table 4-2** provides a summary of the short-term application of the Recommended Alternative north of Route 66 by showing the different facility types and widths while cross referencing the existing cross section for each segment. **Figure 4-9** depicts the recommendations by referencing the proposed cross section with the corresponding roadway segment. Refer to the proceeding subsections for more information. The following sub-sections provide more detail on the Short-term application of the Recommended No-Build Hybrid alternative from Route 66 to Beaver Street.

The Recommended Alternative, and corresponding short-term recommendations, are based on existing ADOT policies. Should ADOT policies change, any impacted recommendation should be re-evaluated as applicable.

**Figure 4-8: Forest Route 66 to Beaver Street Reference Map**

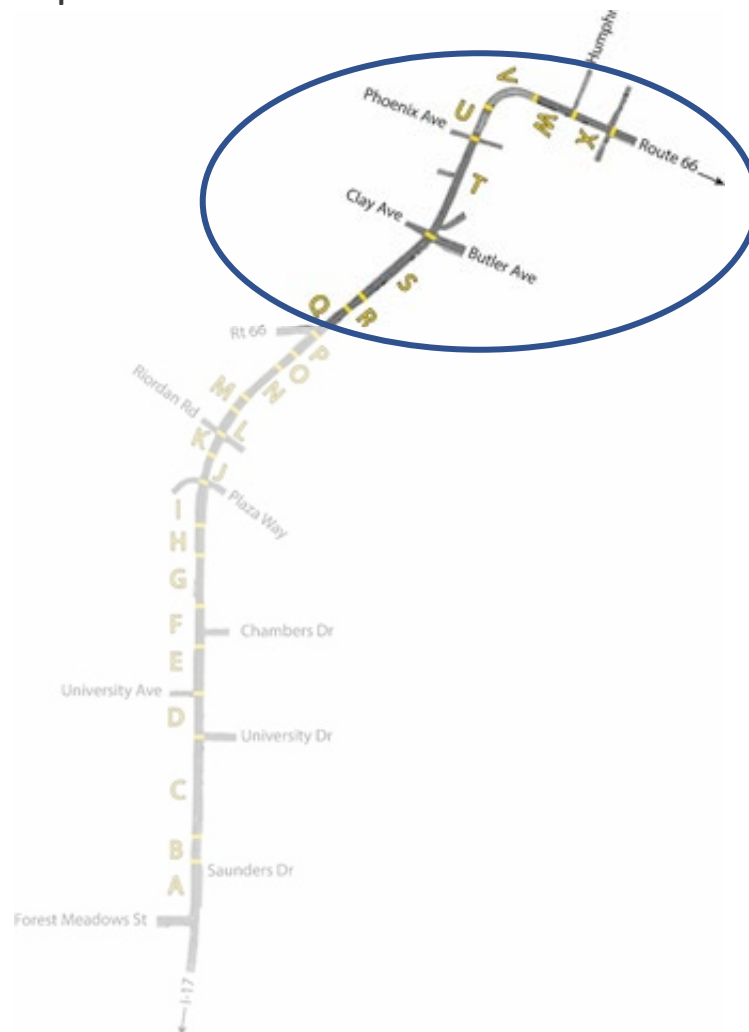


Table 4-2: Short-Term Recommended Alternative: Route 66 to Beaver Street

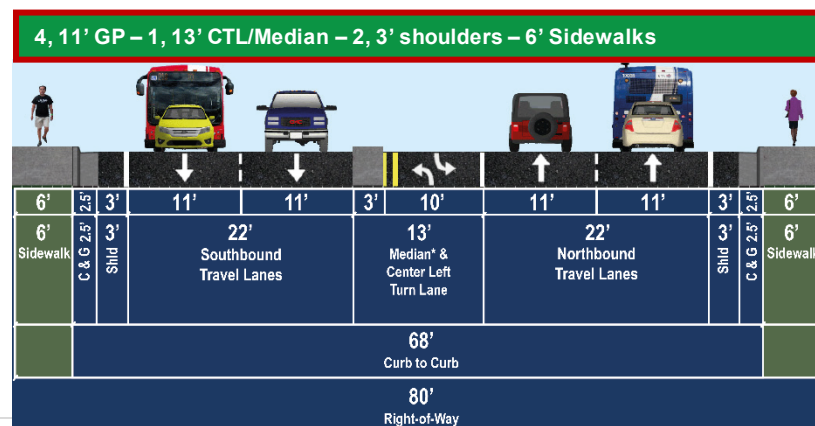
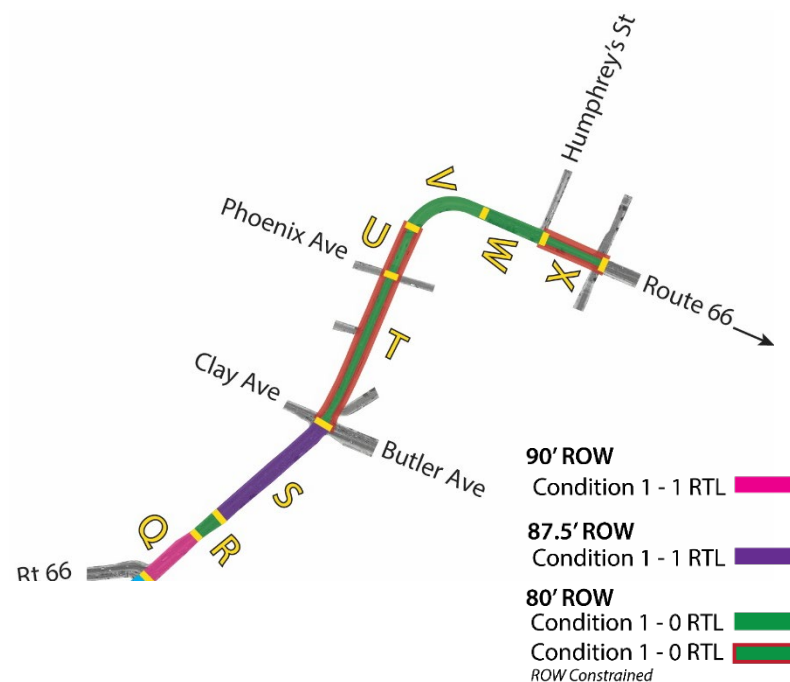
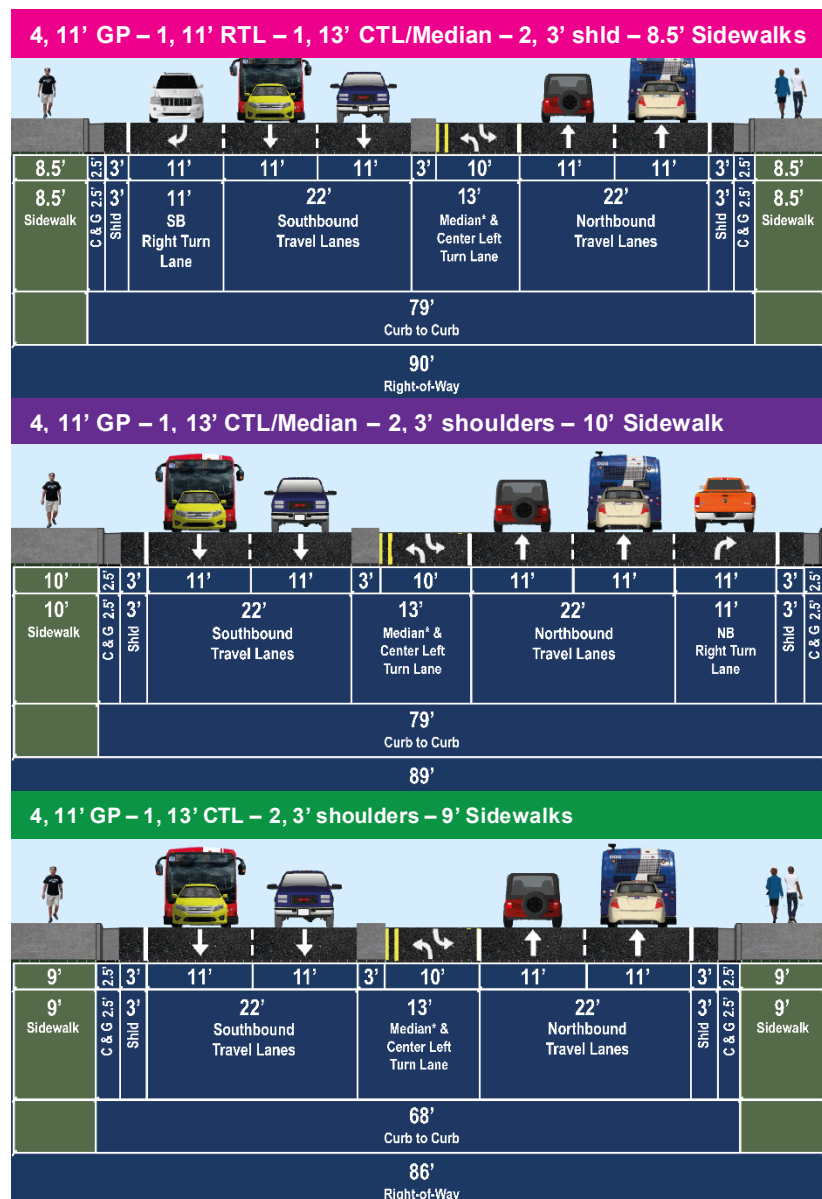
Existing ROW	Segment	Existing Cross Section	Possible ROW Aq.	Phase 1 Recommendation											Phase 1 ROW
				Southbound					Center	Northbound					
90'	Segment Q	4 GP - 1 RTL - 1 CTL	Yes	8.5' SW	5.5' SH	11' RTL	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	8.5 SW	Existing SW	96'
80'	Segment R	4 GP - 0 RTL - 1 CTL	Yes*		9' SW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	9' SW		86'
87.5'	Segment S	4 GP - 1 RTL - 1 CTL	Yes*		10' SW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	11' RTL	5.5' SH		89'
80'	Segment T	4 GP - 0 RTL - 1 CTL	No		6' SW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	6' SW		80'
80'	Segment U	4 GP - 0 RTL - 1 CTL	No		6' SW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	6' SW		80'
80'	Segment V	4 GP - 0 RTL - 1 CTL	Yes		9' SW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	9' SW		86'
80'	Segment W	4 GP - 0 RTL - 1 CTL	Yes		9' SW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	9' SW		86'
80'	Segment X	4 GP - 0 RTL - 1 CTL	No		6' SW	5.5' SH	11' GP	11' GP	13' CTL	11' GP	11' GP	5.5' SH	6' SW		80'

#### Legend

Center Turn / Median	Shoulder (includes 2.5' gutter pan and curb)
Travel Lane	Sidewalk
Right Turn Lane	Parkway



Figure 4-9: Short-Term Recommended Cross Section: Route 66 to Beaver Street



### *Existing Condition 2: 1 Right Turn Lane with 90' of Available Right-of-Way*

There is one segment – Segment Q – from Route 66 to Beaver Street where there is one right turn lane and has 90' of existing right-of-way. **Figure 4-10** shows the location of Segment Q in relationship to the remaining portions of this portion of the Milton Road corridor, from Route 66 to Beaver Street; while also displaying the existing cross section of Segments G, J and N in comparison with the cross section of the short-term Recommendation.

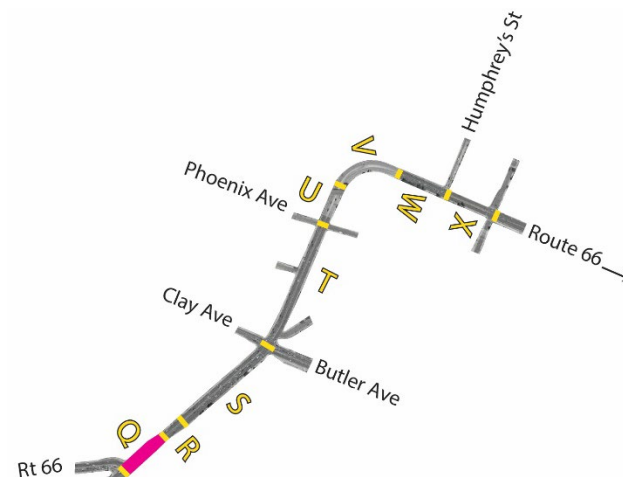
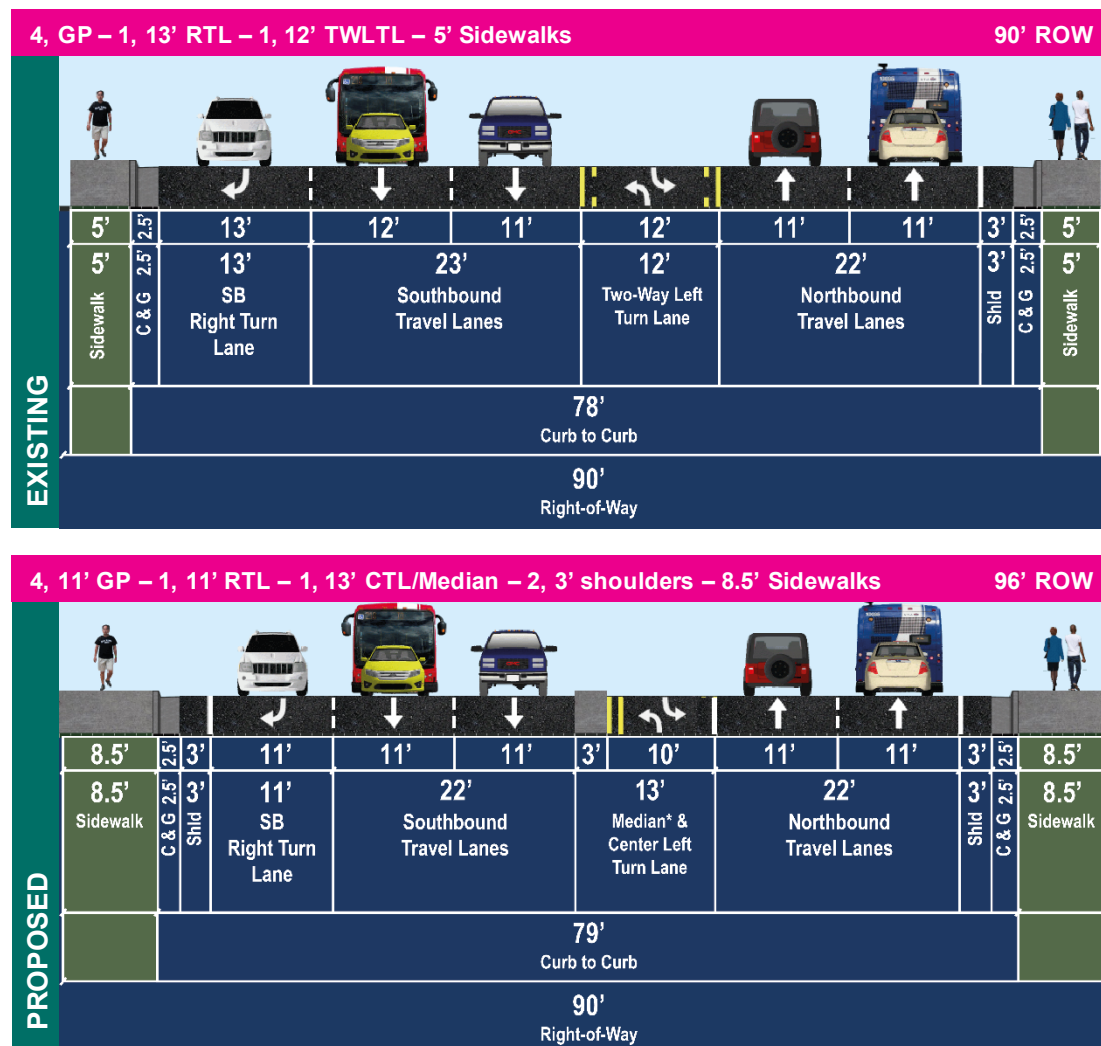
This Segment presents an added challenge in developing the short-term application since the property recently acquired by NAU is currently being study for a potential 4<sup>th</sup> leg intersection and access way onto the university property, thus potentially modifying the intersection of Route 66 and Milton Road into a four-leg intersection from its current condition as a three-leg intersection. Since this 4<sup>th</sup> leg concept remains preliminary as NAU is working to secure funding for the design and construction of the project, it is difficult to anticipate the future configuration of this intersection and impact to Segment Q as a whole. However, with limited right-of-way acquisition (6'), the proposed condition under the short-term application of the includes a consistent roadway facilities and widths within the pavement section as the other segments along Milton Road, while also offering a widened sidewalk to 8.5' on both sides of Milton Road.

It is recommended that the City of Flagstaff, NAU, ADOT and other necessary Project Partners work to refine the short-term Application of the Recommended Alternative in this Segment as the final design of the intersection is determined. As a result, the sidewalks could potentially be wider than 8.5' on one, or both sides of Milton Road.

As displayed in the proposed cross section, the short-term application of the Recommended Alternative:

- Maintains four travel lanes with two northbound and two southbound travels lanes, although narrowing each travel lane by one foot from 12' to 11' which allocates an additional four feet for other roadway uses;
- Includes an enhanced center treatment of either a 13' median or a 10' center left turn lane with a 3' median which promotes improved access control;
- The addition of two 3' shoulders to achieve ADOT's updated roadway design guidelines which is an application to improve safety and roadway operations by providing space within the pavement section to accommodate bicycles, snow storage during the winter season, and help facilitate right turns for larger vehicles. In addition, the 3' shoulder also acts as a horizontal buffer between vehicles in the travel lanes and sidewalk users by creating more space horizontal space between the two;
- Has an improved sidewalk with the widening of the sidewalk to at least 8.5' from 5' in the existing condition; and
- In the scenario a right turn lane is added as a result of development/ redevelopment, and warranted through a formal ADOT TIA/TGP process, the width of the right turn lane would be in addition to the proposed back-of-curb facilities.

Figure 4-10: Short-Term Recommended Cross Section for Milton Road Segment Q



90' ROW

Condition 1 - 1 RTL

\*Median treatment will vary along the corridor. The width of the median will change from 2' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes

### *Existing Condition 2: 1 Right Turn Lane with 87.5' of Available Right-of-Way*

There is one segment – Segment S – from Route 66 to Beaver Street where there is one right turn lane and has 87.5' of existing right-of-way. **Figure 4-11** shows the location of Segment S in relationship to the segments between Route 66 to Beaver Street, and displays the existing cross section of Segment S compared to the Recommended No-Build Hybrid short-term application.

Segment S is also unique because the existing sidewalk on the east side of Milton Road is located outside of ADOT's right-of-way on NAU property. Segment S is also one of the only segments on Milton Road that contains shoulders in the existing condition. The fact that the sidewalk on the east side of the roadway is not contained within the existing ADOT right-of-way allows for the potential accommodation of a much wider sidewalk on the west side of Milton Road with only 1.5' of right-of-way acquisition needed. This is also achieved with the narrowing of the travel lanes and the northbound right turn lane.

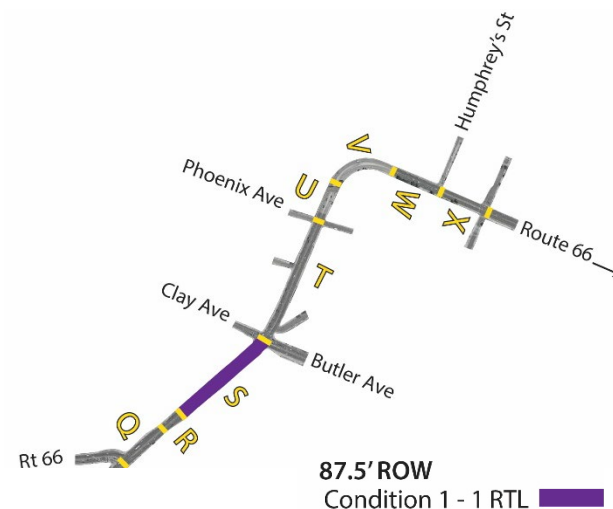
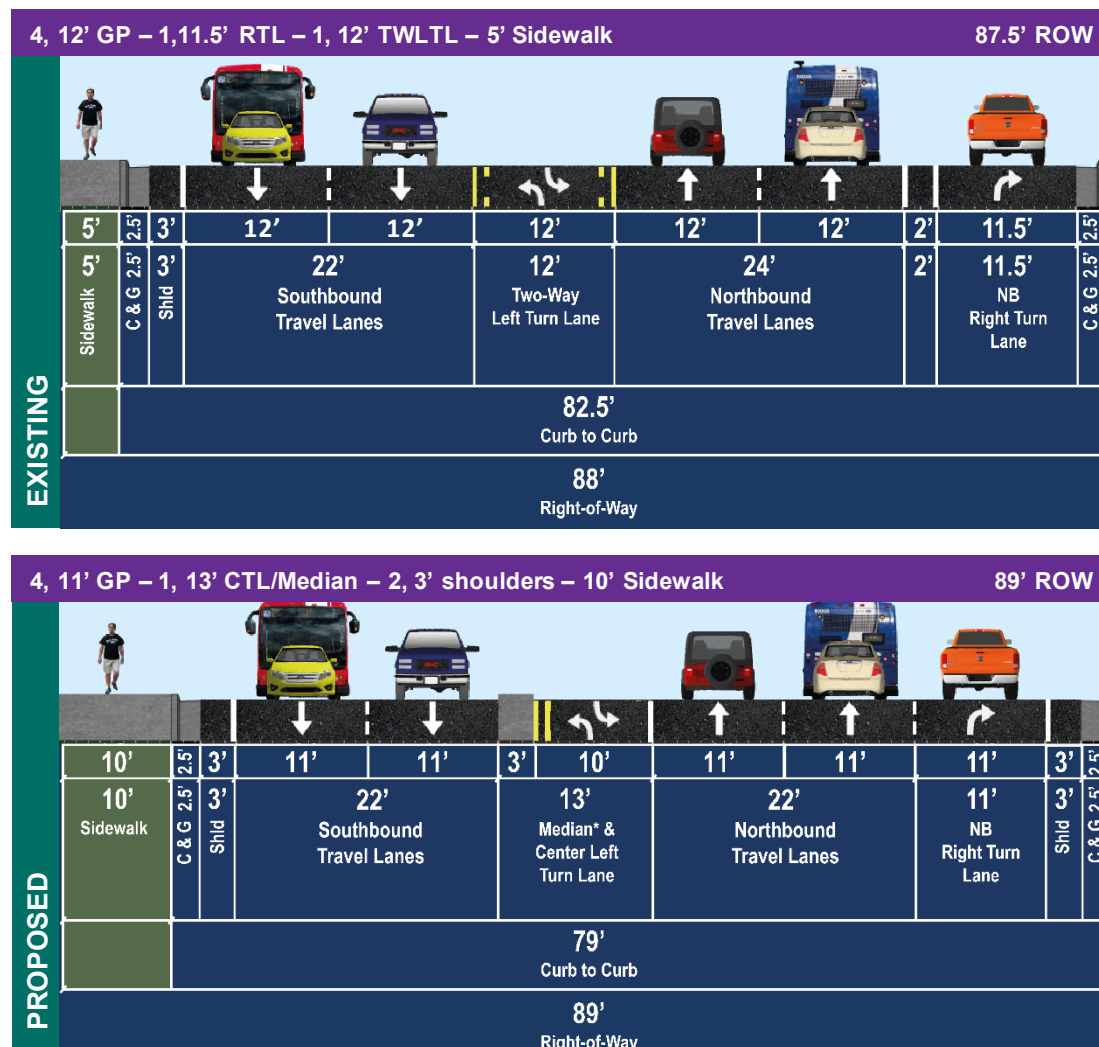
As part of a separate effort, NAU will work with the other Project Partners to determine improved and final specifications of the east sidewalk. However, the existing sidewalk on the east side is separated from Milton Road and is considered one of the more desirable sidewalk segments along Milton Road.

As displayed in the proposed cross section, the short-term Application of the Recommended Alternative:

- Maintains four travel lanes with two northbound and two southbound travel lanes, although narrowing each travel lane by one foot from 12' to 11' which allocates an additional four feet for other roadway uses;
- Includes an enhanced center treatment of either a 13' median or a 10' center left turn lane with a 3' median which promotes improved access control;
- The addition of two 3' shoulders to achieve ADOT's updated roadway design guidelines intended to improve safety and roadway operations by providing space within the pavement section to accommodate bicycles, snow storage during the winter season, and help facilitate right turns for larger vehicles. In addition, the 3' shoulder also acts as a horizontal buffer between vehicles in the travel lanes and sidewalk users by creating more space horizontal space between the two;
- Has an improved sidewalk with the widening of the west sidewalk to 10' from 5' in the existing condition; and

In the scenario a right turn lane is added as a result of development/ redevelopment, and warranted through a formal ADOT TIA/TGP process, the width of the right turn lane would be in addition to the proposed back-of-curb facilities.

Figure 4-11: Short-Term Recommended Cross Section for Milton Road Segment S



\*Median treatment will vary along the corridor. The width of the median will change from 2' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes



### *Existing Condition 1: No Right Turn Lane with 80' of Available Right-of-Way*

There is a total of six segments – Segment R, Segment T, Segment U, Segment V, Segment W, and Segment X – from Route 66 to Beaver Street where there are no right turn lanes with 80' of existing right-of-way. **Figure 4-12** shows the location of these segments in relationship to the segments between Route 66 to Beaver Street, and displays the existing cross section compared to the Recommended No-Build Hybrid alternative short-term application.

Three of the six segments are right-of-way constrained, thereby limiting the ability to potentially acquire additional right-of-way without impacting existing parking or buildings on private property.

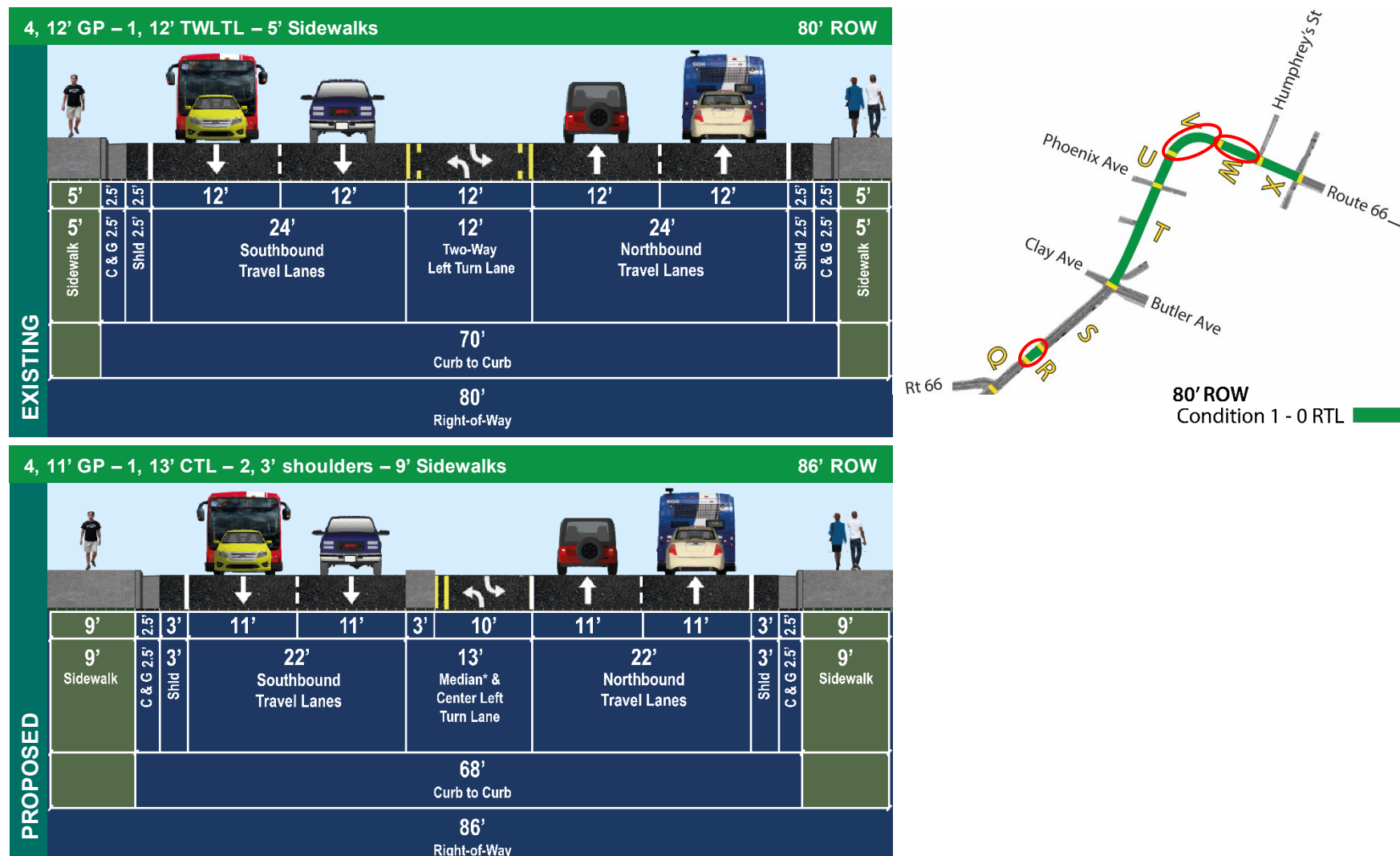
Segment R, V, and W present opportunities for potential limited right-of-way acquisition, and during the adjacent parcel analysis, it was determined that only an additional 5' could be acquired (without impacting any parking or structures) in the most right-of-way constrained area of these three segments. As a result, the Short-term application achieves ADOT's key priorities within the pavement section in order to balance maintaining traffic operations and promoting safety applications, while still accommodating multimodal improvements by widening the sidewalk to at least 9' in the proposed condition. The proposed sidewalk is classified as "at least" 9' because during the adjacent parcel analysis, it was determined that only an additional 6' could be acquired (without impacting any parking or structures) in the most right-of-way constrained area of these four segments, and as a result the proposed cross section represents the most constrained point of these segments, meaning that there will most likely be opportunities along these segments to have wider than 9' sidewalks depending on the characteristics of the adjacent properties which will be addressed in the design process.

As displayed in the proposed cross section, the short-term application of the Recommended Alternative:

- Maintains four travel lanes with two northbound and two southbound travel lanes, although narrowing each travel lane by one foot from 12' to 11' which allocates an additional four feet for other roadway uses;
- Includes an enhanced center treatment of either a 13' median or a 10' center left turn lane with a 3' median which promotes improved access control;
- The addition of two 3' shoulders to achieve ADOT's updated roadway design guidelines intended to improve safety and roadway operations by providing space within the pavement section to accommodate bicycles, snow storage during the winter season, and help facilitate right turns for larger vehicles. In addition, the 3' shoulder also acts as a horizontal buffer between vehicles in the travel lanes and sidewalk users by creating more horizontal space between the two;
- Has an improved sidewalk condition from widening the sidewalk from 5' to 9' in the existing condition; and

In the scenario a right turn lane is added as a result of development/ redevelopment, and warranted through a formal ADOT TIA/TGP process, the width of the right turn lane would be in addition to the proposed back-of-curb facilities.

Figure 4-12: Short-Term Recommended Cross Section for Milton Road Segments R, V, & W



\*Median treatment will vary along the corridor. The width of the median will change from 2' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes

### *Short-term Application of the Recommended Alternative – Segments T, U, & X*

As illustrated in **Figure 4-13**, Segment T is located between Clay/Butler Avenue and Phoenix Avenue. Segment U is located between Phoenix Avenue and the BNSF overpass; and Segment X is located between Humphrey’s Street and the northern terminus of the Milton Road CMP study corridor at Beaver Street. The existing cross section in all three of these segments is 80-feet in width with four general purpose lanes, one TWTL or median under the BNSF overpass, no right turn lanes, and two shoulders.

These three segments have a unique proposed short-term recommended cross section due to the adjacent properties and land uses that present added right-of-way constraints, future development intentions, and unique characteristics such as the BNSF overpass.

Even with the surrounding land uses limiting right-of-way acquisition possibilities, the short-term application of the No-Build Hybrid Recommended Alternative is able to achieve a consistent pavement section with the remainder of the corridor, while accommodating a slight improvement to the sidewalk which is 6’ in the proposed condition versus the 5’ existing condition. However, certain areas within Segment U and Segment X have other unique elements:

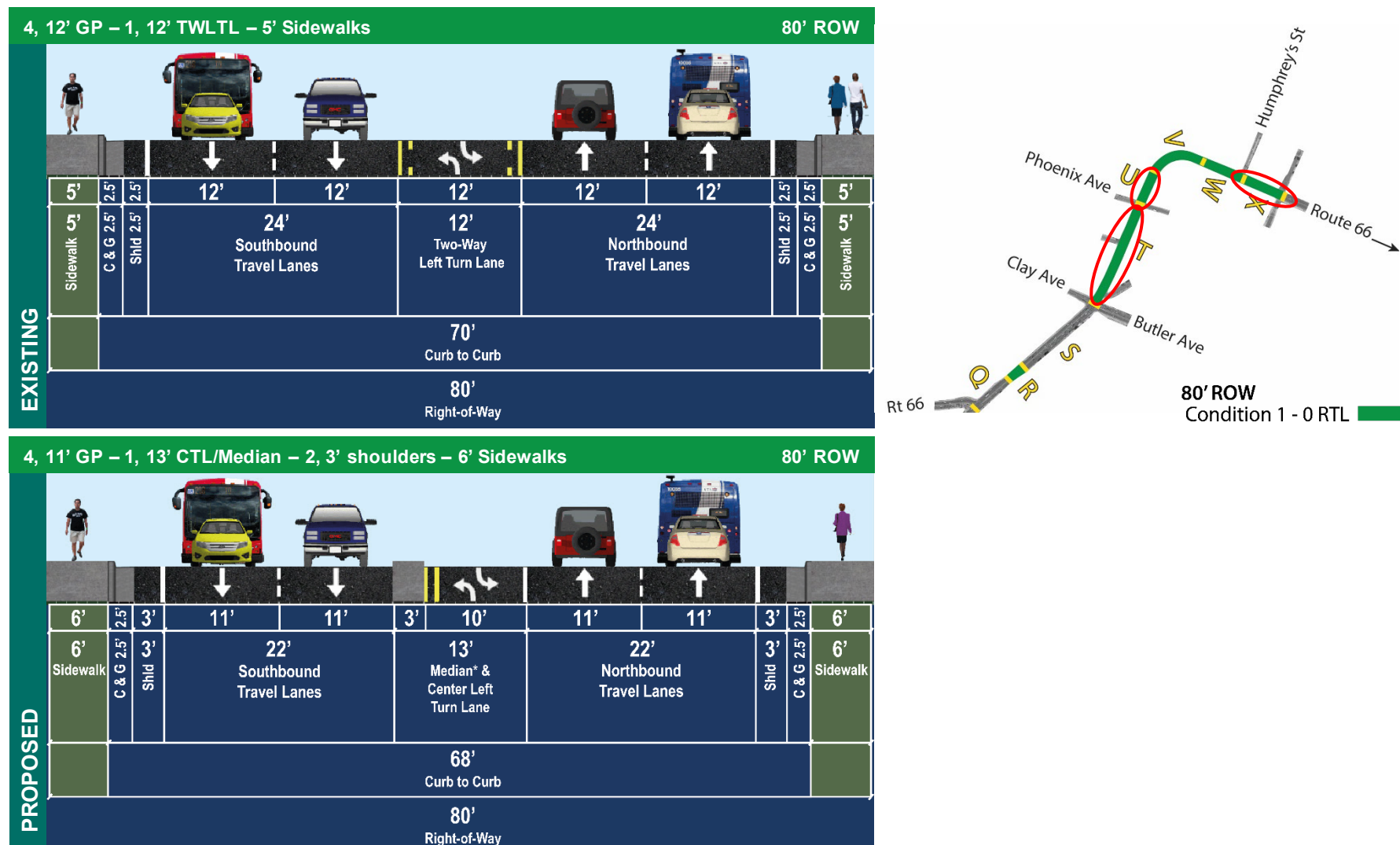
- **Segment U** – Mountain Line informed the Project Partners of their intentions for a future Downtown Connection Center (DCC) to be located at the northeast corner of Phoenix Avenue and Milton Road which includes the entire east side of Segment U. Mountain Line is currently under the preliminary design phase of the DCC and noted that they would like to offer more desirable back-of-curb facilities on the Milton Road frontage of the future DCC property – which would include a parkway and a wider sidewalk. As a result, Mountain Line and the Project Partners will have to determine the back-of-curb treatments after the completion of the Milton Road CMP and ensure that these improvements are conducive with the rest of the proposed Segment U cross section.
- **Segment X** – the Project Partners noted that there are no left turns permitted in Segment X due to the three-leg intersection at Humphrey’s Street and that Beaver Street is one-way in the southbound direction. As a result, the Project Partners recommend that this center treatment in Segment X be a consistent 13’ raised median to act as a pedestrian refuge. This element will be further explored in the final design. However, informal left turn access to the Flagstaff Chamber of Commerce currently takes place from this striped median. The proposed median, while attractive, will need to be coordinated like any other access management implementation. Driveways on the north side of Route 66 also use this area for left in/out.

As displayed in the proposed cross section, aside from the unique characteristics previously described, the short-term application of the Recommended Alternative:

- Maintains four travel lanes with two northbound and two southbound travel lanes, although narrowing each travel lane by one foot from 12’ to 11’;
- Includes an enhanced center treatment of either a 13’ median or a 10’ center left turn lane with a 3’ median which promotes improved access control;
- The addition of two 3’ shoulders to achieve ADOT’s updated roadway design guidelines;

- Widens the existing 5' sidewalk to 6' due to right-of-way constraints; and
- In the scenario a right turn lane is added as a result of development/ redevelopment, and warranted through a formal ADOT TIA/TGP process, the width of the right turn lane would be in addition to the proposed back-of-curb facilities.

Figure 4-13: Short-Term Recommended Cross Section for Milton Road Segments T, U, & X



\*Median treatment will vary along the corridor. The width of the median will change from 2' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes



#### 4.1c Spot Improvements

Spot Improvements were initially integrated into the CMP process during the Tier 3 Alternative Evaluation process when the No-Build Plus alternative was first introduced.

Through a progression of meetings between the Consultant Team and the Project Partners, a series of spot improvements were integrated into all the Tier 3 Alternatives, except the No-Build alternative. Spot improvements were recognized by the Project Partners as being desired to potentially inventory low investment enhancements (compared to the build alternatives) that could and should be included as part of the No-Build Plus alternative. Their intent is also to recognize the desire and value of incorporating and measuring the effectiveness of other desired enhancements such as pedestrian, bicycle, transit, safety and traffic operations along the Milton Road corridor.

The spot improvements are concentrated at intersections to complement each alternative's cross section, which are mid-block (segment by segment) applications. Spot improvements were also characterized in one of the following categories:

- Roadway Geometry;
- Roadway Operations;
- Vehicular Safety;
- Access Management;
- Pedestrian;
- Bicycle; and
- Transit.

Once the spot improvement inventory was completed, the Project Partners collaborated and recognized the variation in the spot improvement applications and identified the need to assign specific improvements to certain Tier 3 Alternatives. Spot improvements were originally assigned to the Tier 3 Alternatives by one of the three applications:

- No Build + Alternative Only;
- Build Alternatives Only; or
- All Alternatives.

The Project Partners discussed and confirmed the Tier 3 Alternative Spot Improvement Inventory, which can be referenced in section 5.1a *Spot Improvements of Working Paper #2 – Alternative Analysis* (view on the project [website](#)).

Once the No-Build Hybrid was selected as the Recommended Alternative, the Project Partners collaborated once again over a series of meetings to refine the list of Spot Improvements to be specific to both short-term and long-term applications. As a result, most of the Spot Improvements associated with the Build Alternatives were eliminated in favor of the No-Build Hybrid Recommended Alternative while the other Spot Improvements were either assigned to short-term, long-term, or both the short-term and long-term applications of the Recommended Alternative. Ultimately, a total of 96 Spot Improvements across 16 intersection/locations are included in both short-term and long-term application of the Recommended Alternative. **Table 4-3** provides a list of the final inventory of Spot Improvements included with the Recommended Alternative.

It is recognized that current ADOT policy prevents warranting crosswalks on a predictive volume basis or for the simple existence of special generators such as bus stops. Therefore, the Project Partners recommend that a local agency initiate an effort to seek a formal design variance.

At the November 22, 2021 Milton Road/US 180 CMP TAC Meeting, ADOT and the Project Partner agencies could not come to an agreement on a few issues concerning the potential application of additional at-grade pedestrian crossings on Milton Road and US 180. The three issues that ADOT and the partnering agencies could not come to consensus on are as follows:

1. Adding a 4th leg pedestrian crossing on Milton to the Forest Avenue (north leg), Route 66 (north leg) and Clay/Butler (south leg) intersections. The project partners want the 4th leg added. ADOT does not want to add the fourth leg due to the impacts to the operations of the state highway.
2. Adding signalized midblock, at grade, crossings on Milton south of Saunders and North of Chambers. The project partners want the signalized at grade mid-block crossings. ADOT does not want to add the at grade mid-block crossings due to the impacts to the operations of the state highway.
3. ADOT requires ped crossing and new signals to meet ADOT warrants prior to installing them on Milton and US 180. The project partners would like for monitored test crossings to be allowed, where appropriate. ADOT has warranting criteria for these features and believes the warrants should meet prior installing the features.

Due to the Project Partner impasse on these issues, the escalation process (a formal process collaboratively defined and agreed to by the Project Partners at the beginning of the Milton Road CMP process) was triggered to offer a formal resolution. The resulting language is found in Section 4.0. Please see Appendix J for additional information on the results of the escalation process.

Table 4-3: Short-Term &amp; Long-Term Spot Improvements

Intersection/ Location	Recommended No-Build Hybrid Alternative Spot Improvements	1 –Short-Term Spot Improvement 2 –Long-Term Spot Improvement 3 –Short- & Long-Term Spot Improvement
<b>Forest Meadows Street</b>	<ul style="list-style-type: none"> <li>• Include an adaptive traffic signal<sup>3</sup></li> <li>• Restrict U-Turns<sup>3%</sup></li> <li>• Improve existing standard crosswalks with high-visibility crosswalks (south and west leg)<sup>3</sup></li> <li>• Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> <li>• Pedestrian staging area improvements by expanding the staging area at the northwest and southwest corners<sup>3</sup></li> <li>• Introduce bicycle signal detection and actuation<sup>3</sup></li> </ul>	
<b>Saunders Drive</b>	<ul style="list-style-type: none"> <li>• Consider a redesign in west leg for a reduced turning radii<sup>2</sup></li> <li>• Construct a 4-foot finger island/median and or/ensure median is constructed at the north leg<sup>2</sup></li> <li>• Include high-visibility crosswalks across the east and future proposed west legs<sup>3#</sup></li> <li>• Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> </ul>	
<b>University Drive</b>	<ul style="list-style-type: none"> <li>• Construct a 4-foot finger island/median and/or ensure a median is constructed at the north leg<sup>2</sup></li> <li>• Improve existing standard crosswalks with high-visibility crosswalks (north and east leg)<sup>3</sup></li> <li>• Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> <li>• Restrict U-Turns<sup>3%</sup></li> <li>• Bicycle signal detection and actuation<sup>3</sup></li> </ul>	
<b>University Avenue</b>	<ul style="list-style-type: none"> <li>• Right-in, right-out (impacted by the introduction of the University Drive intersection and roundabout with Beulah Blvd)<sup>3%</sup></li> <li>• Tighten the SB to WB turn radius to improve pedestrian condition (currently being implemented/constructed by property owner)<sup>2</sup></li> <li>• Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> </ul>	
<b>Chambers Drive</b>	<ul style="list-style-type: none"> <li>• Include northbound and southbound transit stops<sup>3</sup></li> <li>• Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> <li>• Add high-visibility crosswalk on the east leg<sup>1#</sup></li> <li>• Southbound and westbound left turn restrictions<sup>3%</sup></li> <li>• Restrict U-Turns<sup>3%</sup></li> <li>• Ensure median are constructed at the north and south legs of the intersection<sup>1</sup></li> <li>• Construct a traffic signal at the intersection (for future consideration upon meeting warrant and/or Traffic Impact Analysis (TIA) approval)<sup>2</sup></li> </ul>	

Intersection/ Location	Recommended No-Build Hybrid Alternative Spot Improvements	1 –Short-Term Spot Improvement 2 –Long-Term Spot Improvement 3 –Short- & Long-Term Spot Improvement
Plaza Way	<ul style="list-style-type: none"> <li>Lengthen the storage for northbound left turn lane<sup>3</sup></li> <li>Dedicated right and left turn phase for vehicles<sup>3%</sup></li> <li>Improve existing standard crosswalks with high-visibility crosswalks (all legs)<sup>3</sup></li> <li>Restrict U-Turns<sup>3%</sup></li> <li>Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> <li>Bicycle signal detection and actuation<sup>3</sup></li> <li>Improve the south leg pedestrian crossing by shortening the crossing length through the inclusion of a pork chop at the southeast corner<sup>3</sup></li> </ul>	
Riordan Street	<ul style="list-style-type: none"> <li>Dedicated right and left turn phase for vehicles<sup>3%</sup></li> <li>Improve existing standard crosswalks with high-visibility crosswalks (all legs)<sup>3</sup></li> <li>Restrict U-Turns<sup>3%</sup></li> <li>Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> <li>Bicycle signal detection and actuation<sup>3</sup></li> </ul>	
Route 66	<ul style="list-style-type: none"> <li>Dedicated right and left turn phase for vehicles<sup>3%</sup></li> <li>Improve existing standard crosswalks with high-visibility crosswalks (west and south legs)<sup>3</sup></li> <li>Restrict U-Turns<sup>3%</sup></li> <li>Introduce transit signal prioritization ITS infrastructure<sup>3+</sup></li> <li>Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> <li>Bicycle signal detection and actuation<sup>3</sup></li> <li>Include northbound and southbound transit stops<sup>3</sup></li> <li>Pedestrian staging area improvements by expanding the staging area at the northwest and southwest corners<sup>3</sup></li> <li>Improve the west leg pedestrian crossing by shortening the crossing length through the inclusion of a pork chop at the southwest corner<sup>3</sup></li> </ul>	

Intersection/ Location	Recommended No-Build Hybrid Alternative Spot Improvements	1 –Short-Term Spot Improvement 2 –Long-Term Spot Improvement 3 –Short- & Long-Term Spot Improvement
Malpais Lane	<ul style="list-style-type: none"> <li>Restrict left turns in and out, or enforce right in, right out only to eliminate NB Milton Road left turns to WB Malpais Lane (one of top intersections in districts for crashes, left turns)<sup>3%</sup></li> <li>Introduce west leg high-visibility crosswalks across Malpais Lane<sup>3#</sup></li> <li>Restrict U-Turns<sup>3%</sup></li> <li>Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> <li>Improve the west leg pedestrian crossing by shortening the crossing length through the inclusion of a pork chop at the southwest corner<sup>2</sup></li> <li>Reconstruct the west leg of the intersection to better perpendicularly align with Milton Road<sup>2</sup></li> <li>Include northbound and southbound transit stops<sup>3</sup></li> <li>Grade separated pedestrian overpass over the north leg of the intersection aligned with the north drive of Jack-in-the-Box (Not an ADOT funded project and not part of the CMP Master Plan funding process)<sup>3</sup></li> </ul>	
Butler/Clay Avenue	<ul style="list-style-type: none"> <li>Improve existing standard crosswalks with high-visibility crosswalks (west and south legs)<sup>3</sup></li> <li>Restrict U-Turns<sup>3%</sup></li> <li>Introduce transit signal prioritization ITS infrastructure<sup>3+</sup></li> <li>Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> <li>Relocate south leg stop bar closer to the existing intersection curb returns<sup>3</sup></li> <li>Pedestrian staging area improvements by expanding the staging area at all corners<sup>3</sup></li> <li>Bicycle signal detection and actuation<sup>3</sup></li> </ul>	
Mikes Pike Street	<ul style="list-style-type: none"> <li>Introduce high-visibility crosswalk at the east leg across Mikes Pike Street<sup>3#</sup></li> <li>Reconstruct the southeast corner to allow right turn only lane to continue through the Butler/Clay Avenue intersection<sup>1</sup></li> <li>Right in, right out only<sup>3%</sup></li> <li>Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> </ul>	
Tucson Avenue	<ul style="list-style-type: none"> <li>Introduce high-visibility crosswalks across Tucson Avenue on the west leg<sup>3#</sup></li> <li>Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> </ul>	
Phoenix Avenue	<ul style="list-style-type: none"> <li>Construct Traffic Signal (for future consideration upon meeting warrant and/or Traffic Impact Analysis (TIA) approval)<sup>3</sup></li> <li>Grade separated crossing (north leg)<sup>3</sup></li> <li>Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> <li>Introduce transit signal prioritization ITS infrastructure (if signal is implemented)<sup>3+</sup></li> <li>Introduce high-visibility crosswalks (across Phoenix Ave only on both the east and west legs)<sup>3#</sup></li> <li>Restrict U-Turns (if traffic signal is implemented)<sup>3%</sup></li> <li>Include northbound and southbound transit stops<sup>3</sup></li> </ul>	



Intersection/ Location	Recommended No-Build Hybrid Alternative Spot Improvements	1 –Short-Term Spot Improvement 2 –Long-Term Spot Improvement 3 –Short- & Long-Term Spot Improvement
<b>Santa Fe Avenue</b>	<ul style="list-style-type: none"> <li>Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> <li>Introduce high-visibility crosswalks across Santa Fe Avenue<sup>3#</sup></li> <li>Implement northbound Milton Road left turn restrictions<sup>3%</sup></li> </ul>	
<b>Humphrey's Street</b>	<ul style="list-style-type: none"> <li>Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> <li>Improve existing standard crosswalks by including high-visibility crosswalks<sup>3</sup></li> <li>Dual Left Turn on Milton Rd to NB Humphrey's St (requires two NB travel lanes on Humphrey's Street)<sup>2</sup></li> <li>Improve the pedestrian crossing environment by implementing leading pedestrian intervals<sup>3#</sup></li> <li>Introduce transit signal prioritization ITS infrastructure<sup>3+</sup></li> <li>Restrict U-Turns<sup>3%</sup></li> </ul>	
<b>Beaver Street</b>	<ul style="list-style-type: none"> <li>Continue to ensure all curb ramps are ADA-compliant<sup>3</sup></li> <li>Improve existing standard crosswalks by including high-visibility crosswalks<sup>3</sup></li> <li>Introduce transit signal prioritization ITS infrastructure<sup>3+</sup></li> <li>Restrict U-Turns<sup>3%</sup></li> </ul>	
<p><b>Notes:</b></p> <p><i>#Proposed crossings and crossing improvements are for future consideration only, and will be considered for implementation upon meeting ADOT warrant and/or TIA approval</i></p> <p><i>+Proposed transit signal priority is for future consideration only, and will be considered for implementation upon meeting ADOT warrant and/or TIA that concludes no negative impacts to vehicular operations.</i></p> <p><i>% Proposed signal phasing adjustments and turn restrictions are for consideration only, and will be considered for implementation upon meeting ADOT warrant and/or TIA approval.</i></p>		

## 4.2 Recommended Alternative: Long Term Vision for Milton Road

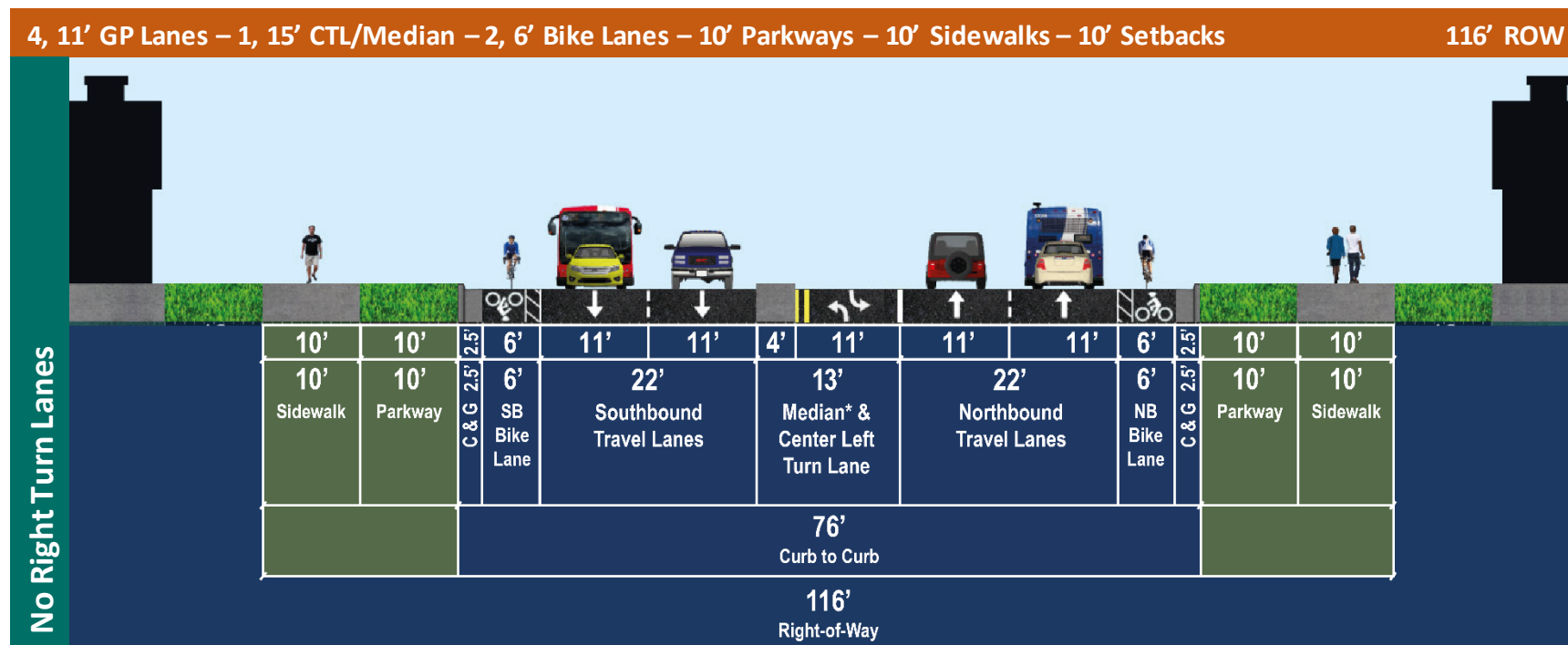
As the Vision Statement expresses, the long-term application of the Recommended Alternative establishes a long-term community desired vision for Milton Road, consisting of a specific roadway cross section for both ADOT and the City of Flagstaff to collaboratively implement, including enhanced multimodal features. Implementation of this vision is designed to occur incrementally, leveraging future development and redevelopment permitting processes for parcels along the Milton Road corridor to achieve the desired roadway enhancement with little to no impacts to adjacent businesses. As previously described, some of the Spot Improvements are unique to the long-term application of the Recommended Alternative, while others are included in both the short-term and the long-term applications.

**Figure 4-14, Figure 4-15, Figure 4-16** illustrate the cross section of the long-term application, which vary between 116' and 144' wide depending on the presence or not of right turn lanes. The long-term application of the Recommended Alternative includes:

- Maintains the four 11' travel lanes with two northbound and two southbound travel lanes as described in the short-term application of the Recommended Alternative;
- A wider center treatment with either a 15' median instead of a 13' median in short-term recommendation; and also, a wider center left turn and median than Phase at 11' and 4' to maintain the 15' center facility throughout the entire corridor;
- Expanded right turn lanes of 14' to satisfy ADOT design guidelines and to help facilitate right turns for larger vehicles. It is important to note that the right turn lanes are not anticipated to exist throughout the entire corridor as continuous right turn lanes in the long-term; Rather, the right turn lanes are anticipated to exist where they are located today and where they are required as a recommendation from the TIA process in conjunction with new development or redevelopment along the Milton Road corridor. City implementation of connecting roads and requiring improved internal circulation between business can alleviate the need for some future turn lanes;
- Includes the introduction of 6' buffered bike lanes to accommodate improved bike facilities compared to short-term;
- Ensures a consistent 10' parkway between the sidewalk and the curb. The long-term Parkway would include vegetation south of Route 66, while north of Route 66, it would consist of hardscape and street furniture amenities, including bike racks, benches, trash receptacles, wayfinding signage, and other types of street furniture/amenities as needed.
- Includes a uniform 10' sidewalk throughout the corridor on both sides of Milton Road to accommodate multimodal users.
- Although outside of the right-of-way, long-term includes a suggested 10' public utility easement that can also double as a landscaped area between sidewalk and building setbacks. The city of Flagstaff is currently evaluating appropriate building setbacks in response to this long-term recommendation.

Reference Appendix A for a design schematic showcasing the long-term right-of-way linework along the entire Milton Road CMP study corridor.

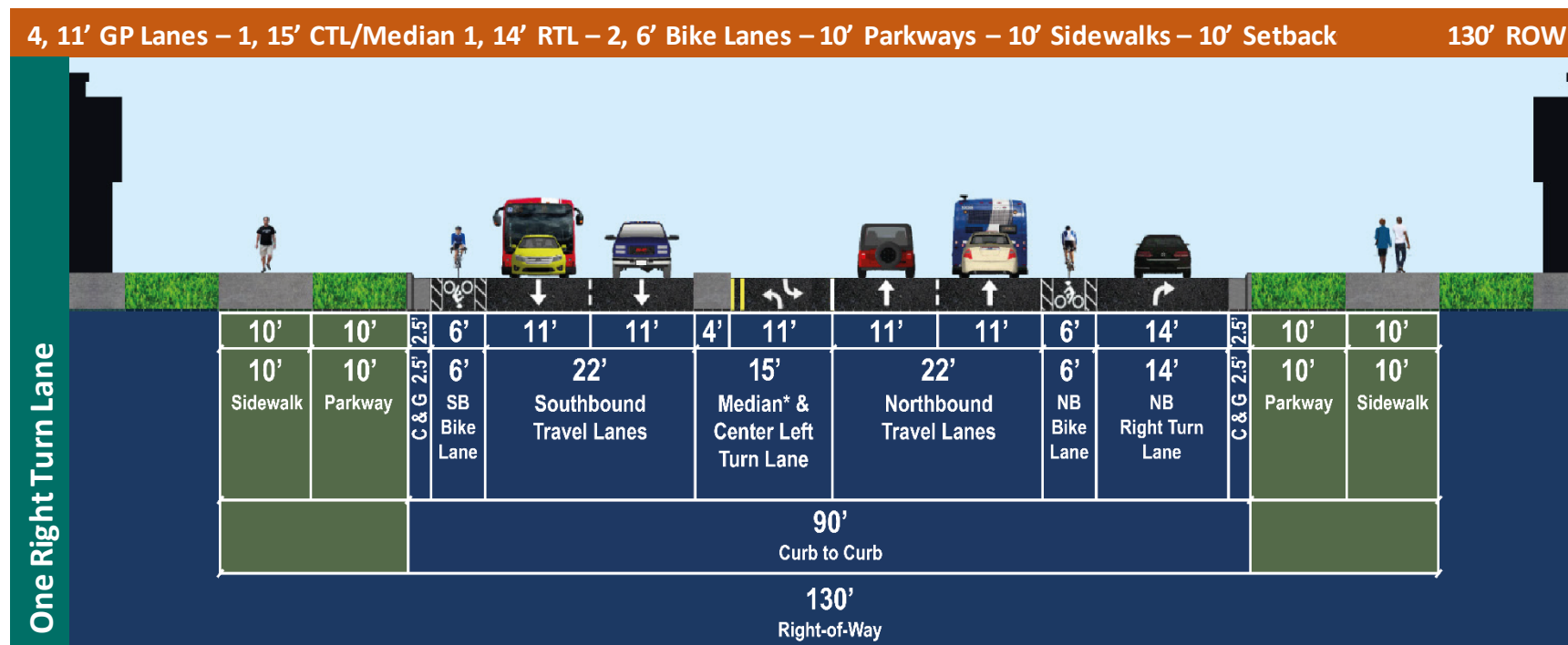
Figure 4-14: Long-Term Vision Cross Section of the Recommended Alternative – No Right Turn Lanes



\*Median treatment will vary along the corridor. The width of the median will change from 2' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes

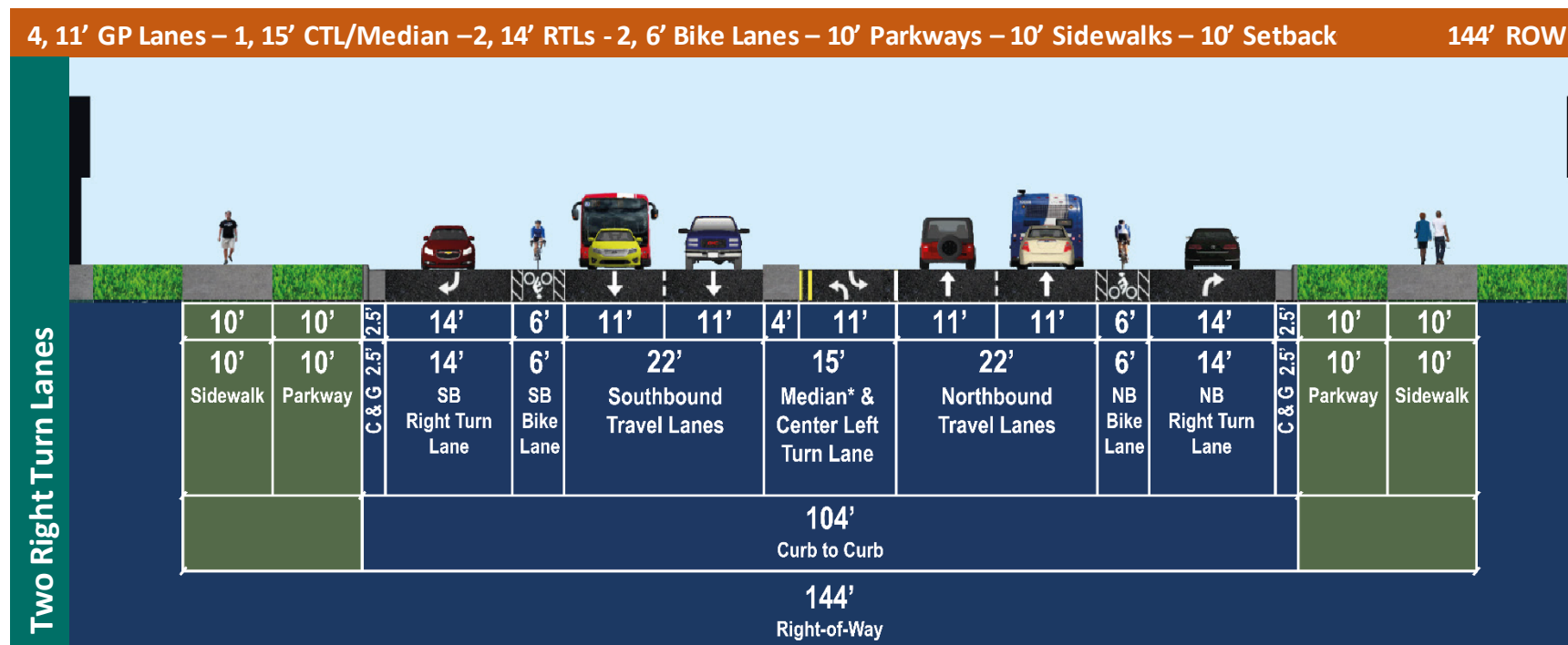
Figure 4-15: Long-Term Vision Cross Section of the Recommended Alternative – One Right Turn Lanes



\*Median treatment will vary along the corridor. The width of the median will change from 2' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes

Figure 4-16: Long-Term Vision Cross Section of the Recommended Alternative – Two Right Turn Lanes



\*Median treatment will vary along the corridor. The width of the median will change from 2' to 13' depending on the presence of a center turn lane. The position of the median will also shift based on the directionality of the turn lane.

\*\*An ADOT design exception and FHWA approval would be required for 11' travel lanes



### 4.3 Access Management in Application of Short-Term & Long-Term Recommended Alternative

As part of the development of the Tier 3 Alternatives, certain representatives from the Project Partner Agencies formed a separate taskgroup to specify the access management application for the Tier 3 Alternatives. This taskgroup worked with ADOT's Transportation Systems Management and Operations (TSMO) group throughout the develop of the access management specifications for their guidance and input. See Appendix K for the final Access Management Specifications Memo and the meeting notes from the taskgroup meetings.

As a result, the following access management specifications have been determined for the short- and long-term application of the Recommended Alternative.

#### 4.3a Raised Median and Center Left Turn Lane Specifications

As part of this process, it was assumed the raised median, access control specifications would be evaluated between Forest Meadows Street and south of Phoenix Ave (with the assumption that there would be a signalized intersection at Phoenix Ave). Further evaluation north of Phoenix Avenue is required. However, for both the short- and long-term Recommended Alternative, the raised median would drop where left turn lane(s) currently exist at signalized intersections, and following the facility widths below:

- Short-term: 13' wide raised median, or 10' center left turn lane with 3' median
- Long-term: 15' wide raised median, or 11' center turn lane with a 4' median

The U-turn movements would follow Tier 3 Spot Improvements, which would generally allow U-turns at signalized intersections and approved left turn movements (raised median breaks) for both the short- and long-term, but would restrict most U-turns unless an exception is identified in the Spot Improvements list.

#### 4.3b Raised Median / Access Control Spacing Guidance

As part of the public involvement process, 67.8 percent of the public respondents supported the idea of constructing a raised median along Milton Road to improve safety, with 22.6 percent of the public supporting a raised median "in certain areas, but not along the entire corridor" and 25.3 percent supporting a raised median "but only to correct proven safety problems." The Raised Median / Access Control Spacing Guidance below attempts to address the public's comments and should be considered as part of future construction design and redevelopment. Should ADOT policies, City of Flagstaff policies, or conditions change, this guidance should be re-evaluated. It is important to note that "frontage" is defined as the linear distance of the property along ADOT right-of-way.

1. Driveway spacing and left-turn-out access median breaks are subject to Level of Service (LOS) and safety analysis at any proposed driveway access point prior to permitting changes to access.
2. 300' or less of frontage: one driveway with right-turn-in, right-turn-out access permitted; no median break for left-turn-in, left-turn-out access prohibited.

3. 300-500' of frontage: two driveways with right-turn-in, right-turn-out access permitted; no median break for left-turn-in, left-turn-out access prohibited.
4. Over 500 feet of frontage: two site driveways and one median break for one left-turn-in movement could be considered.
5. A break in the median for left-turn-in access could be considered when cross access agreements are in place, and when consistent with the above guidance. In order for multiple properties to achieve cross access for 500' of frontage, an access agreement should be in place and submitted to ADOT.
6. With the exceptions of permitted left-turn-out access, as identified in **Table 4-4**, left-turns onto Milton Road are restricted to signalized intersections if a raised median were constructed on Milton Road.

**Table 4-4: Left-Turn Access Control (assuming a Raised Median)**

Recommended Alternative	Location	Permitted Left-Turn Movements
Short-Term	Saunders Drive	Left-in permitted <sup>1</sup> ; left-out restricted <sup>2</sup>
	1830 University West Apartment Homes Access Road (north of Pizza Hut)	Left-in permitted; left-out restricted
	University Avenue (currently west side of Milton)	Right in Right out Assuming University Drive is realigned and signalized
	Target Access (east side of Milton across from current University Ave alignment, north of University Drive)	Left-in restricted; left-out restricted
	Chambers Drive	Left-in permitted; left-out permitted (Note: Recommended to stay as non-signalized in No Build Hybrid. This is the only non-signalized intersection recommended to permit a left-out movement.)
	McDonald's Access (west side of Milton)	Left-in restricted; left-out restricted (Reviewed due to connection to Yale St)
	Malpais Lane	Left-in restricted; left-out restricted
	Mikes Pike Street	Left-in restricted; left-out restricted
	Tucson Avenue	Left-in permitted; left-out restricted
	Phoenix Avenue	If signalized: Not Applicable If not signalized: Left-in permitted; left-out permitted
	Santa Fe Avenue	Left-in permitted; no left out (existing condition)
Long-Term	Same as the short-term	All Left-Turn Movement recommendations from Short-term would apply

**Notes:**
<sup>1</sup>Left-in: Traveling on Milton Rd and turning left into an access point

<sup>2</sup>Left-out: Making a left turn from an access point on to Milton Road

All of these assumptions are subject to future operational evaluations, and are subject to change based on traffic volumes and operational effects

## 5.0 IMPLEMENTATION

Just as the character and function of Milton Road has evolved from the impacts of steady population, employment and NAU student growth over the last several decades, the successful implementation of strategies and roadway improvements to enhance traffic operations and multimodal experiences along Milton Road will not happen overnight. As the Project Partners discussed and acknowledged, we will not build ourselves out of congestion on Milton Road with a singular design solution, but rather, it will take collective inter-agency efforts, cooperation, funding and/or grants to ultimately achieve the recommended short-term enhancements and long-term vision for Milton Road.

Through the extensive three-tiered qualitative and quantitative analysis, two rounds of public engagement and numerous Project Partner deliberations over the course of the four-year Milton Road CMP planning process, it became evident that a near term, low investment implementation strategy in the short-term, and a long-term vision for Milton Road were necessary to successfully and pragmatically address the varied and complex needs of the Milton Road.

The narrative and illustrations presented in *Section 4.1 - Short-Term Recommended Alternative: No-Build Hybrid*, articulate a clear and concise, segment-by-segment description and illustration of the short-term application of the Recommended Alternative as it applies to each of the 24 Milton Road roadway segments prepared for this CMP analysis. The discussion below presents a synopsis of related tasks and action items and assigns Project Partner roles and responsibilities for the short-term implementation and long-term vision of the Milton Road corridor.

### 5.1 Cost Estimate

As presented in **Table 5-1**, a planning-level cost estimate was developed for both the short- and long-term applications of the Recommended Alternative. The preliminary construction cost estimate for the study corridor from Forest Meadows Road to Beaver Street was developed under the 2021 Fiscal Year; and the probable cost to implement the short-term application of recommended alternative is approximately \$37,358,000, while the estimated cost to implement the long-term application of the Recommended Alternative is \$95,092,000

A detailed cost estimate by segment can be found in Appendix L. The detailed cost estimates by segment include estimate spreadsheets, spot improvement cost estimates, construction costs, factor percentages, and right-of-way costs. All costs and factors rates were either provided by or reviewed and approved by ADOT. The new right-of-way costs include \$36/square feet for new right-of-way.

**Table 5-1: Total Planning-Level Cost Estimate**

Short-Term Cost Estimate	Long-Term Cost Estimate
\$37,358,000	\$95,092,000

## 5.2 Short-Term Implementation

The short-term recommendations would implement multimodal enhancements as construction funding becomes available from Federal and/or other partner agencies or grants. This would be achieved primarily within ADOT's existing right-of-way, with minimal impacts to private property/parking lots and no impacts to existing buildings.

Because there are several varying roadway design and spot improvement solutions spread across the 24 Milton roadway segments, the construction of improvements for each segment will likely be achieved incrementally over time. The short-term recommended improvements to Milton Road will occur either through requested initiatives from ADOT or the Project Partners should funding become available (with the exception of the upcoming paving overlay project, ADOT does not have funding for any short-term enhancements at this time). But in many cases, the short-term improvements will be evaluated and implemented in response to city land development and/or re-development permitting processes that may trigger modified access and right-of-way considerations.

### 5.2a Short-Term Implementation Guiding Principles

As explained in *Section 4.1 - Short-Term Recommended Alternative: No-Build Hybrid*, the short-term implementation generally adhere to the following guiding principles:

- 1) Many of the proposed facility enhancements will occur within the existing Milton Road right-of-way (with right-of-way widths and facility types varying depending on roadway segment)
- 2) In instances where short-term recommendations for certain roadway segments (1-24) recommend limited right-of-way acquisition, said rights-of-way acquired are intended to be targeted and minimal in their impact to private property. The preference and intent is for limited impact to existing parking and no impact to existing buildings. Refer to *Section 4.1 - Short-Term Recommended Alternative: No-Build Hybrid* for information on obtaining short-term right-of-way.
- 3) All roadway and "back of curb" facility enhancements must achieve minimum ADOT design standards or obtain a required design exception. ADOT design exceptions are necessary for reduced lane widths.
- 4) When evaluating the application of enhancements for each of the 24 roadway segments during the short-term implementation, the preference and intent is to satisfy Project Partner preferred facility widths and to the greatest extent possible, improve multimodal facilities, where feasible, based on existing right-of-way constraints.
- 5) When redevelopment presents opportunities in Short-term to acquire the right-of-way needed for the long-term vision, ADOT and Project Partners may exact or acquire right of way and build improvements that do not disrupt the continuity of Short-term and may include temporary landscaping and removable features.
- 6) Should ADOT or Project Partner representatives have interest in applying for any grant opportunities to implement short-term, contact ADOT's Grant Coordinator, Kohinoor Kar at [kkar@azdot.gov](mailto:kkar@azdot.gov) or (602) 712-8239 prior to applying.

## 5.2b Short-Term Implementation Actions

The following sub-sections present a series of tools and interrelated considerations to effectively execute the actionable implementation of the short-term facility enhancements for Milton Road.

### *Obtain Necessary ADOT Design Variance & Engineering Exception Approvals*

As explained above, the Project Partners vetted and determined the recommended short-term roadway facilities, including roadway and back-of-curb feature widths and selection/application of specific spot improvements across the 24 roadway segments and 16 intersections in the Milton Road CMP study corridor. This discussion and vetting by the Project Partners inherently evaluated and balanced the trade-offs and compromises regarding the operational and safety appropriateness of travel lane and turn lane facility widths in order to “create space” to accommodate enhanced bicycle facility, pedestrian sidewalk widths and parkway/landscaping features.

By example (as described in *Section 4.1 - Short-Term Recommended Alternative: No-Build Hybrid*), approximately 80 percent of the Milton Road corridor can achieve 8’ to 10’ wide sidewalks, a 5’ wide shoulder/ bicycle facility and introduction of a landscape buffer (parkway) as part of the short-term implementation.

In order to successfully integrate these Project Partner-desired bicycle and pedestrian facility enhancements, ADOT must formally approve necessary design exceptions for the existing roadway design standards highlighted in **Table 5-2**. The Milton Road CMP recommends ADOT consider and approve the following design exceptions for Milton Road:

**Table 5-2: Desired Roadway Facility Widths**

Roadway Feature	Current Standard	Recommended Design Exception
General Purpose Lane	12 feet	11 feet
Right Turn lane	12 feet	11 feet
Left Turn Lane	12 feet	10 feet
Center Turn lane (with median)	15 feet	13 feet
Shoulder (striped or unstriped)	3 feet	Maintain at 3 feet, no exception recommended

### *Incorporate Recommended Lane Widths into Design for Upcoming ADOT Milton road Overlay Project*

Assuming ADOT design exception approvals are granted, Implement/construct revised general purpose lane, right turn lane, left turn lane and striped shoulder widths into new pavement design, implement as part of project construction scheduled for the Spring of 2022.



### *Short-term Right-of-Way Acquisition: Role, Responsibility & Funding Intentions*

The following guiding principles provide the role, responsibility, and funding Intentions for the appropriate stakeholders under the short-term implementation of the Recommended Alternative:

**(1) If ADOT initiated:**

- (a) ADOT leads ROW acquisition/encroachment permit process;
- (b) ADOT responsible for survey/legal description costs;
- (c) ADOT leads property owner negotiations;
- (d) ADOT responsible for land acquisition costs;
- (e) ADOT responsible for O&M (except for back of curb landscaping)
- (f) ADOT/City of Flagstaff shall require minimum design standards as identified and assigned to each of the 24 roadway segments
- (g) While ROW is preferred, easements for select back of curb improvements may be utilized if mutually agreeable by ADOT and the City of Flagstaff

**(2) If City initiated:**

- (a) City agrees to follow ADOT ROW acquisition/encroachment permit process;
- (b) City leads and funds survey and legal description;
- (c) City takes lead with property owner negotiations/outreach;
- (d) City funds land acquisition costs;
- (e) ADOT responsible for O&M (except for back of curb landscaping)
- (f) While ROW is preferred, easements for select back of curb improvements may be utilized if mutually agreeable by ADOT and the City of Flagstaff

**(3) If in response to city development/re-development permitting:**

- (a) City lead agency and negotiator with landowner for ROW acquisition/encroachment permit process;
- (b) City consults with ADOT and both agencies mutually determine the location and amount of ROW needed at specific location;
- (c) City leads ROW acquisition/encroachment permit process (city may obtain ROW via dedication or acquisition depending on nature of city permit type, amount of ROW being sought and other required development improvement considerations).
- (d) While ROW is preferred, easements for select back of curb improvements may be utilized if mutually agreeable by ADOT and the City of Flagstaff

### *Short-term facility improvements that meet or exceeds ADOT standards: Role, Responsibility and Funding Intentions*

When a future project need (either ADOT initiated, City initiated or private development initiated) calls for a recommended short-term roadway or spot improvement design solution that meets or exceeds current ADOT standards/specifications (current, meaning at the time of the initiated project need), the following shall apply:

#### ADOT Initiated

	ADOT	City	Land Owner
<b>Role</b>	Lead design and construction permitting	Review agency	N/A
<b>Responsibility</b>	Provide notice and solicit city's input on design and construction schedule. Lead property owner notification if property and/or access impacted.	Provide timely comments to ADOT on design drawings and construction schedule.	N/A
<b>Funding</b>	ADOT funding to meet ADOT standards/specifications	If ADOT standards are exceeded, City funding (or alternative funding) needed for facility improvements that exceed ADOT facility width/standards/specifications.	N/A

#### City Initiated

	ADOT	City	Landowner
<b>Role</b>	Review and permitting agency	Lead design and construction permitting	
<b>Responsibility</b>	Provide timely comments to city on design drawings and construction schedule.	Provide notice and solicit ADOT's input on design and construction schedule. Lead property owner notification if property and/or access impacted.	If applicable, adheres to the city's permitting processes.
<b>Funding</b>	City responsible if they initiate	City funding (or alternative funding) for facility improvements above/beyond ADOT standards/specifications	Possible funding contribution from landowner if project relates to ROW enhancements to partially support incoming development/re-development activity.

**Development/Re-development Permitting Initiated**

	<b>ADOT</b>	<b>City</b>	<b>Landowner</b>
<b>Role</b>	Review and approval of landowner design and permit requests.	Review and approval of landowner design and permit requests.	Lead in preparation of improvement designs and construction and permitting
<b>Responsibility</b>	Provide timely comments to city and landowner on design drawings and construction schedule. Ensure minimum ADOT standards are met. Permit for improvements to ADOT ROW.	Provide timely comments to ADOT and landowner on design drawings and construction schedule. Identify added improvements city may desire as a result of development activity.	Preparation of design drawings, coordinate with city and ADOT for review. Respond and incorporate ADOT and city review comments.
<b>Funding</b>	No funding obligations.	City may fund desired expanded improvements beyond what is necessary to serve incoming development.	Landowner responsible for funding of improvements associated with development/re-development of property.

*Miscellaneous Considerations:*

The following list is an inventory of miscellaneous considerations to take into account during the potential implementation of the short-term application of the Recommended Alternative:

- City of Flagstaff to evaluate existing ordinance development standards to accommodate necessary building setbacks to achieve Long-term vision.
- City of Flagstaff to incorporate access management recommendations into future ordinance text amendments and policy
- TSP implementation – Mountain Line provide data; ADOT and city to review
- Mountain Line DCC development - currently beginning TIA and COF/ADOT review.
- Grade separated crossing funding and construction – ADOT will support per CMP recommendations and design standards; funding provided by other Project Partners

### 5.3 Long-Term Vision

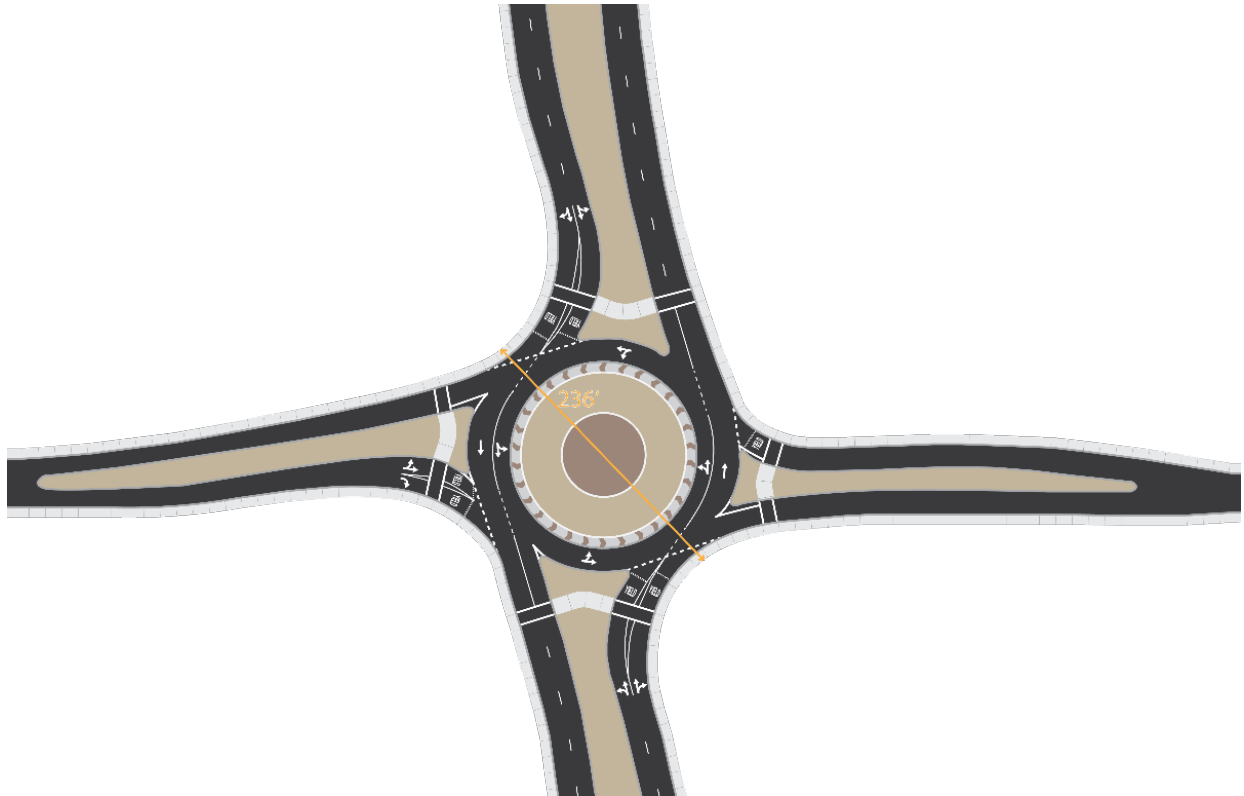
As described and illustrated in *Section 4.2 - Recommended Alternative: Long Term Vision for Milton Road*, the long-term vision establishes a community desired and ADOT vision, consisting of a specific roadway cross section for both ADOT and the City of Flagstaff to collaboratively

implement, including enhanced multimodal features. Implementation of this vision is designed to occur incrementally, leveraging future development and redevelopment permitting processes for parcels along the Milton Road corridor to achieve the desired roadway enhancement with little to no impacts to adjacent buildings. The long-term improvements are intended to be implemented through redevelopment of the corridor by means of the ADOT encroachment permitting process and the City of Flagstaff private development process. ADOT will also work with agencies wishing to program projects to implement the long-term improvements through the encroachment permitting process. The long-term improvements are not intended to be implemented in a manner in which businesses would be condemned. However, there may be instances where incremental or patchwork implementation creates unsafe conditions or a compelling connectivity need (access management, business access, cross-access easements, supporting backage roads, etc) that warrant consideration of eminent domain. Projects of opportunity could be considered in the city site plan review /development permitting processes with ROW dedication or acquisition as defined in the long-term plan or the granting of an easement in order to implement the long-term vision specification. The following guidance shall apply to offer a realistic and collaborative approach to the implementation of long-term improvements for Milton Road:

- a. The ADOT/City of Flagstaff TIA process will be utilized to evaluate proposed private development facility improvements to Milton Road
- b. ADOT's responsibility - cost to meet ADOT controlling design criteria standards or approved design exceptions. If ADOT standards for select facilities are exceeded, ADOT will seek funding from other participating partners/agencies.
- c. City of Flagstaff or other partnering agency) responsibility – additional costs for facility designs that exceed ADOT controlling design criteria standards
- d. Final design considerations will determine the ultimate geometric alignment. For instance, the Milton Road CMP recommendations herein evaluated the widening from center line of roadway at a planning level of analysis. It is recognized that deviations from centerline may be optimal to widen Milton Road.
- e. The City of Flagstaff will evaluate existing ordinance development standards and/or design guidelines to accommodate the necessary building setbacks to achieve the Milton Road CMP Long-term vision. The City of Flagstaff will evaluate and incorporate the Milton Road CMP access management recommendations into future city ordinance/development code text amendments.
- f. City BNSF underpass study – the 144-foot Milton Road CMP long-term cross section for the ADOT Bridge Across Milton Road is recommended but also recognizes that deviations may be needed as the final design is confirmed, but in no case shall be less than the 116-foot cross section.
- g. Roundabouts are recognized as an option for future Milton Road intersection design if so desired by the City of Flagstaff. The Milton Road CMP study did not model, evaluate, and/or measure the potential impact of roundabouts on operations/performance. As shown in **Figure 5-1**, a high-level, conceptual analysis of a potential roundabout ROW footprint at a typical Milton Road intersection is approximately 236'. While the City of Flagstaff is open to potentially considering roundabouts, future studies are needed to

determine the operational impacts, design configuration and impacts from their implementation.

**Figure 5-1: Example Roundabout Concept**



- h. The City of Flagstaff is encouraged to consider the development of connecting roads and regulatory requirements for internal commercial circulation and multi-modal design elements that support access management and business access and reduce the need for right-turn deceleration lanes that create excessively wide segments of pavement.
- i. Parkway enhancements – in areas located near city-designated Urban Historic activity centers, the Project Partners desire incorporation of street furnishings and hardscape improvements rather than landscaping.
- j. Milton Road CMP improvements to achieve the vision will be implemented through redevelopment of adjacent parcels and/or agency projects. Long-term Grants are likely not a valid implementation strategy for the long-term vision. The long-term vision is primarily intended to occur as part of the City of Flagstaff's redevelopment process. The City of Flagstaff or other partnering agencies may consider seeking strategic grant opportunities to implement the long-term vision for specific parcels when condemnation would not be applicable



## APPENDICES

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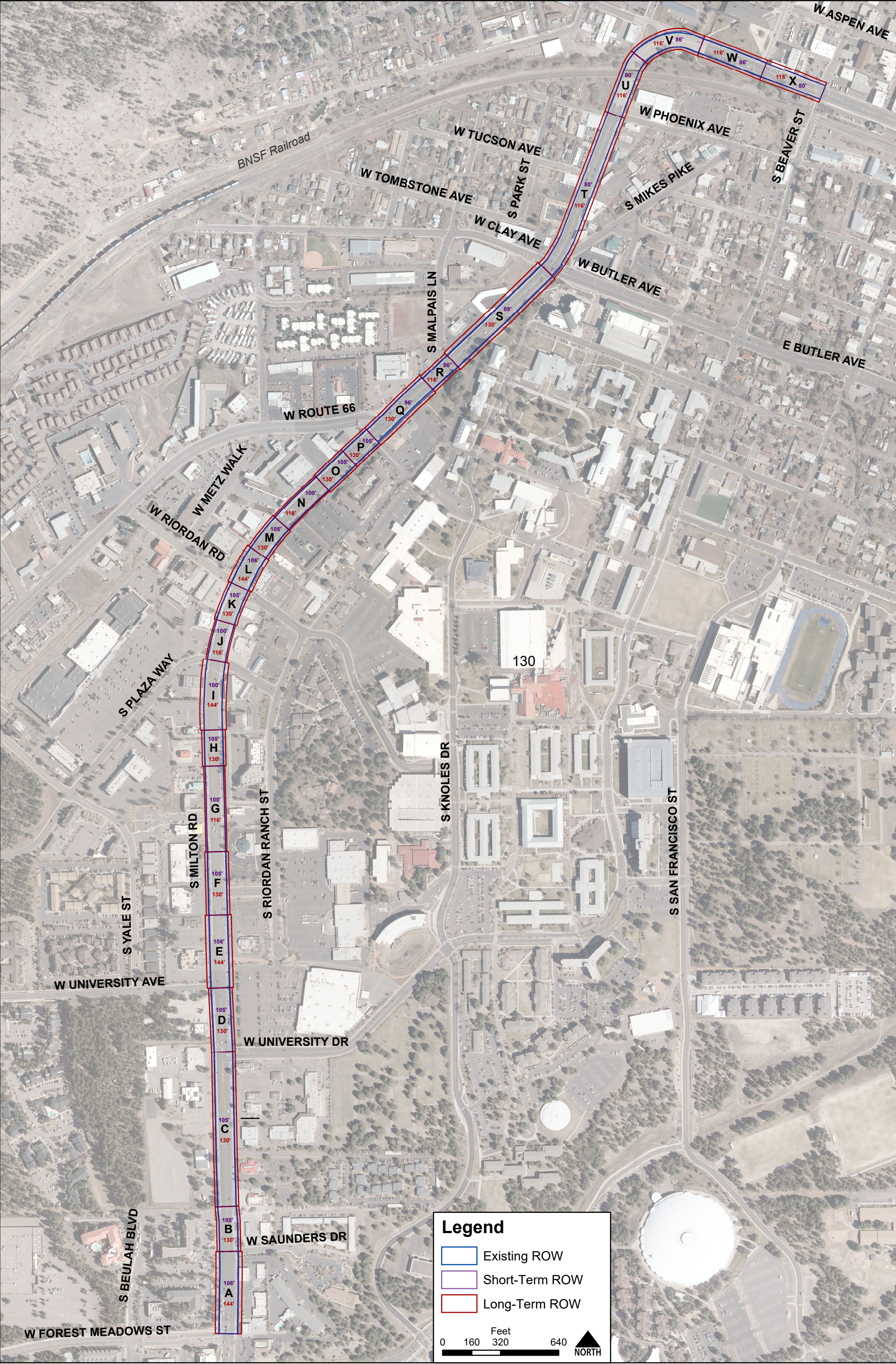
- Appendix A - Right-of-Way Aerial Exhibit
- Appendix B - Project Charter
- Appendix C - Public Involvement Plan (PIP)
- Appendix D - Public Meeting Summary Reports
- Appendix E – Beulah Boulevard Extension & University Avenue Extension Design Plans
- Appendix F - Bus Rapid Transit Traffic Analysis & Model Results Memo
- Appendix G - Controlling Design Criteria
- Appendix H - Tier 3 Evaluation Criteria Task Force Notes & Outcomes
- Appendix I – Tier 3 Evaluation Criteria Weighting Public Survey Results
- Appendix J – Conflict Resolution Results
- Appendix K – Milton Road Access Control Specifications
- Appendix L – Detailed Planning-Level Cost Estimate

## Appendix A - Right-of-Way Aerial Exhibit

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# Milton Road Right of Way





## Appendix B - Project Charter

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# PARTNERSHIP CHARTER

## Milton Road & US 180 Corridor Master Plans

August 2, 2017

ADOT  
FMPO  
NAIPTA  
CITY OF FLAGSTAFF  
COCONINO COUNTY

USFS  
FHWA  
NAU



### MISSION STATEMENT

AS PROJECT PARTNERS, WE ARE COMMITTED TO FOSTERING AND MAINTAINING A POSITIVE AND SUPPORTIVE WORKING RELATIONSHIP WITH ALL AGENCY PROJECT PARTNERS THROUGHOUT THIS MASTER PLANNING PROCESS. AS PROJECT PARTNERS, WE HOLD COMMUNICATION, THESE COMMITMENTS, AND COOPERATION AS CORE PRINCIPLES FACILITATING THE SUCCESS OF THESE CORRIDOR MASTER PLANS.

### PARTNERSHIP VALUES

MUTUAL RESPECT	LISTENING WITH AN OPEN MIND	HONESTY
POSITIVE COMMUNICATION	OPENNESS	TACT
TRUST IN EACH OTHER	LEAD BY EXAMPLE	PERSONAL INTEGRITY
COMMIT TO ATTEND MEETINGS	WILLING TO COMPROMISE	HAVE FUN
FOLLOW THROUGH ON ASSIGNMENTS	VALUE INNOVATIVE IDEAS	

# PARTNERSHIP CHARTER

## Milton Road & US 180 Corridor Master Plans

August 2, 2017

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### 2017 PARTNERSHIP GOALS

#### TEAMWORK

Develop and maintain a positive partnering relationship by encouraging the support and mutual respect of all project partners and the planning process.

#### MUTUAL GOALS

Seek to accomplish the mutually beneficial objectives of finalizing the long term vision for Milton Road and US 180 and prioritize future design projects for both corridors.

#### CONTINUOUS IMPROVEMENT

Evaluating the progress of the partnership and identify opportunities for improvement as needed.

#### TIMELINESS

Being on time for meetings, promptly following up on requests for information and following up on commitments.

#### CONFLICT RESOLUTION

Embrace conflicts as opportunities for improvement and be willing to resolve differences in a constructive and timely manner.





# PARTNERSHIP CHARTER

## Milton Road & US 180 Corridor Master Plans

August 2, 2017

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### Milton Road Corridor Master Plan Goals

- 1) Address year round congestion and safety on Milton Rd.
- 2) Identify the Long-Term (20-year) vision of the corridor.
- 3) Obtain public and stakeholder input on alternatives, including multimodal alternatives (answer the question: Are we going to expand Milton Rd?)
- 4) Scope out and further implement previous and new strategies, consistent with the Long-Term vision.
- 5) Prioritize implementation projects for design.
- 6) Assist NAIPTA in completing its Bus Rapid/High Capacity Transit system design.
- 7) Follow the “PEL” process to carry forward decisions into Design & NEPA.



# PARTNERSHIP CHARTER

## Milton Road & US 180 Corridor Master Plans

August 2, 2017

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### US 180 Corridor Master Plan Goals

- 1) Address congestion (with special emphasis on winter congestion) and safety on US 180.
- 2) Identify the Long-Term (20-year) vision of the corridor.
- 3) Obtain public and stakeholder input on alternatives, including multimodal alternatives (answer the question: Are we going to expand US 180 or create an Alternate Route?)
- 4) Scope out and further implement previous and new strategies, consistent with the Long-Term vision.
- 5) Prioritize implementation projects for design.
- 6) Address snow play parking issues on US 180 during winter weekends.
- 7) Follow the “PEL” process to carry forward decisions into Design & NEPA.



# PARTNERSHIP CHARTER

## Milton Road & US 180 Corridor Master Plans

August 2, 2017



SIGNED, WEDNESDAY, AUGUST 2<sup>nd</sup>, 2017

<u>For M. Bowen</u>	<u>Don Vi</u>	_____
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<u>Joe R.</u>	<u>David M. R.</u>	_____
<u>[Signature]</u>	<u>[Signature]</u>	_____
<u>[Signature]</u>		_____



## Appendix C - Public Involvement Plan (PIP)

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# ADOT

## Milton Road & US 180 Corridor Master Plan

*Public Involvement Plan*  
December 2017



**Michael Baker**  
INTERNATIONAL







## TABLE OF CONTENTS

I.	PLAN OVERVIEW .....	1
II.	PROJECT PURPOSE .....	1
III.	STUDY AREA .....	2
IV.	PUBLIC INVOLVEMENT GOALS & OBJECTIVES FOR THIS PROJECT .....	3
V.	PROJECT PARTNERS & AGENCY STAKEHOLDERS .....	3
I.	PROJECT PARTNERS .....	3
II.	PROJECT STAKEHOLDERS.....	4
VI.	KEY PROJECT MESSAGES .....	4
VII.	PUBLIC OUTREACH TOOLS & METHODS.....	5
A.	PROJECT WEBSITE(S) .....	5
B.	MEDIA RELATIONS.....	6
C.	SOCIAL MEDIA .....	6
D.	PUBLIC OPEN HOUSE MEETINGS .....	7
	1. Public Open House Meeting #1: Project Introduction, Existing/Future Conditions Overview & Tier 1 Evaluation Criteria on Proposed Alternatives .....	7
	2. Public Open House Meeting #2: Tier 2 Evaluation Criteria & Recommended Alternatives.....	8
E.	ELECTED OFFICIAL PROJECT BRIEFINGS .....	8
F.	BUSINESS OUTREACH .....	9
G.	TITLE VI, ENVIRONMENTAL JUSTICE& LIMITED ENGLISH PROFICIENCY.....	9

## I. PLAN OVERVIEW

The purpose of this Public Involvement Plan (PIP) is to describe how the Project Partners, stakeholders, business owners and residents of Flagstaff and Coconino County will be involved in the Milton Road and US 180 Corridor Master Plans project/process. It is very important to encourage public involvement at all stages of decision making, and is critical at the onset of the study and planning stages.

The Public Involvement Plan will support the already defined study tasks, objectives, and schedule and help assist the study team to understand the issues, concerns, needs, and desires of all project partners, stakeholders, business owners and residents. Given the nature of this project, it is vital that the Project Partners, residents, business owners, and other stakeholders provide input for a successful study.

This PIP is intended to be a working document, and will be updated as needed as the project progresses. This Public Involvement Plan includes goals, communication/engagement methods and tools, project timeline, key messages, and a list of primary stakeholders. Most importantly the PIP will be a set of guidelines, techniques, and examples that ADOT will use to interact and engage the public throughout the study process.

The Arizona Department of Transportation is a multimodal transportation agency responsible for planning, building and operating a complex highway system. ADOT's mission is to provide a safe, efficient, cost-effective transportation system. ADOT recognizes that transportation is personal to users which is why the agency holds this public involvement philosophy: "As ADOT strives to create and maintain a transportation system for Arizona that improves the quality of life and bolsters the state's economy, we will include a diversity of voices and viewpoints from across the state that provide valuable insight to help inform the decision-making process". This public involvement plan for the Milton Road & US 180 Corridor Master Plan reflects this agency philosophy and is designed to engage as many groups as possible who will benefit from, be impacted by or are interested in the transportation project alternatives.

## II. PROJECT PURPOSE

The purpose and goals of the Milton Road and US 180 Corridor Master Plans project as agreed upon by the Project Partners is to:

- 1) Prepare two Corridor Master Plans – one for Milton Road, one for US 180.
- 2) Address year round safety and congestion on Milton Rd. and US 180 (with special emphasis on winter congestion and safety on US 180).
- 3) Identify the Long-Term (20-year) vision of each corridor.
- 4) Obtain public and stakeholder input on the alternatives, including multi-modal alternatives. This will be achieved in part by answering the following questions:

*Are we going to expand Milton Rd?*

*Are we going to expand US 180 or create an Alternate Route?*

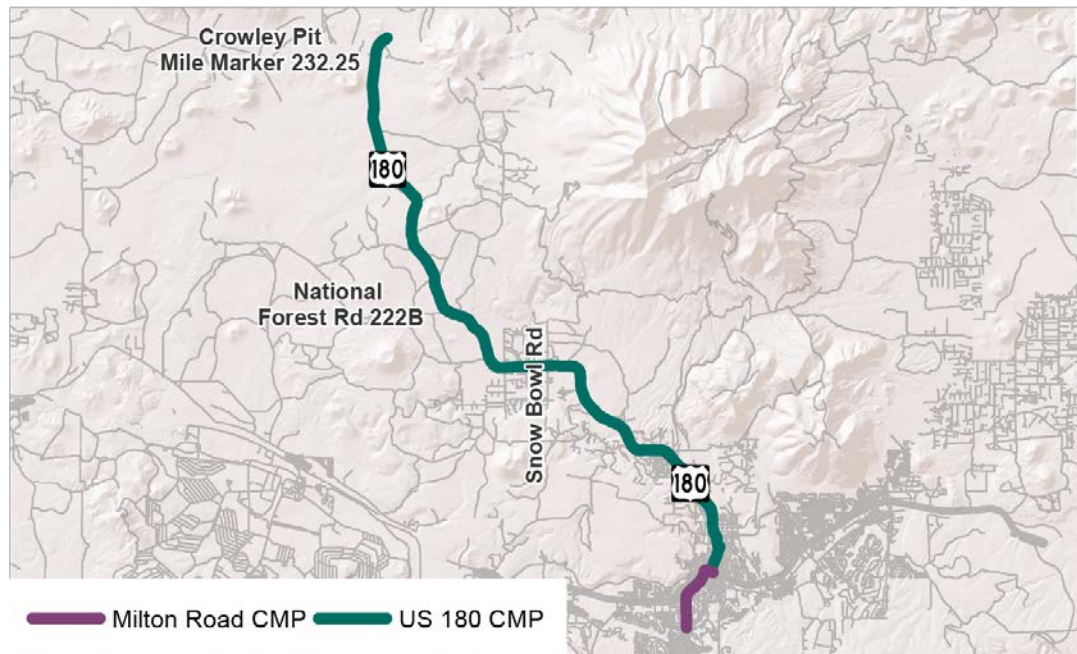
- 5) Scope out and further implement previous and new strategies, consistent with the Long-Term vision for each corridor.
- 6) Prioritize implementation projects for design for each corridor.
- 7) Assist NAIPTA in completing its Bus Rapid/High Capacity Transit system design.
- 8) Address snow play parking issues on US 180 during winter weekends.
- 9) Follow the PEL process to carry forward decisions into Design & NEPA.

### III. STUDY AREA

The Milton Road CMP study area consists of a 1.8 mile segment that includes begins at W. Forest Meadows Street (MP 402.16) to the south to Beaver Street (MP 180.2) to the north.



The US 180 CMP study area consists of a 17.4 mile from segment from its intersection with Milton Road near downtown (MP215.44) to the Crowley Pit Snow Play Area (MP 232.25).



## IV. PUBLIC INVOLVEMENT GOALS & OBJECTIVES FOR THIS PROJECT

The primary goals of the Public Involvement Plan are to:

- Enhance and broaden the awareness of this project.
- Promote an understanding of purpose and need for the Milton Road and US 180 Corridor Master Plans.
- Provide ample opportunities for residents, business owners and stakeholders of Flagstaff and Coconino County to provide input during the study process, and prior to recommendations being made.

## V. PROJECT PARTNERS & AGENCY STAKEHOLDERS

### I. Project Partners

The ADOT Multi-Modal Planning Division is conducting this study in cooperation with several Project Partnering Agencies committed to preparing a long-term Corridor Master Plans (CMPs) for Milton Road and US 180. A Project Partner is a stakeholder who is actively engaged in the leadership of the project by helping develop the project charter that includes a mission statement, values, goals and objectives. Project Partners will meet at least bi-monthly, review deliverables, provide strategic direction, and input through the duration of the CMPs. The Project Partnering Agencies for this project include:



ADOT FMPO  
Coconino County  
NAIPTA

USFS  
City of Flagstaff  
FHWA  
NAU

## II. Project Stakeholders

Project stakeholders include representatives from the Partner agencies, but also include an expanded group of representatives from other agencies and organizations. The Project Stakeholders will meet with Project Partners at key milestones to review and provide input on major deliverables. An Agency Stakeholder list will be provided to the Project Partners for review.

The Project Partners and Project Stakeholders are tasked with overseeing the project study team's efforts over the course of the entire process. They will review draft documents, attend meetings at key project milestones and offer feedback and guidance to ensure that the CMPs meet desired project goals and objectives. Project Stakeholders will also assist the study team in advertising, communicating and delivering public notices for public open house meetings and scheduled meetings with elected officials to receive project updates at key project milestones.

## VI. KEY PROJECT MESSAGES

Responses to frequently asked questions regarding the study will be updated below. These messages will be revised and refined as project objectives and concerns and public outreach evolves. These responses should generally be used by the Project Partners, Stakeholders, and Study Team, over the course of the study.

### *Where will this project be conducted?*

The Milton Road CMP study area consists of a 1.8 mile segment that includes begins at W. Forest Meadows Street (MP 402.16) to the south to Beaver Street (MP 180.2) to the north.

The US 180 CMP study area consists of a 17.4 mile from segment from its intersection with Milton Road near downtown (MP215.44) to the Crowley Pit Snow Area turnoff (MP 232.25).

### *There have been previous studies evaluating these issues – how will this study be different?*

A key objective of this project is to address year round safety and congestion on Milton Rd. and US 180 (with special emphasis on winter congestion and safety on US 180). The project will identify the Long-Term (20-year) vision of each corridor and prioritize implementation projects for design for each corridor. Residents, business owners and other stakeholders of Flagstaff and Coconino County will be encouraged to participate in the study process at key project milestones.



The analysis and various alternatives from the previous studies will be useful for the study team to evaluate a variety of existing alternatives and perhaps generate additional alternatives for the potential widening of Milton Road. The project will investigate and how those alternatives (and their respective right-of-way needs) may impact adjacent properties today and in the future.

For US 180, the study team will also utilize information from previous studies and evaluate potential methods to enhance safety and reduce congestion on US 180. Methods to be evaluated will generally include capacity of existing roadway, alternative transportation methods and an alternative route.

*As a resident of Flagstaff/Coconino County, how can I be involved in this project, and what ways will I be notified of project information and meetings?*

This process will include two public open house meetings, as well as briefings to the Flagstaff City Council and Coconino County Board of Supervisors at key project milestones. Information on dates/times of public meetings will be broadly distributed through; public service announcements and local newspapers such as the Arizona Daily Sun and Flagstaff Business News, through a project link on the ADOT, City of Flagstaff and Coconino County websites; emails to Flagstaff and Coconino County list serve subscribers; Chamber of Commerce members/subscribers; and ADOT, Flagstaff and Coconino County social media outlets such as Twitter and Facebook.

## **VII. PUBLIC OUTREACH TOOLS & METHODS**

### **a. Project Website(s)**

An inviting, user-friendly website will be important to this project. ADOT will host a project webpage on the ADOT existing website which will serve as the hub for all project information. The website will serve as a repository for project documents as well as a virtual notice board for upcoming meetings, surveys, and social media. Other participation tools can be embedded in or linked to from the main project webpage. The project consultant will be responsible for preparing and providing website content material (based on deliverables prepared in association with relevant project tasks such as working papers and maps) and public meeting notices. ADOT staff will be responsible for posting said material and maintaining the project website. The Study Team will periodically review website content to ensure consistency of project information and collaborate with ADOT staff to identify any possible modifications to enhance the effectiveness of this outreach tool.

## b. Media Relations

The study team will periodically develop press release content and supply it to ADOT for disbursement to necessary print and online media outlets. There will be up to three press releases that will promote the Milton Road/US 180 CMP study process, milestones, and public open house meetings. These press releases will help to increase exposure of the study with a goal to gain more public input and participation. Confirmation of the preferred print and online media organizations will be coordinated with ADOT, Flagstaff and Coconino County staff, however, preliminary outlets likely include:

1. Arizona Daily Sun: <http://azdailysun.com/>
2. Flagstaff Business News: <http://www.flagstaffbusinessnews.com/>
3. Greater Flagstaff Chamber of Commerce Blog: <https://www.flagstaffchamber.com/blog-feed/>
4. ABC 15-Flagstaff: <http://www.abc15.com/flagstaff>
5. ABC 15 Northern Arizona: <http://www.abc15.com/northernarizona>
6. KAFF News: <https://gcmaz.com/category/news/flagstaff/>

In addition to the press releases, the study team will also prepare advertisements/flyers for each community meeting. These advertisements and flyers will consist of the purpose of the meetings, date, location, and time to be clearly conveyed. As well as complying with Title VI and NEPA. The study team will public an advertisement and news release at least seven business days prior to any open house/public meetings. Not only will the public get these notifications, elected officials will also be invited to any open house/public meeting. These advertisements/flyers may also be placed by ADOT/City/County staff in:

1. Electronic notifications
2. Posted on project website
3. Local non-profit groups
4. Faith based organizations
5. Email blast to City and County list serve subscribers
6. Included in local utility mailers
7. HOA Newsletters
8. City and/or County Newsletters
9. Posted in other public places that are identified by the study team

## c. Social Media

During the course of this process, the use of ADOT, Flagstaff and Coconino County's current social media platforms to inform residents of any public meetings, events, project status updates, and milestones. Content and scheduling will be provided by the study team, and ADOT/City/County to be tasked with the dispersal of information to necessary social media accounts.

1. Facebook
  - a. <https://www.facebook.com/CityofFlagstaff/>
  - b. <https://www.facebook.com/CoconinoCounty>
  - c. <https://www.facebook.com/AZDOT/>
2. Twitter
  - a. <https://twitter.com/CityofFlagstaff>
  - b. <https://twitter.com/coconinocounty>
  - c. <https://twitter.com/ArizonaDOT>
3. YouTube
  - a. <https://www.youtube.com/user/coconinocnty>
  - b. <https://www.youtube.com/user/ArizonaDOT>
4. Board of Supervisor Meeting Videos
  - a. <http://www.coconino.az.gov/1589/BOS-Video-Stream>

#### **d. Community Contacts list**

A contact list/ mailing lists will be created for any residents or stakeholders that wish to stay continuously updated throughout the project. These contacts will be collected at each public meeting. In addition to the community contact list, any comments received will be logged in a data base noting the day/time of comments, who the comment was from, the comment, and any follow up/explanation/answers to the comments.

#### **e. Public Open House Meetings**

During the course of the study there will be two public open house meetings. It is important to provide the Flagstaff and Coconino County community – those who are affected by actions – an opportunity to participate in this important study. These meetings will be important to collect, exchange, and provide information to and from residents and stakeholders. During these meetings the public will be provided with printed materials of fact sheets that will help enhance the public involvement, and encourage more public participation. The public will The following are the two public open house meetings proposed for this project:

##### **1. Public Open House Meeting #1: Project Introduction, Existing/Future Conditions Overview & Tier 1 Evaluation Criteria on Proposed Alternatives**

The Study Team will facilitate the first public open house meeting to review the findings of Working Paper #1. A high level summary review of previous studies, existing and future conditions of land use patterns, traffic data and crash history, roadway/pavement conditions, existing rights-of-way, demographic and socioeconomic characteristics, and general environmental conditions overview will be provided. In addition to introducing

the overall project to the community and providing existing conditions information, the workshop will engage attendees in a discussion about its assets, issues, and objectives for the project in a brief high-level understanding.

The majority of the meeting will cover the first tier of the two-tiered Alternatives Analysis Screening process. This meeting will solicit input on the evaluation criteria and weighting used to develop the first tier of alternatives for consideration as recommended projects. Attendees will receive a presentation on the methodology that went into creating the Tier 1 evaluation criteria and proposed alternatives and have an opportunity to rank each proposed alternative themselves. The opportunities and constraints of each alternative will be presented and discussed with meeting attendees.

The workshop portion of the public meeting will be conducted using state-of-the-art Interactive Audience Response Technology that will electronically survey the attendees over preferences of evaluation criteria used as well as each of the alternatives presented.

## **2. Public Open House Meeting #2: Tier 2 Evaluation Criteria & Recommended Alternatives**

The second public open house meeting will review the methodology and results of the evaluation criteria for the Tier 2 screening of alternatives. The Study Team will review the conceptual engineering plans with environmental, utility, and R/W and Tier 2 “Planning Level” evaluation criteria and weighting. Attendees will have the opportunity to rank each of the final recommended alternatives. The opportunities and constraints of each alternative will be presented and discussed with meeting attendees.

The workshop portion of the public meeting will be conducted using state-of-the-art Interactive Audience Response Technology that will electronically survey the attendees over preferences of evaluation criteria used as well as each of the alternatives presented.

### **f. Elected Official Project Briefings**

Similar to the timing of the public open house meetings, the City of Flagstaff City Council and Coconino County Board of Supervisors will each receive project briefings in advance of the public open house meetings to receive progress updates and obtain input on draft Working Paper #1 (Existing and Future Conditions Overview/Tier 1 Alternatives) and draft Working Paper #2 (Tier 2 Evaluation Criteria and Proposed Alternatives). Each meeting will consist of a presentation and dialogue with the elected officials to solicit their input and guidance on draft Working Paper elements and recommendations prior to the scheduling of each public open house meeting.

### **g. Business Outreach**

As the planning process evolves and the spectrum of alternatives are narrowed through the Tier 2 alternatives review and analysis process, outreach to local businesses with property frontage upon Milton Road will occur.

The Study Team may utilize one or more methods of outreach to local business owners. The precise approach will be dependent upon the nature, location and impact of the recommended alternatives for Milton Road.

Business outreach methods will likely consist of one or more of the following options; business workshops, focus group meetings, one-on-one meetings, distribution of flyers, door to door surveys or some combination of these methods.

The Study Team will coordinate closely with the City of Flagstaff and other Agency Stakeholders to refine the precise business outreach approach as the Tier 2 alternatives analysis is completed.

### **h. Intergovernmental Collaboration**

The collaboration of other government agency's his highly encouraged, and every effort to include the applicable governmental agencies will be made.

### **i. Title VI, Environmental Justice& Limited English Proficiency**

In order to comply with Title VI of the Civil Rights Act, Environmental Justice, and Limited English Proficiency (LEP), socioeconomic data was collected from the Environmental Protection Agency's EJ Screen Tool. As 579 persons (or 5% of the total population) within the CMP areas Speak English "less than very well", it is anticipated that public outreach materials will be translated and include language to contact ADOT if a translator is required. It is not anticipated that public meeting translators or other CMP materials would be translated at this time, pending confirmation from Local Officials and the ADOT Civil Rights Office.



## Appendix D - Public Meeting Summary Reports

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# Milton Road Corridor Master Plan

*Public Open House Meeting #1:  
Meeting Summary Report*

*June 2018*



**Michael Baker**

INTERNATIONAL

## Table of Contents

<b>PURPOSE OF THE MILTON ROAD CORRIDOR MASTER PLAN .....</b>	<b>2</b>
INTRODUCTION .....	2
<b>PUBLIC OPEN HOUSE MEETING #1 PURPOSE .....</b>	<b>3</b>
<b>PUBLIC OPEN HOUSE MEETING #1 NOTIFICATION PROCEDURES .....</b>	<b>3</b>
NEWSPAPER ADVERTISEMENTS .....	3
ONLINE NEWSPAPER ADVERTISEMENTS .....	3
SOCIAL MEDIA.....	3
WEBSITE .....	4
<b>CHAPTER 2: PUBLIC OPEN HOUSE MEETING #1 FORMAT .....</b>	<b>4</b>
INTRODUCTION .....	4
PRESENTATION .....	4
OPEN HOUSE .....	5
<i>Station 1: About the Project/Study Area at a Glance.....</i>	<i>5</i>
<i>Station 2: System Alternatives Utilizing Existing Right-of-Way .....</i>	<i>6</i>
<i>Station 3: System Alternatives that May Require Expanded Right-of-Way .....</i>	<i>7</i>
<i>Station 4: Alternative Routes to Milton Road .....</i>	<i>8</i>
<i>Mapping Exercise.....</i>	<i>9</i>
PUBLIC COMMENT SUMMARY .....	9
<i>Question Cards.....</i>	<i>9</i>
<i>Preliminary System Alternative Sticky-Dot Prioritization Exercise .....</i>	<i>9</i>
<i>Station Comment Cards .....</i>	<i>15</i>
<b>APPENDICES.....</b>	<b>16</b>
APPENDIX A: MILTON ROAD CMP PUBLIC OPEN HOUSE MEETING #1 ADVERTISEMENT .....	16
APPENDIX B: SIGN-IN SHEETS.....	17
APPENDIX C: MAP PINNING EXERCISE RESULTS.....	21
APPENDIX D: POWERPOINT PRESENTATION .....	23
APPENDIX E: QUESTION CARD .....	28
APPENDIX F: STATION 1 DISPLAY BOARDS .....	29
APPENDIX G: STATION 2 DISPLAY BOARD RESULTS .....	32
APPENDIX H: STATION 3 DISPLAY BOARDS RESULTS.....	36
APPENDIX I: STATION 4 DISPLAY BOARDS RESULTS .....	40
APPENDIX J: MAPPING EXERCISE .....	44
<i>Segment 1: Forest Meadows Street to Plaza Way.....</i>	<i>44</i>
<i>Segment 2: Plaza Way to Santa Fe Avenue.....</i>	<i>45</i>
<i>Segment 3: Sitgrevas Street to Beaver Street .....</i>	<i>46</i>
APPENDIX K: STATION 1 COMMENT CARDS.....	47
APPENDIX L: STATION 2 COMMENT CARDS .....	65
APPENDIX M: STATION 3 COMMENT CARDS .....	85
APPENDIX N: STATION 4 COMMENT CARDS .....	109





## PURPOSE OF THE MILTON ROAD CORRIDOR MASTER PLAN

### Introduction

The Arizona Department of Transportation (ADOT) in conjunction with the Federal Highway Administration (FHWA), City of Flagstaff, Flagstaff Metropolitan Planning Organization (FMPO), and other project partners are studying potential improvements to Milton Road between Forest Meadow Street and Beaver Street (see **Figure 1** for map of study corridor).

The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for the Milton Road corridor that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives include a mix of alternatives that utilize and maintain the existing Milton Road right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the Milton Road corridor itself.

The System Alternatives are also complemented by a series of Base Build Spot Improvements – which constitute targeted, near term, low investment mitigation measures that support mid-term and long-term System Alternatives.

The Milton Road CMP process will include an extensive public and stakeholder involvement process that consists a thorough and community-vetted, quantitative evaluation criteria exercise for the evaluation of the System Alternatives to ultimately reach a set of preferred System Alternative(s) and achieve an informed consensus by the Project Partners, stakeholders and citizens.

**Figure 1: Milton Road CMP Study Corridor**



## PUBLIC OPEN HOUSE MEETING #1 PURPOSE

As part of the project process, a public open house meeting was held to introduce the project and obtain public and stakeholder input regarding the System Alternatives. This Report documents the process following up to the public open house, the format of the public open house meeting that was held to solicit public comments, and summarizes the results and the comments received at the meeting. This report also provides a summary of all comments received by May 31, 2018.

The purpose of the Public Open House Meeting #1 was to provide an introduction to the study and preliminary Milton Road Study Corridor. In addition, this was also an opportunity for attendees to ask questions submit comments, and participate in a sticky-dot voting exercise for each alternative to lead to a list of preferred alternatives. Approximately of 86 people attended the public open house.

## PUBLIC OPEN HOUSE MEETING #1 NOTIFICATION PROCEDURES

ADOT held the Milton Road CMP Public Open House Meeting #1 on May 10, 2018. Public outreach methods included sending out mailers to residents adjacent to the Milton Road study corridor, playing radio advertisements, posting social media announcements, and displaying paper and online newspaper advertisements. This section represents a summary of the outreach.

### Newspaper Advertisements

Newspaper advertisements providing the date and location of the Milton Road CMP Public Open House Meeting #1 were published in the following newspapers:

- Daily Sun News (April 24, 2018)

Copies of the advertisement can be found in Appendix A.

### Online Newspaper Advertisements

The Public Open House Meeting #1 information, date, and time were also released to the public as another method to notify community members. The following websites published an advertisement for the meeting:

- Northern Arizona Gazette ([www.northernarizonagazette.com](http://www.northernarizonagazette.com))
- ADOT Media Center ([www.azdot.gov/media/News/news-release.com](http://www.azdot.gov/media/News/news-release.com))
- Flagstaff Biking ([www.http://flagstaffbiking.org](http://www.flagstaffbiking.org))
- Arizona Daily Sun ([www.azdailysun.com](http://www.azdailysun.com))
- Northern Arizona's Locally Owned News Paper ([www.flagstaffbusinessnews.com](http://www.flagstaffbusinessnews.com))

### Social Media

Multiple Project Partners utilized their respective Facebook pages to advertise the Public Open House Meeting #1 to the community. The following agencies/municipalities posted on their Facebook pages:

- City of Flagstaff Facebook
- ADOT Facebook





- NAIPTA Mountain Line Facebook
- Coconino County Facebook

### Website

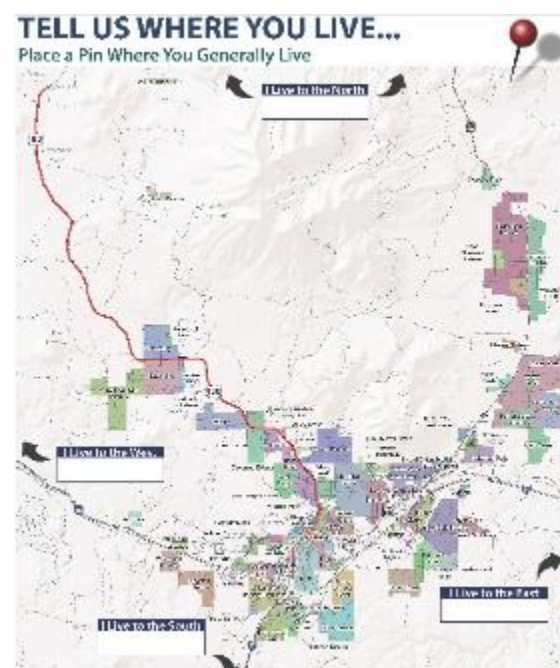
The project website was developed and the web address was published on all informational materials. Public meeting information and project details were provided on the website: [www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)

## PUBLIC OPEN HOUSE MEETING #1 FORMAT

### Introduction

The Milton Road CMP Public Open House Meeting #1 was held on May 10, 2018 from 6:00 p.m. to 8:00 p.m. at The Commons at Flagstaff High School, 400 W. Elm Avenue, Flagstaff, Arizona 86001. The Public Open House Meeting #1 began with attendee registration at the entrance, where attendees were asked to sign-in and were provided an agenda of the meeting with a “road map” of the meeting room layout. The sign-in sheets were created to update the mailing list as well as account for the number of attendees. A copy of the sign-in sheets can be found in Appendix B. Attendees were then asked to participate in a pinning exercise which asked them to place a pin on a map (**Figure 2**) approximately where they lived. This exercise was widely accepted and appreciated by the attendees, which provided useful geographical reference behind the feedback and comments received at the meeting. The results from the map pinning exercise can be found in Appendix C.

**Figure 2: Pinning Exercise Map**



### Presentation

At 6:15 p.m. the consultant project manager, Kevin Kugler, gave a brief PowerPoint presentation about the study. A copy of the PowerPoint presentation can be found in Appendix D and covered the following topics:

- Welcome & Introductions
- Meeting's Agenda
- Open House Format & Objectives
- Milton Road CMP Study Corridor & Project Goals
- Milton Road Project Work Plan & Schedule
- Next Steps
- Methods of Providing Comments
- Q & A

Mr. Kugler began the presentation by introducing himself and welcoming all of the attendees and the Flagstaff Unified School District for hosting the meeting. Mr. Kugler then indicated that there were



various colleagues and Project Partners in attendance to assist him, noting they would be wearing name tags, but did not want to take the time to introduce everyone. Mr. Kugler said he would go into a brief presentation and about the project and the format of the public meeting, and then take 3-5 questions following the presentation, but wanted to make sure all questions were answered, so additional question cards were handed out to all attendees who could fill them out and hand them in following the presentation. A copy of the question card can be found in Appendix E. Mr. Kugler then reviewed the Agenda for the evening followed by the format and objectives of the Milton Road CMP Public Open House. Mr. Kugler then presented the Milton Road Study Corridor, the Milton Road CMP Goals, and the project process/schedule. Mr. Kugler concluded the presentation by talking about the next steps of the project and informing the attendees about the five different Stations at the meeting and described the format of the open house and the various ways to provide comments. The presentation concluded at 6:33 p.m. and the open house forum began.

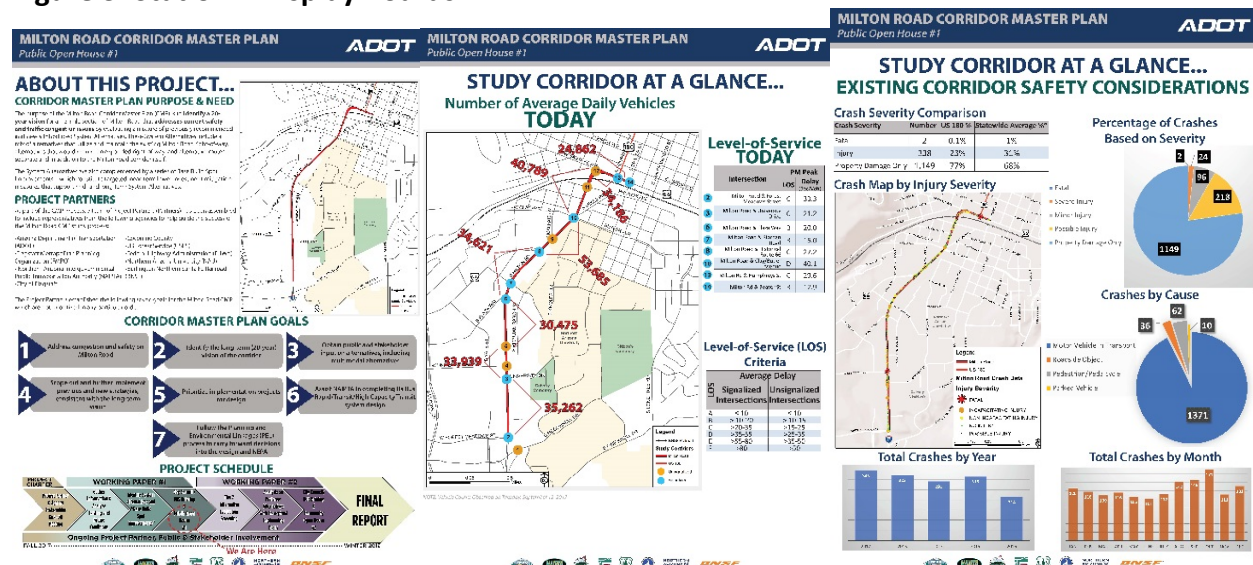
## Open House

As the open house forum began, attendees were encouraged to walk around and visit the various stations, view the displays boards of the various preliminary system alternatives, ask questions of project staff, participate in the sticky-dot prioritization exercise, and fill out a comment card for each station for additional feedback. A series of display boards were created for each of five stations describing the project and showing the universe of preliminary system alternatives. The following sections describe the Public Open House Meeting #1 stations.

### Station 1: About the Project/Study Area at a Glance

Station 1 provided a display board with information about the project, project purpose, project goals, and the project schedule. The station also included two display boards with existing and future conditions of the Milton Road Study Corridor, which included current and future traffic volumes and existing crash data, patterns and trends. The three display boards in Station 1 are shown in **Figure 3** and can be found in Appendix F.

**Figure 3: Station 1 Display Boards**



Station 2 provided display boards for the three preliminary system alternatives that utilize existing right-of-way within the Milton Road CMP Study Corridor which include:

- Preliminary System Alternative 1: No Build (Maintain as Is)
- Base Build Spot Improvements
- Preliminary System Alternative 2: Milton Road Reversible Lane
- Preliminary System Alternative 3: Six, 11-Foot General Purpose Lanes with Center Median/Turn Lane with 6-foot Sidewalks
- Preliminary System Alternative 4: Four, 11-Foot General Purpose Lanes with Center Median/Left Turn Lane, and two 14-foot Shared Bus/Bike Lanes (SBBL) with 7-foot sidewalks

### Figure 4: Station 2 Display Boards





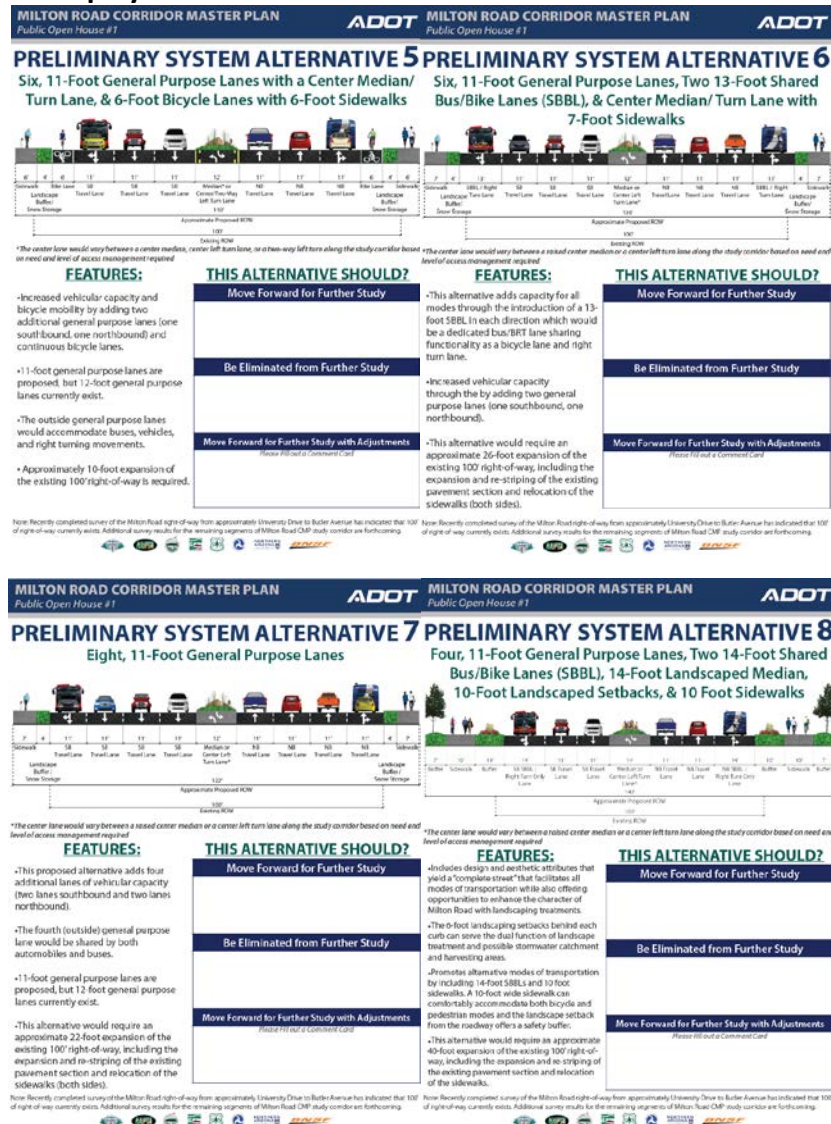
### Station 3: System Alternatives that May Require Expanded Right-of-Way

Station 3 provided display boards for the four preliminary system alternatives that may require expanded right-of-way within the Milton Road CMP Study Corridor; which include:

- Preliminary System Alternative 5: Six, 11-Foot General Purpose Lanes with a Center Median/Center Turn Lane, and 6-Foot Bicycle Lanes with 6-Foot Sidewalks
- Preliminary System Alternative 6: Six, 11-Foot General Purpose Lanes, Two 13-Foot Shared Bus/Bike Lanes (SBBL), and Center Median/Turn Lane with 7-Foot Sidewalks
- Preliminary System Alternative 7: Eight, 11-Foot General Purpose Lanes
- Preliminary System Alternative 8: Four, 11-Foot General Purpose Lanes, Two 14-Foot Shared Bus/Bike Lanes (SBBL), 14-Foot Landscaped Median, 10-Foot Landscaped Setbacks, and 10-Foot Sidewalks

The four display boards in Station 3 are shown in **Figure 5** and can be found in Appendix H.

**Figure 5: Station 3 Display Boards**



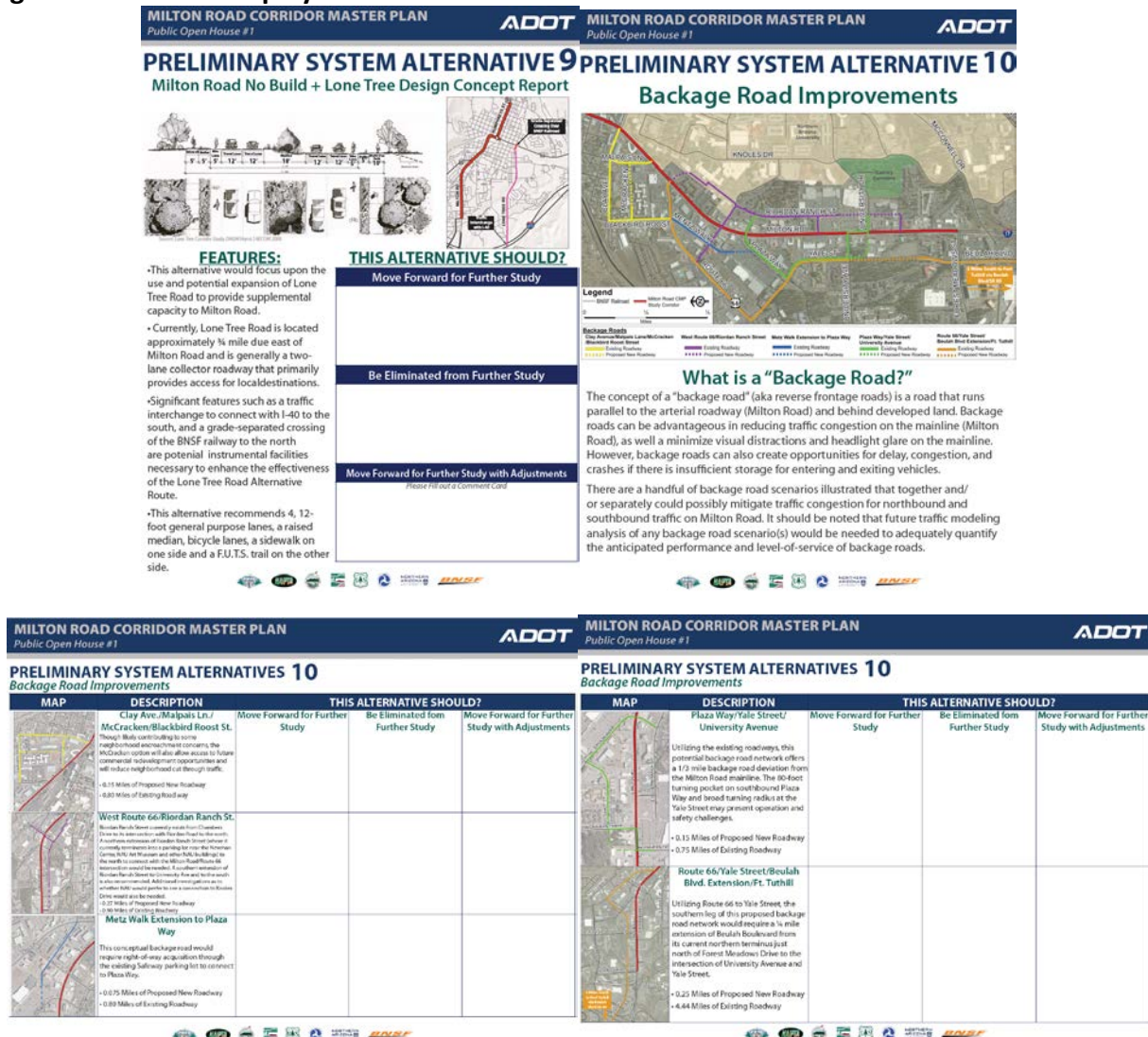
### Station 4: Alternative Routes to Milton Road

Station 4 provided display boards for the two preliminary system alternative routes to the Milton Road CMP Study Corridor, which include:

- Preliminary System Alternative 9: Milton Road No Build and Lone Tree Design Concept Report
- Preliminary System Alternative 10: Backage Road Improvements, which included the following five different routes:
  - Clay Avenue/Malpais Lane/McCracken/Blackbird Roost Street
  - West Route 66/Riordan Ranch Street
  - Metz Walk Extension to Plaza Way
  - Plaza Way/Yale Street/University Avenue
  - Route 66/Yale Street/Beulah Blvd. Extension/Ft. Tuthill

The four display boards in Station 4 are shown in **Figure 6** and can be found in Appendix I

**Figure 6: Station 4 Display Boards**





### Mapping Exercise

In addition to Station 1 through Station 4, there was a separate station dedicated to a mapping exercise that consisted of a series of large roll plot aerial maps of the Milton Road CMP Study Corridor. These roll plot maps provided an opportunity for attendees to offer custom feedback by drawing and making notations and/or observations about Milton Road directly onto the large maps. Attendees were encouraged to jot down/identify areas of typical congestion, safety concern, crashes, poor lighting, and other issues and opportunities. A copy of the results from the mapping exercise can be found in Appendix J.

### Public Comment Summary

This section presents a summary of the comments received during the Public Open House Meeting #1 meeting. The comments received were obtained in three different formats, which include questions cards, the sticky-dot prioritization exercise for the preliminary system alternatives, station comment cards, and emails sent to the project email address ([MiltonProject@mbakerintl.com](mailto:MiltonProject@mbakerintl.com)). A total of 78 comments were received as of May 31, 2018.

### Question Cards

When public meetings occur, it is critical that to make an effort to collect all public feedback and input. Question cards were handed out to during the presentation to allow the attendees an opportunity to ask a question to the project team if they did not get a chance to ask a question over the microphone during the presentation, or who may not have felt comfortable asking a question over the microphone. No Question Cards were received.

### Preliminary System Alternative Sticky-Dot Prioritization Exercise

The primary objective of Public Open House Meeting #1 was to present the Preliminary System Alternatives for the Milton Road study corridor, and seek public input to help the Project Partners determine which Preliminary System Alternatives should move forward for additional study or not. A sticky-dot prioritization exercise was utilized on the display boards at Stations 1-4 to capture which preliminary system alternatives were preferred or not by meeting attendees. Each participant was given one dot stickers for each alternative, and asked them to place a sticker based on whether they believed each Preliminary System Alternative should either *Move Forward for Further Study*, *Be Eliminated from Further Study*, or *Move Forward for Further Study with Adjustment*. **Table 1** shows the results of the sticky-dot prioritization exercise for each System Alternative with the total number of dots for each category. **Table 1** summarizes the feedback received through this sticky-dot exercise. The Preliminary System Alternative display boards with the sticky-dot prioritization exercise results can be found in Appendix G through Appendix I.



**Table 1: Preliminary System Alternative Sticky-Dot Prioritization Exercise Results**

Station/Preliminary System Alternative	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustment
<b>Station 2: System Alternatives Utilizing Existing Right-of-Way</b>			
<b>Preliminary System Alternative 1:</b> No Build (Maintain as Is)	Not Applicable		
<b>Base Build Spot improvements</b>	See <b>Table 2</b>		
<b>Preliminary System Alternative 2:</b> Milton Road Reversible Lane	2	34	4
<b>Preliminary System Alternative 3:</b> Six, 11-Foot General Purpose Lanes with Center Median/Turn Lane with 6-foot Sidewalks	17	26	2
<b>Preliminary System Alternative 4:</b> Four, 11-Foot General Purpose Lanes with Center Median/Left Turn Lane, and two 14-foot Shared Bus/Bike Lanes (SBBL) with 7-foot sidewalks	34	7	8
<b>Station 3: System Alternatives that May Require Expanded Right-of-Way</b>			
<b>Preliminary System Alternative 5:</b> Six, 11-Foot General Purpose Lanes with a Center Median/Center Turn Lane, and 6-Foot Bicycle Lanes with 6-Foot Sidewalks	25	20	3
<b>Preliminary System Alternative 6:</b> Six, 11-Foot General Purpose Lanes, Two 13-Foot Shared Bus/Bike Lanes (SBBL), and Center Median/Turn Lane with 7-Foot Sidewalks	4	36	0
<b>Preliminary System Alternative 7:</b> Eight, 11-Foot General Purpose Lanes	0	42	2
<b>Preliminary System Alternative 8:</b> Four, 11-Foot General Purpose Lanes, Two 14-Foot Shared Bus/Bike Lanes (SBBL), 14-Foot Landscaped Median, 10-Foot Landscaped Setbacks, and 10-Foot Sidewalks	17	34	0
<b>Station 4: Alternative Routes to Milton Road</b>			
<b>Preliminary System Alternative 9:</b> Milton Road No Build and Lone Tree Design Concept Report	43	3	1
<b>Preliminary System Alternative 10:</b> Backage Road Improvement: Clay Avenue/Malpais Lane/McCracken/Blackbird Roost Street	2	17	2
<b>Preliminary System Alternative 10:</b> Backage Road Improvement: West Route 66/Riordan Ranch Street	22	0	9
<b>Preliminary System Alternative 10:</b> Backage Road Improvement: Metz Walk Extension to Plaza Way	8	10	3
<b>Preliminary System Alternative 10:</b> Backage Road Improvement: Plaza Way/Yale Street/University Avenue	14	6	4
<b>Preliminary System Alternative 10:</b> Backage Road Improvement: Route 66/Yale Street/Beulah Blvd. Extension/Ft. Tuthill	33	7	1



In addition to the sticky-dot prioritization exercise, Public Open House Meeting #1 attendees were given the opportunity to provide additional comments on post-it notes for each preliminary system alternative. The following comments were captured on post-it notes for each preliminary system alternative:

## *Station 2: System Alternatives Utilizing Existing Right-of-Way*

### *No Build (Maintain as Is)*

No Additional Comments were received.

### *Base Build Spot Improvements*

This table indicates the number of supporting votes received for each type of base build spot improvement type.

**Table 2: Base Build Spot Improvements Stick-Dot Results**

BASE BUILD SPOT IMPROVEMENT TYPE	NUMBER OF SUPPORTING VOTES
Mid-Block Pedestrian Crossings	9
Pedestrian/Bicycle Overpass	30
Pedestrian/Bicycle Underpass	28
Bike Lanes	16
Multi-Use Path	39
Bus Signal Queue Jumping	18

The additional comments received on the Base Build Spot Improvement Display Board included:

- One less overpass in Maricopa County can fund all of the non-motorized grade-separated crossings and other bike/pedestrian facilities we need in Flagstaff!
- Need to consider how to remove snow/ice from pedestrian/bicycle overpasses
- Any overpass needs to be protected from blowing snow
- Need a pedestrian/bicycle overpass at Humphrey's Street and Route 66
- Need a pedestrian/bicycle overpass at Milton Road and Butler Avenue
- Need a pedestrian/bicycle overpass at Route 66 and Galaxy Diner
- Need a pedestrian/bicycle overpass at Milton Road and Chambers
- Need a pedestrian/bicycle overpass over Milton Road especially with new apartments being built for NAU students (west of Milton Road) and the University being east of Milton Road.
- Need protected bike lanes on Milton Road! (x3)
- Bike lanes serve a small portion/population. Must be protected bike lanes to serve ages 8-80.
- Every road needs bike lanes in an urban setting. Limiting driveway access to Milton Road is necessary as well.
- Eliminate bike lanes and install multi-use paths on both sides of Milton Road. Much safer!
- Bike lanes should not be on Milton Road, they need to be separated because there are too many driveways.
- Bike lanes with a divider strip might be the most feasible
- Need multi-use paths on both sides of Milton Road for the entire length (x2)
- Need Bus Signal Queue Jumping at all signalized intersections!



## ***Preliminary System Alternative 2: Milton Road Reversible Lane***

The additional comments received on the Preliminary System Alternative 2 Display Board included:

- No reversible lane
- Keep 2 way left turn lanes
- No Medians
- Widen sidewalks for bikes and pedestrians
- Too hard to make a left turn
- Best choice
- Widen sidewalks to make them multi-use paths to force bikes off the road onto the multi-use paths.
- This won't work! Traffic backs up in both directions at the railroad underpass. Which directions gets the reversible lane and what happens at the railroad underpass?

## ***Preliminary System Alternative 3: Six, 11-Foot General Purpose Lanes with Center Median/Turn Lane with 6-foot Sidewalks***

The additional comments received on the Preliminary System Alternative 3 Display Board included:

- Move forward without bike lanes and put bikes on multi-use paths
- Need bike lanes
- Need multi-use path
- Liability for the city if the bus hits the bicyclist
- Bikes need to be separated from the vehicles
- Don't waste money and space with gross. No bike lanes in the roadway to force bikes onto multi-use paths.

## ***Preliminary System Alternative 4: Four, 11-Foot General Purpose Lanes with Center Median/Left Turn Lane, and two 14-foot Shared Bus/Bike Lanes (SBBL) with 7-foot sidewalks***

The additional comments received on the Preliminary System Alternative 4 Display Board included:

- Needs wider/improved sidewalks
- Needs multi-use paths
- Separate sidewalk from the roadway with a buffer. Cinders will collect on the sidewalk and needs a buffer to remove them.
- This is a good alternative, but why not consider keeping the divider at 12' and adding a one extra foot to each SBBL/right turn lane?
- Eliminate one sidewalk if adequate overhead crosswalks merit foots traffic needs.
- Dependent on NAIPTA BRT moving forward to utilize lanes. Bus signal queue jumping may be sufficient.
- No bike lanes in the roadway! Force bikes onto multi-use paths.



## *Station 3: System Alternatives that May Require Expanded Right-of-Way*

### ***Preliminary System Alternative 5: Six, 11-Foot General Purpose Lanes with a Center Median/Center Turn Lane, and 6-Foot Bicycle Lanes with 6-Foot Sidewalks***

The additional comments received on the Preliminary System Alternative 5 Display Board included:

- Use landscaped buffer to divide bike lane from the roadway/traffic (x3)
- Bike lanes should be OFF the roadways! (x4)
- Cinders will collect on the sidewalks so there needs to be a buffer between the roadway and the bike/pedestrian path!
- Bikes and pedestrians should share a path that is separate from the traffic lanes.
- Wider roads wouldn't keep the towns priorities (close community and Milton Road shouldn't be a highway). It would probably take a while to get the land needed for this.
- Wider roads do not solve congestion!
- Wider and faster roads are unsafe and ugly.
- It would be safer to keep bike lanes and right turn lanes separate.
- Separate bikes from traffic with a barrier.
- Add bike lane barriers to better protect bikes and sidewalks. (x2)
- Needs protected bike lanes!
- Please separate bikes from cars with a barrier.
- This alternative is okay if the bike lanes have barriers separating them from the vehicles, otherwise, this is unsafe.

### ***Preliminary System Alternative 6: Six, 11-Foot General Purpose Lanes, Two 13-Foot Shared Bus/Bike Lanes (SBBL), and Center Median/Turn Lane with 7-Foot Sidewalks***

The additional comments received on the Preliminary System Alternative 6 Display Board included:

- 7-foot sidewalks are always better than 6-foot sidewalks!
- 6-foot sidewalks would be adequate given that there is 4-foot buffer. Why not put the buffer between the traffic lanes and the bike lane?
- Wider and faster roads are unsafe for pedestrians and bicyclists.
- Way too much of an expansion! Major impact on private property owners!
- Scary ROW cost!
- Multi-use path is needed.
- Setbacks for business should be considered. Could lead to a negative issue.

### ***Preliminary System Alternative 7: Eight, 11-Foot General Purpose Lanes***

The additional comments received on the Preliminary System Alternative 7 Display Board included:

- Too large of an expansion. A threat to property owners! (x2)
- Wider/faster roads are unsafe and ugly. Milton Road should be a city boulevard, not a highway. (x2)
- This is too wide. I like Alternative #5.
- Scary ROW cost! (x2)
- Too wide. Needs a protected bike lane. (x2)
- Alternative 7 would be acceptable with grade separated crossings at all signalized intersections.





***Preliminary System Alternative 8: Four, 11-Foot General Purpose Lanes, Two 14-Foot Shared Bus/Bike Lanes (SBBL), 14-Foot Landscaped Median, 10-Foot Landscaped Setbacks, and 10-Foot Sidewalks***

The additional comments received on the Preliminary System Alternative 8 Display Board included:

- 10-foot sidewalks are better than 6- or 7-foot sidewalks.
- This is the best Alternative, but safe money by narrowing buffers.
- Don't like shared bus/bike lanes, otherwise, this alternative looks good. Keep bikes and vehicles separated. (x2)
- Way too much! Major impact on property owners.
- Wider and faster roads are unsafe and ugly.
- Too expensive!
- Too big and too expensive!
- Milton Road businesses front setback will be impacted.

***Station 4: Alternative Routes to Milton Road***

The additional comments received on the Preliminary System Alternative 9 and Preliminary System Alternative 10 Display Boards included:

**Preliminary System Alternative 9**

- Lone Tree Road expansion must accompany Milton expansion!
- Absolutely – Lets use Lone Tree Road. Completely underutilized!
- There needs to be alternative traffic interchange with I-40
- Where will money for the I-40 traffic interchange come from?
- This combined with a Milton Road parallel route for non-motorists
- Should be both a Milton Road build-out and Lone Tree Road connections at Route 66 and I-40.
- I-40 at Lone Tree Road to Route 66 – then what kind of traffic problems on Route 66 east and west? Overpass or underpass at Route 66? Overpass or underpass with the railroad? City voters did not want this when voted on approximately 20 years ago.
- Okay – I-40 to Lone Tree Road to Route 66. Then what?
- Alternative 9 should be combined with improvements to Milton Road; especially grade separated crossings for pedestrians and bicyclists.

**Preliminary System Alternative 10**

- Backage Roads would be better as bike/pedestrian focused corridors including full sidewalks, cycle tracks, FUTS, and bike lanes.
- In lieu of Clay Ave/Malpais/McCracken/Blackbird Roost:
  - Elliot Street to Milton Road right turn only from Blackbird Roost to Route 66 west with no straight and no left.
- In Lieu of Route 66/Riordan Street:
  - I'm okay with studying this further, but I'm not sure it accomplishes much.
  - Maybe for bikes instead?
  - Appropriate as a bike way
  - Riordan Ranch east on north edge of Target then east edge of Target to university



- In Lieu of Metz Walk Extension to Plaza Way:
  - Consider benefit of backage routes for only non-motorized users if it is not a “Go” for motorized users.
- In Lieu of Plaza Way/Yale Street/University Avenue:
  - No more left turns from W. University Avenue on to southbound Milton Road.
  - Left hand turns from eastbound University Avenue at Milton Road is problematic, however I do not support eliminating left turns. This will properly help for less than 20% of the day.
  - If new path moves forward, eliminating left hand turns at eastbound University Avenue is a good idea. If no new road is implemented do not eliminate left hand turn.

## Station Comment Cards

Supplemental Comment Cards were provided to meeting attendees at each station for additional and further detailed input/feedback on the various preliminary system alternatives. Comment cards were not provided at Station 5: NAIPTA Transit Study. A total of 78 comment cards were received, with 18 comment cards collected at Station 1, 20 comments cards collected at Station 2, 24 comment cards collected at Station 3, and 16 comment cards collected at Station 4. The comment cards received for each station can be found in Appendix K through Appendix N



## APPENDICES

### Appendix A: Milton Road CMP Public Open House Meeting #1 Advertisement

# Milton Road Corridor Master Plan

### PUBLIC OPEN HOUSE

The Arizona Department of Transportation in conjunction with the Federal Highway Administration and other Project Partners, are conducting a Corridor Master Plan study for Milton Road in Flagstaff. The study corridor consists of a 1.8-mile segment from West Forest Meadows Street to Beaver Street.

The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for the Milton Road corridor that addresses current safety and traffic congestion, and transit issues by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives include a mix of alternatives that utilize and maintain the existing Milton Road right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the Milton Road corridor itself.

**Thursday, May 10, 2018**  
**6 to 8 p.m.**  
**Flagstaff High School Commons**  
**400 W. Elm Avenue**  
**Flagstaff, AZ 86001**

**Your Input is Important!**

- Participate in the public meeting
- Provide comments
- Visit the project website

**[www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)**  
*Unable to attend the meeting?*  
*Submit your questions or comments to*  
**[MiltonProject@mbakerintl.com](mailto:MiltonProject@mbakerintl.com)**

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, gender or disability. Persons who require a reasonable accommodation based on language or disability should contact Community Relations project manager Mackenzie Kirby at 928.525.6494 or email [MKirby@azdot.gov](mailto:MKirby@azdot.gov). Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Mackenzie Kirby 928.525.6494 o en [MKirby@azdot.gov](mailto:MKirby@azdot.gov). Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

**ADOT Project Number: P181203P    Federal Aid Number: MPD-S(018)**



# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House Meeting #1 – Meeting Summary Report



## Appendix B: Sign-In Sheets

Milton Road Corridor Master Plan Public Open House #1		ADOT
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001		Thursday, May 10, 2018 6:00 pm – 8:00 pm
Sign-In Sheet		

Name	E-mail
1 Kathleen Noonan	
2 Patricia Kensing	
3 Marie Jones	
4 Paul Dufek	
5 Barry KoeB	
6 Joan Degen Kolb	
7 Rick Barrett	
8 Marna Fitting	
9 Carlton Johnson	
10 Corina Vaneck	
11 Irene Dominguez	
12 Jesse Dominguez	
13 Julie Leid	
14 Tim Dalegowski	
15 McKenzie Jones	
16 Joe Amy	
17 Tom Malt	
18 Emily Allan	
19 SAT BEST	
20 Daniel Folke	
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# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House Meeting #1 – Meeting Summary Report



Milton Road Corridor Master Plan Public Open House #1		ADOT	
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001		Thursday, May 10, 2018 6:00 pm – 8:00 pm	
Sign-In Sheet			

Name	E-mail
1 Jason Lewis	
2 Louise Risinger	
3 Keith Becker	
4 Robert A. Davis	
5 KATHY PERKINS	
6 Pat Steele	
7 David Edin	
8 Celia Barotz	
9 Tom Boughner	
10 Sara Dechter	
11 David Blanchard	
12 MERLE F. HENDERSON	
13 Aaron Hayne	
14 J.B. Murray	
15 Paige Hardman	
16 Fatima Abdulahi	
17 Denise Wynne	
18 JIM MCCARTHY	
19 Mahdy Kamal	
20 GREG MACE	
21 Paul Derry	
22 Connie Kim	
23 Joe Shannon	
24 Sarah and Katherine Holland	
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# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House Meeting #1 – Meeting Summary Report



<b>Milton Road Corridor Master Plan</b> <b>Public Open House #1</b>		
<b>Flagstaff High School: The Commons</b> <b>400 W. Elm Avenue Flagstaff, Arizona 86001</b>		<b>Thursday, May 10, 2018</b> <b>6:00 pm – 8:00 pm</b>
Sign-In Sheet		

Name	
1	Laura C. Myers
2	STU SELABERY
3	Lovely
4	Matt Ryan
5	Michelle Ralston
6	Sybil Smith
7	Ali Alfarhli
8	MATT FAHY
9	Martin Ince
10	Jon Blair
11	BRAD CLARK
12	Jenny Nicmann
13	Ruth Ann DeCora
14	Kimi Austin
15	GARY ROBBINS
16	Dawn Over
17	Brandon Cruickshank
18	STEVE LOPEZ
19	Susan Immel
20	MATTHIAS RUPP
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# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House Meeting #1 – Meeting Summary Report

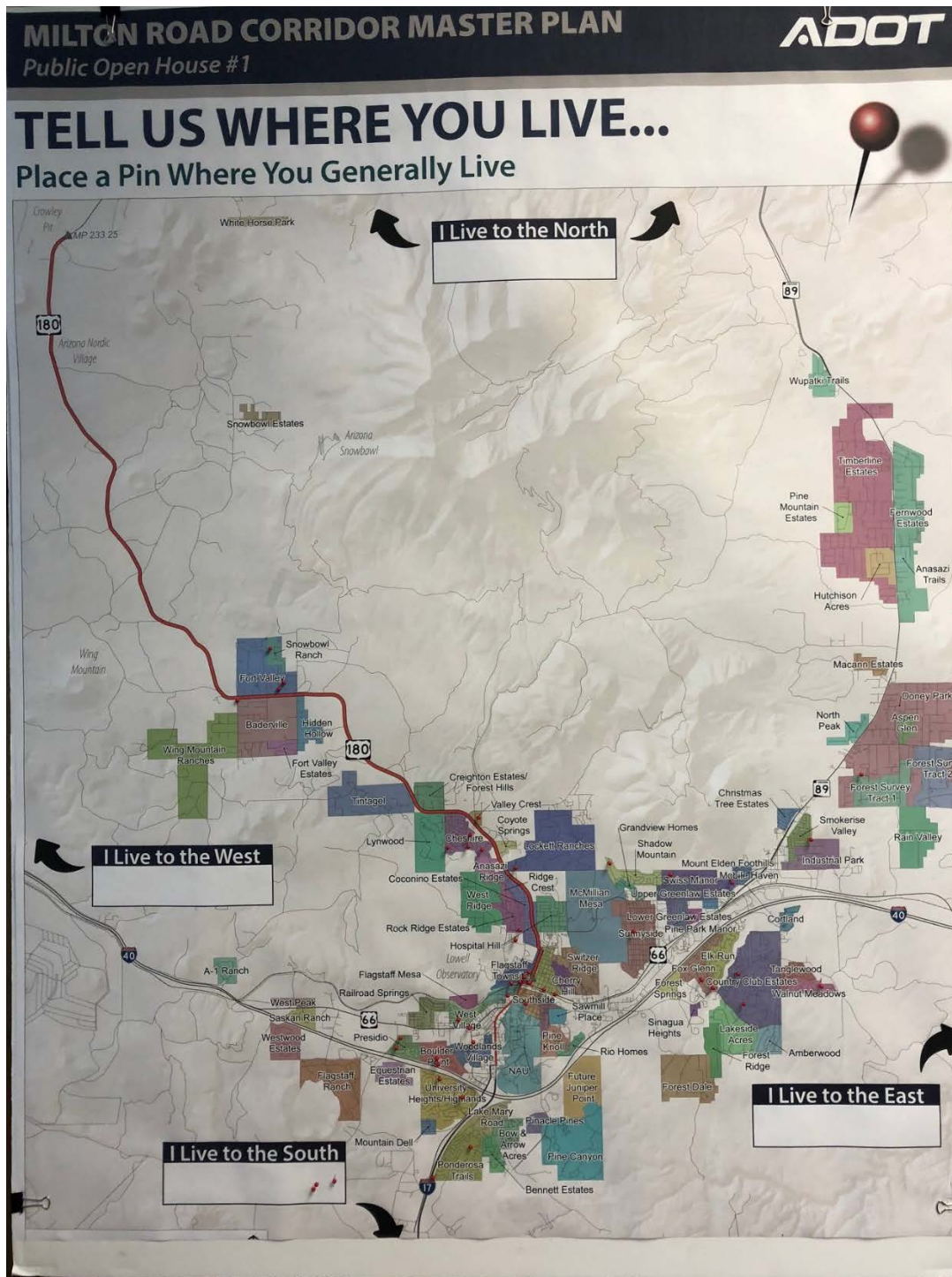


Milton Road Corridor Master Plan Public Open House #1		ADOT
Flagstaff High School: The Commons 400 W. Elm Avenue Flagstaff, Arizona 86001	Thursday, May 10, 2018 6:00 pm – 8:00 pm	
Sign-In Sheet		

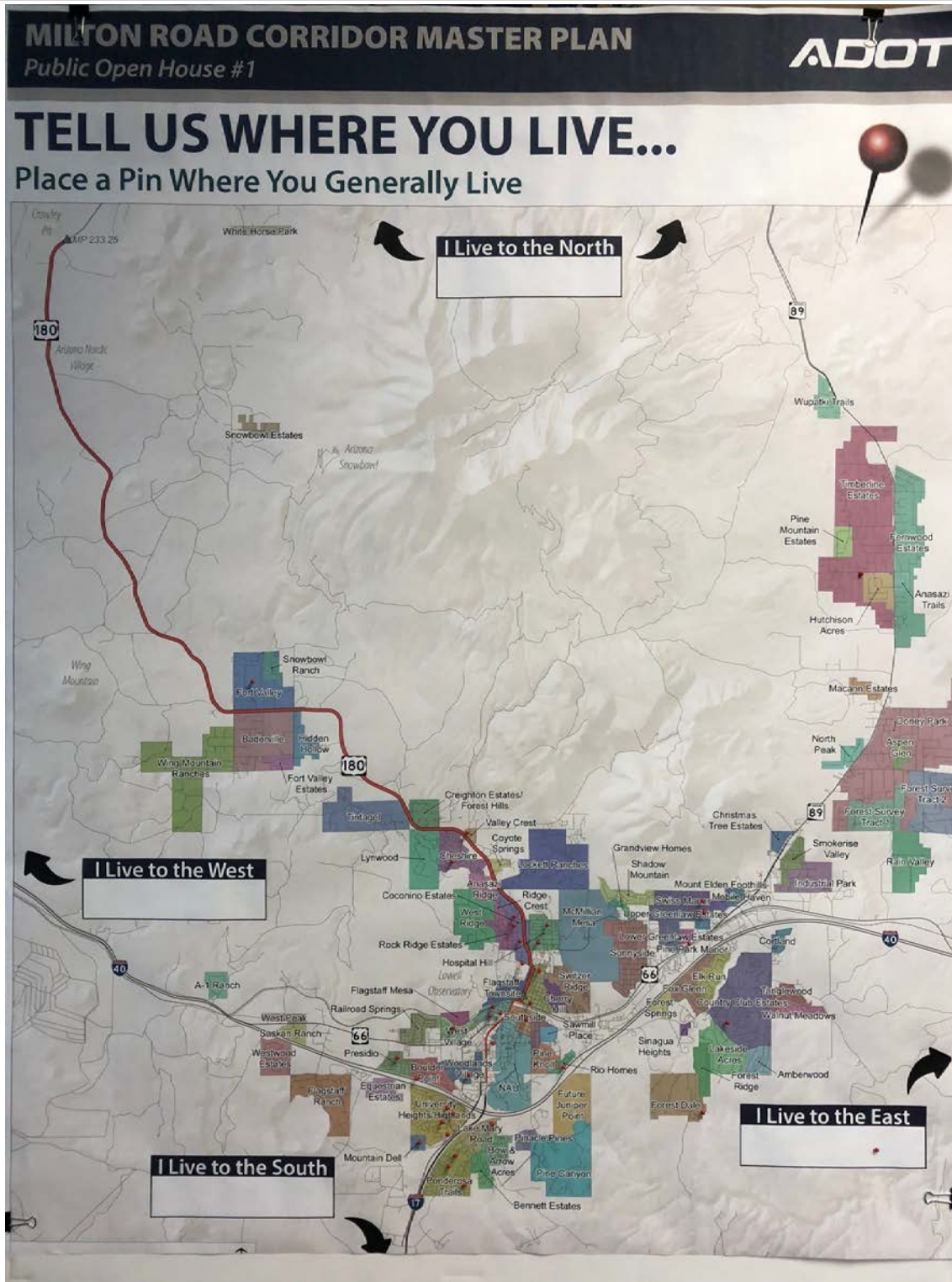
Name	E-mail
1 Douglas Sahr	
2 Lauren Chavez-Pardini	
3 Elaine Kelle	
4 Robert Larkin	
5 Jara Jolly	
6 Steven Patrick	
7 Tom Elkmeyer	
8 Jan Scambelluri	
9 Austin Aslar	
10 Joe Shannon	
11 Rick Moore	
12 Alan Sanderson	
13 Jayne Clark	
14 Tony De Can	
15 Tim Snook	
16 Anthony Quintile	
17 Sal Santer Best	
18 Paul A. Tice	
19 Judy Schmitz	
20 Jackie Thomas	
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## Appendix C: Map Pinning Exercise Results







## Appendix D: PowerPoint Presentation





## TONIGHT'S AGENDA

- I. Welcome & Introductions
- II. Open House Format & Objectives
- III. Project Introduction
  - a) Study Corridor Limits
  - b) Project Partners
  - c) Project Goals
- IV. Project Work Plan & Project Schedule
- V. Next Steps
- VI. How You Can Provide Comments Tonight

3



## II. OPEN HOUSE FORMAT & OBJECTIVES

- 1) Introduce the Project to Residents and Stakeholders
- 2) Confirm the Project Goals
- 3) Receive Your Feedback On:
  - Identifying any new or modified alternatives for Milton Road;
  - Identifying any alternatives for Milton Road that should be eliminated; and
  - Is the public willing to expand the Milton Road right-of-way or not?

4



### III. PROJECT INTRODUCTION

**Milton Road CMP Study Corridor**



5

ADOT FMPO NAFTA USFS US DOT NORTHERN ARIZONA UNIVERSITY BNSF Michael Baker INTERNATIONAL

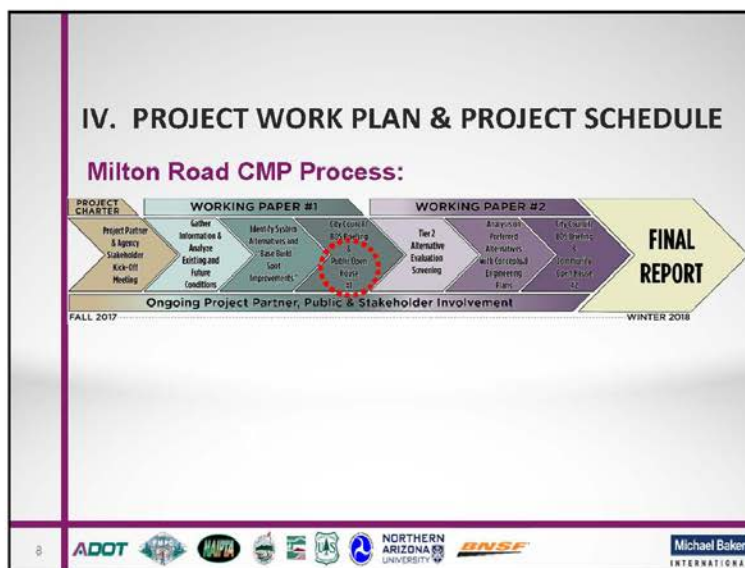
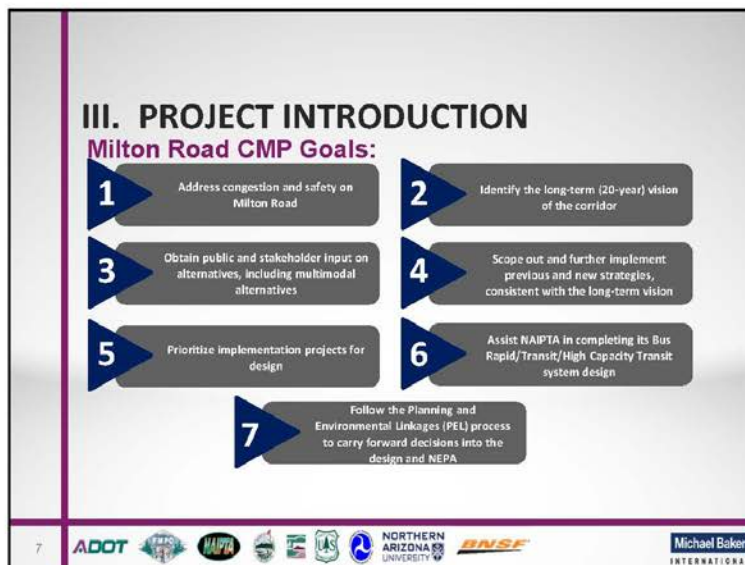
### III. PROJECT INTRODUCTION

**Project Partners:**

- Arizona Department of Transportation
- Flagstaff Metropolitan Planning Organization
- City of Flagstaff
- Coconino County
- US Forest Service
- Federal Highway Administration
- Northern Arizona University
- Northern Arizona Intergovernmental Public Transportation Authority
- Burlington Northern Santa Fe Railroad

8

ADOT FMPO NAFTA USFS US DOT NORTHERN ARIZONA UNIVERSITY BNSF Michael Baker INTERNATIONAL



## V. NEXT STEPS

- ▶ Eliminate, add or refine alternatives based on public input
- ▶ Perform detailed analysis of refined alternatives
- ▶ Public surveys on refined alternatives
- ▶ Second Public Open House Meeting (Fall 2018)
- ▶ Final Recommendations (December 2018)

9



Michael Baker  
INTERNATIONAL

## VI. How You Can Provide Comments Tonight

### *THERE ARE MANY WAYS...*

- 1) Questions and Comments at 4 “Stations”
- 2) Ask any Project Representative
- 3) Poster Boards/Sticky Dot/Sticky Note Exercises at Stations
- 4) Mapping Exercise – roll plots
- 5) Comment Cards – at each Station
- 6) Visit the Project Website at:
  - [www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)
  - Submit comments or questions to: [MiltonProject@mbakerintl.com](mailto:MiltonProject@mbakerintl.com)

10



Michael Baker  
INTERNATIONAL



## Appendix E: Question Card

**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



### QUESTION CARD

If you have a question(s) that you would like answered at the end of the presentation, please write your question(s) on this card and pass it to an ADOT project representative. We have limited time for questions and answers to allow you time to speak directly with project staff. If we do not get to your question, we encourage you to speak with a project representative. Thank you for printing legibly.

Name: \_\_\_\_\_

Email: \_\_\_\_\_





## Appendix F: Station 1 Display Boards

# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

## ABOUT THIS PROJECT...

### CORRIDOR MASTER PLAN PURPOSE & NEED

The purpose of the Milton Road Corridor Master Plan (CMP) is to **Identify a 20-year vision** for a 1.8-mile section of Milton Road that **addresses current safety and traffic congestion issues** by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives include a mix of alternatives that utilize and maintain the existing Milton Road right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the Milton Road corridor itself.

The System Alternatives are also complemented by a series of Base Build Spot Improvements – which constitute targeted, near-term lower investment mitigation measures that support mid- and long-term System Alternatives.

### PROJECT PARTNERS

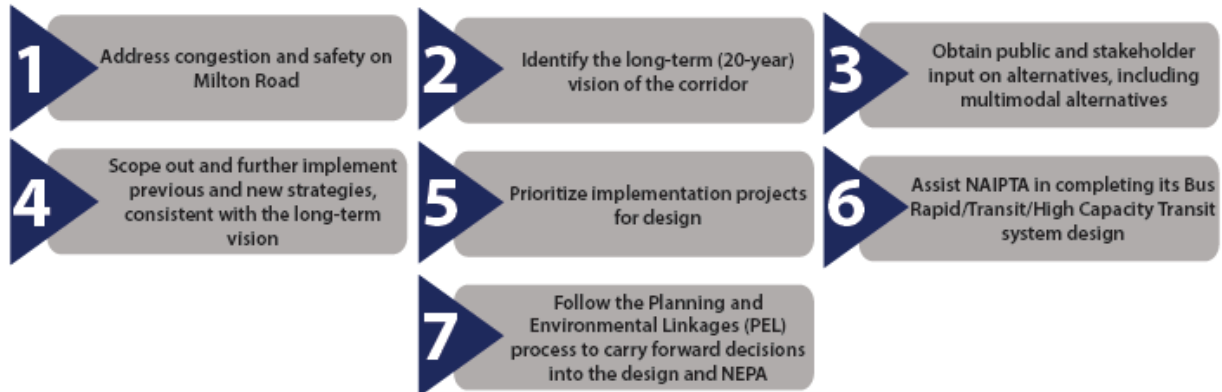
As part of the CMP Process, a team of Project Partners (Partners) has been assembled to include representatives from the following agencies to help guide the success of the Milton Road CMP study process:

- Arizona Department of Transportation (ADOT)
- Flagstaff Metropolitan Planning Organization (FMPO)
- Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)
- City of Flagstaff
- Coconino County
- US Forest Service (USFS)
- Federal Highway Administration (FHWA)
- Northern Arizona University (NAU)
- Burlington Northern Santa Fe Railroad (BNSF)

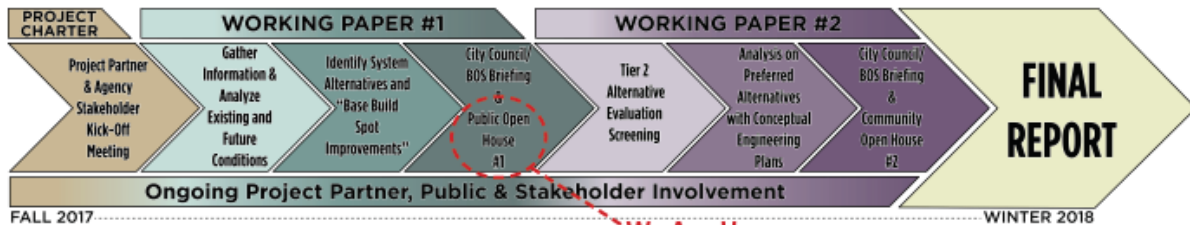
The Project Partners established the following seven goals for the Milton Road CMP which are not prioritized in any particular order:



### CORRIDOR MASTER PLAN GOALS



### PROJECT SCHEDULE



We Are Here

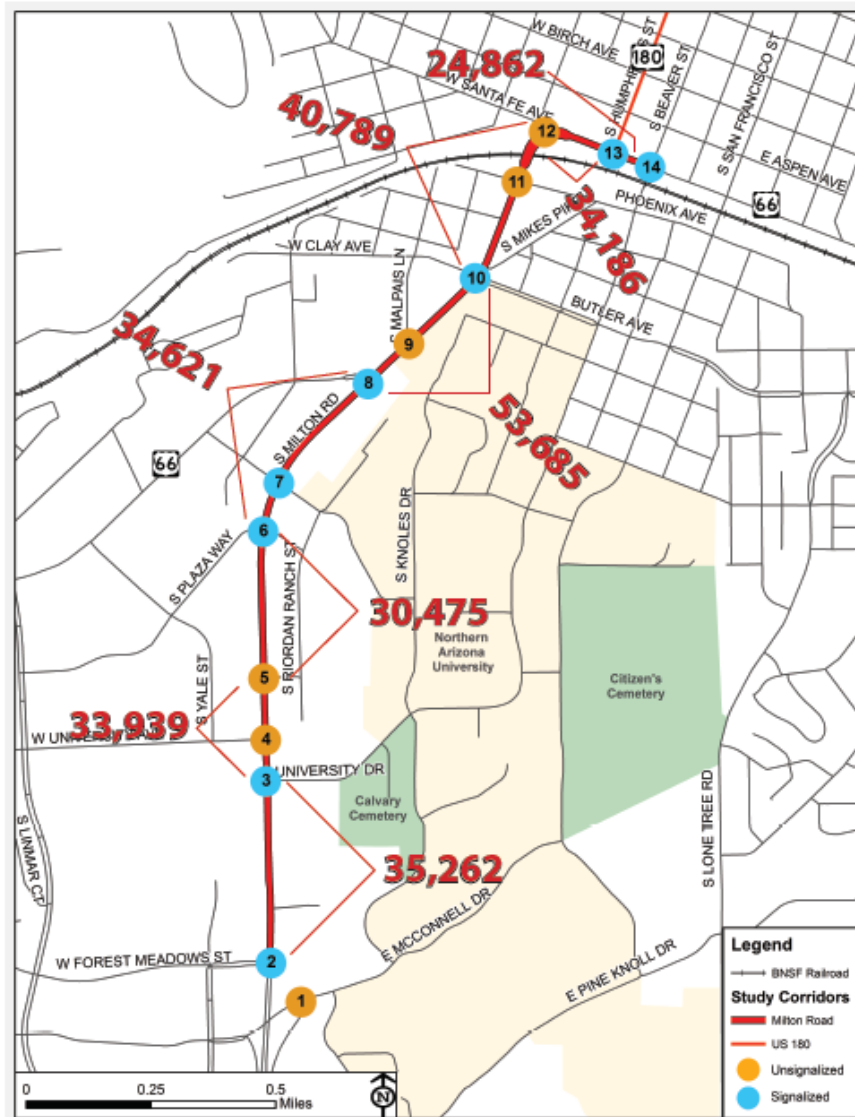


## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

### STUDY CORRIDOR AT A GLANCE...

Number of Average Daily Vehicles  
**TODAY**



NOTE: Vehicle Counts Observed on Tuesday, September 12, 2017

### Level-of-Service TODAY

	Intersection	PM Peak	
		LOS	Delay (Sec/Veh)
2	Milton Road & Forest Meadows Street	C	33.3
3	Milton Road & University Drive	C	21.2
6	Milton Road & Plaza Way	B	20.0
7	Milton Road & Riordan Road	B	15.0
8	Milton Road & Historical Route 66	C	27.2
10	Milton Road & Clay/Butler Avenue	D	40.1
13	Milton Rd & Humphreys St	C	29.6
14	Milton Rd & Beaver St	B	12.9

### Level-of-Service (LOS) Criteria

LOS	Average Delay	
	Signalized Intersections	Unsignalized Intersections
A	≤ 10	≤ 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

## MILTON ROAD CORRIDOR MASTER PLAN

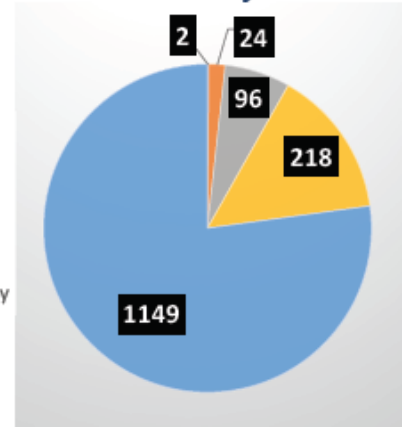
Public Open House #1

# STUDY CORRIDOR AT A GLANCE... EXISTING CORRIDOR SAFETY CONSIDERATIONS

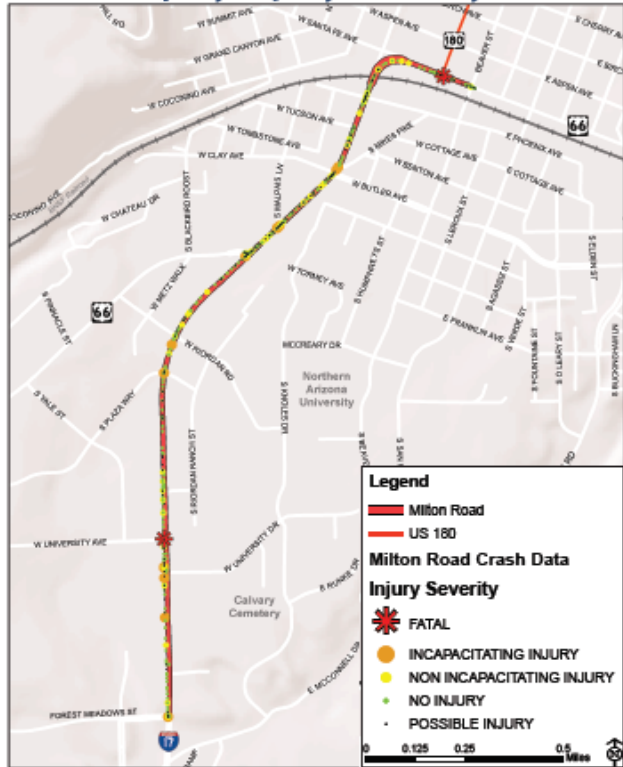
### Crash Severity Comparison

Crash Severity	Number	US 180 %	Statewide Average %*
Fatal	2	0.1%	1%
Injury	338	23%	31%
Property Damage Only	1,149	77%	68%

### Percentage of Crashes Based on Severity

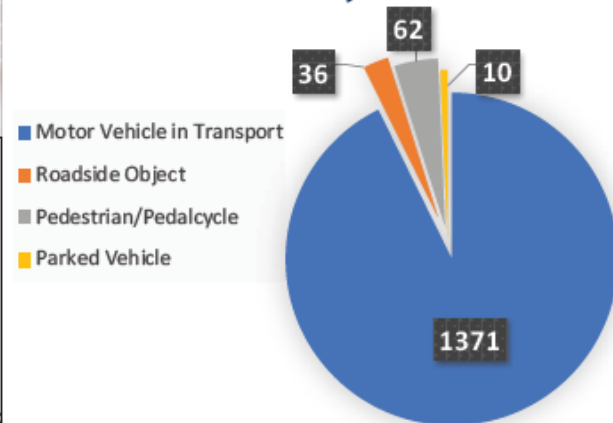


### Crash Map by Injury Severity



- Fatal
- Severe Injury
- Minor Injury
- Possible Injury
- Property Damage Only

### Crashes by Cause



### Total Crashes by Year



### Total Crashes by Month





## Appendix G: Station 2 Display Board Results

### MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

## BASE BUILD SPOT IMPROVEMENTS

### What is a Base Build Spot Improvement?

"Base Build Spot Improvements" are targeted roadway design elements that will likely be necessary in the short-term to support the long-term System Alternative improvements. As such, the listing of Base Build Spot Improvements will evolve as the preferred System Alternative(s) becomes more refined as the process moves forward.

<p><b>Mid-Block Pedestrian Crossings</b> A "HAWK", also known as a High-Intensity Activated crossWalk beacon, is a traffic control device used to allow pedestrians to cross safely. When activated, the purpose of a HAWK beacon is to allow protected pedestrian crossings, stopping road traffic only as needed.</p>	<p><b>Would You Favor any of these Spot Improvement Facilities on Milton Road?</b></p> <p>ONE LIST MAKING IN MICHIGAN CALLED FOR ALL OF THE PROPOSED SPOT IMPROVEMENTS TO BE IN PLACE!</p>
<p><b>Pedestrian/Bicycle Overpass</b> Overpasses provide complete separation of pedestrians and/or bicyclists from vehicular traffic. Overpasses also provide crossings where no other pedestrian or bicycle facility is available, and connect off-road trails and paths across major barriers, like freeways, railways, and busy streets.</p>	<p>Should be made a priority to be protected from passing traffic</p> <p>@Hayes: YES! IT IS A GREAT IDEA</p> <p>@Chambers: This would be a great idea to have a bridge over the road to connect the trails on both sides of the road.</p>
<p><b>Pedestrian/Bicycle Underpass</b> Underpasses provide complete separation of pedestrians and/or bicyclists from vehicular traffic. Underpasses also provide crossings where no other pedestrian or bicycle facility is available, and connect off-road trails and paths across major barriers, like freeways, railways, and busy streets.</p>	<p>YES! IT IS A GREAT IDEA</p>
<p><b>Bike Lanes</b> A Bike Lane is defined as a portion of the roadway that has been designated by striping, signage, and/or pavement markings for the exclusive use of bicyclists. Bike lanes enable bicyclists to ride at their preferred speed without interference from traffic conditions.</p>	<p>YES! I WOULD LOVE TO HAVE BIKE LANES IN THE CORRIDOR</p> <p>BIKE LANES! SOME A SMALL PORTION OF THE CORRIDOR MAY BE PERFECTED BIKE LANES IN THE CORRIDOR</p> <p>Strong road would be the best in the corridor, making it a safe place to ride. Lane lines should be added to the road, it is necessary to have a safe place to ride.</p> <p>YES! I WOULD LOVE TO HAVE BIKE LANES IN THE CORRIDOR</p> <p>BIKE LANES! SOME A SMALL PORTION OF THE CORRIDOR MAY BE PERFECTED BIKE LANES IN THE CORRIDOR</p>
<p><b>Multi-Use Path</b> A multi-use path is an off-street facility that supports multiple recreation and transportation opportunities, such as walking, bicycling, inline skating and people in wheelchairs. Paths typically have asphalt, concrete or firmly packed crushed aggregate as the surface.</p>	<p>Both Sides of Milton Entire Length</p> <p>Both Sides of Milton Entire Length</p>
<p><b>Bus Signal Queue Jumping</b> Queue jump lanes combine short dedicated transit facilities with either a leading bus interval or active signal priority to allow buses to easily enter traffic flow in a priority position. Queue jump treatments can reduce delay considerably, resulting in run-time savings and increased reliability.</p>	<p>NO MORE SPOT</p>

Tell Us Where on Milton Road!

## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

# PRELIMINARY SYSTEM ALTERNATIVE 2

## Milton Road Reversible Center Lane

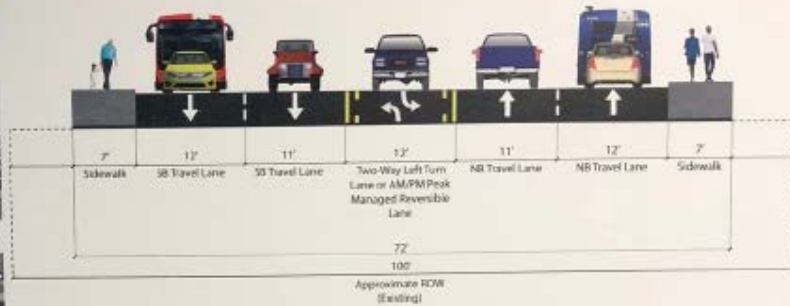
AM Peak  
Period Traffic  
Designation



Mid-Day /  
Standard  
Traffic  
Designation



PM Peak  
Period Traffic  
Designation



Note: Detailed traffic studies are necessary to apply this concept to any arterial/highway such as US 180 to address matters of safety, access management (especially with the high number of existing driveways) and multimodal considerations.

### FEATURES:

•Reversible traffic lanes (aka "managed lanes") add capacity to a road and decrease congestion by borrowing capacity from the other (off-peak) direction. There are a wide variety and combination of approaches to managed lane operations. These have typically encompassed such methods as:

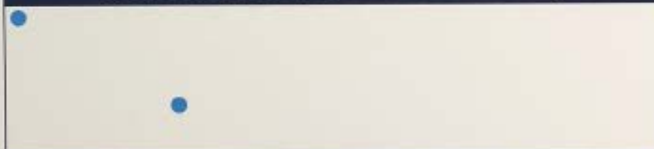
- Static signing and striping
- Changeable message signs
- Economic incentives / disincentives
- Lane Controls
- Temporary traffic control devices
- Law enforcement / legal restrictions

•The concept is often referred to by FHWA and transportation professionals as, "managed lanes" in that high demand on existing facilities, such as Milton Road, especially at peak demands are placed on the roadway, it necessitates the efficient management of those facilities.

•Optimal for roadways with limited right-of-way expansion opportunities or heavy traffic imbalance for short periods of time.

### THIS ALTERNATIVE SHOULD?

#### Move Forward for Further Study



#### Be Eliminated from Further Study



#### Move Forward for Further Study with Adjustments

Please Fill out a Comment Card



Note: Recently completed survey of the Milton Road right-of-way from approximately University Drive to Butler Avenue has indicated that 100' of right-of-way currently exists. Additional survey results for the remaining segments of Milton Road CMP study corridor are forthcoming.



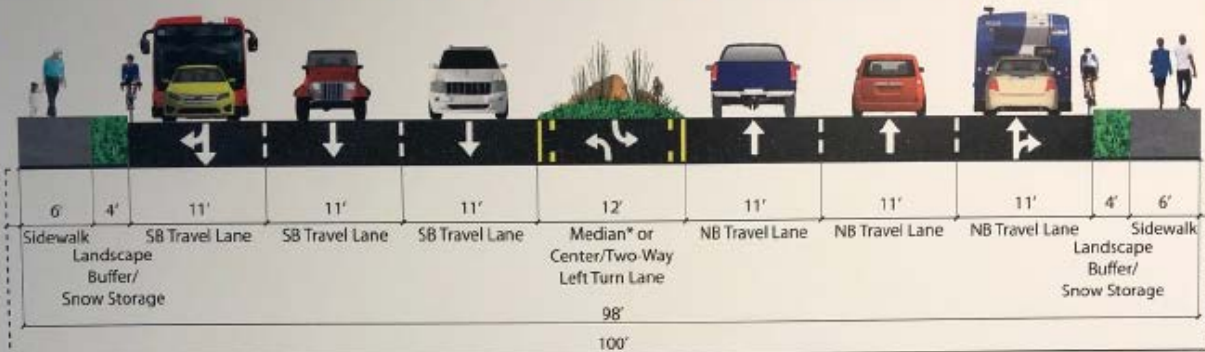


## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

# PRELIMINARY SYSTEM ALTERNATIVE 3

Six, 11-Foot General Purpose Lanes with Center Median/  
Turn Lane with 6-Foot Sidewalks



Approximate ROW  
(Existing)

\*The center lane would vary between a center median, center left turn lane, or a two-way left turn along the study corridor based on need and level of access management required

## FEATURES:

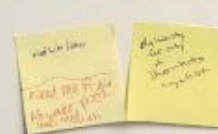
- This alternative adds vehicular capacity to existing Milton Road by adding two additional general purpose lanes.
- The outside general purpose lanes would accommodate buses, vehicles, bicyclists and right turning movements.
- This alternative could be constructed utilizing the existing 100-foot right-of-way, but would require reconstruction of the existing roadway that includes expansion of the existing pavement section and relocation of the sidewalks (both sides).
- A landscaping buffer between the roadway and the sidewalks are included in this alternative to separate sidewalk users from roadway users. The buffer can also be used as snow storage during the winter months.

## THIS ALTERNATIVE SHOULD?

### Move Forward for Further Study

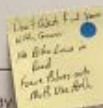


### Be Eliminated from Further Study



### Move Forward for Further Study with Adjustments

Please Fill out a Comment Card



Note: Recently completed survey of the Milton Road right-of-way from approximately University Drive to Butler Avenue has indicated that 100' of right-of-way currently exists. Additional survey results for the remaining segments of Milton Road CMP study corridor are forthcoming.



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

# PRELIMINARY SYSTEM ALTERNATIVE 4

Four, 11-Foot General Purpose Lanes with Center Median/  
Left Turn Lane, & two 14-Foot Shared Bus/Bike Lane (SBBL)  
with 7-Foot Sidewalks



Approximate ROW  
(Existing)

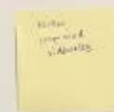
\*The center lane would vary between a center median, center left turn lane, or a two-way left turn along the study corridor based on need and level of access management required

## FEATURES:

- This alternative adds capacity for all modes through the introduction of a 14-foot SBBL and sidewalks in each direction while maintaining the same vehicular capacity.
- The four total general purpose lanes would only accommodate the through movement of regular vehicular traffic.
- This alternative can be accomplished within existing 100-foot right-of-way because the two general purpose lanes in each direction were reduced to 11 feet, and the SBBL would also function as right turn lanes, eliminating the need for separate right turn deceleration lanes. However, this alternative would require reconstruction of the existing roadway that includes expansion of the existing pavement section and relocation of the sidewalks (both sides).

## THIS ALTERNATIVE SHOULD?

### Move Forward for Further Study

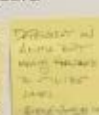
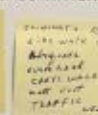
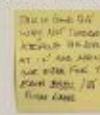
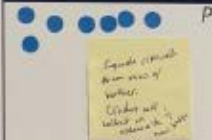


### Be Eliminated from Further Study



### Move Forward for Further Study with Adjustments

Please Fill out a Comment Card

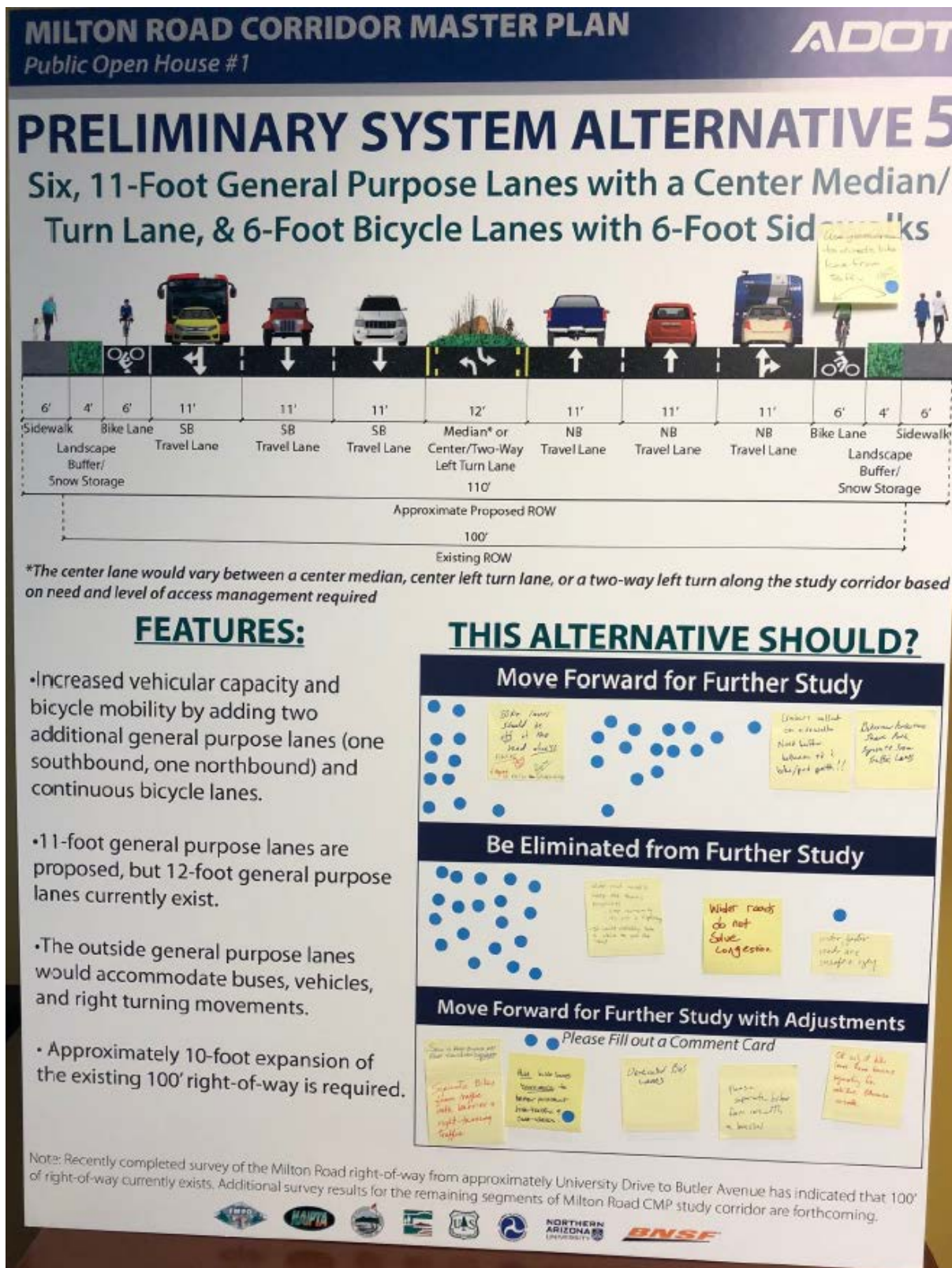


Note: Recently completed survey of the Milton Road right-of-way from approximately University Drive to Butler Avenue has indicated that 100' of right-of-way currently exists. Additional survey results for the remaining segments of Milton Road CMP study corridor are forthcoming.





## Appendix H: Station 3 Display Boards Results

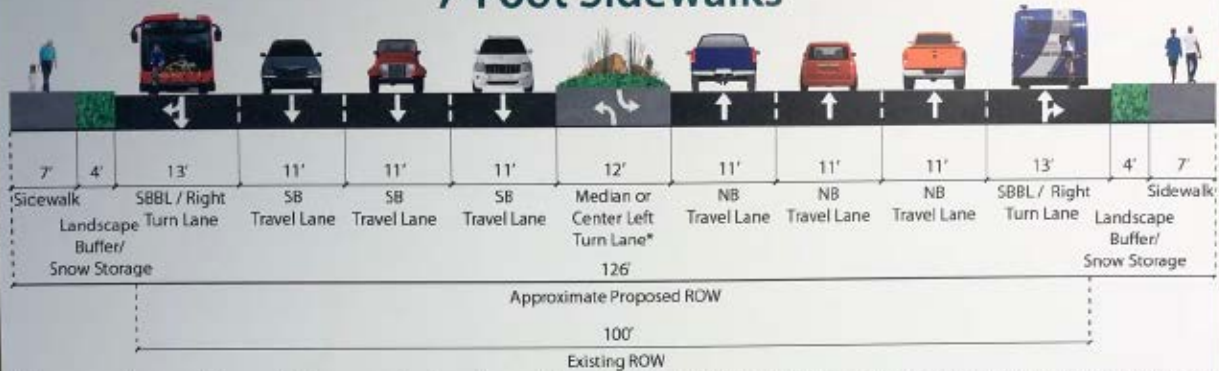


## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

# PRELIMINARY SYSTEM ALTERNATIVE 6

Six, 11-Foot General Purpose Lanes, Two 13-Foot Shared Bus/Bike Lanes (SBBL), & Center Median/ Turn Lane with 7-Foot Sidewalks



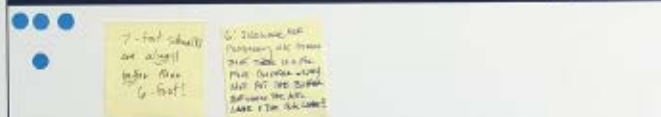
\*The center lane would vary between a raised center median or a center left turn lane along the study corridor based on need and level of access management required

## FEATURES:

- This alternative adds capacity for all modes through the introduction of a 13-foot SBBL in each direction which would be a dedicated bus/BRT lane sharing functionality as a bicycle lane and right turn lane.
- Increased vehicular capacity through the by adding two general purpose lanes (one southbound, one northbound).
- This alternative would require an approximate 26-foot expansion of the existing 100' right-of-way, including the expansion and re-striping of the existing pavement section and relocation of the sidewalks (both sides).

## THIS ALTERNATIVE SHOULD?

### Move Forward for Further Study



### Be Eliminated from Further Study



### Move Forward for Further Study with Adjustments

Please Fill out a Comment Card



Note: Recently completed survey of the Milton Road right-of-way from approximately University Drive to Butler Avenue has indicated that 100' of right-of-way currently exists. Additional survey results for the remaining segments of Milton Road CMP study corridor are forthcoming.





**MILTON ROAD CORRIDOR MASTER PLAN**
**ADOT**

Public Open House #1

## PRELIMINARY SYSTEM ALTERNATIVE 7

### Eight, 11-Foot General Purpose Lanes

The diagram illustrates a cross-section of the road with the following lane widths from left to right: 7' Sidewalk, 4' Landscape Buffer / Snow Storage, four 11' Travel Lanes (Southbound), a 12' Median or Center Left Turn Lane, four 11' Travel Lanes (Northbound), 4' Landscape Buffer / Snow Storage, and 7' Sidewalk. The total width is 122' (Approximate Proposed ROW) and 100' (Existing ROW).

*\*The center lane would vary between a raised center median or a center left turn lane along the study corridor based on need and level of access management required*

### FEATURES:

- This proposed alternative adds four additional lanes of vehicular capacity (two lanes southbound and two lanes northbound).
- The fourth (outside) general purpose lane would be shared by both automobiles and buses.
- 11-foot general purpose lanes are proposed, but 12-foot general purpose lanes currently exist.
- This alternative would require an approximate 22-foot expansion of the existing 100' right-of-way, including the expansion and re-striping of the existing pavement section and relocation of the sidewalks (both sides).

### THIS ALTERNATIVE SHOULD?

**Move Forward for Further Study**

**Be Eliminated from Further Study**

**Move Forward for Further Study with Adjustments**

Please Fill out a Comment Card

Note: Recently completed survey of the Milton Road right-of-way from approximately University Drive to Butler Avenue has indicated that 100' of right-of-way currently exists. Additional survey results for the remaining segments of Milton Road CMP study corridor are forthcoming.





**MILTON ROAD CORRIDOR MASTER PLAN** **ADOT**

**Public Open House #1**

## PRELIMINARY SYSTEM ALTERNATIVE 8

### Four, 11-Foot General Purpose Lanes, Two 14-Foot Shared Bus/Bike Lanes (SBBL), 14-Foot Landscaped Median, 10-Foot Landscaped Setbacks, & 10 Foot Sidewalks

The diagram illustrates the cross-section of the road. From left to right, the components and their widths are: Buffer (7'), Sidewalk (10'), Buffer (10'), SB SBBL / Right Turn Only Lane (14'), SB Travel Lane (11'), SB Travel Lane (11'), Median or Center Left Turn Lane\* (14'), NB Travel Lane (11'), NB Travel Lane (11'), NB SBBL / Right Turn Only Lane (14'), Buffer (10'), Sidewalk (10'), and Buffer (7'). The total width of the road is 140 feet. The existing right-of-way (ROW) is 100 feet, and the approximate proposed ROW is 140 feet.

*\*The center lane would vary between a raised center median or a center left turn lane along the study corridor based on need and level of access management required*

### FEATURES:

- Includes design and aesthetic attributes that yield a "complete street" that facilitates all modes of transportation while also offering opportunities to enhance the character of Milton Road with landscaping treatments.
- The 6-foot landscaping setbacks behind each curb can serve the dual function of landscape treatment and possible stormwater catchment and harvesting areas.
- Promotes alternative modes of transportation by including 14-foot SBBLs and 10 foot sidewalks. A 10-foot wide sidewalk can comfortably accommodate both bicycle and pedestrian modes and the landscape setback from the roadway offers a safety buffer.
- This alternative would require an approximate 40-foot expansion of the existing 100' right-of-way, including the expansion and re-striping of the existing pavement section and relocation of the sidewalks.

### THIS ALTERNATIVE SHOULD?

**Move Forward for Further Study**

**Be Eliminated from Further Study**

**Move Forward for Further Study with Adjustments**

*Please Fill out a Comment Card*

Note: Recently completed survey of the Milton Road right-of-way from approximately University Drive to Butler Avenue has indicated that 100' of right-of-way currently exists. Additional survey results for the remaining segments of Milton Road CMP study corridor are forthcoming.





## Appendix I: Station 4 Display Boards Results

**MILTON ROAD CORRIDOR MASTER PLAN** **ADOT**

**Public Open House #1**

# PRELIMINARY SYSTEM ALTERNATIVE 9

## Milton Road No Build + Lone Tree Design Concept Report

Source: Lone Tree Corridor Study, DMJM-Harris | AECOM 2006

### FEATURES:

- This alternative would focus upon the use and potential expansion of Lone Tree Road to provide supplemental capacity to Milton Road.
- Currently, Lone Tree Road is located approximately ¾ mile due east of Milton Road and is generally a two-lane collector roadway that primarily provides access for local destinations.
- Significant features such as a traffic interchange to connect with I-40 to the south, and a grade-separated crossing of the BNSF railway to the north are potential instrumental facilities necessary to enhance the effectiveness of the Lone Tree Road Alternative Route.
- This alternative recommends 4, 12-foot general purpose lanes, a raised median, bicycle lanes, a sidewalk on one side and a F.U.T.S. trail on the other side.

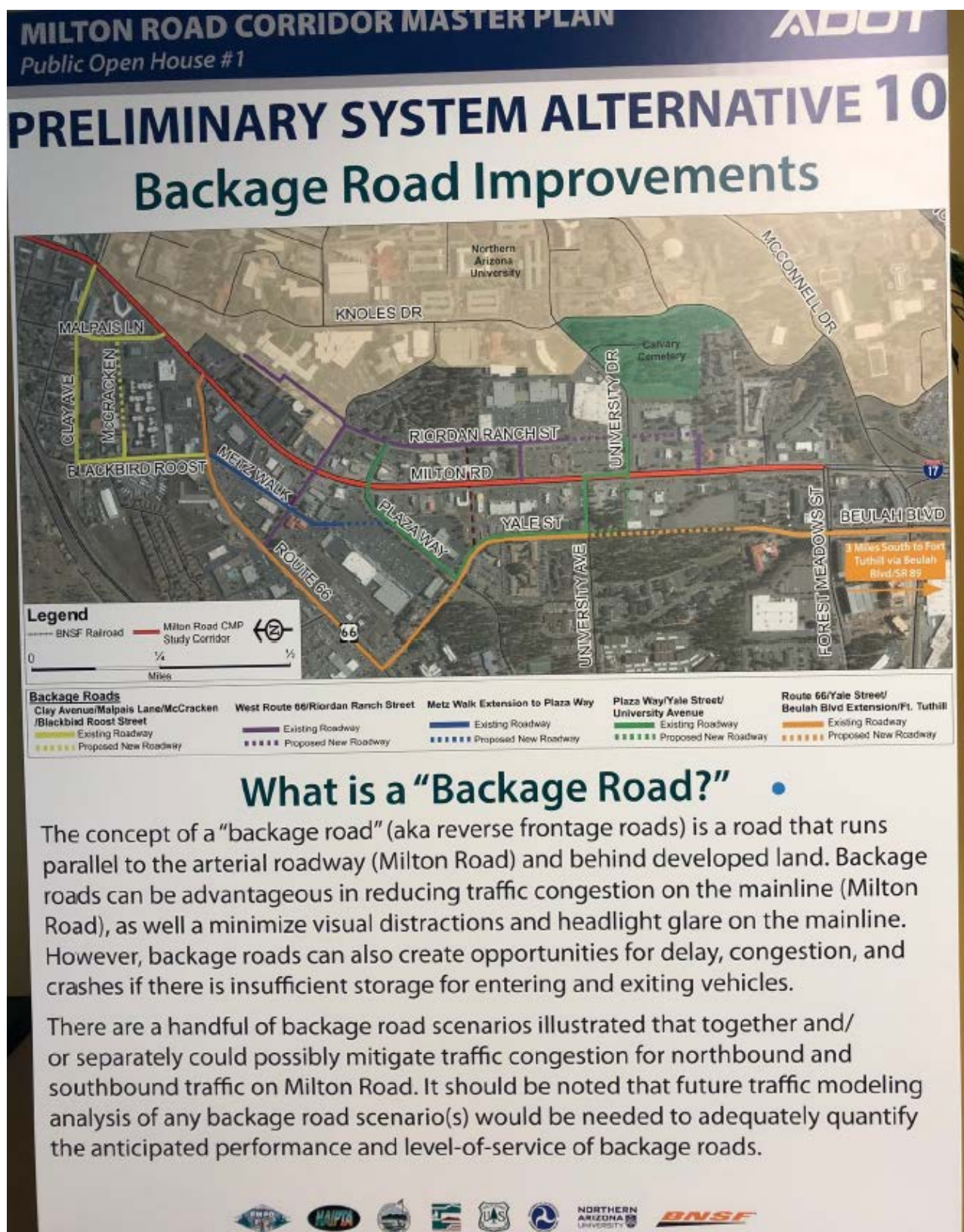
### THIS ALTERNATIVE SHOULD?

**Move Forward for Further Study**

**Be Eliminated from Further Study**

**Move Forward for Further Study with Adjustments**







## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### PRELIMINARY SYSTEM ALTERNATIVES 10 Backlog Road Improvements

MAP	DESCRIPTION	THIS ALTERNATIVE SHOULD?		
		Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments
	<b>Clay Ave./Malpais Ln./McCracken/Blackbird Roost St.</b>  Though likely contributing to some neighborhood encroachment concerns, the McCracken option will also allow access to future commercial redevelopment opportunities and will reduce neighborhood cut through traffic.  • 0.15 Miles of Proposed New Roadway • 0.80 Miles of Existing Roadway	 <i>Handwritten note: "Should be a study area for future development"</i>		 <i>Handwritten note: "Consider study to see if road can be used as a bike way"</i>
	<b>West Route 66/Riordan Ranch St.</b>  Riordan Ranch Street currently exists from Chambers Drive to its intersection with Riordan Ranch Street (where it currently terminates into a parking lot near the Newman Center, NAU Art Museum and other NAU buildings) to the north to connect with the Milton Road/Route 66 intersection would be needed. A southern extension of Riordan Ranch Street to University Ave and to the south is also recommended. Additional investigations as to whether NAU would prefer to see a connection to Knodes Drive would also be needed.  • 0.27 Miles of Proposed New Roadway • 0.30 Miles of Existing Roadway	 <i>Handwritten note: "Consider study to see if road can be used as a bike way"</i>		 <i>Handwritten note: "Consider study to see if road can be used as a bike way"</i>
	<b>Metz Walk Extension to Plaza Way</b>  This conceptual backlog road would require right-of-way acquisition through the existing Safeway parking lot to connect to Plaza Way.  • 0.075 Miles of Proposed New Roadway • 0.80 Miles of Existing Roadway			



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### PRELIMINARY SYSTEM ALTERNATIVES 10 Backlog Road Improvements

MAP	DESCRIPTION	THIS ALTERNATIVE SHOULD?			
	<b>Plaza Way/Yale Street/University Avenue</b>  Utilizing the existing roadways, this potential backlog road network offers a 1/3 mile backlog road deviation from the Milton Road mainline. The 80-foot turning pocket on southbound Plaza Way and broad turning radius at the Yale Street may present operation and safety challenges.  • 0.15 Miles of Proposed New Roadway • 0.75 Miles of Existing Roadway	Move Forward for Further Study	Be Eliminated from Further Study	Move Forward for Further Study with Adjustments	
	<b>Route 66/Yale Street/Beulah Blvd. Extension/Ft. Tuthill</b>  Utilizing Route 66 to Yale Street, the southern leg of this proposed backlog road network would require a 1/4 mile extension of Beulah Boulevard from its current northern terminus just north of Forest Meadows Drive to the intersection of University Avenue and Yale Street.  • 0.25 Miles of Proposed New Roadway • 4.44 Miles of Existing Roadway				



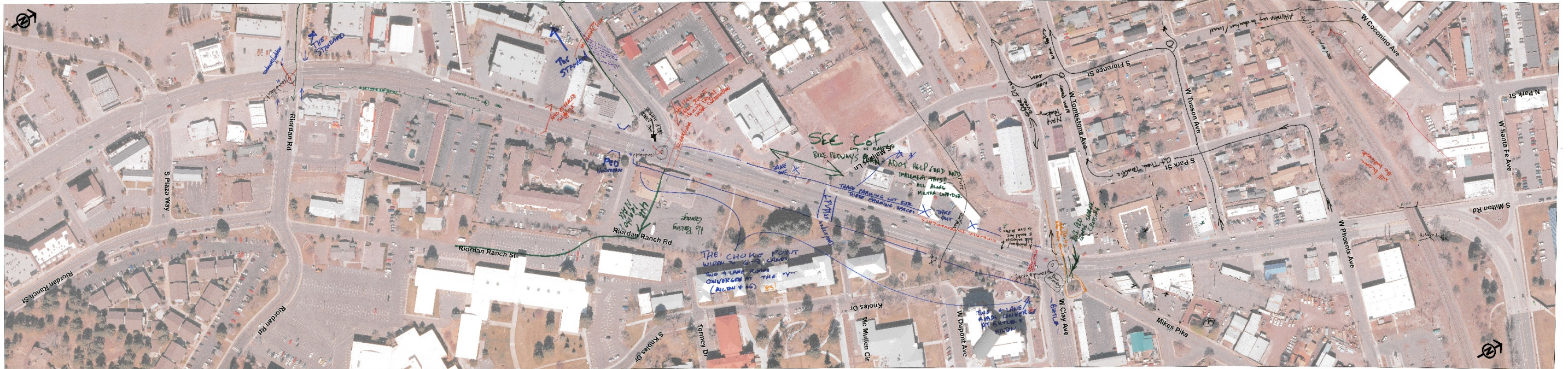
Appendix J: Mapping Exercise

Segment 1: Forest Meadows Street to Plaza Way





## Segment 2: Plaza Way to Santa Fe Avenue





Segment 3: Sitgrevas Street to Beaver Street





Appendix K: Station 1 Comment Cards

MILTON ROAD CORRIDOR MASTER PLAN  
Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)

Stop catering to cars.  
Admit you can't solve congestion.

2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?

Lack of options for alternative transit.

3. What do you see as the TOP THREE issues for the Milton Road corridor?

① It's a car-dominated, terrible place to be  
② It provides no real options beyond cars.  
③ Curb cuts.

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



47



MILTON ROAD CORRIDOR MASTER PLAN  
Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)
2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the Milton Road corridor?
4. Please provide any additional comments you may wish to offer:

send the bill to NAV!

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_





# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

ADOT

## STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)  
WIDEN MILTON STARTING WITH SEGMENT BETWEEN THE "Y" 66 + MILTON AND ~~BEAVER~~ BUTLER/MILTON.
2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the Milton Road corridor?  
(1) WIDEN MILTON BETWEEN THE Y + BUTLER + MILTON  
(2) REQUIRE NEW BUSINESSES TO ADD EXTRA LANE  
(3) ANOTHER LIGHT BETWEEN PLATEA WAY + UNIVERSITY
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



**STATION 1 COMMENT CARD**

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)  
*Increase @ turn signal arrows.*
2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?  
*Continued growth.*
3. What do you see as the TOP THREE issues for the Milton Road corridor?  
*Not enough "flow" R/L ↑ traffic*
4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_ Email: \_\_\_\_\_



MILTON ROAD CORRIDOR MASTER PLAN  
Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road Corridor (0 to 10 years)
2. What roadway issues do you think will be most important to address in the next 20 years?
3. What do you see as the TOP THREE issues for the Milton Road Corridor?
4. Please provide any additional comments.

Make Milton  
a place  
people want  
to be.

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_



# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1



## STATION 1 COMMENT CARD

- What can be done now to prepare for the future of the Milton Road corridor? (20 years)  
*Acquire right of way*
- What roadway issues do you think the Milton Road corridor will have in the next 20 years?  
*More traffic which will limit the businesses that move there.*
- What do you see as the TOP THREE issues for the Milton Road corridor?  
*Alternative routes are needed.*  
*Only way from 180 to I 17 that many <sup>tourists</sup> know.*  
*Route 66 has only one way <sup>across</sup> the RR tracks*
- Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_ Email: \_\_\_\_\_





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



**STATION 1 COMMENT CARD**

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)
2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the Milton Road corridor?

*- ugly  
- splits Flagstaff in 2  
- unsafe to cross / not enough crossings*

4. Please provide any additional comments you may wish to offer:

*An option not shown is for COF to take ownership of Milton, and to create a beautiful entry boulevard through the heart of the city*

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

ADOT

## STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)

THE BEST ANSWER IS TO STOP GROWTH, BUT THAT IS NOT GOING TO HAPPEN —


2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?

MORE TRAFFIC + SAFETY ISSUES, JUST LIKE WE HAVE HAD DURING THE PAST 20 YRS.

3. What do you see as the TOP THREE issues for the Milton Road corridor?

TRAFFIC, SAFETY, + TURNS INTO + OUT BUSINESS

4. Please provide any additional comments you may wish to offer:

GOOD LUCK ! 

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)
2. What r This criteria corridor will have in the next 20 years?
3. What only looks ilton Road corridor?  
at moving
4. Plea CARS / wish to offer:  
We need better  
criteria = Livability  
safety, making people

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



MILTON ROAD CORRIDOR MASTER PLAN  
Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)
2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the Milton Road corridor?
4. Please provide any additional comments you may wish to offer:

COMMENTS  
ON BACK



OPTIONAL ONLY:  
Name: \_\_\_\_\_

MATT FAHY

Email: \_\_\_\_\_





ALL "BACKAGE ROAD" OPTIONS ARE COMPLETE NON-STARTERS NONE OF THE PROPOSED OPTIONS WOULD PROVIDE SIGNIFICANT TRAFFIC CONGESTION RELIEF. MOREOVER, MOST PASS THROUGH (AT LEAST "MIXED") RESIDENTIAL AREAS, SO INTENTIONALLY INCREASING TRAFFIC THROUGH THESE AREAS IS IMPRACTICAL AND UNSAFE.



MILTON ROAD CORRIDOR MASTER PLAN  
Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)

2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?

Electric cars - need charging stations  
Robocars

Sharing comments  
- ride, bike,  
etc.

3. What do you see as the TOP THREE issues for the Milton Road corridor?

- to Rte 66 / Milton, Clark, Butler congestion  
- 6 turn onto Humphries

- crosswalks / bridges for pedestrians + Bikes

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_ Email: \_\_\_\_\_



I highly value  
landscaped medians  
wherever possible.  
Maybe even include some  
pine trees.



MILTON ROAD CORRIDOR MASTER PLAN  
Public Open House #1



STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)

THIS PLANNING IS AT LEAST 5 YEARS TOO LATE

2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?

3. What do you see as the TOP THREE issues for the Milton Road corridor?

COMMENTS  
ON BACK

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:  
Name:

MATT FAHY

Email:





- HAWKS ARE INEFFECTIVE (UNSAFE) WHEN DRIVERS ARE UNFAMILIAR WITH THEM. AS MENTIONED SEVERAL TIMES THROUGHOUT THE CMP DOCUMENT, A MAJOR COMPONENT OF TRAFFIC CONGESTION IS DUE TO TOURISTS/VISITORS. SUCH DRIVERS WOULD NOT BE AWARE WITH THE EXPECTATIONS / REQUIREMENTS OF HAWKS. IN FACT, I HAVE SEEN SEVERAL INSTANCES OF UNKNOWING (OR FRUSTRATED) DRIVERS IGNORING HAWKS (EVEN WHEN LIGHTS ARE FLASHING). AS A CYCLIST, I WOULD INTENTIONALLY AVOID HAWKS FOR SAFETY REASONS.



MILTON ROAD CORRIDOR MASTER PLAN  
Public Open House #1

ADOT

STATION 1 COMMENT CARD

1. What can be done now to prepare for the future of the Milton Road corridor? (20 years)
2. What roadway issues do you think the Milton Road corridor will have in the next 20 years?
3. What do you see as the TOP THREE issues for the Milton Road corridor?
4. Please provide any additional comments you may wish to offer:

COMMENTS ON  
BACK →

OPTIONAL ONLY:  
Name: \_\_\_\_\_

MATT FAHY

Email: \_\_\_\_\_



- MY COMMENTS ABOUT HAWKS  
ALSO HOLD TRUE FOR SSBLs.  
AS A CYCLIST, I WOULD NOT  
EXPECT DRIVERS (ESPECIALLY OUT-OF-  
TOWN VISITORS AND TOURISTS) TO  
UNDERSTAND THE REQUIREMENTS  
(IN PARTICULAR WHEN/HOW/WHERE  
THEY BECOME RIGHT-TURN-ONLY  
LANES). I WOULD, PERSONALLY,  
AVOID SSBLs FOR SAFETY  
REASONS.



## Appendix L: Station 2 Comment Cards

MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1		ADOT				
<b>STATION 2 COMMENT CARD</b>						
1. Would you support System Alternative 1, No Build (maintain as is)? Additional Comments (optional):	YES	<input checked="" type="radio"/> NO				
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? Additional Comments (optional):	YES	<input checked="" type="radio"/> NO				
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)						
<table border="0"> <tr> <td>A. Existing right-of-way only</td> <td><input checked="" type="radio"/> C. Expanded right of way, even if existing buildings are impacted</td> </tr> <tr> <td>B. Expanded right of way, as long as existing buildings are not impacted</td> <td>D. I do not have a strong preference</td> </tr> </table>			A. Existing right-of-way only	<input checked="" type="radio"/> C. Expanded right of way, even if existing buildings are impacted	B. Expanded right of way, as long as existing buildings are not impacted	D. I do not have a strong preference
A. Existing right-of-way only	<input checked="" type="radio"/> C. Expanded right of way, even if existing buildings are impacted					
B. Expanded right of way, as long as existing buildings are not impacted	D. I do not have a strong preference					
Additional Comments (optional):						
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)						
<table border="0"> <tr> <td><input checked="" type="radio"/> A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)</td> </tr> <tr> <td>B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)</td> </tr> <tr> <td>C. I do not have a strong preference as long as congestion on Milton Road is improved</td> </tr> </table>			<input checked="" type="radio"/> A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)	B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)	C. I do not have a strong preference as long as congestion on Milton Road is improved	
<input checked="" type="radio"/> A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)						
B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)						
C. I do not have a strong preference as long as congestion on Milton Road is improved						
Additional Comments (optional):						
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? Additional Comments (optional):	<input checked="" type="radio"/> YES	<input type="radio"/> NO				
IN CERTAIN HIGH FOOT TRAFFIC AREAS						
6. Please provide any additional comments you may wish to offer:						

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? ☒ YES ☐ NO  
 Additional Comments (optional):  
*generally yes → but side improvements (crossings), better landscaping, sidewalks should still be evaluated*

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☒ NO  
 Additional Comments (optional):

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- |  |   |
|--|---|
| A. Existing right-of-way only  | C. Expanded right of way, even if existing buildings are impacted |
| B. Expanded right of way, as long as existing buildings are not impacted | D. I do not have a strong preference                              |

Additional Comments (optional):

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- |   |
|---|
| A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)                         |
| <input checked="" type="radio"/> B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4) |
| C. I do not have a strong preference as long as congestion on Milton Road is improved   |

Additional Comments (optional):

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? ☒ YES ☐ NO  
 Additional Comments (optional):

*or even w/out road widening, maybe ROW widening but not the pavement*

6. Please provide any additional comments you may wish to offer:

*- where is the pedestrian friendly, car capacity-limiting option?  
 - what about center running bus?*

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES NO  
Additional Comments (optional):
  
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES NO  
Additional Comments (optional):  
*WITH DEMIATED BIKE LANE*
  
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)  

A. Existing right-of-way only	C. Expanded right of way, even if existing buildings are impacted
B. Expanded right of way, as long as existing buildings are not impacted	D. I do not have a strong preference

  
Additional Comments (optional):  
*ALT 2+4*
  
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)  

A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)	C. I do not have a strong preference as long as congestion on Milton Road is improved
B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)	

  
Additional Comments (optional):
  
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES NO  
Additional Comments (optional):  
*ALT 2+4*
  
6. Please provide any additional comments you may wish to offer:  
*NEED DEMIATED BIKE LANE*

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES ☒ NO ☐  
Additional Comments (optional):  
*but: landscape, Ped crossings, median, remove curb cuts.*
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☐ NO ☒  
Additional Comments (optional):
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)  

<p><input checked="" type="radio"/> A. Existing right-of-way only</p> <p><input type="radio"/> B. Expanded right of way, as long as existing buildings are not impacted</p>	<p><input type="radio"/> C. Expanded right of way, even if existing buildings are impacted</p> <p><input type="radio"/> D. I do not have a strong preference</p>
---	--

Additional Comments (optional):  
*congestion cant be solved.*
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)  

<p><input type="radio"/> A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)</p> <p><input checked="" type="radio"/> B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)</p> <p><input type="radio"/> C. I do not have a strong preference</p>	<p><i>as long as congestion on Milton Road is improved</i></p>
---	--

Additional Comments (optional): *this is possible how?*
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES ☐ NO ☐  
Additional Comments (optional):  
*Landscape buffer on current ROW.*
6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? ☒ YES ☐ NO  
Additional Comments (optional):

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☒ NO  
Additional Comments (optional):

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
☒ B. Expanded right of way, as long as existing buildings are not impacted  
C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference

Additional Comments (optional):

Walk needs to be multi-use path with Bus stop as needed.

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- ☒ A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)  
B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)  
C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

Outside lane Only for bus, and right lane Turn only...

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES ☒ NO  
Additional Comments (optional):

6. Please provide any additional comments you may wish to offer:

Be ~~considerate~~ considerate our moneys.

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? ☒ YES ☐ NO  
Additional Comments (optional):  
*Yes. But we need a median, landscaping, and freq. safe, pedestrian crossings.*
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☐ NO ☐  
Additional Comments (optional):
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)  

☒ A. Existing right-of-way only

☐ B. Expanded right of way, as long as existing buildings are not impacted

☐ C. Expanded right of way, even if existing buildings are impacted

☐ D. I do not have a strong preference

Additional Comments (optional):  
*Expanding the ROW just increases congestion.*

- 4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)  

☐ A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)

☒ B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)

☐ C. I do not have a strong preference as long as congestion on Milton Road is improved

*→ Not possible. See Bortun.*

Additional Comments (optional):

- 5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES ☐ NO ☐  
Additional Comments (optional):
- 6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES NO  
Additional Comments (optional):

*For awhile. Will need more improvements down the road.*

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES NO  
Additional Comments (optional):

*No! Dangerous -*

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted  
C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference

Additional Comments (optional):

*Needs further study on impacts*

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)  
B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)  
C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES NO

Additional Comments (optional):

*Yes! Milton needs beautification - this would go a long way towards that*

6. Please provide any additional comments you may wish to offer:

*Detached walks - 8' wide w/ landscape separating will be ideal. Good for Bikers, safety, beautification - Milton is ugly! No character now.*

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES ☐ NO ☒  
Additional Comments (optional):

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☐ NO ☒  
Additional Comments (optional):

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- ☒ A. Existing right-of-way only  
☐ B. Expanded right of way, as long as existing buildings are not impacted  
☐ C. Expanded right of way, even if existing buildings are impacted  
☐ D. I do not have a strong preference

Additional Comments (optional):

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- ☐ A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)  
☒ B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)  
☐ C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*Sidewalks are also in desperate need of repair*

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES ☐ NO ☐  
Additional Comments (optional):

*only if it included a buffered bike lane and a bus only lane.*

6. Please provide any additional comments you may wish to offer:

*- widening roads does not improve congestion!  
 - Need to adjust roads to accommodate bikes, pedestrians and buses.*

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES ☐ **NO** ☒  
Additional Comments (optional):
  
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☐ **NO** ☒  
Additional Comments (optional): *I've son tried this - check out this route.*
  
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)  

A. Existing right-of-way only

B. Expanded right of way, as along as existing buildings are not impacted

**C.** Expanded right of way, even if existing buildings are impacted

D. I do not have a strong preference

Additional Comments (optional):
  
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)  

**A.** The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)

B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)

C. I do not have a strong preference as long as congestion on Milton Road is improved

*danger here abounds! as we know*

Additional Comments (optional):
  
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? **YES** ☒ NO ☐  
Additional Comments (optional):
  
6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES ☒ NO

Additional Comments (optional):

NO.

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☒ NO

Additional Comments (optional):

NIGHTMARE IN PHOENIX & TULSON  
NO! NO! NO! NEVER!

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

☒ A.

Existing right-of-way only

☐ B.

Expanded right of way, as long as existing buildings are not impacted

☒ C.

Expanded right of way, even if existing buildings are impacted

☐ D.

I do not have a strong preference

Additional Comments (optional):

COST. PUT # INTO  
LONE TREE

BETWEEN THE "Y"  
(GG & MILTON) AND  
BUTLER + MILTON  
(THE CHOKER POINT)

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

☒ A.

The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)

☐ B.

The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)

☐ C.

I do not have a strong preference as long as congestion on Milton Road is improved

NO!

Additional Comments (optional):

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES ☒ NO

Additional Comments (optional):

6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES ☐ NO ☒  
Additional Comments (optional):
  
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☐ NO ☐  
Additional Comments (optional):
  
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)  

☒ A. Existing right-of-way only

☐ B. Expanded right of way, as long as existing buildings are not impacted

☐ C. Expanded right of way, even if existing buildings are impacted

☐ D. I do not have a strong preference

Additional Comments (optional):
  
4. If you selected "A," "B," or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)  

☐ A.

☒ B.

☐ C.

The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)

The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):
  
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES ☒ NO ☐  
Additional Comments (optional):
  
6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? ☒ YES ☐ NO  
Additional Comments (optional): *Except Make Sidewalks wider into Multi-use Paths, Force Bikes out of Street and into Multi-use Paths*
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☐ ☒ NO  
Additional Comments (optional):
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)  

A. Existing right-of-way only	C. Expanded right of way, even if existing buildings are impacted
<input checked="" type="radio"/> B. Expanded right of way, as long as existing buildings are not impacted	D. I do not have a strong preference

 Additional Comments (optional): *Wider Sidewalks into Multi Use Path and occasional Bus Stops*
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)  

A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)	B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)	C. I do not have a strong preference as long as congestion on Milton Road is improved
<input checked="" type="radio"/> D. No outside travel lane		

 Additional Comments (optional): *if A Then outside lane for only Right turn, Bus, and Bike No Buffer/Gross/snow Storage*
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES ☐ ☒ NO  
Additional Comments (optional):
6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? ☒ YES ☐ NO  
Additional Comments (optional):  
*IT MIGHT WORK OUT.*
  
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☒ NO  
Additional Comments (optional):  
*TOO CONFUSING FOR ALL CONCERNED. MANY PEOPLE DO NOT PAY ATTENTION TO SIGNAGE OR JUST FOLLOW THE LEADER*
  
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):  

<p><input checked="" type="radio"/> A. Existing right-of-way only</p> <p><input type="radio"/> B. Expanded right of way, as along as existing buildings are not impacted</p>	<p><input type="radio"/> C. Expanded right of way, even if existing buildings are impacted</p> <p><input type="radio"/> D. I do not have a strong preference</p>
--	--

Additional Comments (optional):  
*EXPANDING COULD BE VERY COSTLY.*
  
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one):  

<p><input type="radio"/> A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)</p> <p><input checked="" type="radio"/> B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)</p> <p><input type="radio"/> C. I do not have a strong preference as long as congestion on Milton Road is improved</p>	<p>Additional Comments (optional): <i>I WOULD EVEN PREFER DEDICATED BIKE LANES SO THEY ARE NOT ON HIGHWAY. BETTER AND SAFER FOR ALL CONCERNED</i></p>
--	---
  
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES ☐ NO ☒  
Additional Comments (optional):  
*MAYBE*
  
6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES ☐ NO ☒  
Additional Comments (optional):
  
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☐ NO ☒  
Additional Comments (optional):
  
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)  

A. Existing right-of-way only

B. Expanded right of way, as long as existing buildings are not impacted

☒ C. Expanded right of way, even if existing buildings are impacted

D. I do not have a strong preference

Additional Comments (optional):
  
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)  

A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)

B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)

C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

Dedicated Bus - Rd Turn Lane -  
Bicycles won't move out of the way
  
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES ☒ NO ☐  
Additional Comments (optional):  

Used to plow snow to middle - then P/N and haul away  
Don't plow in bus stops
  
6. Please provide any additional comments you may wish to offer:  

50 years in passenger transportation - Buses & RR

OPTIONAL ONLY:

Name: John Lovely

Email:



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES ☐ NO ☒  
Additional Comments (optional):
  
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☐ NO ☒  
Additional Comments (optional):
  
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)  

A. Existing right-of-way only

B. Expanded right of way, as long as existing buildings are not impacted

☒ C. Expanded right of way, even if existing buildings are impacted

D. I do not have a strong preference

Additional Comments (optional):
  
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)  

A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)

☒ B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)

C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional): The heavy car/truck traffic dis courages bikers.
  
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES ☒ NO ☐  
Additional Comments (optional):
  
6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES ☐ NO ☒  
Additional Comments (optional):
  
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☐ NO ☒  
Additional Comments (optional):
  
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)  

☒ A. Existing right-of-way only

☐ B. Expanded right of way, as long as existing buildings are not impacted

☐ C. Expanded right of way, even if existing buildings are impacted

☐ D. I do not have a strong preference

Additional Comments (optional):
  
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)  

☒ A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)

☐ B. The outside travel lane be shared by ~~bus transit~~ and bicycles only (System Alternative 4)

☐ C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):  
*Need a dedicated - not shared - bike lane with any alternative.*
  
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES ☒ NO ☐  
Additional Comments (optional):
  
6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: DAVID B

Email:



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? YES ☐ NO ☒  
Additional Comments (optional):
  
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☒ NO ☐  
Additional Comments (optional):
  
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)  

A. Existing right-of-way only

B. Expanded right of way, as long as existing buildings are not impacted

C. Expanded right of way, even if existing buildings are impacted

D. I do not have a strong preference

Additional Comments (optional):
  
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)  

A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)

☒ B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)

C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):
  
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? YES ☒ NO ☐  
Additional Comments (optional):
  
6. Please provide any additional comments you may wish to offer:  

Add landscape buffer for snow, rain water

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? ☒ YES ☐ NO  
Additional Comments (optional):  
*MORE ECONOMICALLY FEASIBLE - WILL CHANGE REQUIREMENTS, ALLOWING LONG-TERM PLANNING TO OCCUR*
2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? ☒ YES ☐ NO  
Additional Comments (optional):  
*POSSIBLY - BIG WAYFINDING/SIGNAGE ISSUES FOR OUT-OF-TOWN VISITORS. TRAFFIC PATTERNS CHANGE RAPIDLY WITH SEASONS.*
3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):  

A. Existing right-of-way only	<input checked="" type="radio"/> C. Expanded right of way, even if existing buildings are impacted
B. Expanded right of way, as long as existing buildings are not impacted	D. I do not have a strong preference

  
Additional Comments (optional):
4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one):  

A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)	B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)	<input checked="" type="radio"/> C. I do not have a strong preference as long as congestion on Milton Road is improved
---	--	--

  
Additional Comments (optional):  
*BACKAGE ROADS OFFER BEST OPPORTUNITY FOR BICYCLE LANES*
5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? ☒ YES ☐ NO  
Additional Comments (optional):  
*LEFT TURNS ARE A BIG PROBLEM. FIXED MEDIANS WITH CENTRAL & REDUCE TURNING TRAFFIC.*
6. Please provide any additional comments you may wish to offer:  
*LARGE PROBLEM IS UNFAMILIAR MOTORISTS MAKING INAPPROPRIATE TURNS, STOPS, LANE-CHANGES. SIGNAGE & MEDIAN BLOCKING ARE NEEDED TO RESTRICT DECISIONS BY MOTORISTS.*

OPTIONAL ONLY:

Name: ROBERT LARKIN

Email:



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)?

YES

☒ NO

Additional Comments (optional):

*Do not support any widening but do need safer + more crossings + bicycling notes*

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept?

YES

NO

Additional Comments (optional):

*possible - seems to work in Phoenix except hard to make turn - neutral*

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- ☒ A. Existing right-of-way only  
☐ B. Expanded right of way, as long as existing buildings are not impacted  
☐ C. Expanded right of way, even if existing buildings are impacted  
☐ D. I do not have a strong preference

Additional Comments (optional):

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- ☒ A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)  
☐ B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)  
☐ C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? Additional Comments (optional):

YES

NO

6. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 2 COMMENT CARD

1. Would you support System Alternative 1, No Build (maintain as is)? ☒ YES ☐ NO  
Additional Comments (optional):

2. Would you support System Alternative 2, Milton Road Reversible Center Lane Concept? YES ☒ NO  
Additional Comments (optional):

3. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- ☒ A. Existing right-of-way only  
☐ B. Expanded right of way, as long as existing buildings are not impacted  
☐ C. Expanded right of way, even if existing buildings are impacted  
☐ D. I do not have a strong preference

Additional Comments (optional):

4. If you selected "A", "B", or "C" in Question #3, which would you prefer the additional outside travel lane to be? (circle one:)

- ☐ A. The outside travel lane be shared by bus transit, automobiles, and bicycles (System Alternative 3)  
☐ B. The outside travel lane be shared by bus transit and bicycles only (System Alternative 4)  
☒ C. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional): *I THINK THAT YOU SHOULD ROUTE BICYCLES ON ANOTHER STREET + KEEP THEM OFF OF MILTON, AS MUCH AS POSSIBLE - FOR SAFETY!*

5. If Milton Road were to be widened, would you support a landscaped buffer between the sidewalk and the street (System Alternative 3) that could also be used for snow storage? ☒ YES ☐ NO  
Additional Comments (optional):

6. Please provide any additional comments you may wish to offer:

*IF YOU WIDEN MILTON TO BUTLER, THEN WHAT?  
6 LANES INTO TWO LANES ON 66 + HUMPHREYS —*

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





## Appendix M: Station 3 Comment Cards

### MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

Streets over 5 lanes are too difficult to create "place" roads  
streets in the middle of a city are not for high speed  
travel for cars, saving 4 mins/day is not worth the cost burden  
and the inefficient use of land

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

A. Existing right-of-way only

B. Expanded right of way, as long as existing buildings are not impacted

C. Expanded right of way, even if existing buildings are impacted

D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)

B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)

C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)

D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?



NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted



- C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- |  |   |
|--|---|
| A. Existing right-of-way only  | C. Expanded right of way, even if existing buildings are impacted                     |
| B. Expanded right of way, as long as existing buildings are not impacted | D. I do not have a strong preference as long as congestion on Milton Road is improved |

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

Alternative 8 is the best plan so far!

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Doug Sato

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #1

### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

☒ YES

☐ NO

Additional Comments (optional):

*more than  
Not necessarily two vehicle lanes, but the addition of  
dedicated Bus, and Bike, and Turn-lane*

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

A. Existing right-of-way only

B. Expanded right of way, as long as existing buildings are not impacted

☒ C.

Expanded right of way, even if existing buildings are impacted

D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer):

☒ A.

The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)

B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)

C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)

D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

*The study should add a set of alternatives regarding steps to improve the traffic, bus, bike flow under the BNSF tracks. Regardless of the alternative chosen, the BNSF underpass needs to be addressed. Those alternatives can be presented separate from the existing package options.*

OPTIONAL ONLY:

Name: Robert Davis

Email:



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

☒ NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

☒ A.

Existing right-of-way only

B.

Expanded right of way, as long as existing buildings are not impacted

C.

Expanded right of way, even if existing buildings are impacted

D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

☒ A.

The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)

B.

The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)

C.

The outside travel lane be shared by bus transit and automobiles (System Alternative 7) **NO**

D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*Buffered bike lanes*

4. Please provide any additional comments you may wish to offer:

*See above*

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?



NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted



- C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
 B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
 C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

☒ YES

☐ NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

☒ A.

Existing right-of-way only

☐ B.

Expanded right of way, as long as existing buildings are not impacted

☐ C.

Expanded right of way, even if existing buildings are impacted

☐ D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

☐ A.

The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)

☐ B.

The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)

☒ C.

The outside travel lane be shared by bus transit and automobiles (System Alternative 7)

☐ D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

☒ NO

Additional Comments (optional):

*If you BUILD IT, THEY WILL COME  
Eight lanes would destroy this town.*

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

☒ A.

Existing right-of-way only

B.

Expanded right of way, as long as existing buildings are not impacted

C.

Expanded right of way, even if existing buildings are impacted

D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

☒ A.

The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)

B.

The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)

C.

The outside travel lane be shared by bus transit and automobiles (System Alternative 7)

D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*Increase transit frequency! Add protected bike lane.  
Don't expand RCW.*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES



Additional Comments (optional):

We need place-making  
Not more lanes, auto-dominated places.

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- ☒ A. Existing right-of-way only  
☐ B. Expanded right of way, as long as existing buildings are not impacted  
☐ C. Expanded right of way, even if existing buildings are impacted  
☐ D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- ☐ A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
☒ B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
☐ C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
☐ D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

Do not add more lanes.

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- |  |   |
|--|---|
| A. Existing right-of-way only  | C. Expanded right of way, even if existing buildings are impacted                     |
| B. Expanded right of way, as long as existing buildings are not impacted | D. I do not have a strong preference as long as congestion on Milton Road is improved |

Additional Comments (optional):

3. Generally speaking, if an additional travel lane is added to Milton Road, which of the following would you prefer? (circle one:)

- |  |            |
|--|------------|
| A. The outside travel lane be shared with a dedicated bike lane (System Alternative 6 and 8) | Continuous |
| B. The outside travel lane be shared with a dedicated bike lane (System Alternative 7)       | Improved   |
| C. The outside travel lane be shared with a dedicated bike lane (System Alternative 6 and 8) | Improved   |
| D. I do not have a strong preference   |            |

Additional Comments (optional):

DO NOT EXPAND.

It does not solve congestion.  
It only creates a more car-dominated environment.

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?



NO

Additional Comments (optional):

*We need to not only address current need but also accommodate future growth. Milton is not going to stop growing, especially as the University continues to expand*

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
B. Expanded right of way, as along as existing buildings are not impacted



- C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)



- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*With growing amounts of traffic on Milton, we need to get the bikes out of vehicles' lanes for their protection*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- ☒ A. Existing right-of-way only  
☐ B. Expanded right of way, as long as existing buildings are not impacted  
☐ C. Expanded right of way, even if existing buildings are impacted  
☐ D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

WORKING WITH CITY OF FLAGSTAFF AND NAV IS IMPORTANT,  
ARE THEY WILLING TO COOPERATE AND HELP?

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- ☐ A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
☐ B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
☐ C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
☐ D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
☒ B. Expanded right of way, as long as existing buildings are not impacted

- C. Expanded right of way, even if existing buildings are impacted  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
 B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
 C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
 D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

*No more than 4 lanes, (+ existing turning lane) some pedestrian underpass, & 2 Milton.*

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES ☒ NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- ☒ A. Existing right-of-way only  
☐ B. Expanded right of way, as long as existing buildings are not impacted  
☐ C. Expanded right of way, even if existing buildings are impacted  
☐ D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- ☐ A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
☒ B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
☐ C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
☐ D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

☒ NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

☒ A.

Existing right-of-way only

☐ B.

Expanded right of way, as long as existing buildings are not impacted

☐ C.

Expanded right of way, even if existing buildings are impacted

☐ D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

☐ A.

The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)

☐ B.

The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)

☒ C.

The outside travel lane be shared by bus transit and automobiles (System Alternative 7) *Right turn only*

☐ D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

~~No Grass Buffer~~ *No Grass Buffer. Right turn only for Auto*  
*Bikes OK*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted

C.

- Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*Dedicated bus lanes - right turns ok -  
No Bicycles - share separate pathways*

4. Please provide any additional comments you may wish to offer:

*How do you propose to get more right-of-way Butler to Humphreys?*

OPTIONAL ONLY:  
Name:

*Glancy*

Email:



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

☒ YES

☐ NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted

- ☒ C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
☒ B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional): I think alternative 8 is the best. It would be good to get bikes out of the heavy traffic. It is really hard to bike near traffic in bad weather.

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

☒ NO

Additional Comments (optional):

Additional lanes invites additional traffic.  
Four lanes plus dedicated - not shared - bike lane.

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

☒ A.

Existing right-of-way only

B.

Expanded right of way, as long as existing buildings are not impacted

C.

Expanded right of way, even if existing buildings are impacted

D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

A.

The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)

☒ B.

The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)

C.

The outside travel lane be shared by bus transit and automobiles (System Alternative 7)

D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: David B

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

☒ YES ☐ NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted  
C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

landscape buffer for snow  
What's cost effective

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

☒ NO

Additional Comments (optional):

RESTRICTING TURNS AND TRAFFIC ENTERING/EXITING ROAD WILL HAVE MORE IMPACT.

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted

- ☒ C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
☒ C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
☒ D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

☒ NO

Additional Comments (optional):

*additional lanes/wider streets + faster traffic make streets unsafe for people. Milton cuts through the center of the city and should be slowed/calmed, not made wider + for faster*

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

☒ A.

Existing right-of-way only

☐ B.

Expanded right of way, as long as existing buildings are not impacted

☐ C.

Expanded right of way, even if existing buildings are impacted

☐ D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

☐ A.

The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)

☐ B.

The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)

☐ C.

The outside travel lane be shared by bus transit and automobiles (System Alternative 7)

☐ D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1



### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

☒ YES ☐ NO

Additional Comments (optional):

*This needs to be a city/town boulevard, think Europe, not a highway. Put in trees, slow us all down, we need to accept traveling will take longer so make it pretty. Make it attractive.*

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one):

- ☒ A. Existing right-of-way only  
☐ B. Expanded right of way, as long as existing buildings are not impacted  
☐ C. Expanded right of way, even if existing buildings are impacted  
☐ D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*I think this is the most realistic and we need to move forward on this.*

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer):

- ☒ A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
☒ B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
☐ C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
☐ D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*~~It~~ Traffic must slow down for cyclists to be using whole bus lane. ~~we~~ so many ppl don't drive well around cyclist so I think they need to be separated.*

4. Please provide any additional comments you may wish to offer:

*what I said in question 1 is important*

OPTIONAL ONLY:  
Name: Jackie Thomas

Email:



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

☒ NO

Additional Comments (optional):

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

☒ A.

Existing right-of-way only

B.

Expanded right of way, as long as existing buildings are not impacted

C.

Expanded right of way, even if existing buildings are impacted

D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*IF YOU EXPAND THE LANES ON MILTON FROM 17 TO BUTLER, THEN WHERE DOES THE TRAFFIC GO ON BUTLER 66, HUMPHREY'S ETC. THOSE ROADS STAY THE SAME, RIGHT!*

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

A.

The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)

B.

The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)

C.

The outside travel lane be shared by bus transit and automobiles (System Alternative 7)

D.

I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

*DONT DO IT!*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 3 COMMENT CARD

1. Do you feel that adding additional travel lanes on Milton Road is necessary to help address year-round congestion and safety?

YES

NO

Additional Comments (optional):

Whether we like it or not, growth is happening. Either we disallow growth (impractical & poor for economy) or we accommodate it.

2. Generally speaking, would you prefer that future alternatives for Milton Road be designed to help address year-round congestion and safety to utilize existing right-of-way only, or expanded right-of-way? (circle one:)

- A. Existing right-of-way only  
B. Expanded right of way, as long as existing buildings are not impacted

- C. Expanded right of way, even if existing buildings are impacted  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

We can't do short-term solutions of doing the bare minimum. We do that & we'll be revisiting this issue in 7-10 yrs. to do significant change then.

3. Generally speaking, if an additional travel lane(s) were to be added in each direction to Milton Road, which of the following would you prefer? (circle all that you prefer:)

- A. The outside travel lane be shared by bus transit and automobiles with a continuous dedicated bike lane (System Alternative 5)  
B. The outside travel lane be designated for bus transit and bicycles only (System Alternative 6 and 8)  
C. The outside travel lane be shared by bus transit and automobiles (System Alternative 7)  
D. I do not have a strong preference as long as congestion on Milton Road is improved

Additional Comments (optional):

4. Please provide any additional comments you may wish to offer:

I'm glad you're addressing this!

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_





## Appendix N: Station 4 Comment Cards

MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1		ADOT
<b>STATION 4 COMMENT CARD</b>		
1.	Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?	<input checked="" type="radio"/> YES <input type="radio"/> NO
Optional: Why or why not?		
2.	Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?	<input checked="" type="radio"/> YES <input type="radio"/> NO
Optional: Why or why not?		
3.	If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)	
	<input checked="" type="radio"/> Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street	
	<input checked="" type="radio"/> West Route 66/Riordan Ranch Street	
	<del><input type="radio"/> Metz Walk Extension to Plaza Way</del>	
	<input type="radio"/> Plaza Way/Yale Street/University Avenue	
	<input type="radio"/> Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill	
Optional: Why or why not?		
<i>METZ WALK EXTENSION - HAZARD?</i>		
4.	Please provide any additional comments you may wish to offer:	

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?

☒ YES ☐ NO

Optional: Why or why not?

add connectivity, not lanes to one road

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?

☒ YES ☐ NO

Optional: Why or why not?

Back-age roads should be more connected for small trips, but don't focus on just Milton Congestion for cars, these should be multimodal focused

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way → have this connect w/ Yale well too and Beulah extension
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?

YES

☒ NO

Optional: Why or why not?

*Continue to improve Lone Tree along w/ Milton*

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?

☒ YES

NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)



Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street



West Route 66/Riordan Ranch Street



Metz Walk Extension to Plaza Way



Plaza Way/Yale Street/University Avenue



Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

*Just plan to do it all! It will be needed. :)*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition? ☒ YES ☐ NO

Optional: Why or why not?

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road? ☒ YES ☐ NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- ☒ Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street A VERY RESIDENTIAL
- ☒ West Route 66/Riordan Ranch Street
- ☒ Metz Walk Extension to Plaza Way
- ☒ Plaza Way/Yale Street/University Avenue
- ☒ Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?

YES

☒ NO

Optional: Why or why not?

TAKES TRAFFIC TO NEAR DOWNTOWN; THEN WHERE DO THEY GO?  
WHERE TO PARK?

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?

YES

NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OVERALL, THIS IS HARD. I WISH ADOT THE BEST OF LUCK. CITY JOBS ARE HIDEOUS ("YOU'RE RUINING MY BUSINESS", "IT TAKES FOREVER TO DRIVE, WALK, BIKE", "THIS IS YOUR FAULT"); EVERYTHING HAS GOTTEN OUT OF CONTROL AND THE CITY LET IT HAPPEN, NOT ADOT.

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition? ☒ YES ☐ NO

Optional: Why or why not? *This would move traffic away from this part of town.*

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road? ☒ YES ☐ NO

Optional: Why or why not? *Traffic volumes are just too high*

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- ☒ Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- ☒ West Route 66/Riordan Ranch Street
- ☒ Metz Walk Extension to Plaza Way
  - Plaza Way/Yale Street/University Avenue
  - Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not? *These neighborhoods are already impacted by traffic issues.*

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?

☒ YES

☐ NO

Optional: Why or why not?

*Not only reduces Milton numbers but also gives useful alternatives that currently require Milton.*

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?

☒ YES

☐ NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street *No*
- West Route 66/Riordan Ranch Street *Yes*
- Metz Walk Extension to Plaza Way *✓*
- Plaza Way/Yale Street/University Avenue *—*
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill *Yes*

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: David B

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?

☒ YES

NO

Optional: Why or why not?

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?

☒ YES

NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way

☒ Plaza Way/Yale Street/University Avenue

☒ Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition? YES NO

Optional: Why or why not?

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road? YES NO

Optional: Why or why not?

*Cut thru Traffic!*

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street ✓
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?

YES

☒ NO

Optional: Why or why not?

Do Both

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?

☒ YES

NO

Optional: Why or why not?

If appropriate traffic controls are done - 4 way stop, lights, turning lights

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- ? • Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- ☒ • West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way
- ☒ • Plaza Way/Yale Street/University Avenue
- ☒ • Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

University needs to line up both side of Milton

4. Please provide any additional comments you may wish to offer:

~~Ad~~

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1

**ADOT**

## STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?

**YES**

**NO**

Optional: Why or why not?

*Why wider? Just create connections.*

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?

**YES**

**NO**

Optional: Why or why not?

*Yes, if appropriately scaled + prioritized ped + bikes. Protected bike lanes.*

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:  
Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?

☒ YES ☐ NO

Optional: Why or why not?

ALTERNATIVES TO MILTON RD. offer MORE IMPROVEMENT, AND SUPPORT NEIGHBORHOOD PLANNING INITIATIVES.

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?

☒ YES ☐ NO

Optional: Why or why not?

NECESSARY.

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

• Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street

• West Route 66/Riordan Ranch Street

with PROVISION for cycloTRACK

• Metz-Walk Extension to Plaza Way

• Plaza Way/Yale Street/University Avenue

• Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: Robert LARKIN

Email: LIST



## MILTON ROAD CORRIDOR MASTER PLAN Public Open House #1

### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition? ☒ YES ☐ NO

Optional: Why or why not?

*Lone Tree connection seems like the single best way to solve more Milton toward being the "great street" that the regional plan describes*

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road? ☒ YES ☐ NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- ☐ Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- ☒ West Route 66/Riordan Ranch Street
- ☐ Metz Walk Extension to Plaza Way
- ☒ Plaza Way/Yale Street/University Avenue
- ☒ Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_





**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?

YES

☒ NO

Optional: Why or why not?

*You're just Transferring one Congestion To another.*

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?

☒ YES

NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way

☒ Plaza Way/Yale Street/University Avenue

☒ Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

*[Handwritten comment area with a large blue arrow pointing left]*

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



### STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition?

**YES**



Optional: Why or why not?

Cost + Won't Do Much For Traffic

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road?

**YES**

**NO**

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- E 11301 St  
 ① ~~Clay Avenue/ Malpais Lane/ McCracken~~ / Blackbird Roost Street Elliot Street to Milton  
 ② West Route 66/Riordan Ranch Street Go Behind Target + Greentree Better Choice  
 • Metz Walk Extension to Plaza Way (East)  
 • Plaza Way/Yale Street/University Avenue  
 • Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

Elliot Street To Milton - No Stop Signs - Better Choice  
Would Eliminate 5 Milton Traffic From Downtown To 66 West

4. Please provide any additional comments you may wish to offer:

OPTIONAL ONLY:

Name: \_\_\_\_\_

Email: \_\_\_\_\_



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #1



## STATION 4 COMMENT CARD

1. Would you support System Alternative 9 that would focus on improving Lone Tree Road and maintain Milton Road in its current condition? YES NO

Optional: Why or why not?

2. Generally speaking, would you support the concept of using backage roads to possibly help reduce congestion on Milton Road? YES NO

Optional: Why or why not?

3. If you answered "YES" to Question #2, which of the following backage road scenarios would you consider supporting? (circle all that you support)

- Clay Avenue/ Malpais Lane/ McCracken/ Blackbird Roost Street
- West Route 66/Riordan Ranch Street
- Metz Walk Extension to Plaza Way
- Plaza Way/Yale Street/University Avenue
- Route 66/Yale Street/Beulah Boulevard Extension/Fort Tuthill

Optional: Why or why not?

4. Please provide any additional comments you may wish to offer:

Beulah extension (dotted orange line) and University realignment (green) are a real, programmed project that is moving ahead. But they are labeled as "Proposed" like all the others that are not programmed projects. ~~They are too different~~ <sup>they are</sup> ~~status~~ <sup>status</sup>

OPTIONAL ONLY:

Name: \_\_\_\_\_

They're not in same category as others.







# Milton Road Corridor Master Plan

*Public Open House Meeting #2 - Summary Report*



*January 2021*





## Table of Contents

1.0	INTRODUCTION .....	2
1.1	Milton Road Corridor Master Plan Purpose & Need.....	2
1.1a	Project Website .....	2
2.0	PUBLIC OPEN HOUSE MEETING #2 SUMMARY.....	3
2.1	Public Open House Meeting #2 Notification Procedures.....	3
2.2	Public Open House Meeting #2 Registration .....	3
2.3	Public Open House Meeting #2 Presentation .....	3
2.4	Live Question & Answer (Q&A) Session.....	4
2.5	Public Open House Meeting #2 Tier Three Alternatives Display Boards .....	4
2.6	Public Open House Meeting #2 Online Survey .....	4
2.7	US 180 & Milton Road CMP Elected Official Project Briefing .....	4
3.0	ATTACHMENTS.....	5
3.1	Attachment A – Public Open House Meeting #2 Notification Advertisements .....	6
3.2	Attachment B – Public Open House Meeting #2 Registration List .....	8
3.3	Attachment C - Public Open House Meeting #2 Presentation.....	10
3.4	Attachment D – Public Open House Meeting #2 Live Question & Answer Transcript.....	22
3.5	Attachment E - Public Open House Meeting #2 Tier 3 Alternatives Display Boards .....	32
3.6	Attachment F – Public Open House Meeting #2 Online Public Survey Results.....	40
3.7	Attachment G – US 180 & Milton Road CMP Elected Official Project Briefing .....	65

## 1.0 INTRODUCTION

### 1.1 Milton Road Corridor Master Plan Purpose & Need

The Arizona Department of Transportation (ADOT) in conjunction with the Federal Highway Administration (FHWA), City of Flagstaff, MetroPlan, and other project partners, are studying potential improvements to Milton Road between Forest Meadow Street and Beaver Street (see Figure 1).

The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for the Milton Road corridor that address project goals by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives include a mix of alternatives that utilize and maintain the existing Milton Road right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the Milton Road corridor itself.

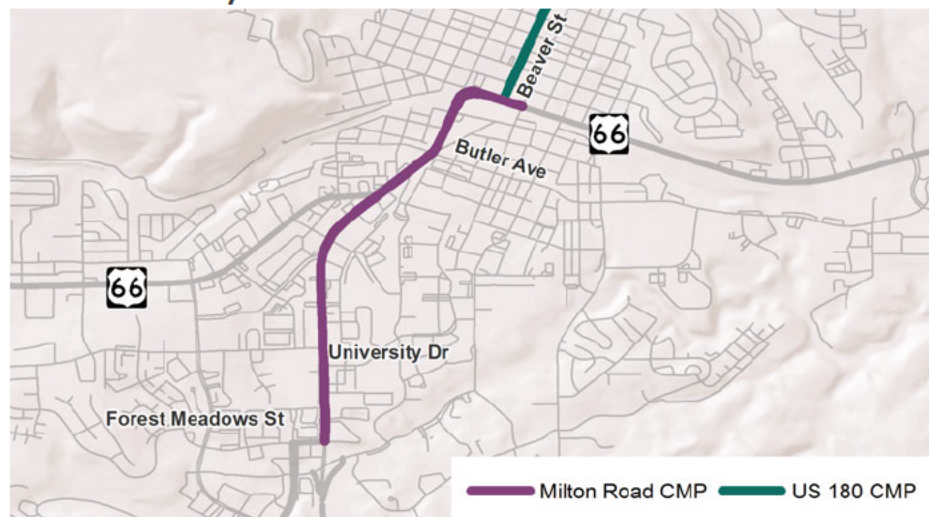
The System Alternatives are also complemented by a series of Base Build Spot Improvements – which constitute targeted, near term, low investment mitigation measures that support mid-term and long-term System Alternatives.

The Milton Road CMP process has included, and will to continue to include, public and stakeholder involvement that consists of a thorough and community-vetted, quantitative evaluation criteria exercise for the review of the System Alternatives to ultimately reach a set of preferred System Alternative(s) and achieve an informed consensus by the Project Partners, stakeholders, and the community.

#### 1.1a Project Website

A project website was developed to host all informational materials and documents related to the Study. Visit the project website for supplemental information and documents referenced in this report: [www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)

Figure 1: Milton Road CMP Study Corridor



## 2.0 PUBLIC OPEN HOUSE MEETING #2 SUMMARY

As part of the project process, two public open house meetings were held over the duration of the study at two pivotal junctures of the planning process.

The first public open house was held in May of 2018 with the purpose of introducing the project, reviews of existing and future conditions of the corridor, and to obtain public and stakeholder input regarding the initial set of System Alternatives. Refer to the Milton Road CMP project website for more information and to view *Working Paper #1: Existing and Future Conditions* and the *Public Open House Meeting #1 Summary Report*.

A second public open house meeting, was held on November 18, 2020 from 6:30 p.m. to 8:00 p.m. to review the detailed three-Tier Alternative Analyses results (presented in *Working Paper #2: Alternatives Analysis*), and solicit public and stakeholder input on the Tier Two and Tier Three Alternatives through an online survey. For more information pertaining to the detailed three-Tier Alternative Analysis, please visit the project website to access *Working Paper #2: Alternatives Analysis*. This Report documents the notification process, the format of public open house meeting #2, and summarizes the results and the comments and questions received during the meeting and from the online survey. This Report includes a series of attachments, found in *Section 3.0 Attachments*, that supplement the information presented herein.

It is important to note that Public Open House Meeting #2 was conducted in a virtual format as a result of the COVID-19 pandemic. The virtual platform where the meeting was hosted can be accessed here: <http://miltonroadcorridormasterplan.com/>.

### 2.1 Public Open House Meeting #2 Notification Procedures

ADOT conducted the Milton Road CMP Public Open House Meeting #2 virtually on November 18, 2020 and began sending public notifications approximately two weeks in advance of the meeting. Public notification methods included sending out mailers to residents adjacent to the Milton Road study corridor, posting social media announcements, and displaying paper and online newspaper advertisements. The specific advisements sent can be found in *Attachment A – Public Open House Meeting #2 Notification Advertisements*.

### 2.2 Public Open House Meeting #2 Registration

The first step in the meeting process was for attendees to register for the event by providing their name and email address. There was a total of 65 people who registered for virtual Public Open House Meeting #2. A list of attendees can be found in *Attachment B – Public Open House Meeting #2 Registration List*.

### 2.3 Public Open House Meeting #2 Presentation

A prerecorded PowerPoint presentation was provided that outlined a high-level overview of the Three-Tier Alternative Analysis results and findings. The PowerPoint slides can be found in *Attachment C - Public Open House Meeting #2 Presentation* and recorded presentation can be accessed here: <https://player.vimeo.com/video/480013974>.

## 2.4 Live Question & Answer (Q&A) Session

Meeting attendees had an opportunity to ask project representatives questions about the study during a Live Q&A session. The Live Q&A session kicked off at 7:00 p.m. to allow enough time for attendees to view the prerecorded presentation prior to the Q&A event. A total of 51 attendees participated in the Live Q&A session, where a total of 24 questions were asked and answered. A detailed transcript was recorded during the Live Q&A and can be found in *Attachment D – Public Open House Meeting #2 Live Question & Answer Transcript*.

## 2.5 Public Open House Meeting #2 Tier Three Alternatives Display Boards

A series of display boards illustrating detailed information about each of the six Alternatives and the results from the Tier Three Alternatives Analysis were provided at virtual Public Open House Meeting #2 for attendees to view and/or download. There was an additional information board that identified all of the potential Spot Improvements that was included with the corresponding No-Build Plus display board. Another additional display board provided a detailed summary of the Tier Three Alternative Analysis Evaluation Criteria results. The following display boards were provided for public viewing:

- No-Build;
- No-Build Plus;
- Spot Improvement Inventory;
- Alternative 5;
- Alternative 6a;
- Alternative 6b;
- Alternative 13; and
- Tier Three Evaluation Criteria Results.

Each of the display board can be found in *Attachment E - Public Open House Meeting #2 Tier 3 Alternatives Display Boards*.

## 2.6 Public Open House Meeting #2 Online Survey

The final element of the Virtual Public Open House Meeting #2 was an online survey for attendees and other interested members of the public to complete. This survey was intended to ask targeted questions about the Milton Road study corridor, where their input would help ADOT and the Project Partners identify a recommended alternative on Milton Road. The online survey was available for two weeks and was available on the City of Flagstaff's website from November 18 to December 4. A total of 104 survey responses were received and the results of the survey can be found in *Attachment F – Public Open House Meeting #2 Online Public Survey Results*.

## 2.7 US 180 & Milton Road CMP Elected Official Project Briefing

Prior to the Virtual Public Open House Meeting #2, a project briefing was provided to the City of Flagstaff City Council and the Coconino County Board of Supervisors on the status of the Milton Road CMP through a brief PowerPoint Presentation. The Flagstaff City Council presentation was provided on October 13, 2020 focusing on the results of the Tier Two and Tier Three Alternative Analysis, Evaluation Criteria results, and which alternatives were the highest performing. A copy of the presentation can be found in *Attachment G – US 180 & Milton Road CMP Elected Official Project Briefing*.



### 3.0 ATTACHMENTS

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### 3.1 Attachment A – Public Open House Meeting #2 Notification Advertisements

#### Post Card Mailer (front)

89A

## Milton Road Corridor Master Plan

### YOU'RE INVITED

### Virtual Public Open House

The Arizona Department of Transportation and other project partners in conjunction with the Federal Highway Administration are conducting a Corridor Master Plan for Milton Road in Flagstaff, AZ. The purpose of this Corridor Master Plan is to identify a 20-year vision for the Milton Road corridor that addresses current and future safety, traffic congestion, and transit issues by evaluating previously recommended and newly introduced system alternatives. These include a mix of alternatives that use and maintain the existing Milton Road right of way and alternatives that would require an expanded right of way. This virtual public open house will summarize the results of the technical analysis conducted and seek public input on the alternatives.

**We Need Your Input!**

**When:** 6:30 to 8:00 p.m. Wednesday, November 18, 2020

**Where:** Access the virtual public open house here:  
[www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)

**What:**

- View a prerecorded presentation about the study
- Download and review project materials
- Participate in a community survey
- Ask questions or provide comments during a **LIVE Q&A SESSION** starting at 7:00 p.m.

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, gender or disability. Persons who require a reasonable accommodation based on language or disability should contact Community Relations project manager Mackenzie Kirby at 928.525.6494 or email MKirby@azdot.gov. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en Inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en Inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Mackenzie Kirby 928.525.6494 o en MKirby@azdot.gov. Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

ADOT Project Number: P181203P
Federal Aid Number: MPD-S(018)

#### Post Card Mailer (back)

89A

## Milton Road Corridor Master Plan

### Unable to attend the meeting?

- Visit project website to see study materials, including the presentation, fact sheet, display boards, and to participate in the community survey. All information will be available from November 18 to December 4 at:  
[www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)
- Submit your questions or comments to:  
[MiltonProject@mbakerintl.com](mailto:MiltonProject@mbakerintl.com)

ADOT Project Number: P181203P
Federal Aid Number: MPD-S(018)

## Newspaper and Online Advertisement Flyer

**ARIZONA**  
**89A**

# Milton Road Corridor Master Plan

## YOU'RE INVITED

### Virtual Public Open House

The Arizona Department of Transportation and other project partners in conjunction with the Federal Highway Administration are conducting a Corridor Master Plan for Milton Road in Flagstaff, AZ. The purpose of this Corridor Master Plan is to identify a 20-year vision for the Milton Road corridor that addresses current and future safety, traffic congestion, and transit issues by evaluating previously recommended and newly introduced system alternatives. These s include a mix of alternatives that use and maintain the existing Milton Road right of way and alternatives that would require an expanded right of way. This virtual public open house will summarize the results of the technical analysis conducted and seek public input on the alternatives.

### We Need Your Input!

**When:** 6:30 to 8:00 p.m. Wednesday, November 18, 2020

**What:**

- View a prerecorded presentation
- Download and review project materials
- Participate in a community survey
- Ask questions or provide comments during a **LIVE Q&A SESSION** starting at 7:00 p.m.

**Where:** Access the Virtual Public Open House here:  
[www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)

**Unable to attend the meeting?**

- Visit project website to see study materials, including the presentation, fact sheet, display boards, and to participate in the community survey. All information will be available from November 18 to December 4 at: [www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)
- Submit your questions or comments to [MiltonProject@mbakerintl.com](mailto:MiltonProject@mbakerintl.com)

Pursuant to Title VI of the Civil Rights Act of 1964, and the Americans with Disabilities Act (ADA), ADOT does not discriminate on the basis of race, color, national origin, age, gender or disability. Persons who require a reasonable accommodation based on language or disability should contact Community Relations project manager Mackenzie Kirby at 928.525.6494 or email [MKirby@azdot.gov](mailto:MKirby@azdot.gov). Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

De acuerdo con el título VI de la Ley de Derechos Civiles de 1964 y la Ley de Estadounidenses con Discapacidades (ADA por sus siglas en inglés), el Departamento de Transporte de Arizona (ADOT por sus siglas en inglés) no discrimina por raza, color, nacionalidad, edad, género o discapacidad. Personas que requieren asistencia (dentro de lo razonable) ya sea por el idioma o por discapacidad deben ponerse en contacto Mackenzie Kirby 928.525.6494 o en [MKirby@azdot.gov](mailto:MKirby@azdot.gov). Las solicitudes deben hacerse lo más pronto posible para asegurar que el equipo encargado del proyecto tenga la oportunidad de hacer los arreglos necesarios.

**ADOT Project Number: P181203P    Federal Aid Number: MPD-S(018)**

### 3.2 Attachment B – Public Open House Meeting #2 Registration List

Name	Email
Dan Gabiou	
Tom Eickmeyer	
Barbara Poggi-Diversified Partners	
Bizzy Collins	
Dave Zorn	
Heather Dalmolin	
Kathleen Reisner	
Doug Carroll	
Daniel Greenspan	
Robin Prema	
Jeff Meilbeck	.org
Steve Finch	
Richard Pogue	
Mary Robertson	
Gregory Mace	
Daniel Crim	
Kate Morley	
Dina Barnese	
Judy Schmitz	
Michele Ralston	
Bret Petersen	
GW	
Michele James	.org
Jeff Bauman	
Bryan Burton	
David Hayward	
David Wessel	.org
Guillermo Cortes	
Robert Larkin	
Jenny Niemann, City of Flagstaff	
Ryan Baker	
John Wennes	
Carlton Johnson	
Kyle Hornbeck	
Jamie Wjelan	
Dave and Jan Carlile	
Dan Galvin	



Name	Email
Suzanne Shenton	
Richard Huleatt	
Eli Reisner	
Tiffin Miller	
Christine Cameron	
Gisela Kluwin	
John Lovely	
Gail Jackson	
Josh Maher	
Kevin Parkes	
Julie Leid	
Robert Hoadley	
Anne Dunno	
Dara Marks Marino	
Karen Warren	
Jane Jackson	
Jim McCarthy	
Rick Barrett	
A Rusk	
Edward Hernandez	
Mark Woodson	
Michael Gorton	
Patrice Horstman	
Sharla Scovel	
Jay Lewis	
Charmayne Cleveland	
Cole Charlebois	
Uncle Don B Fireland Fanning	

### 3.3 Attachment C - Public Open House Meeting #2 Presentation

# Milton Road Corridor Master Plan Virtual Public Open House

November 18, 2020

1

**ADOT'S NONDISCRIMINATION NOTICE TO THE PUBLIC**

The Arizona Department of Transportation (ADOT) hereby gives public notice that it is the Agency's policy to assure full compliance with Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990 (ADA), and other related authorities in all of its programs and activities.

ADOT's Title VI and ADA Programs require that no person shall, on the grounds of race, color, national origin, or disability, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity.

Any person, who believes his/her Title VI or ADA rights have been violated, may file a complaint. Any such complaint must be in writing and filed with the ADOT Civil Rights Office within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For additional information about ADOT's Civil Rights programs and the procedures to file a complaint contact ADOT Civil Rights Office via the information listed below:

Felicia Beltran Title VI Nondiscrimination Program Coordinator FBeltran@azdot.gov	Krystal Smith ADA/Nondiscrimination Program Coordinator KSmith2@azdot.gov	ADOT Civil Rights Office 206 S 17 <sup>th</sup> Ave, MD 155-A Phoenix, AZ 85007 602.712.8946 602.239.6257 (fax) azdot.gov
--	--	--

2

**AVISO PÚBLICO DE LA LEY DE NO-DISCRIMINACIÓN DE ADOT**

El Departamento de Transporte del Estado de Arizona (ADOT) informa al público que esta agencia tiene como regla asegurar el cumplimiento total del Título VI de la Ley de los Derechos Civiles de 1964, del Título II de la Ley de ciudadanos Americanos con Discapacidades de 1990 (ADA) y otras normas relacionadas con todos sus programas y actividades.

Los programas del Título VI y ADA de ADOT exigen que a ninguna persona se le excluya de participar, se le nieguen beneficios o de ninguna otra manera sea sujeta a discriminación en ningún programa o actividad de ADOT por motivo de raza, color, país de origen, o discapacidad.

Cualquier persona que crea que se han violado sus derechos bajo el Título VI o el ADA, puede presentar una queja. Esta queja debe presentarse por escrito a la Oficina de Derechos Civiles de ADOT dentro de ciento ochenta (180) días a partir de la fecha en que se alega que ocurrió la discriminación. Para recibir más información sobre los programas de Derechos Civiles de ADOT y los procedimientos para presentar una queja, por favor póngase en contacto con la Oficina de Derechos Civiles de ADOT a través la información que aparece abajo:

Felicia Beltran  
Title VI Nondiscrimination  
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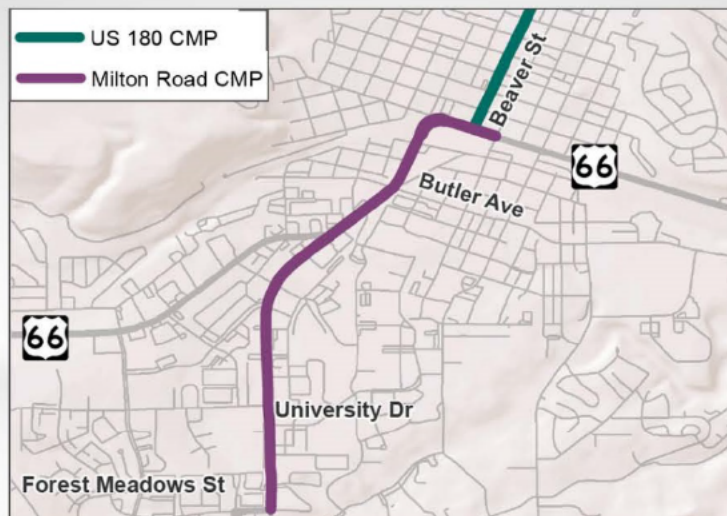
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3



3

## Milton Road CMP Study Corridor



4



## Meeting Objectives

- ▶ Review Study Objectives
- ▶ Summary of the Study Process
- ▶ Overview of Recent Analysis and Findings
- ▶ Seek Public Input – Take the Online Survey!
  - Two evaluation criteria need your input
  - “Public Acceptance” & “Great Streets”

5



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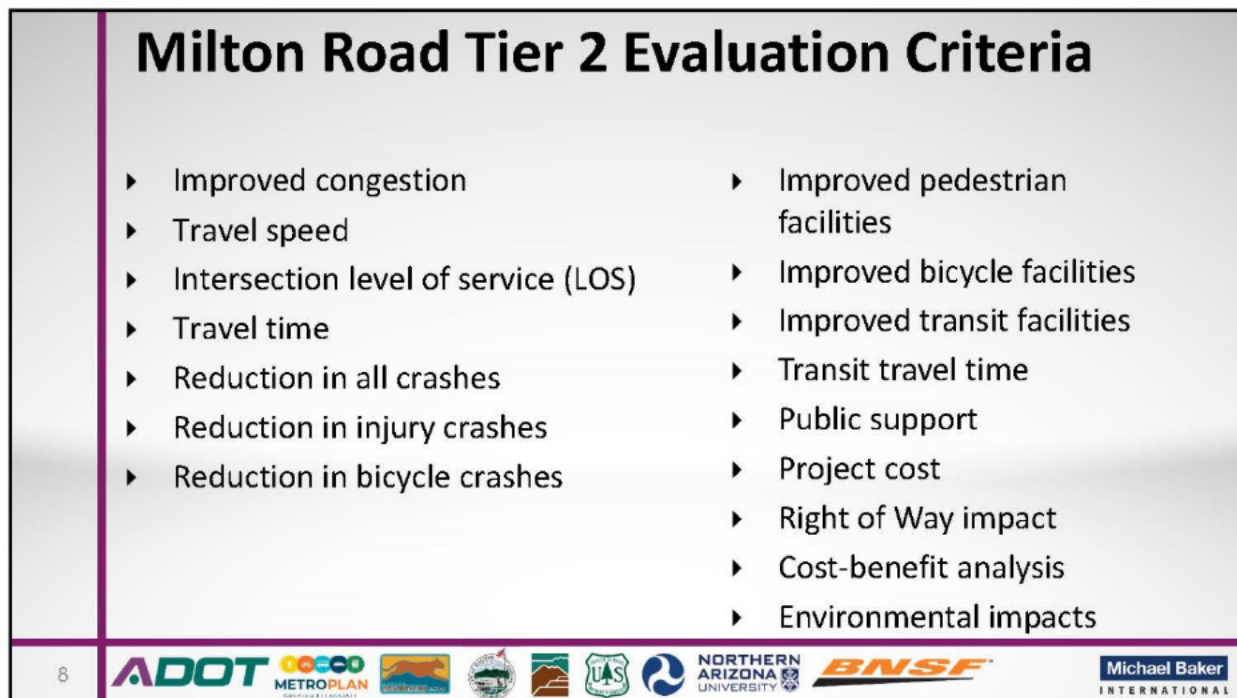
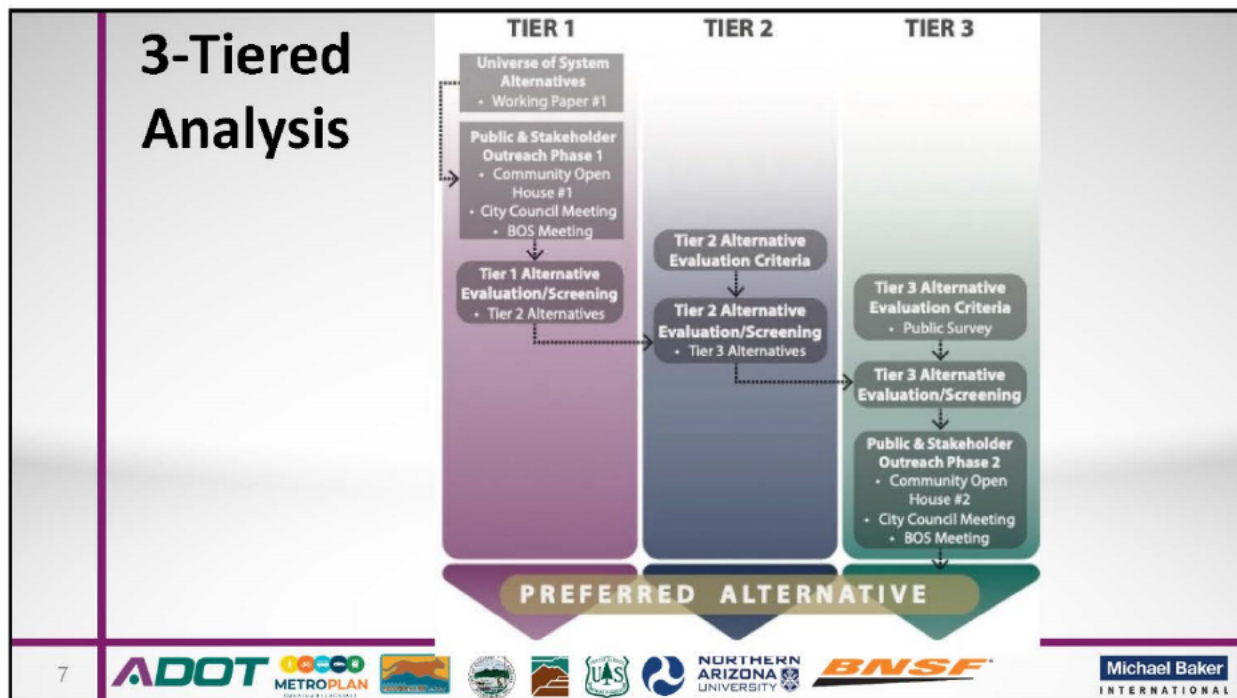
## Milton Road CMP Study Objectives

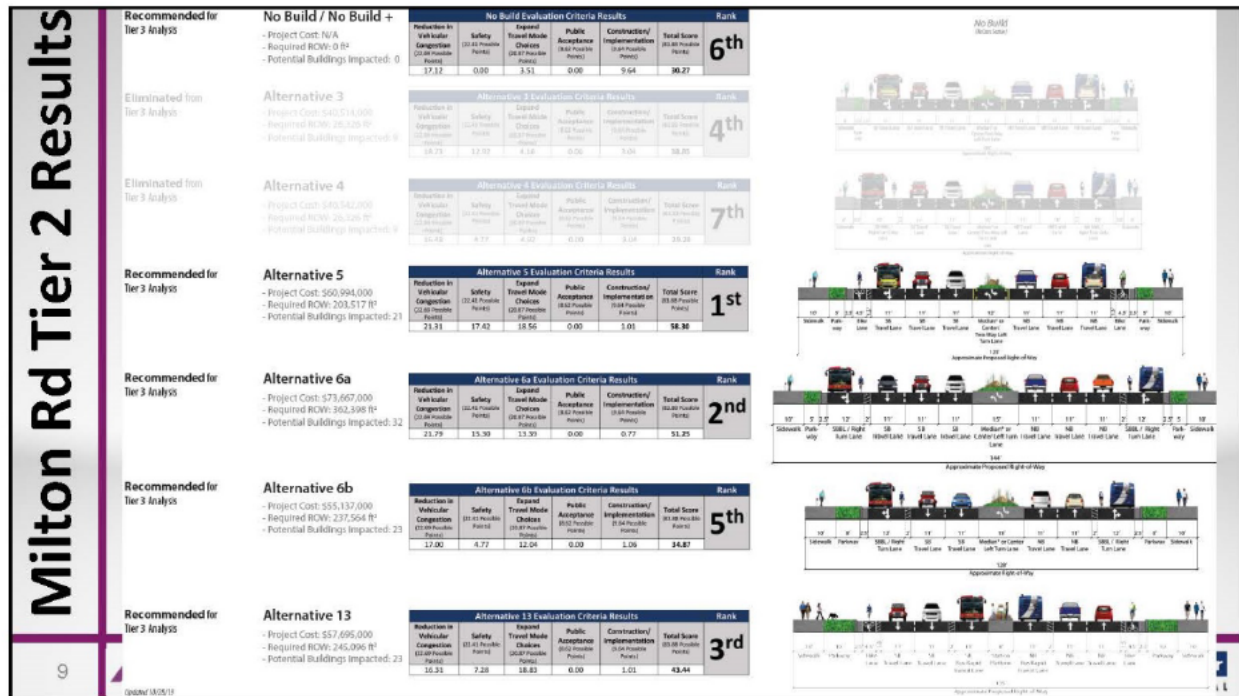
- ▶ Address congestion and safety
- ▶ Identify the long-term (20-year) vision of the corridor
- ▶ Obtain public and stakeholder input on alternatives, including multimodal alternatives
- ▶ Scope out and further implement previous and new strategies, consistent with the long-term vision
- ▶ Prioritize implementation projects for design
- ▶ Assist NAIPTA in completing its Bus Rapid Transit/High Capacity Transit system design
- ▶ Follow the “Planning and Environmental Linkages (PEL)” process to carry forward decisions into Design & NEPA

6

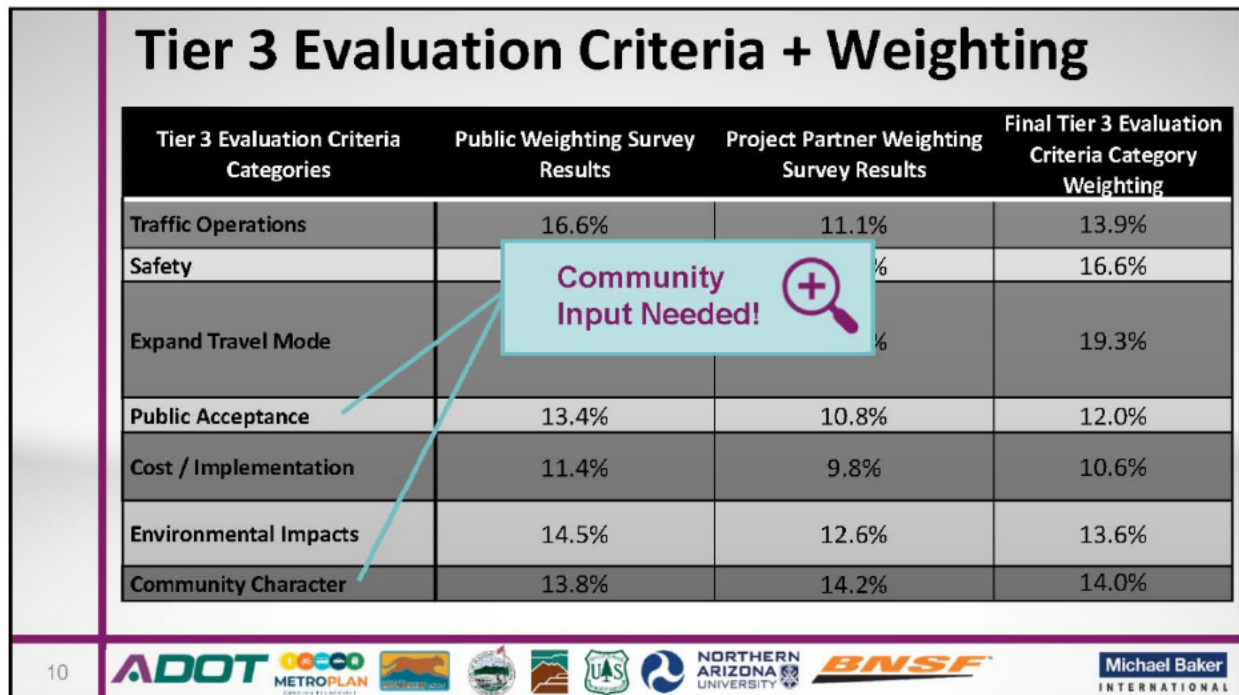








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10

Milton Rd Tier 3 Results










Milton Road Tier 3 Travel Time Summary Table								
Alternative	AM Peak Hour				PM Peak Hour			
	Northbound		Southbound		Northbound		Southbound	
	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change
No Build	9.9	-	5.2	-	6.6	-	6.6	-
No Build Plus	5.9	40.7%	5.6	-7.6%	6.9	-4.8%	8.1	-23.3%
5	5.5	44.5%	5.4	-3.7%	6.8	-2.7%	7.6	-15.3%
6a	5.5	44.3%	5.7	-10.1%	6.9	-4.8%	7.4	-11.9%
6b	6.9	30.5%	6.3	-20.4%	7.3	-11.2%	7.9	-19.7%
13	6.5	34.6%	6.5	-24.5%	7.6	-15.1%	7.3	-11.3%

Total	Total
28.3	-
26.5	6.4%
25.3	10.8%
25.5	9.8%
28.4	-0.2%
27.9	1.5%

Alternative	Average AM Travel Time
No Build	7.6
No Build Plus	5.8 24.1%
5	5.5 27.9%
6a	5.6 25.6%
6b	6.6 13.0%
13	6.5 14.3%

Average PM Travel Time
6.6
7.5 -14.0%
7.2 -9.0%
7.1 -8.4%
7.6 -15.4%
7.4 -13.2%

11



Michael Baker INTERNATIONAL

11

Milton Rd Tier 3 Results	Final T3 Evaluation Criteria	No-Build	No-Build+	Alternative 5	Alternative 6a	Alternative 6b	Alternative 13
	Category	Weighted Score	Weighted Score	Weighted Score	Weighted Score	Weighted Score	Weighted Score
	Traffic Operations (13.9% Weight)	11.85	12.30	13.26	13.46	12.16	12.09
	Vehicular Safety (16.6% Weight)	16.60	15.79	12.20	11.16	12.59	12.08
	Expand Travel Mode Choices (19.3% Weight)	9.67	11.89	14.93	17.44	18.62	14.65
	Public Acceptance (12.0% Weight)						
	Cost / Implementation (10.6% Weight)	10.61	4.93	0.66	0.75	0.93	1.01
	Environmental Impacts (13.6% Weight)	11.37	11.47	13.47	13.42	11.05	10.93
	Community Character (14.0% Weight)						
	Aggregate Score Rank	60.10 1	56.38 2	54.53 5	56.22 3	55.35 4	50.75 6

12



Milton Rd Tier 3 Results	Final T3 Evaluation Criteria			No-Build	No-Build+	Alternative 5	Alternative 6a	Alternative 6b	Alternative 13
	Category	Metrics	Weight	Weighted Score	Weighted Score	Weighted Score	Weighted Score	Weighted Score	Weighted Score
	Traffic Operations (13.9% Weight)	Level of Service	2.07%	1.60	1.60	1.91	2.07	1.75	1.67
		Travel Time (AM)	4.03%	2.90	3.83	4.03	3.90	3.34	3.39
		Travel Time (PM)	4.03%	4.03	3.53	3.70	3.72	3.49	3.56
		Network Delay (AM)	1.88%	1.57	1.63	1.83	1.88	1.82	1.84
		Network Delay (PM)	1.88%	1.74	1.70	1.79	1.88	1.76	1.63
	Vehicular Safety (16.6% Weight)	Reduction In Conflict Points	16.60%	16.60	15.79	12.20	11.16	12.59	12.08
	Expand Travel Mode Choices (19.3% Weight)	Bicycle Comfort Quality Index	4.94%	2.47	3.29	4.53	4.53	4.94	3.29
		Pedestrian Comfort Index	6.97%	2.32	3.10	5.03	6.19	6.97	4.64
		Transit Travel Time (AM)	1.83%	1.02	1.71	1.53	1.64	1.83	1.50
		Transit Travel Time (PM)	1.83%	1.60	1.53	1.58	1.83	1.64	1.48
	Public Acceptance (12.0% Weight)	Transit Ridership	3.72%	2.26	2.26	2.26	3.24	3.24	3.72
		Public Support	12.00%	+	+	+	+	+	+
13	Cost / Implementation (10.6% Weight)	Construction Cost	3.10%	3.10	3.10	0.36	0.32	0.42	0.40
		Right-of-Way (Property) Impact	4.55%	4.55	0.84	0.18	0.11	0.17	0.16
		Implementation Opportunities	2.96%	2.96	0.99	0.12	0.31	0.35	0.46
	Environmental Impacts (13.6% Weight)	Neighborhood Impacts	4.43%	4.38	4.38	4.43	4.43	4.15	4.15
		Title VI Impacts	5.36%	3.29	3.29	5.36	5.36	3.20	3.20
		Air Quality	3.79%	3.69	3.79	3.68	3.62	3.70	3.58
	Community Character (14.0% Weight)	Great Street	14.00%	+	+	+	+	+	+
		Aggregate Score	100.0%	60.10	56.38	54.53	56.22	55.35	50.75
		Rank		1	2	5	3	4	6

13

## Milton Rd Tier 3 Results

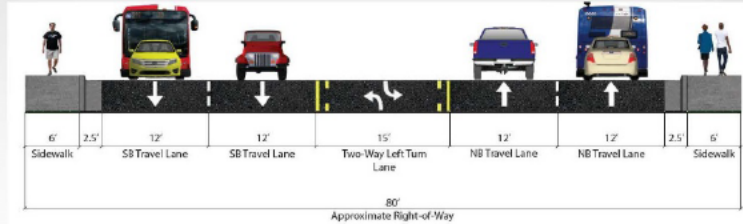
Tier 3 Alternative	Tier 3 Score	Tier 3 Rank
No Build	60.10	1
No Build Plus	56.38	2
6a	56.22	3
6b	55.35	4
5	54.53	5
13	50.75	6

14

16



## No-Build Tier 3 Results



### Tier 3 Evaluation Criteria Categories

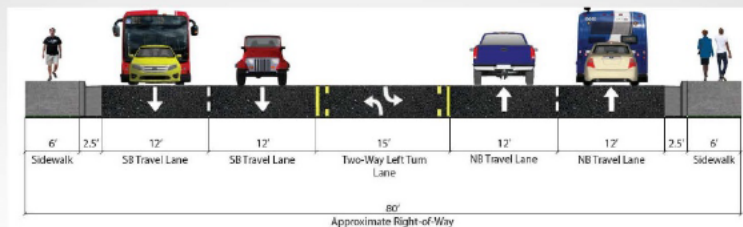
	Traffic Operations	Vehicular Safety	Expanded Travel Modes	Public Acceptance	Cost / Implementation	Environmental Impacts	Community Character
Score	11.85	16.60	9.67	+	10.61	11.37	+
Rank	6	1	6		1	4	

15



15

## No-Build Plus Tier 3 Results



### Tier 3 Evaluation Criteria Categories

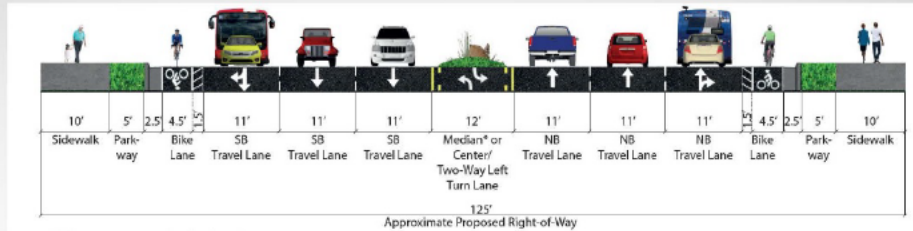
	Traffic Operations	Vehicular Safety	Expanded Travel Modes	Public Acceptance	Cost / Implementation	Environmental Impacts	Community Character
Score	12.30	15.79	11.89	+	4.93	11.47	+
Rank	3	2	5		2	3	

16



17

## Alternative 5 Tier 3 Results



\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

### Tier 3 Evaluation Criteria Categories

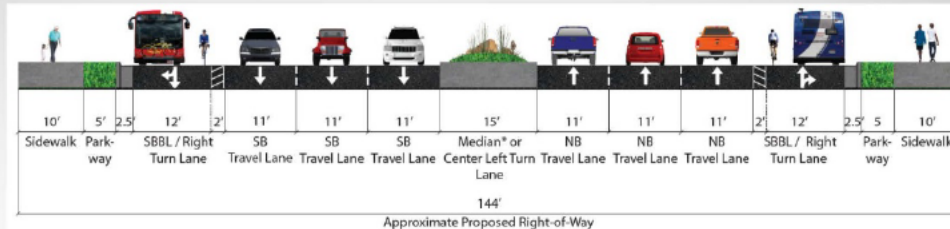
	Traffic Operations	Vehicular Safety	Expanded Travel Modes	Public Acceptance	Cost / Implementation	Environmental Impacts	Community Character
Score	13.26	12.20	14.93	+	0.66	13.47	+
Rank	2	4	3		6	1	

17



17

## Alternative 6a Tier 3 Results



\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

### Tier 3 Evaluation Criteria Categories

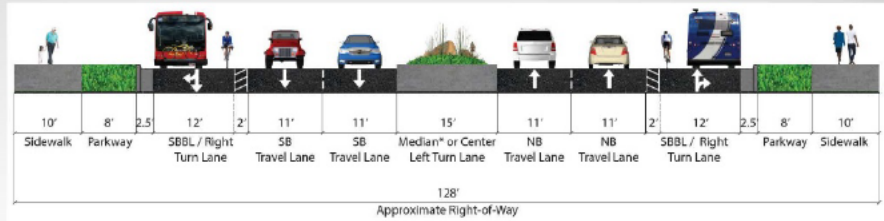
	Traffic Operations	Vehicular Safety	Expanded Travel Modes	Public Acceptance	Cost / Implementation	Environmental Impacts	Community Character
Score	13.46	11.16	17.44	+	0.75	13.42	+
Rank	1	6	2		5	2	

18



18

## Alternative 6b Tier 3 Results



\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

### Tier 3 Evaluation Criteria Categories

	Traffic Operations	Vehicular Safety	Expanded Travel Modes	Public Acceptance	Cost / Implementation	Environmental Impacts	Community Character
Score	12.16	12.59	18.62		0.93	11.05	
Rank	4	3	1		4	5	

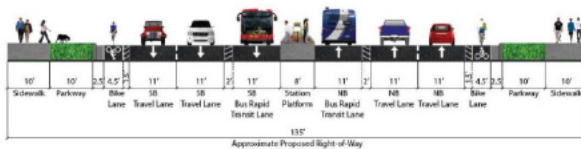
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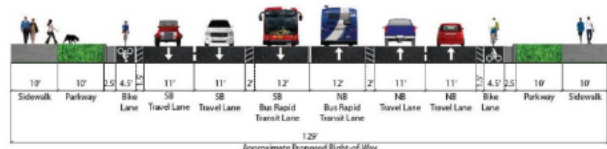
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## Alternative 13 Tier 3 Results

### Station Platforms



### Mid-Block



\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

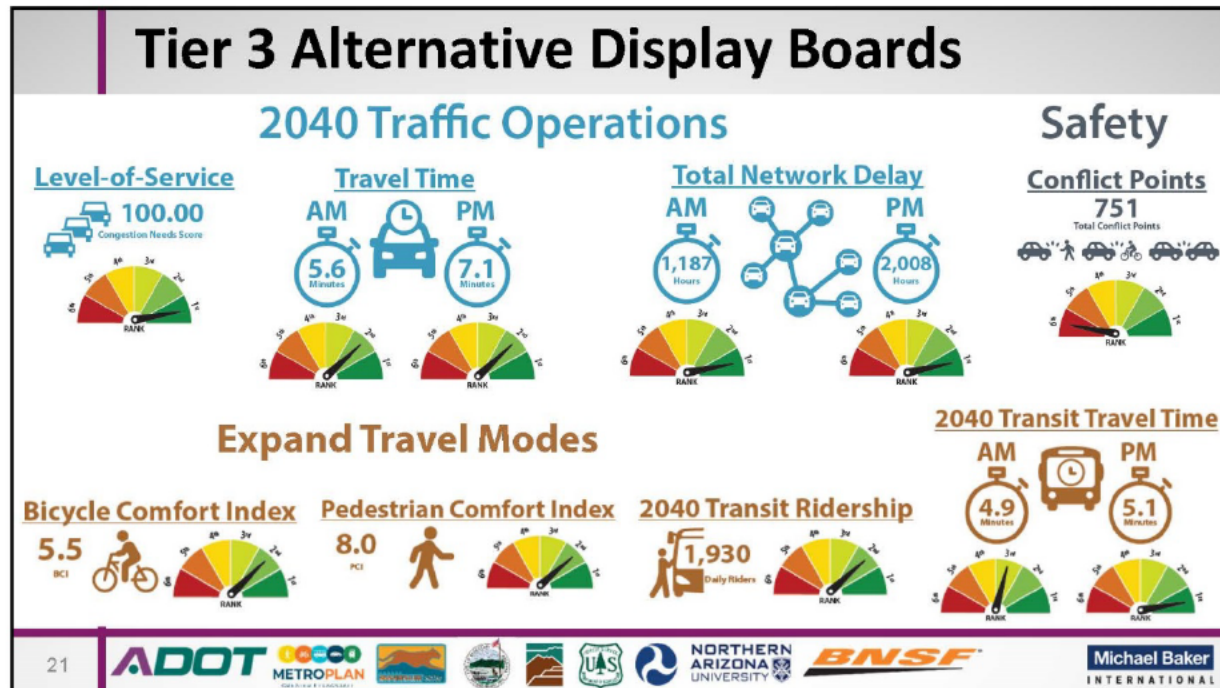
### Tier 3 Evaluation Criteria Categories

	Traffic Operations	Vehicular Safety	Expanded Travel Modes	Public Acceptance	Cost / Implementation	Environmental Impacts	Community Character
Score	12.09	12.08	14.65		1.01	10.93	
Rank	5	5	4		3	6	

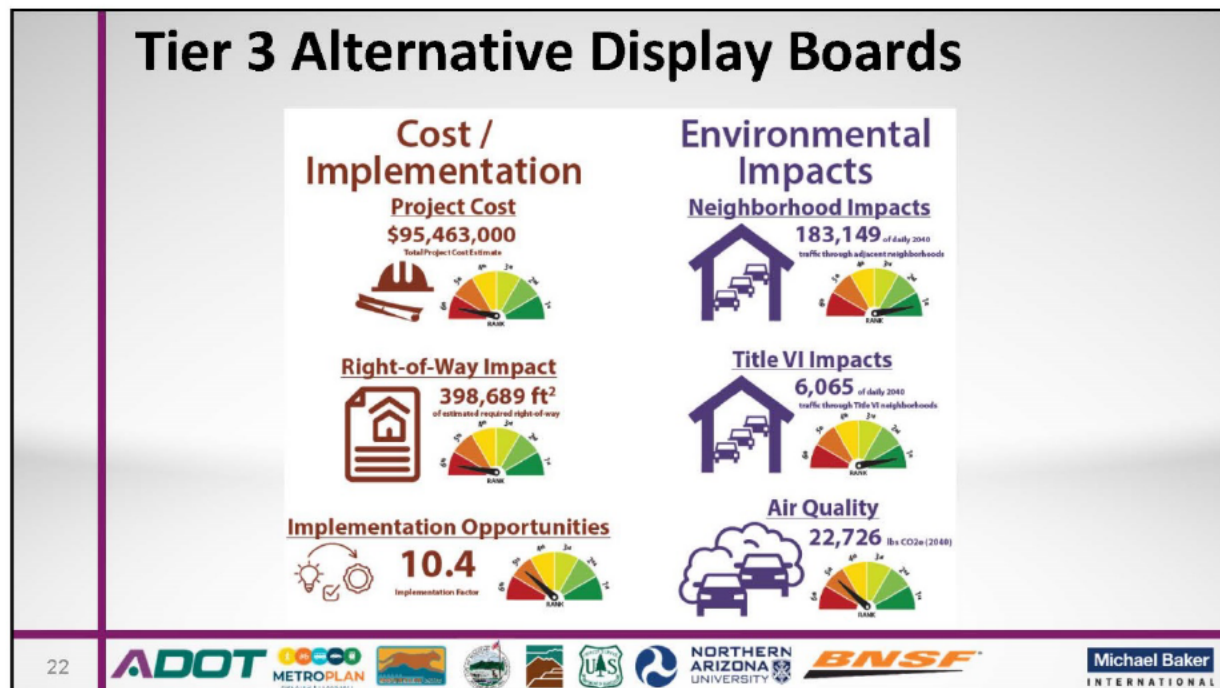
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21





## Additional Information Available

- ▶ Visit [www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)
- ▶ This pre-recorded presentation
- ▶ Milton Rd. Working Paper #2: Alternatives Analysis
- ▶ Information boards with detailed results for each alternative
- ▶ **Questions?** Stick around for a live Q&A session (November 18, 7-8p.m.)
- ▶ **Comments?** Take the **Online Public Survey**

23



23

# THANK YOU

Your Input Matters!

Take the Online Survey at:

[www.azdot.gov/MiltonCorridorMasterPlan](http://www.azdot.gov/MiltonCorridorMasterPlan)

**Additional Questions or Comments?**

**Please contact the Project Team at:**

[MiltonProject@mbakerintl.com](mailto:MiltonProject@mbakerintl.com)

24



21



### 3.4 Attachment D – Public Open House Meeting #2 Live Question & Answer Transcript

**MILTON ROAD CORRIDOR MASTER PLAN**  
**VIRTUAL PUBLIC OPEN HOUSE MEETING LIVE QUESTION & ANSWER SESSION**  
**NOVEMBER 18, 2020**  
**7:00 TO 8:30 PM**  
**51 total participants**

#### Introductory Comments

**Dan Gabiou:** Good evening everyone, this is Dan Gabiou, the ADOT Project Manager for the Milton Road Corridor Master Plan (CMP). I would like to welcome everyone once more to our live question and answer session. As indicated on the instruction slide on your screen, if you would like to post any questions, please use the chat function in the lower right-hand corner. We will be responding to these questions in the order in which they are received. Following the meeting, as Kevin mentioned in the presentation, should we not get to all questions, we will be responding to all questions posted tonight, we will be recording this meeting, and following up with a Q & A document on the website to respond to any unanswered questions. One more reminder to please take the community survey following the meeting between now and December 4<sup>th</sup>. This will be the best opportunity for everyone to make comments and give us very critical information to help us make some final decisions regarding the corridor master plan. With that, we can go ahead and begin discussing the chats and going over the questions.

Kevin and I are now going to be responding to the questions. The first question we have is from Jeff Meilbeck.

#### **Question #1: from Jeff Meilbeck, MetroPlan Executive Director**

Thank you for the presentation. Good job. My main question is about vision. I understand the metrics being used for scoring. However, has a vision been established for the corridor that would inform which scenarios are preferred?

**Response: Dan Gabiou -** That's a great question. Regarding the vision for the Corridor Master Plan, it is the intent that the final recommended alternative will create that 20-year vision for the corridor. The metrics identified right back to the original Corridor Master Plan goals which were identified with input from our projects partners as well as the public.

**Question #2: from Jamie Whelan, City of Flagstaff Council –** The Flagstaff City Council recently passed a climate emergency. This study seems to focus on car movement, and therefore making car travel the fastest and easiest mode choice. This clearly fails to move the Flagstaff Community towards achieving the goals of climate action. We need to reduce vehicle miles traveled by 50% by 2030 to be on track for neutrality. How does the outcome of the CMP support this goal?

**Response: Kevin Kugler -** A really good question Councilmember Whelan, that as you know and others on line here, there are a wide variety of alternatives to consider for Milton Road that include several build choices, alternative that provide for expanded vehicular capacities but they

also provide for other modes of transportation, such as pedestrian and bicycle multi modal opportunities. Also included in the range of alternatives is a No-Build alternative which is somewhat akin to a do-nothing alternative. Then we have a No-build Plus alternative which provides for selective improvements to operations and enhancements to Milton Road with minimal impacts to the right of way. So within the spectrum of alternatives and choices before us, for which we do not have a preferred alternative identified yet, there are a wide range of alternatives and choices that have different impacts on climate action. One of our evaluation criteria, that you may be aware of, has to do with greenhouse gases and air quality of which we provided a metric on that, as well as one relating to what's called network delay. So, to specifically answer your question in a little more detail Councilmember, I would direct you to section 5.6C of working paper number two that provides more detail on the results and analysis of the findings for the different alternatives relative to network delay, which incorporates vehicle miles traveled as the well as each alternative's air quality theoretical standards that would apply to the 2040 effect of greenhouse gas footprint. All that said, there are a wide variety of choices within the spectrum of alternatives for Milton Road.

**Question #3: from Daniel C.: Which plan has the highest bicycle comfort index?**

**Response: Kevin Kugler -** To answer your question specifically, and for more detail, I will direct you to working paper number two, table 5-18, with more description, within section 5.6E. This information is relative to the tier 3 criteria findings for the bicycle comfort criteria index alternatives and how those were calculated. But to specifically answer your question, alternative 6b received the highest bicycle comfort impact score. I will just go in order to completely answer your question. In order from highest rank to lowest rank they are as follows: alternative 6b, alternative 5, alternative 6a, alternative 13, no build plus alternative, then the no build alternative ranking last with respect to bicycle comfort index.

**Question #4: from David H. - Do the travel time calculations account for reduction in car trips due to improved pedestrian, bicycle and bus options?**

**Response: Dan Gabiou -** The travel time calculations were the results of a very detailed travel model which was collaboratively developed. It accounts for some changes to trips, primarily based on the anticipated bus trips and bus ridership. **Kevin Kugler -** With respect to the model, Dan is correct. There were modifications made to perceived travelers on transit but for bicyclists and pedestrians, no numbers in the traffic model were quantified per se for bicyclists and pedestrians other than to say that we did calculate the time it would take to cross Milton Road at each intersection facility, so the wider the alternative, the longer the crossing and so those metrics were identified.

**Question #5: from Robert L. - Please elaborate on why the No-Build options that do not have a solid median scored better in vehicular safety than the build options.**

**Response: Dan Gabiou:** The way that our alternatives were evaluated for the safety criteria was specific to conflict points, which associates the risk of conflict for each of the alternatives. The simple answer is that less conflict points equals less safety risks per that evaluation criteria. We also did evaluate safety indirectly through our bicycle and pedestrian indices and we also incorporated safety spot improvements for each alternative to attempt to make each alternative as safe as possible based on that specification. To clarify on the medians the build alternatives are still to be determined whether or not we would include a raised median. The graphics suggest that we could have a raised median and or left turn lane depending on the area which still needs to be further evaluated. Kevin Kugler - I'll just add for those that are interested in more information on the safety criterion that refers to conflict points. That information can be found in working paper number two, in section 5.6D and as Dan mentioned, there were safety indicators embedded in the bicycle comfort index and the pedestrian comfort index. That information is located in sections 5.6E and 5.6F respectively in working paper number two for those that want to read more detail on this subject.

**Question #6: from Heather Dalmolin, Mountain Line CEO -** Mountain Line continues to desire a Bus Rapid Transit [BRT] project as first identified in our 2013 Five-Year Plan. Scenarios which don't include significant transit enhancements put the BRT project at risk of failure. BRT failure means losing the potential to bring \$50 million in grant funding to transform a corridor in the heart of our community into a Great Street and improve the pedestrian, bicycle, and transit network that reaches far beyond Milton.

**Response: Dan Gabiou -** Great question Heather. I will start by saying that we started this process with a universe of alternatives as we called it, in order to comply with the federal highway administration processes so our decisions could carry forward to the next phase. We looked at all range of alternatives and through the tier 3 analysis process, as explained in the presentation, we attempted to narrow our alternatives to the top performing alternatives. We do have 3 build alternatives which do directly include many BRT features and I will add that all of our build alternatives do include some BRT features such as traffic signal priority included as a spot improvement. Alternative 6a and 6b also include managed lanes for buses, cyclists and right turn users to accommodate BRT - or Bus Rapid Transit - and alternative 13 is the center bus running alternative which is a dedicated lane only to buses which also includes bus queuing at certain signal locations. So again, we do have a range of alternatives that do include several BRT or bus rapid transit features. We also do consider some alternatives that have no BRT such as the No Build, and some lesser BRT features such as the No-Build Plus and Alternative 5. Thank you for your question.

**Question #7: from Tom E. -** When will a decision be made regarding ADOT's final recommendations?

**Response: Kevin Kugler -** Once the public comment period for this open house session concludes on December 4<sup>th</sup>, ADOT and our project partners will review all the comments and complete the Tier 3 analysis and then select a recommended alternative that for the overall project schedule



will be selecting that alternative this winter will then refine and enhance that recommended alternative with the discussion with the project partners likely in the spring time of 2021 with the final report and recommended alternative brought forward likely in the summer of 2021.

**Question #8: from David H. -** Based on the weighting, how much could the current ranking change based on the two remaining areas that are yet to have input?

**Response: Dan Gabiou -** I believe the combined weighting for both the public acceptance and great streets criteria which are to be determined based on public input is a total of 26% of the overall weights with a maximum of 100% value. **Kevin Kugler -** Yes, community character/great streets is weighted at 14%, and public acceptance at 12%, for a total combined of the two at 26% just as you mentioned.

**Question #9: from Richard P. -** Why was no bypass considered to divert traffic away from Milton? It seems to me there is a corridor of land along the railroad right-of-way that could have diverted traffic from the west side, where hundreds of new residences are being constructed, to downtown or the north side and 180 corridor. Why wasn't that considered?

**Response: Dan Gabiou -** We did evaluate multiple bypasses as part of the US 180 Corridor Master Plan which will be the subject of tomorrow night's meeting. That information is also available on the US 180 Corridor Master Plan website. With that, for the US 180 Corridor Master Plan, we initially evaluated four bypass alternatives. Through our process we have eliminated those bypass alternatives from further evaluation based on poor performance, high environmental impacts, and high costs. However, on the US 180 Corridor Master Plan, there are still two bypass alternatives that are listed for comments and consideration; however, the project team does not recommend them moving forward based on the findings that I just mentioned. I will also say that for the Milton Road Corridor, we did look at several alternative routes where we could re-route traffic early on in the study and those alternative routes were also eliminated earlier in the study process.

**Question #10: from Michele J. -** What are the range of costs to implement each of the top ranking alternatives? Will the State of Arizona be funding the implementation of the preferred alternative once that is determined? If not, how will the project be funded?

**Response: Kevin Kugler -** The range of costs includes a cost of zero (theoretically) for the No-Build or do nothing alternative to \$95 million for alternative 6a. I will read the total costs at this time for each of the alternatives and direct you to the working paper for more information. As the No Build is no cost, the No Build Plus which is some select enhancements with minimal right-of-way impacts is \$9.98 million, alternative 5 is \$85.4 million, alternative 6a is \$95.4 million, alternative 6b is \$74.5 million, and alternative 13 is \$77.3 million. I want to underscore the fact that these are planning level cost estimates, they are thorough in nature, but they are preliminary at this time. For more information if you are interested in costs, I will direct your attention to working

paper number two section 5.6I in terms of how those calculations were derived for each of the alternatives. **Dan Gabiou** – Currently, funding has not been identified or committed for any build alternatives. It is currently uncertain when any build alternative would be constructed, if a build alternative is recommended. With that said, the funding process, once a recommended alternative is selected, ADOT is required by law to follow a performance-based planning and programming process in which we will take the recommended alternative and compete it against all other recommended projects statewide. In that statewide competitive process, it is not guaranteed that a project would be funded in the immediate future should a build alternative be selected as the project would still need to compete against other projects statewide for funding. There are other alternative funding mechanisms to support implementation such as grants, but ADOT would have to look at and consider all funding opportunities in collaboration with our project partners on implementation.

**Question #11 from Kathy P. -** What consideration was given for cross traffic?

**Response: Dan Gabiou** - One of our evaluations criteria under the traffic operations category is related to network delay. This was a criterion that was modeled in our traffic model and did consider impacts to vehicles entering the corridor and leaving the corridor as well as traffic along Milton Road. Again, the results of the network delay and our other traffic operations criteria are available on the website, virtual room, and in our working paper two.

**Question #12 from Dara M.-** Can you elaborate on the Environmental Impacts category? I'm surprised that option 13 (center bus lane) ranked lowest of all the alternatives for environmental impacts.

**Response: Kevin Kugler** - The environmental impacts consist of three different criteria that are within that overall environmental category. These have to do with neighborhood impacts, Title VI neighborhood impacts and the air quality criterion that were previously mentioned. So, as was noted in the PowerPoint presentation each of the alternatives has varying impacts relative to the environmental categories. I will just explain that the neighborhood impacts criteria, the metrics or the way that that criterion was calculated has to do with the amount of traffic on many of the side streets connecting to Milton Road as metric for “neighborhood impacts”. The Title VI impacts criteria specifically related to the area of La Plaza Vieja which is the area behind Natural Grocers which most people know that area as an older section of town and the measurement there had to do with the amount of cut through traffic on Clay Avenue and ranking between the different alternatives. The air quality criterion had different levels of measurement with respect to its impact of vehicle miles traveled and what the theoretical air quality impacts of the greenhouse gas effect. But specific to your question, alternative 13 did rank last in terms of environmental impacts because of the impacts of those three criteria collectively, again the neighborhood impacts, Title VI neighborhood impacts and the air quality impacts indices collectively gave alternative 13 a poorer performing result unfortunately at least with respect to environmental impacts, but those are the 3 criteria or metrics that were used to get there for that particular

measure. For more information on that, I will direct you to section 5.6K, 5.6L, 5.6M, and 5.6N in the report for further details on how the metrics were calculated between all of the alternatives.

**Question #13 from Jamie Whelan, Flagstaff City Council** - Should you choose to go with the "No Build or No Build Plus", alternatives, it seems as though "improving transit" on the Milton Corridor will not be reached, all the while the \$2.1 million awarded to Mountain Line by ADOT in 2016 would not be fully achieved. Is the implementation for Transit Signal Priority in any of these choices? What are your intentions in helping getting the project development off the ground?

**Response: Dan Gabiou** – To speak to the first part of the question, if the No Build or No Build Plus alternatives were to be selected, how will that impact improvements to transit: the No Build Plus alternative does offer some benefit to transit, though certainly not as much as the other alternatives that focus on more robust bus rapid transit improvements. With that said, and to your other questions, transit signal priority is identified as a spot improvement for the No Build Plus and alternative 5 as well as the bus-centric alternatives which are 6a, 6b, and 13. To your last part of the question, what are your intentions in helping getting the project development off the ground for Mountain Line's Bus Rapid Transit project? Mountain Line has been a project partner of ours from the onset of the project, and we do have weekly call in checks with Mountain Line to coordinate on our efforts. We have been working towards consensus decisions with all of our partners each step of the way, and I do appreciate Mountain Line's patience in delaying the implementation of their Bus Rapid Transit projects as they have agreed to delay moving forward with that until we achieve a recommended alternative from Milton Road Corridor Master Plan. With that said, we're doing what we can to expedite our schedule and work with everyone. Hopefully that answers your question.

**Question #14 from David H.** - How do the cost of the build options compare to other similar projects in the state?

**Response: Kevin Kugler** - I can tell you David, that I don't think we can provide a precise answer to your question, as far as comparing specifically to other projects in the state, but what I can tell you is that a rigorous set of cost metrics went into the cost criterion for a wide variety of elements of roadway constructions, unit costs and the lengths, and so on and so forth. The project team had lengthy discussions and input from the ADOT Northcentral District as well as inputs from the City of Flagstaff to best represent the most up-to-date cost components that are reflective of the Flagstaff market. We did conduct extensive diligence to try to reflect what the typical costs to get road improvements in Flagstaff in recent years based on bid specs from other projects that ADOT and the City of Flagstaff have done. Those all came together with representatives of ADOT, Flagstaff, the consultant team to agree to what measures of cost would be determined to go into the cost estimates themselves. I'm not sure it would be fair to others across the state to compare to other projects across the state because every project is unique in and of itself.

**Question #15 from Dhiru R. P.** - How much does Mountain Line get from city and ADOT? Why can't we have an overhead, automated transit system? Third world countries make it happen, why can't we?

**Response: Dan Gabiou**— Unfortunately, I will have to follow up with you on this question. We will need to coordinate with our partners at Mountain Line to provide an appropriate response with these details and we will follow up with that and provide that in the posted Q & A paper on the website.

**Follow-up response:** The amount of funding Mountain Line receives from ADOT via competitive Federal Transit Administration (FTA) grants varies from year to year. For more detailed information about Mountain Line funding or considerations for automated transit systems, please contact Mountain Line at: <https://mountainline.az.gov/contact/>.

**Comment from David Wessel, MetroPlan Manager** – I want to clarify that the La Plaza Vieja neighborhood is behind Natural Grocers (not Whole Foods). Kevin misspoke. Also, alternative 13 widens the roadway cross section but does not increase auto capacity. Consequently, it decreases roadway performance and forces more cut-through traffic in the neighborhood.

**Response: Dan Gabiou:** Appreciate the comment and correction there Dave.

**Question #16 from Tom E.:** When will a decision be made regarding ADOT's final recommendations?

**Response: Dan Gabiou** - I believe we addressed the comment from Tom on the schedule and final recommendations. (See response to question #7)

**Question #17 from Tom E.** - When will the actual work begin?

**Response: Dan Gabiou** - Again, at this point in the study process, unfortunately we are unable to confirm a specific date because funding has not been identified or committed for any build alternatives at this stage. Once we complete the corridor master plan, that's when we would then look ahead towards implementation activities. To give you a ballpark range, the minimum likelihood, if funding were identified for a build alternative, the absolute minimum time frame is typically 3 years. That's if funding is identified and design and clearances are obtained in a very expeditious manner. In all reality, it could take several years to implement.

**Question #18 from Kathy P.** - Won't the federal government pay for a portion of costs since US 180 is a U.S. highway?

**Response: Dan Gabiou** - Good question. Milton Road is also an ADOT facility, it is part of state route 89A, so yes, Milton Road and the portion of Route 66 at the northern end of the project are all eligible for federal aid. The challenge is that the costs of the build alternatives are difficult to



implement in an expeditious manner and the state is required to go through a performance process when evaluating the statewide projects it identifies for funding. Ultimately, those projects are considered and approved by the State Transportation Board. Of course, as previously mentioned there are alternative funding sources and grants which could be applied for. Those are often very competitive.

**Question #19 from Tom E. -** How would ADOT handle the taking of any property and what right would they have to interrupt a land lease before its expiration?

**Response: Dan Gabiou -** If a build alternative is selected, ADOT does have the right to condemnation as part of a state or federally funded project, should right-of-way need to be acquired as part of the project. The build alternatives all would have some anticipated level of right-of-way impacts. The exact right-of-way impacts are still preliminary at this point due to the fact that we are still in the planning phase. The next phase, should a build alternative be recommended, and assuming that the project is funded, the project would go into the next phase - design and the National Environmental Policy Act process or NEPA. As part of the NEPA process, the design team would have to look at potential tradeoffs of different properties and try to avoid, minimize, and mitigate impacts to right-of-way. So that's why its not possible for us to identify exact specific right-of-way property impacts at this time. I hope that answers your question.

**Question #20 from Steve F. -** If the traffic signals were timed to allow traffic to flow this would allow for efficiency. They can be setup/timed for the heavy flow direction. This is a much easier solution and would cut emissions.

**Response: Dan Gabiou -** Thank you for the comment Steve. With any build alternatives we will certainly look at any opportunities to improve the signal timing.

**Question #21 from Christine Cameron, City of Flagstaff -** Can you please discuss your engagement with [Burlington Northern Santa Fe Railway] (BNSF) and their comments on the CMP study?

**Response: Dan Gabiou -** Thank you Christine. BNSF is one of our project partners. We have included BNSF representatives in this process from the very beginning of this CMP process. They are invited to all of our monthly progress meetings with our other project partners and have had opportunities to review all major milestones and work products throughout our 3-year process.

**Question #22 from Kate Morley, Mountain Line Deputy CEO -** With regards to the previous question from Dhuru, Mountain Line believes a Bus Rapid Transit (BRT) project is appropriate for the corridor. This would include capital improvements for transit on the corridor but not be rail or overheard as cheaper options are bus lanes and transit signal priority. We are in the first phase of the project development for the BRT with support from the Federal Transit Administration who could provide up to 80% funding for the project. Outcomes from this study will impact the BRT.

**Response: Dan Gabiou** - Thank you for explaining that process Kate and again we appreciate Mountain Line's patience and allowing the Milton Road Corridor Master Plan to finish identifying a recommended alternative, at which time Mountain Line will continue with their BRT project and continue that effort.

**Question #23 from Tom E.** - Once a decision is made, will there be an opportunity to petition the decision?

**Response: Dan Gabiou** - This being a planning-level study, it typically doesn't have the same legal aspects as a project that's in the design or NEPA phase where it would undergo a formal public hearing or a Record of Decision or something formal of that nature from a design project. With the Milton Road Corridor Master Plan, we are intending to review all the public information, complete our analysis, and review the results with our project partners to ultimately make the final decision. We did directly include the public's comments through the major steps of the way starting with public meetings starting in May of 2018 which we used the public input to reduce our alternatives. We further used the public input to refine our evaluation criteria weighting and will again use this final input to help us identify a recommended alternative.

**Question #24 from Richard P.** - Is there another public meeting on the US 180 corridor proposal? I thought I heard there would be another meeting tomorrow?

**Response: Dan Gabiou** - That is correct Richard, and a good reminder. ADOT will be doing this again tomorrow (November 19<sup>th</sup>) for the US 180 Corridor Master Plan, so I would appreciate, if you're interested in participating in that meeting as well. If you go to the US 180 Corridor Master Plan website, which is in the recent advertisement, that will have all the same information as you have for Milton Road. There's also a link to that corridor master plan from the Milton Road website which you used to get here. **Tristan Black, Michael Baker, Intl.** - Yes Richard, tomorrow at the same time will be a meeting focused on US 180 in the same format as today.

**Comment from Dan Gabiou** – Thank you to everyone for the positive feedback and your participation this evening. And confirming, as Tristan mentioned, the US 180 is at the same time tomorrow, good point. It will begin at 630 pm in the same fashion. We will have the virtual room available from 6:30 to 7 with all the materials for your view. Concurrently with that we will be showing the presentation for the US 180 Corridor Master Plan from 630 to 7 and will begin the Q & A session from 7 to 8 pm tomorrow.

**Comment from Jamie Whelan, Flagstaff City Council to everyone** - We need a scenario that achieves the best balance of many goals and policies embraced by the community. This includes climate action, air quality, multimodal transportation, increased equity, and transit goals. As a member of the Mountain Line Board of Directors, I believe strong transit improvements bring us closer to reaching those goals. I support an outcome that doesn't prioritize cars and embraces all modes of transportation because that helps the Flagstaff community reach its policies.

**Response: Dan Gabiou:** Thank you for that comment. We do hope that we created and evaluated a broad range of alternatives that helps us achieve that in various ways and do appreciate everyone's input to help us refine which alternative best achieves the corridor master plan goals as well as the City's goals and policies as well as those of our other stakeholders' various policies. Thank you for the comment.

### Concluding Comments

**Dan Gabiou:** I do not see any more questions at this time. So again, thank you all very, very much for your time, again please take that survey, it's very important. We hope to see you all tomorrow evening, same time, very similar place for the US 180 Corridor Master Plan Virtual Public Open House and Live Q & A. I would just like to close with one more comment. I just want to thank Kevin Kugler and his team at Michael Baker. You've all done a very great job and been very dedicated since the start, and again want to thank our project partners. This has been a very detailed and involved process and we wouldn't have gotten this far without the contributions from all of our project partners and the public, so thank you all from the public again and we look forward to viewing your comments.

### 3.5 Attachment E - Public Open House Meeting #2 Tier 3 Alternatives Display Boards

## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #2

### No-Build

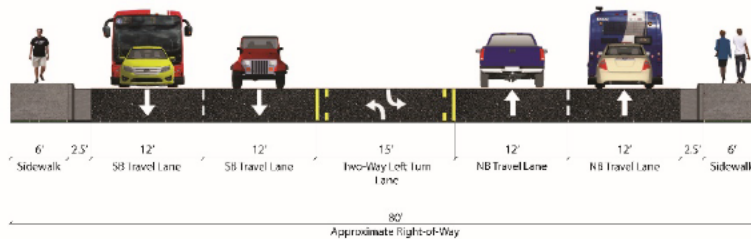
The No-Build option represents the existing roadway conditions of Milton Road, which includes two travel lanes in each direction with a center two-way left turn lane, and (generally) six-foot sidewalks on both sides of the corridor, though the width of the sidewalk is narrower than six feet in some locations. The No-Build option is the only alternative that would not impact private properties. Finally, it is critical to include the No-Build option as the baseline condition to highlight positive and/or negative change relative to the other alternatives.

#### Tier 3 Rank

1<sup>st</sup>

#### Tier 3 Score

60.10



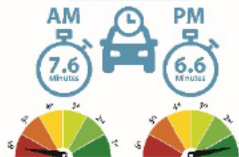
### Tier 3 Evaluation Criteria Results

#### 2040 Traffic Operations

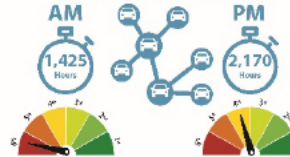
##### Level-of-Service



##### Travel Time

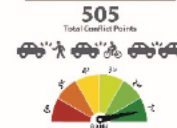


##### Total Network Delay



#### Safety

##### Conflict Points



#### Expand Travel Modes

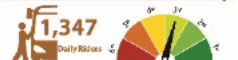
##### Bicycle Comfort Index



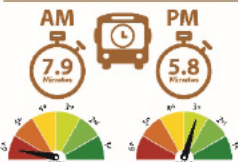
##### Pedestrian Comfort Index



##### 2040 Transit Ridership



##### 2040 Transit Travel Time



#### Cost / Implementation

##### Project Cost



##### Right-of-Way Impact

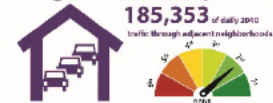


##### Implementation Opportunities

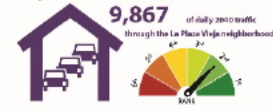


#### Environmental Impacts

##### Neighborhood Impacts



##### Clay Ave Cut-thru Traffic



##### Air Quality





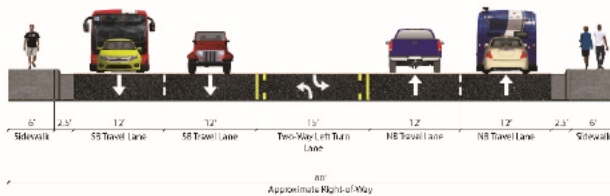
# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #2



## No-Build Plus

The No-Build Plus option represents the existing roadway conditions of Milton Road, which includes two travel lanes in each direction with a center two-way left turn lane, and (generally) six-foot sidewalks on both sides of the corridor, though the width of the sidewalk is narrower than six-foot in some locations. The No-Build Plus maintains the existing condition with the inclusion of a series of spot improvements.



Tier 3 Rank

2<sup>nd</sup>

Tier 3 Score

56.38

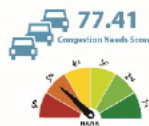
### Spot Improvements

- High visibility crosswalks
- ADA-compliant curb ramps
- Pedestrian improvements
- Bike signal actuation
- Additional turn lanes
- Transit stops
- Transit signal prioritization

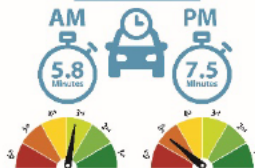
## Tier 3 Evaluation Criteria Results

### 2040 Traffic Operations

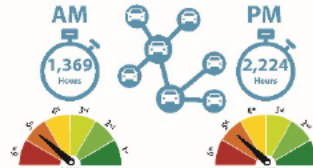
#### Level-of-Service



#### Travel Time

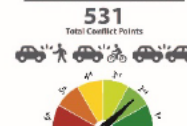


#### Total Network Delay



### Safety

#### Conflict Points



### Expand Travel Modes

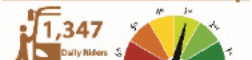
#### Bicycle Comfort Index



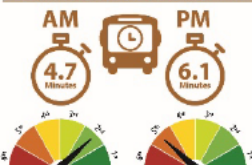
#### Pedestrian Comfort Index



#### 2040 Transit Ridership



#### 2040 Transit Travel Time

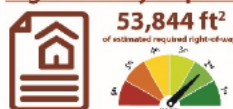


### Cost / Implementation

#### Project Cost



#### Right-of-Way Impact

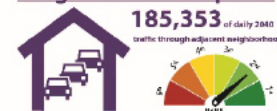


#### Implementation Opportunities

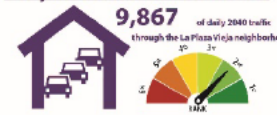


### Environmental Impacts

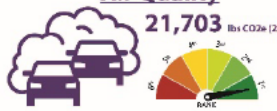
#### Neighborhood Impacts



#### Clay Ave Cut-thru Traffic



#### Air Quality



# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #2



## Milton Road Spot Improvements Inventory

Spot Improvement Alternatives Applicability Key  
 No Build + Alternative Only  
 Build Alternatives Only  
 All Alternatives

Corridor Intersections	Roadway Geometry	Roadway Operations	Vehicular Safety	Access Management	Pedestrian	Bicycle	Transit
Forest Meadows Street		<ul style="list-style-type: none"> <li>Adopted left-turn lane to make dual left (NB/Milton to WB Forest Meadows)</li> <li>Adopted traffic signal</li> <li>Adopted right-turn lane through intersection and to McClelland on on-ramp</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>3-foot buffer between median</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>Revised signal timing</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	
Sundance Drive	<ul style="list-style-type: none"> <li>Redesign to widening road</li> </ul>			<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>3-foot buffer between median</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	
University Drive				<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
University Avenue	<ul style="list-style-type: none"> <li>Right-of-way acquired by the University of the South Florida</li> <li>Right-of-way acquired by the University of the South Florida</li> <li>Right-of-way acquired by the University of the South Florida</li> </ul>			<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	
Chambers Drive				<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
Piazza Way	<ul style="list-style-type: none"> <li>Improve the roadway geometry of the intersection including improving the radius and application of functional ramps</li> <li>Revised signal timing</li> <li>Lengthen the stop for NB left-turn lane</li> </ul>	<ul style="list-style-type: none"> <li>Revised signal timing</li> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
Euclid Road		<ul style="list-style-type: none"> <li>Revised signal timing</li> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	
Haines Road		<ul style="list-style-type: none"> <li>Revised signal timing</li> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
Wells Lane		<ul style="list-style-type: none"> <li>Revised signal timing</li> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	
Rail City Avenue	<ul style="list-style-type: none"> <li>Add a park stop with the left-turn lane</li> </ul>	<ul style="list-style-type: none"> <li>Revised signal timing</li> <li>Revised left-turn</li> </ul>	<ul style="list-style-type: none"> <li>Move median stop closer to the intersection</li> </ul>	<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
Market Street	<ul style="list-style-type: none"> <li>Revised signal timing</li> <li>Revised left-turn</li> </ul>	<ul style="list-style-type: none"> <li>Revised signal timing</li> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
Tucson Avenue		<ul style="list-style-type: none"> <li>Revised signal timing</li> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	
Phoenix Avenue		<ul style="list-style-type: none"> <li>Revised signal timing</li> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
Santa Fe Avenue	<ul style="list-style-type: none"> <li>Revised signal timing</li> <li>Revised left-turn</li> </ul>	<ul style="list-style-type: none"> <li>Revised signal timing</li> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
Mariposa Street		<ul style="list-style-type: none"> <li>Revised signal timing</li> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>
Sumner Street		<ul style="list-style-type: none"> <li>Revised signal timing</li> <li>Revised left-turn</li> </ul>		<ul style="list-style-type: none"> <li>Revised U-Turns</li> <li>Revised left-turn</li> <li>Revised right-turn</li> </ul>	<ul style="list-style-type: none"> <li>Adopted High-Visibility Crosswalks</li> <li>ADA-compliant curb ramps</li> <li>ADA-compliant crosswalk improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle signal detection and activation</li> <li>Controlled bike lane/parkway function</li> </ul>	<ul style="list-style-type: none"> <li>Transit signal prioritization</li> </ul>

## MILTON ROAD CORRIDOR MASTER PLAN

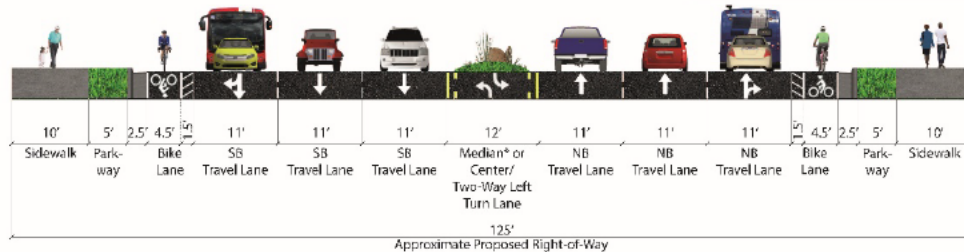
Public Open House #2



### Alternative 5

This Alternative offers both increased capacity and opportunities for expanded mode choices through the introduction of two vehicular lanes and the addition of buffered bike lanes on both sides of the road. Alternative 5 includes six, 11-foot general purpose travel lanes with center median/left turn lane and 6-foot bicycle lanes and 10-foot sidewalks. Alternative 5 also includes enhanced facilities back of curb with a 10-foot sidewalk with a parkway on both sides of the road.

**Tier 3 Rank**  
**5<sup>th</sup>**  
**Tier 3 Score**  
**54.53**



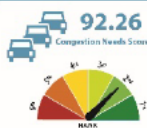
\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and FHWA approval would be required for the application of 11' Travel Lanes.

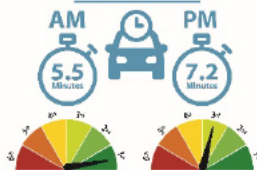
## Tier 3 Evaluation Criteria Results

### Traffic Operations

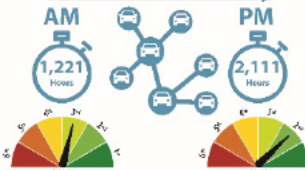
#### Level-of-Service



#### Travel Time

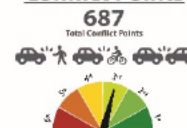


#### Total Network Delay



### Safety

#### Conflict Points



### Expand Travel Modes

#### Bicycle Comfort Index



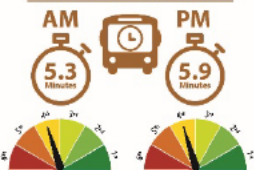
#### Pedestrian Comfort Index



#### Transit Ridership



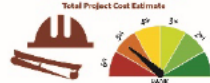
#### Transit Travel Time



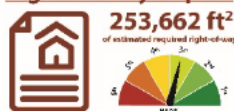
### Cost / Implementation

#### Project Cost

\$84,417,000



#### Right-of-Way Impact

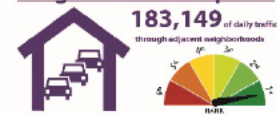


#### Implementation Opportunities

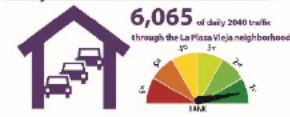


### Environmental Impacts

#### Neighborhood Impacts



#### Clay Ave Cut-thru Traffic



#### Air Quality





## MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #2



### Alternative 6a

This Alternative offers a combination of both increased capacity and opportunities for expanded mode choices by adding both an additional vehicular lane and a shared bus-bike lane (SBBL) in each direction.

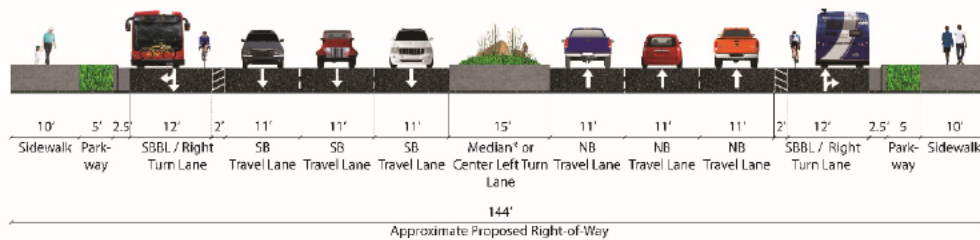
Alternative 6a includes six, 11-foot general purpose lanes, two 14-foot SBBLs, and center median/turn lane with 10-foot sidewalks. Alternative 6a also includes enhanced facilities back of curb with a 10-foot sidewalk and a parkway on both sides of the road.

Tier 3 Rank

3<sup>rd</sup>

Tier 3 Score

56.22



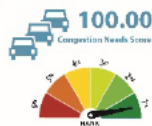
\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and ARMA approval would be required for the application of 11' travel lanes.

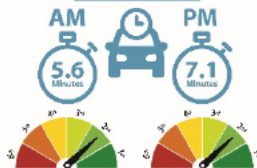
## Tier 3 Evaluation Criteria Results

### Traffic Operations

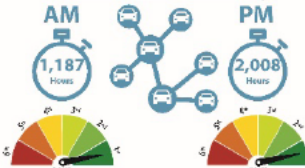
#### Level-of-Service



#### Travel Time

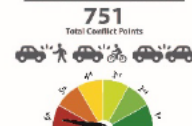


#### Total Network Delay



### Safety

#### Conflict Points



### Expand Travel Modes

#### Bicycle Comfort Index



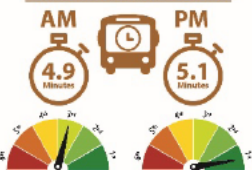
#### Pedestrian Comfort Index



#### Transit Ridership



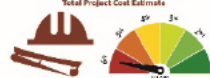
#### Transit Travel Time



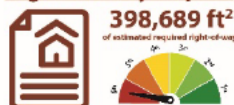
### Cost / Implementation

#### Project Cost

\$95,463,000



#### Right-of-Way Impact

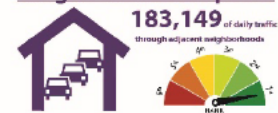


#### Implementation Opportunities

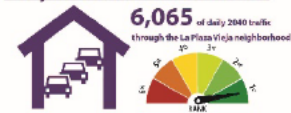


### Environmental Impacts

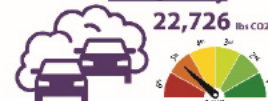
#### Neighborhood Impacts



#### Clay Ave Cut-thru Traffic



#### Air Quality





# MILTON ROAD CORRIDOR MASTER PLAN

Public Open House #2



## Alternative 6b

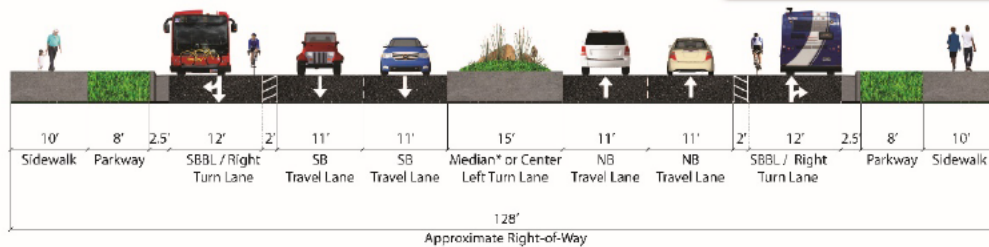
This Alternative primarily provides increased opportunities for expanded mode choices by adding a shared bus-bike lane (SBBL) in each direction, while also introducing a larger buffer between the vehicular lanes and the widened sidewalk. Alternative 6b includes four, 11-foot general purpose lanes, two 14-foot SBBLs, 15-foot center median/turn lane with 8-foot parkway buffers and 10-foot sidewalks.

Tier 3 Rank

4<sup>th</sup>

Tier 3 Score

55.35



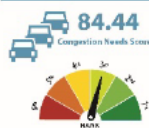
\*Median treatment may vary along the study corridor.

\*\*An ADOT design exception and FHWA approval would be required for the application of 11' travel lanes.

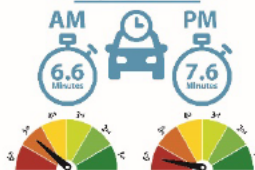
## Tier 3 Evaluation Criteria Results

### Traffic Operations

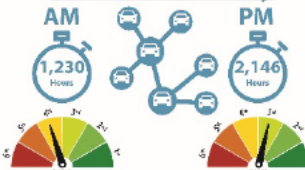
#### Level-of-Service



#### Travel Time

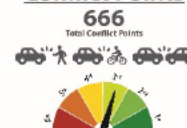


#### Total Network Delay



### Safety

#### Conflict Points



### Expand Travel Modes

#### Bicycle Comfort Index



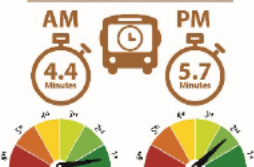
#### Pedestrian Comfort Index



#### Transit Ridership



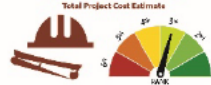
#### Transit Travel Time



### Cost / Implementation

#### Project Cost

\$74,504,000



#### Right-of-Way Impact

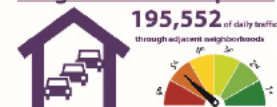


#### Implementation Opportunities



### Environmental Impacts

#### Neighborhood Impacts



#### Clay Ave Cut-thru Traffic



#### Air Quality

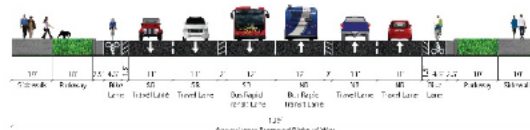


**ADOT**

**Tier 3 Rank**  
**6<sup>th</sup>**

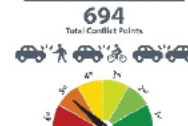
**Tier 3 Score**  
**50.75**

### Mid-Block



<sup>22</sup>An NEOI design exception and H-VIA approval would be required for the application of T1 travellers.

## Safety



## Environmental Impacts



### Clay Ave Cut-thru Traffic



## Air Quality



**MILTON ROAD CORRIDOR MASTER PLAN**  
Public Open House #2

Category	Final T3 Evaluation Criteria		Weight		No Build		No Build		No Build		Alternative 5		Alternative 6a		Alternative 6b		Alternative 13	
	Metrics	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight	Weight
Traffic Operations (13.6% Weight)	Level of Service (Volume / Capacity Ratio)	2.07%	77.41	1.60	77.41	1.60	77.41	1.60	77.41	1.60	92.26	1.91	100.00	2.07	84.44	1.75	80.42	1.67
	Travel Time (AM) - minutes	4.0310%	7.58	2.90	7.58	2.90	7.58	2.90	7.58	2.90	5.46	4.03	5.64	3.50	6.59	3.34	6.40	3.39
	Travel Time (PM) - minutes	4.0310%	6.58	4.03	6.58	4.03	6.58	4.03	6.58	4.03	7.17	3.70	7.13	3.72	7.59	3.89	7.40	3.56
	Network Delay (AM) - hours	1.88%	1,724.73	1.57	1,724.73	1.57	1,724.73	1.57	1,724.73	1.57	1,211.03	1.83	1,195.90	1.88	1,225.86	1.82	1,217.48	1.84
Vehicle Safety (14.0% Weight)	Network Delay (PM) - hours	1.88%	2,170.18	1.74	2,170.18	1.74	2,170.18	1.74	2,170.18	1.74	2,111.09	1.79	2,038.35	1.88	2,145.28	1.76	2,133.74	1.63
	Reduction in Conflict Points	15.60%	505.00	16.50	505.00	16.50	505.00	16.50	505.00	16.50	687.00	12.20	751.00	11.15	666.00	12.59	694.00	12.08
	Bicycle Comfort Quality Index	4.94%	3.00	2.47	3.00	2.47	3.00	2.47	3.00	2.47	5.50	4.53	5.50	4.53	6.00	4.94	4.00	3.29
	Pedestrian Comfort Index	6.07%	3.00	2.32	3.00	2.32	3.00	2.32	3.00	2.32	6.50	5.03	6.00	6.19	9.00	6.97	6.00	4.64
Public Acceptance (12.0% Weight)	Transit Travel Time (AM) - minutes	1.83%	7.52	1.02	7.52	1.02	7.52	1.02	7.52	1.02	5.28	1.53	4.91	1.64	4.40	1.63	5.36	1.50
	Transit Travel Time (PM) - minutes	1.83%	5.83	1.40	5.83	1.40	5.83	1.40	5.83	1.40	5.90	1.58	5.08	1.83	5.87	1.64	6.31	1.48
	Transit Ridership	3.72%	1,347	2.26	1,347	2.26	1,347	2.26	1,347	2.26	1,347	2.26	1,930	3.24	1,930	3.24	2,219	3.72
	Public Support	12.00%																
Cost / Implementation (14.6% Weight)	Construction Cost	3.10%	0.0	3.10	0.0	3.10	0.0	3.10	0.0	3.10	0.36	0.36	0.40	0.32	0.42	0.34	0.40	0.40
	ROW Impact (Square Feet)	4.55%	0.0	4.55	0.0	4.55	0.0	4.55	0.0	4.55	253,662	0.18	390,689	0.11	271,345	0.17	286,207	0.16
	Implementation Opportunities	2.99%	100.00	2.96	100.00	2.96	100.00	2.96	100.00	2.96	4.1	0.12	10.4	0.31	11.9	0.35	15.4	0.46
	Neighborhood Impacts	4.43%	185,353	4.38	185,353	4.38	185,353	4.38	185,353	4.38	183,149	4.43	183,149	4.43	195,552	4.15	195,552	4.15
Environmental Impacts (13.6% Weight)	Tree Impacts	3.58%	9,857	3.29	9,857	3.29	9,857	3.29	9,857	3.29	6,065	3.36	6,065	3.36	10,171	3.20	10,171	3.20
	Air Quality	3.75%	22,304.92	3.69	22,304.92	3.69	22,304.92	3.69	22,304.92	3.69	22,317.27	3.68	22,729.43	3.62	22,285.08	3.70	22,961.71	3.58
	Great Street	14.00%																
	Community Character (14.0% Weight)																	
Aggregate Score		100.00%	62.18	1	62.18	1	62.18	1	62.18	1	94.13	3	96.22	3	93.35	4	98.75	6

### 3.6 Attachment F – Public Open House Meeting #2 Online Public Survey Results



## Milton Corridor Master Plan #2

December 7, 2020, 3:23 PM

### Contents

i. Summary of responses	2
-------------------------	---



**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey

## Summary Of Responses

As of December 7, 2020, 3:23 PM, this forum had: Topic Start

Topic End

Attendees: 463 November 12, 2020, 1:55 PM

December 7, 2020, 3:22 PM

Responses: 226

Hours of Public Comment: 11.3

### QUESTION 1

Do you support widening the right of way on Milton Road for the purpose of:

#### adding dedicated bus lanes

		%	Count
Strongly Oppose		15.0%	34
Oppose		12.8%	29
Neutral		15.9%	36
Support		27.0%	61
Strongly Support		27.4%	62
Unsure		0.9%	2

#### adding travel lanes (for all vehicles)


		%	Count
Strongly Oppose		15.9%	36
Oppose		14.2%	32
Neutral		14.2%	32
Support		23.0%	52

**Milton Corridor Master Plan #2**







Milton Road Corridor Master Plan - Recommended Alternative Survey

		%	Count
Strongly Support		30.1%	68
Unsure		1.3%	3

**adding bicycle lanes**

		%	Count
Strongly Oppose		6.2%	14
Oppose		8.0%	18
Neutral		10.2%	23
Support		19.9%	45
Strongly Support		54.4%	123
Unsure		1.3%	3

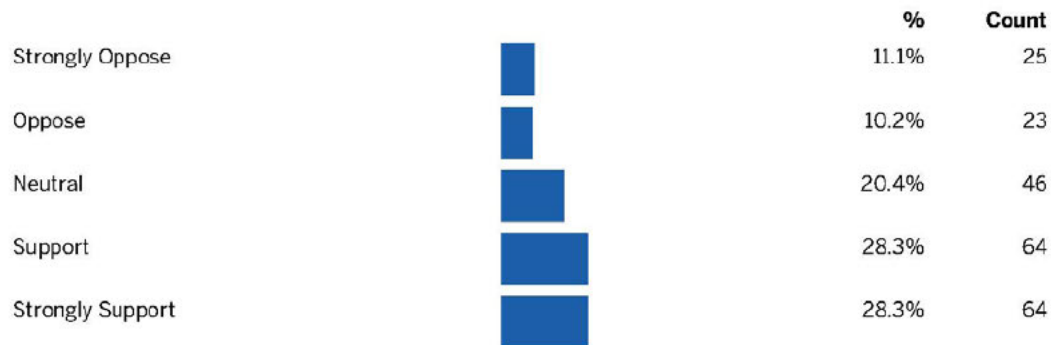
**wider sidewalks**

		%	Count
Strongly Oppose		5.8%	13
Oppose		13.3%	30
Neutral		23.9%	54
Support		21.2%	48
Strongly Support		31.9%	72
Unsure		0.9%	2

**landscaped areas (landscaped areas act as a buffer between traffic and pedestrians)**

**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



QUESTION 2

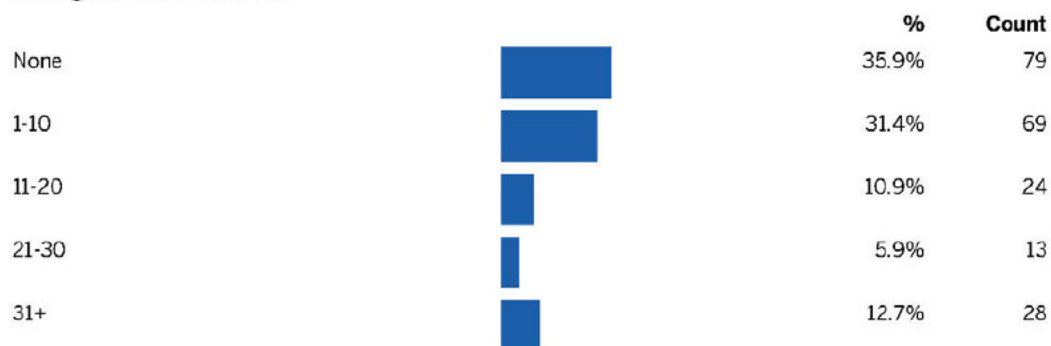
**Do you have any additional comments about widening Milton Road or not?**

Answered	92
Skipped	134

QUESTION 3

**How many buildings would you be willing to remove in order to add the following features?**

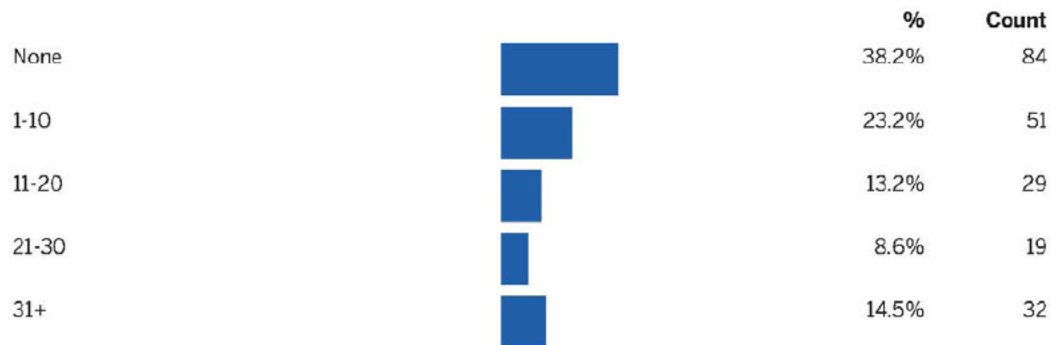
**Adding dedicated bus lanes**



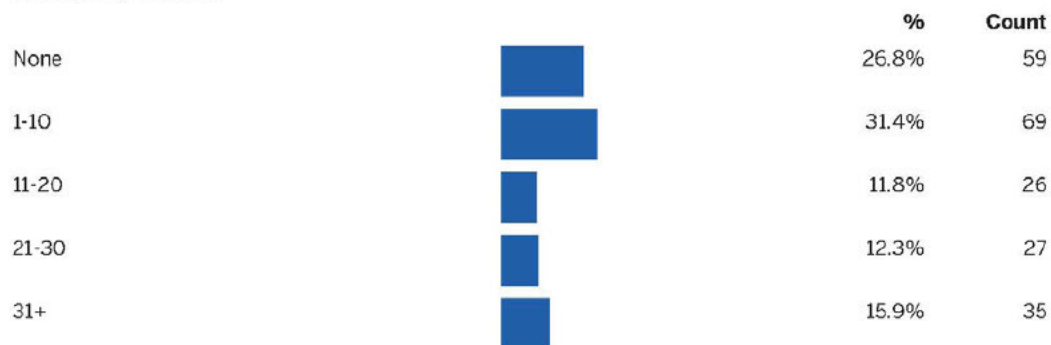
**Adding travel lanes (for all vehicles)**

**Milton Corridor Master Plan #2**

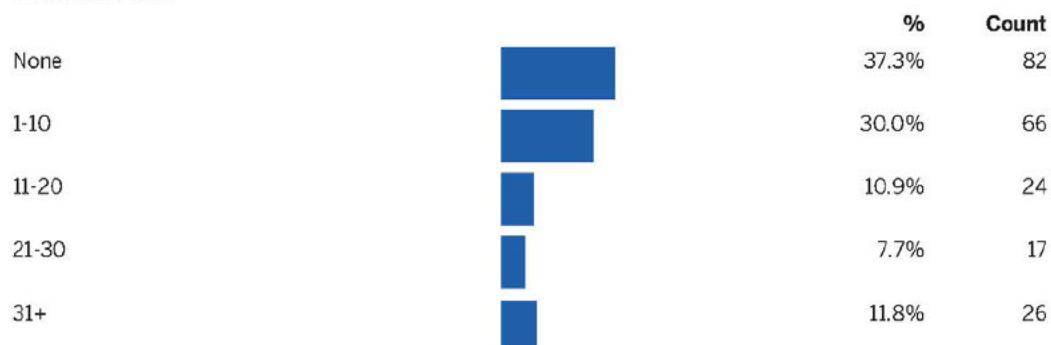
Milton Road Corridor Master Plan - Recommended Alternative Survey



**Adding bicycle lanes**



**Wider sidewalks**

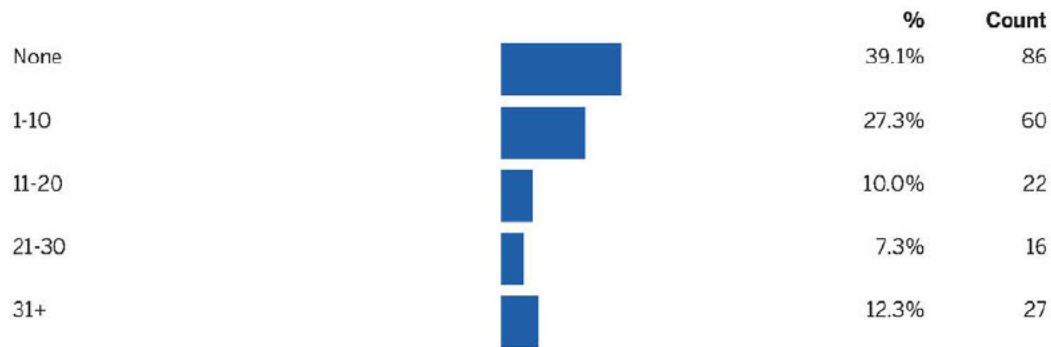


**Landscaped areas**



**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



QUESTION 4

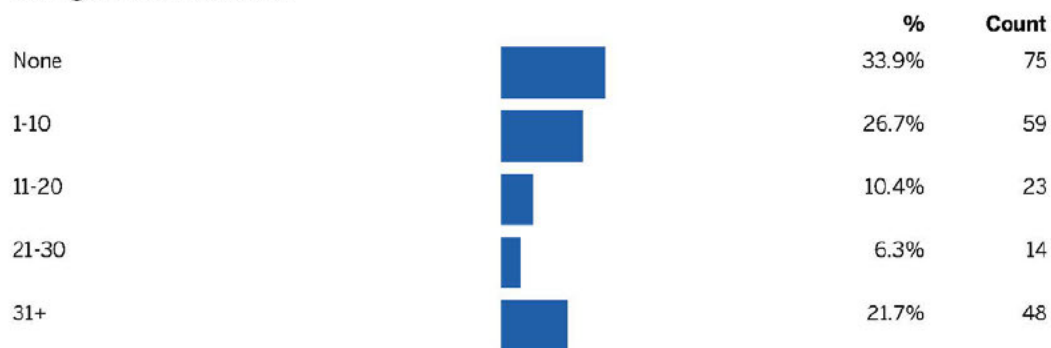
**Do you have any other comments about potential impacts to buildings on Milton Road?**

Answered	56
Skipped	170

QUESTION 5

**How many parking lots would you be willing to remove in order to add the following features?**

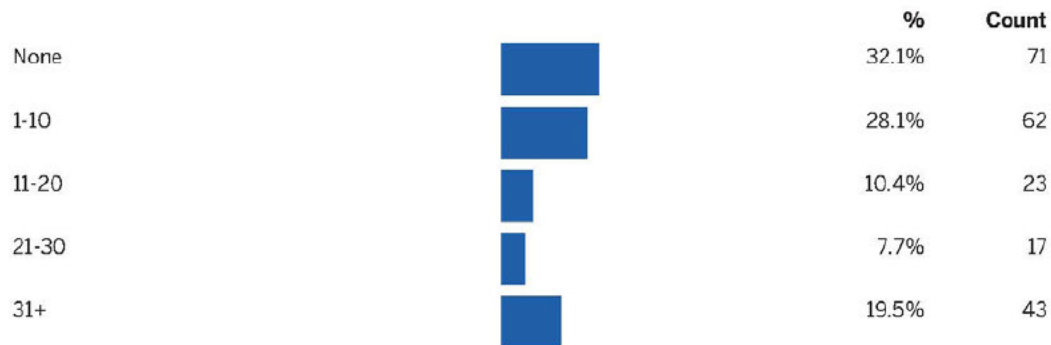
**Adding dedicated bus lanes**



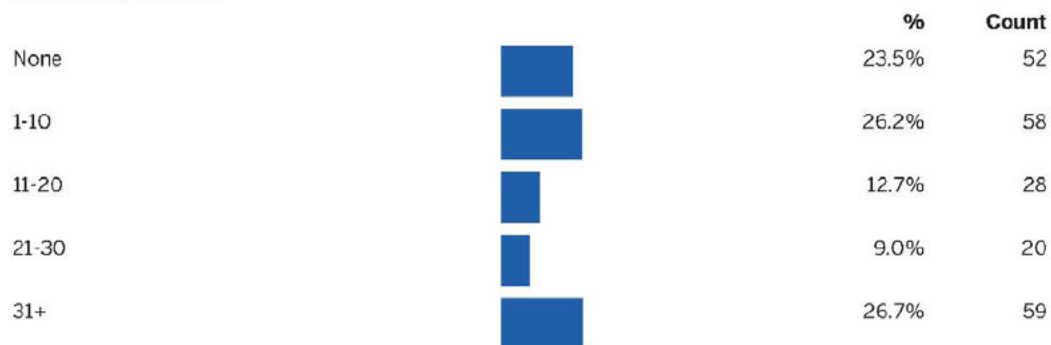
**Adding travel lanes (for all vehicles)**

**Milton Corridor Master Plan #2**

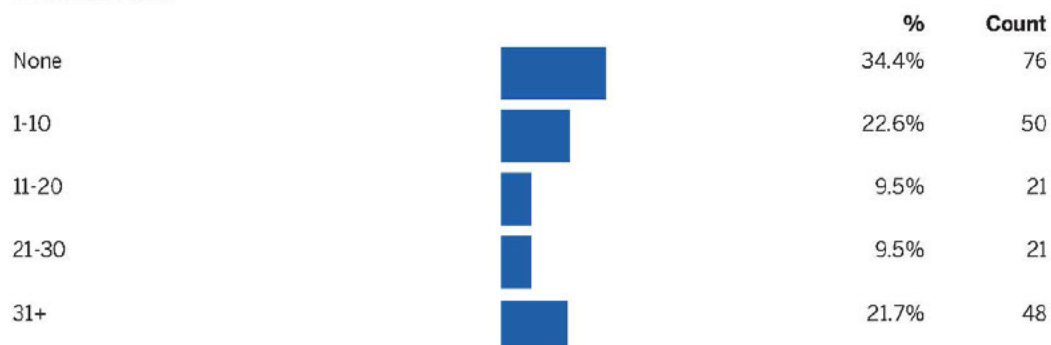
Milton Road Corridor Master Plan - Recommended Alternative Survey



**Adding bicycle lanes**



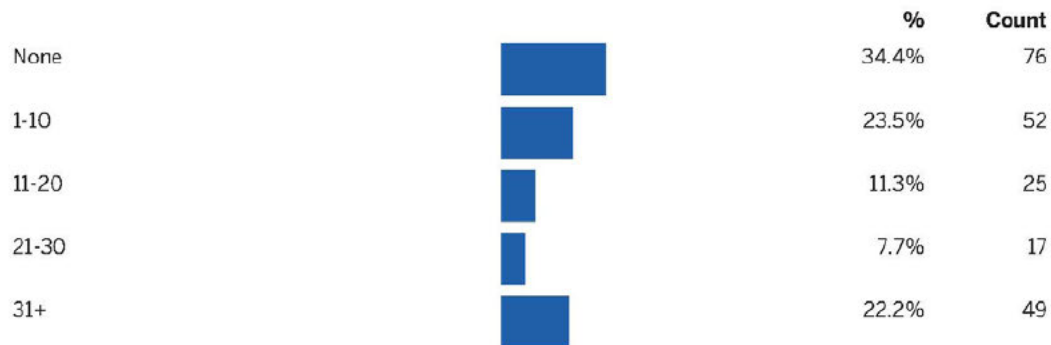
**Wider sidewalks**



**landscaped areas**

**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



QUESTION 6

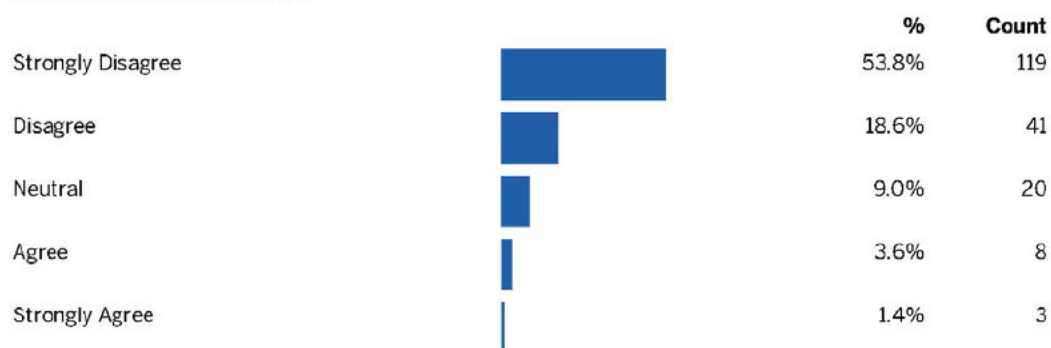
**Do you have any other comments about potential impacts to parking lots on Milton Road?**

Answered	58
Skipped	168

QUESTION 7

**What types of enhancements are needed on Milton Road? Please rate each improvement.**

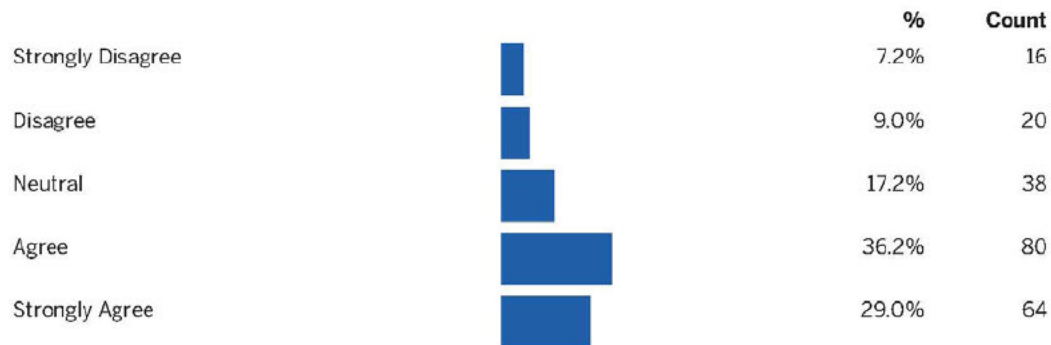
**No enhancements are needed**



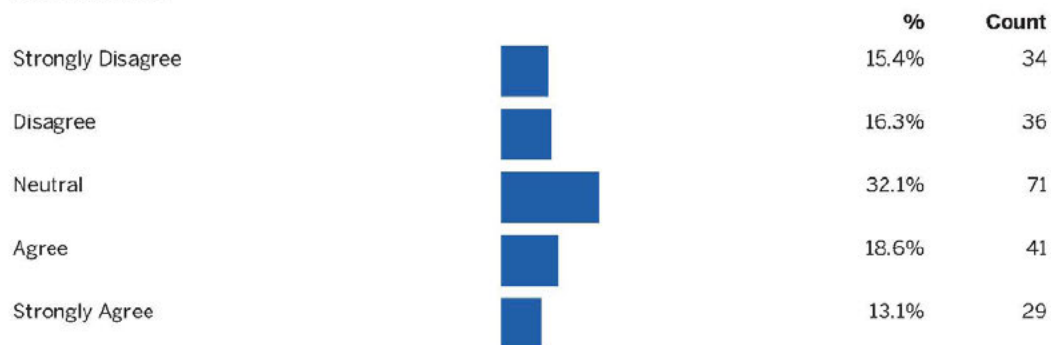
**Improve vehicle travel time**

**Milton Corridor Master Plan #2**

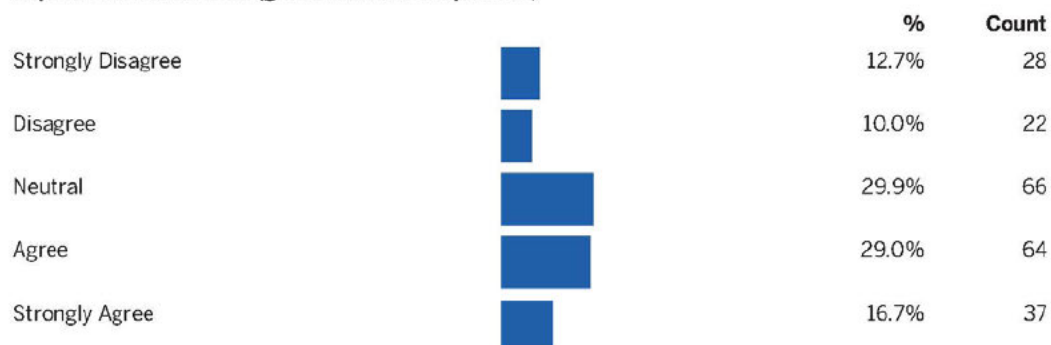
Milton Road Corridor Master Plan - Recommended Alternative Survey



**Raised medians**



**Improve bus travel time (get to final bus stop faster)**

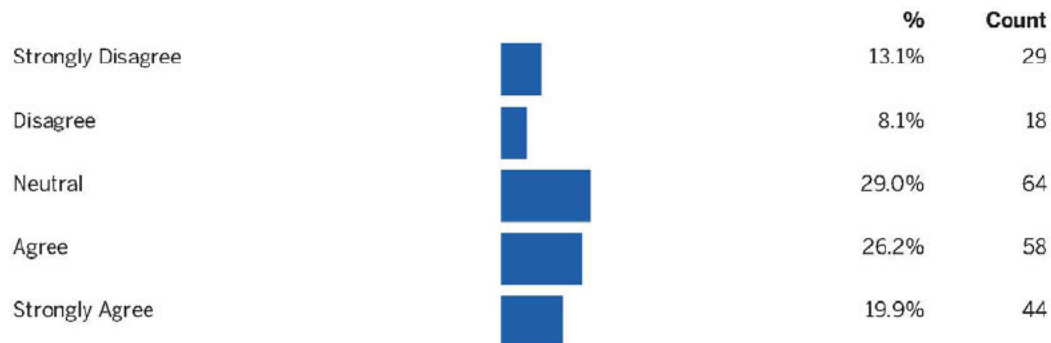


**Improve bus frequency (less wait time at bus stops)**

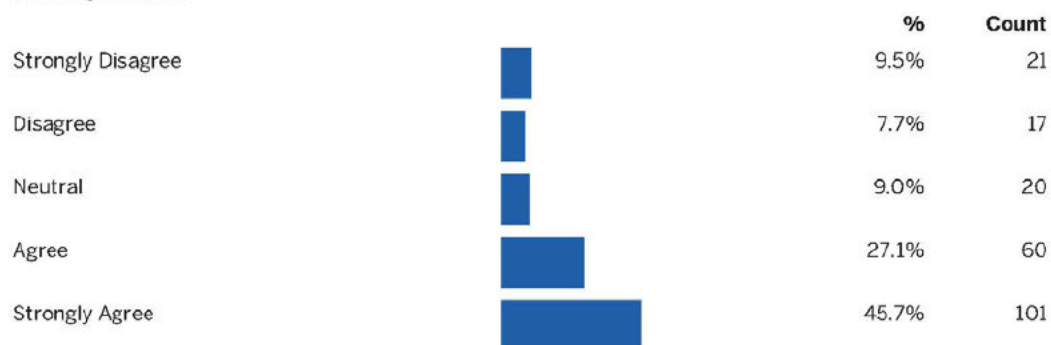


**Milton Corridor Master Plan #2**

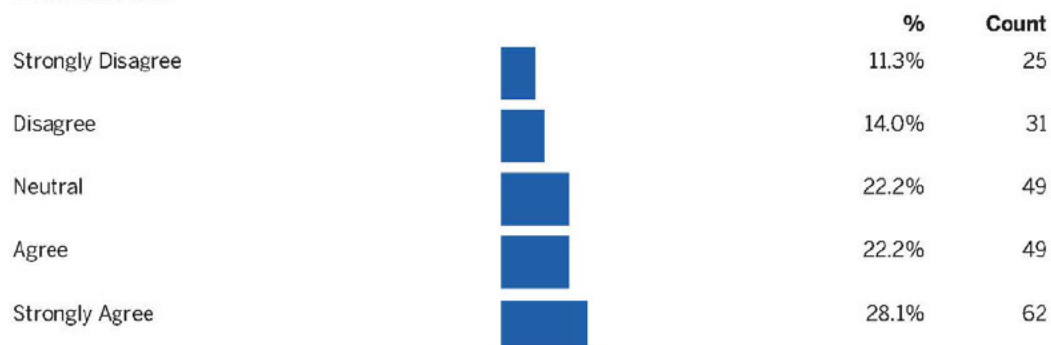
Milton Road Corridor Master Plan - Recommended Alternative Survey



**Add bicycle lanes**



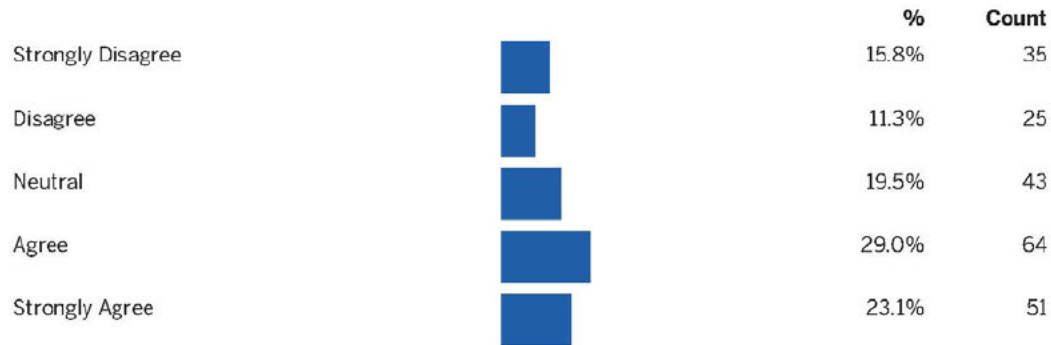
**Wider sidewalks**



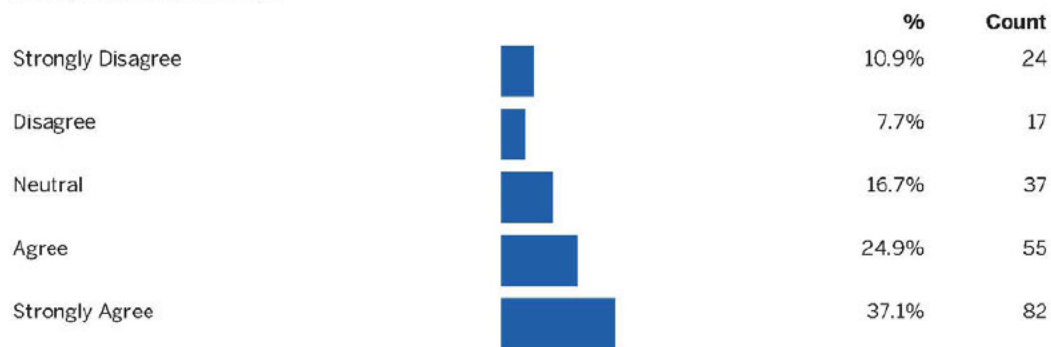
**Landscaped areas (landscaped buffers between the road and sidewalk)**

**Milton Corridor Master Plan #2**

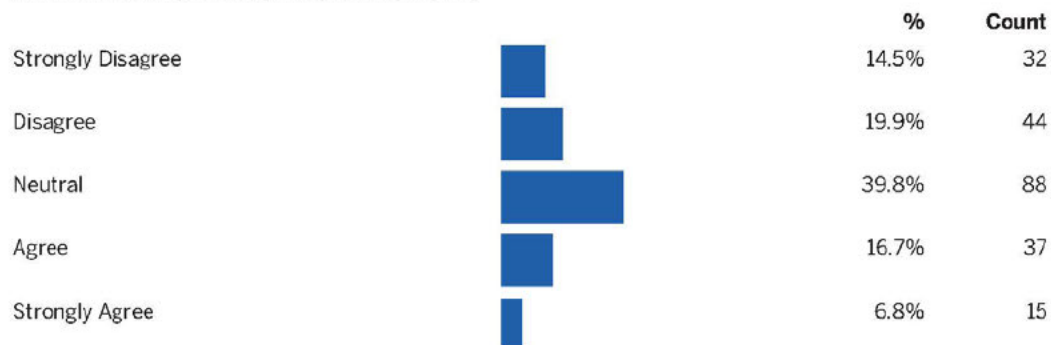
Milton Road Corridor Master Plan - Recommended Alternative Survey



**More pedestrian crossings**



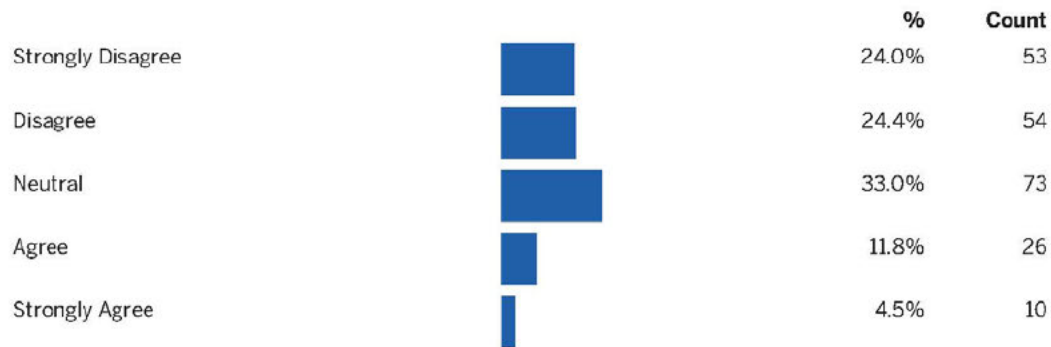
**Preserve existing buildings on private property**



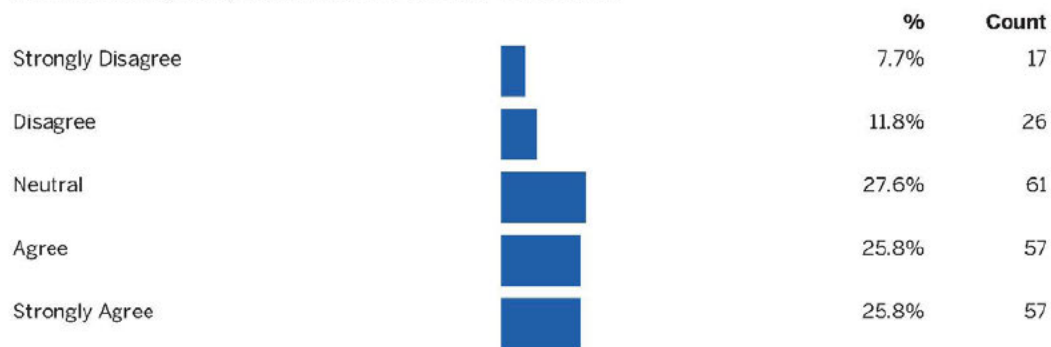
**Preserve parking lots on private property**

**Milton Corridor Master Plan #2**

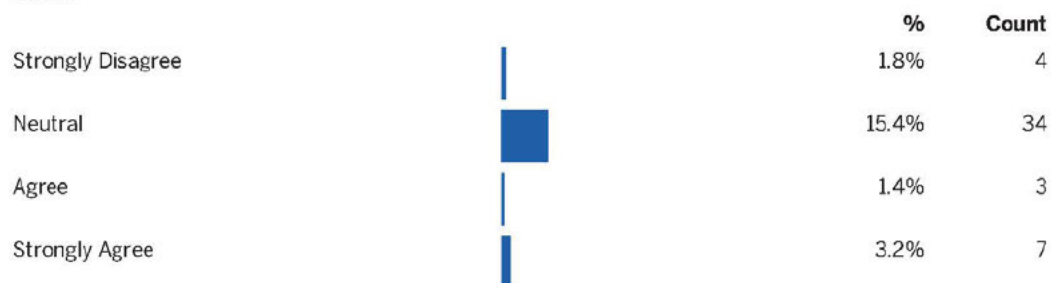
Milton Road Corridor Master Plan - Recommended Alternative Survey



**Preserve small parks (such as the NAU Green or Colton Park)**



**Other:**



QUESTION 8

**Milton Corridor Master Plan #2**

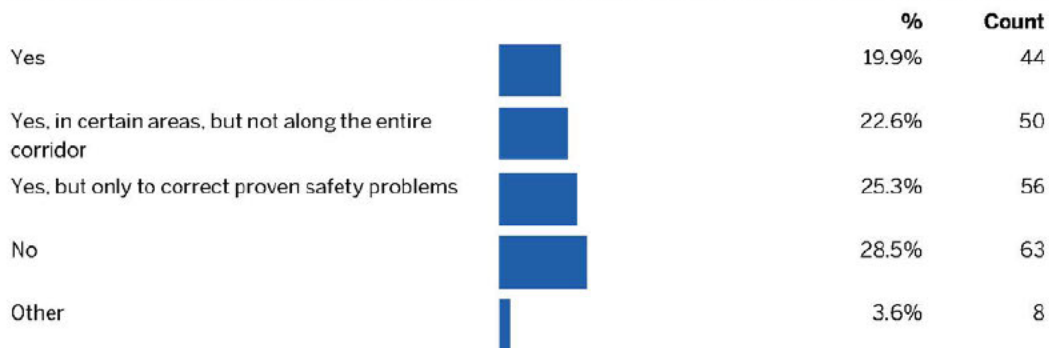
Milton Road Corridor Master Plan - Recommended Alternative Survey

**Do you think there are other enhancements that are needed on Milton Road?**

Answered	61
Skipped	165

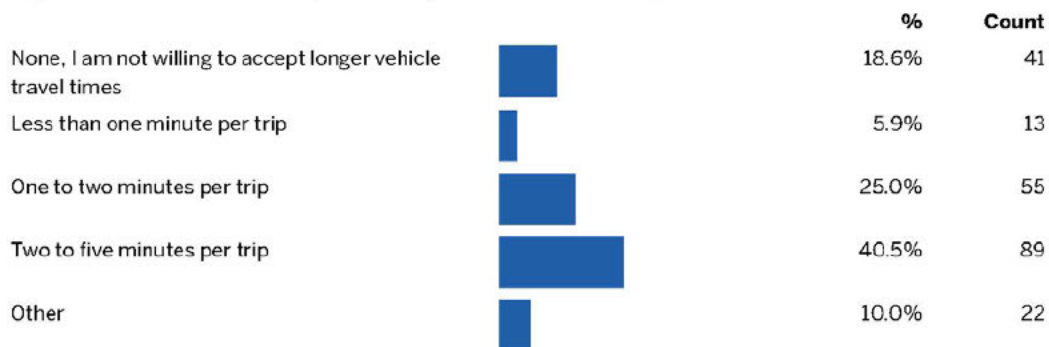
**QUESTION 9**

**A raised median on Milton Road could improve safety but would limit access and left turning movements to and from individual business driveways. Would you support the construction of a raised median on Milton Road?**



**QUESTION 10**

**In 2040, if nothing is done, it is estimated to take 7 mins to drive from Forest Meadows St to Humphreys St on Milton Rd. How much of an increase in vehicle travel time would you be willing to accept in order to bring improvements for bus users, cyclists and pedestrians to an acceptable level?**





**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey

QUESTION 11

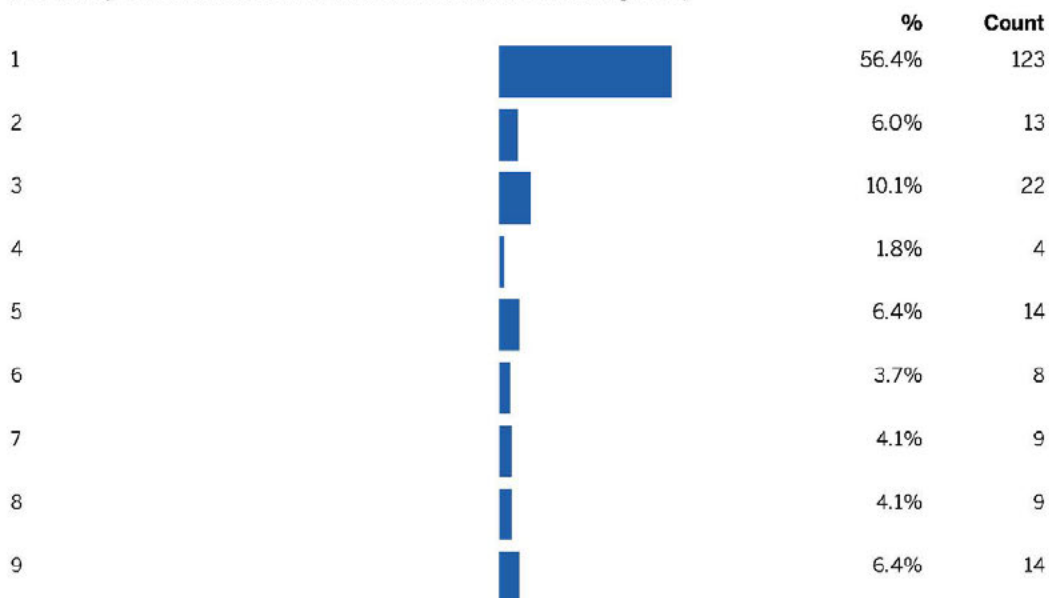
**Do you have any other comments about Milton Road enhancements that you would like to share?**

Answered	52
Skipped	174

QUESTION 12

**Please rate how much you support each of the below Milton Road alternatives.**  
[1 = Strongly Oppose, 3 = Oppose, 5 = Neutral, 7 = Support, 9 = Strongly Support]

**No Build (no additional lanes or enhancements; leave roadway as is)**

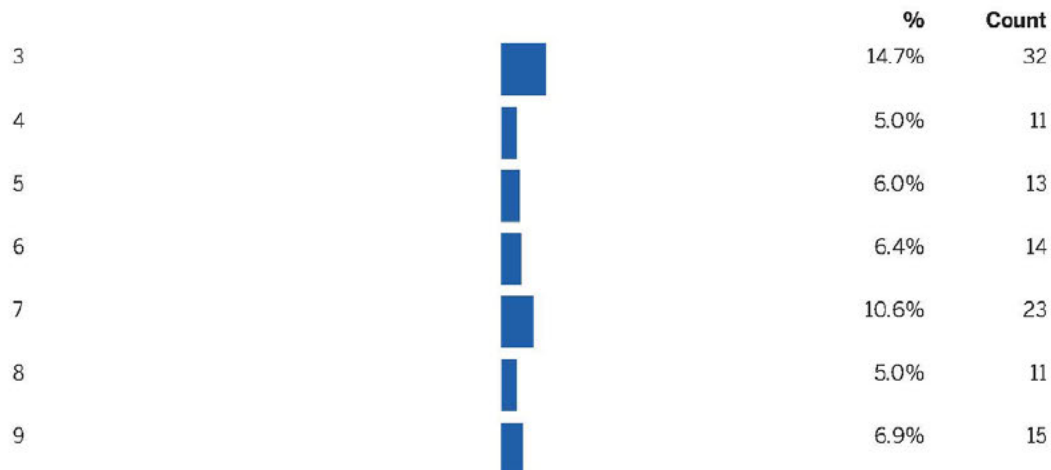


**No Build Plus (no additional lanes; add enhancements with some limited impacts to property)**

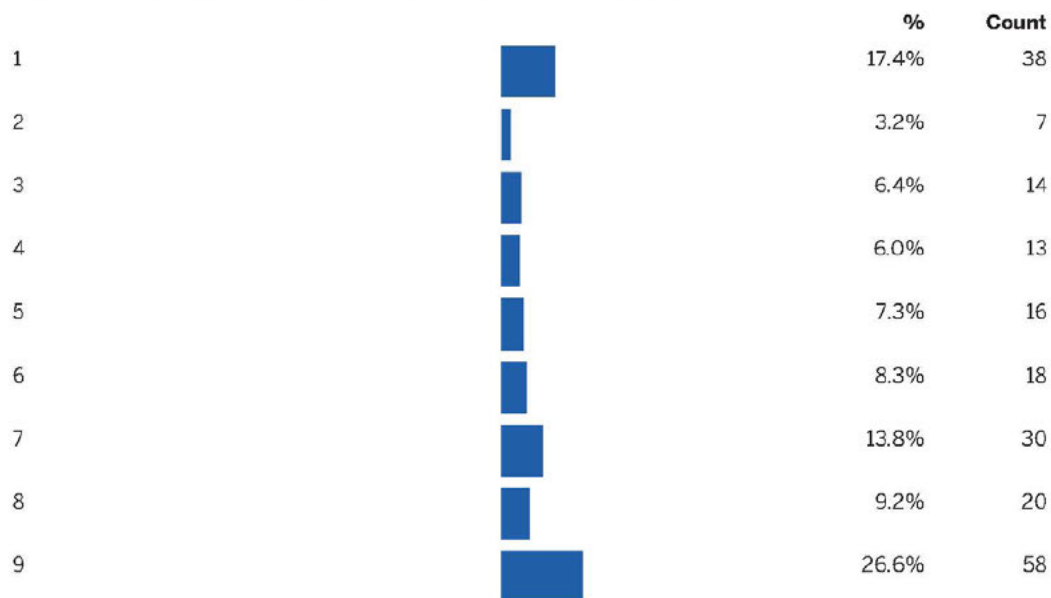


**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



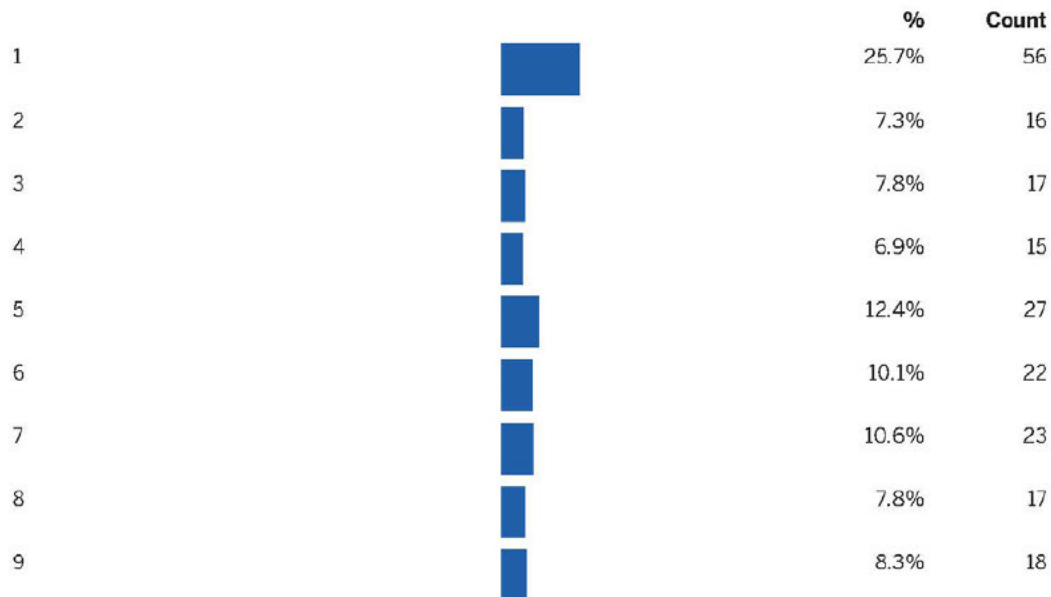
**Alternative 5 (six travel lanes/six foot bike lanes/10 foot sidewalk)**



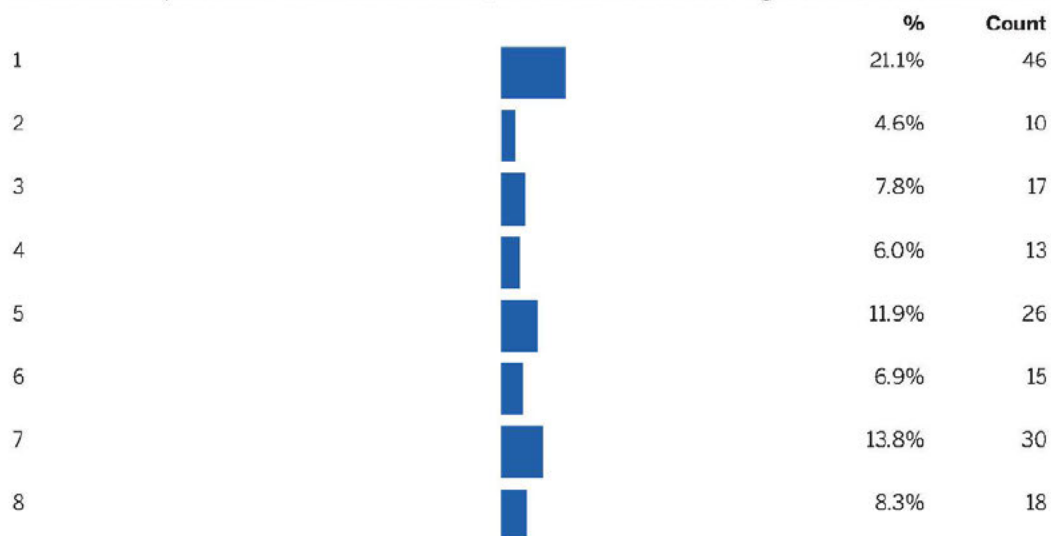
**Alternative 6a (six travel lanes/two dedicated, shared bus/bike lanes + right turn lane/10 foot sidewalks)**

**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



**Alternative 6b (four travel lanes/two dedicated, shared bus/bike lanes + right turn lane/10 foot sidewalks)**



**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey

		%	Count
9		17.9%	39

**Alternative 13 (two dedicated center-running bus lanes/four travel lanes/six foot bike lanes/10 foot sidewalks)**

		%	Count
1		29.4%	64
2		3.7%	8
3		8.3%	18
4		4.6%	10
5		14.7%	32
6		4.1%	9
7		9.6%	21
8		7.3%	16
9		16.1%	35

QUESTION 13

**Why do you support your preferred alternative? Why do you not support others?**

Answered	130
Skipped	96

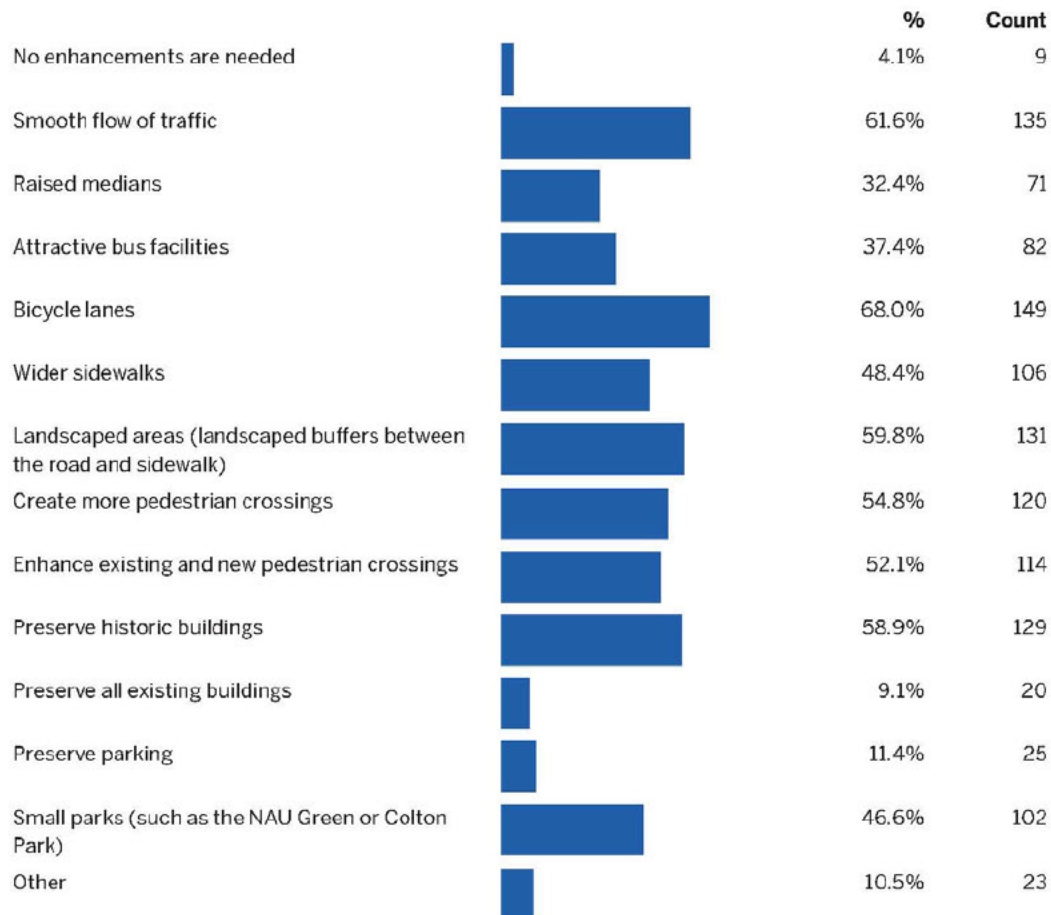
QUESTION 14

**Which enhancements do you feel are needed to make Milton Road a "Great Street"? (select as many as you want)**



**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



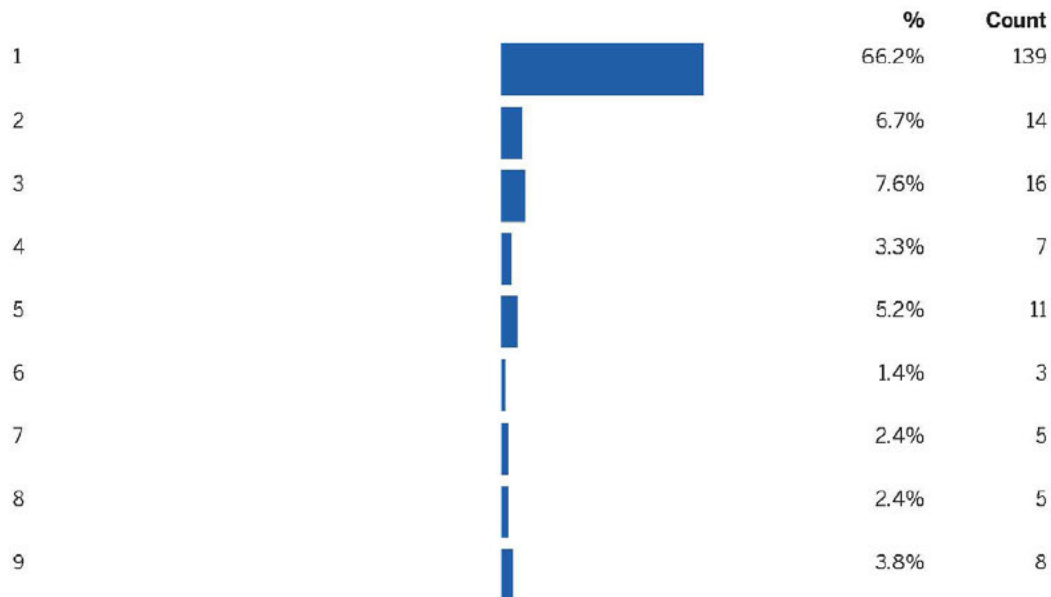
QUESTION 15

Please rate how well each alternative would make Milton Road a "Great Street"? (1 = Very Poorly, 3 = Poorly, 5 = Fairly Well, 7 = Well, 9 = Very Well)

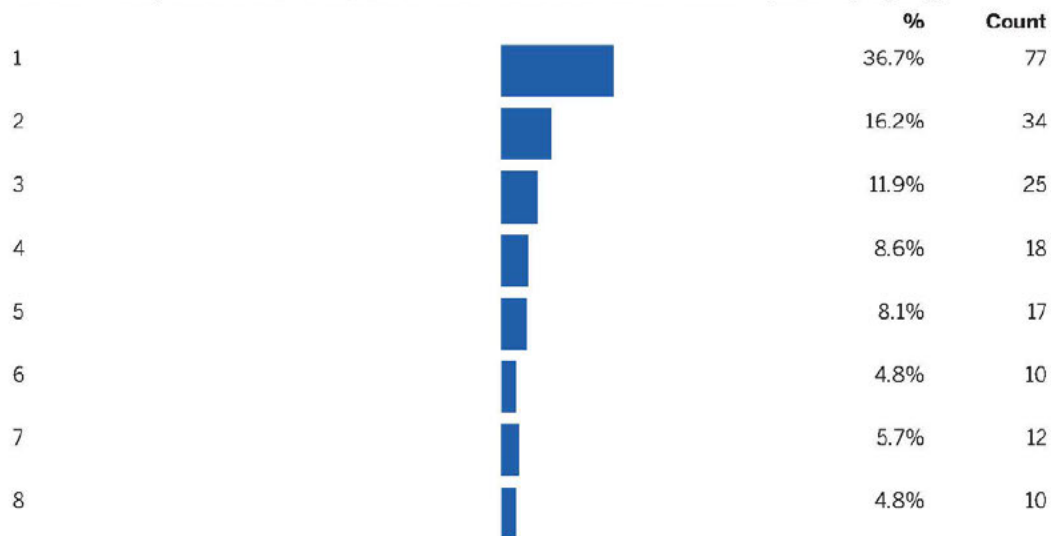
**No Build (leave roadway as is)**

**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



**No Build Plus (no additional lanes; add enhancements with some limited impacts to property)**



**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey

		%	Count
9		1.4%	3

**Alternative 5 (six travel lanes/six foot bike lanes/10 foot sidewalk)**

		%	Count
1		13.8%	29
2		5.2%	11
3		6.7%	14
4		8.1%	17
5		11.4%	24
6		8.6%	18
7		13.8%	29
8		8.6%	18
9		21.9%	46

**Alternative 6a (six travel lanes/two dedicated, shared bus/bike lanes/10 foot sidewalks)**

		%	Count
1		18.6%	39
2		7.6%	16
3		10.5%	22
4		6.2%	13
5		15.7%	33
6		9.0%	19

**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey

		%	Count
7		11.0%	23
8		7.6%	16
9		11.4%	24

**Alternative 6b (four travel lanes/two dedicated, shared bus/bike lanes/10 foot sidewalks)**

		%	Count
1		18.1%	38
2		5.7%	12
3		5.2%	11
4		6.2%	13
5		16.2%	34
6		8.6%	18
7		14.8%	31
8		10.0%	21
9		13.3%	28

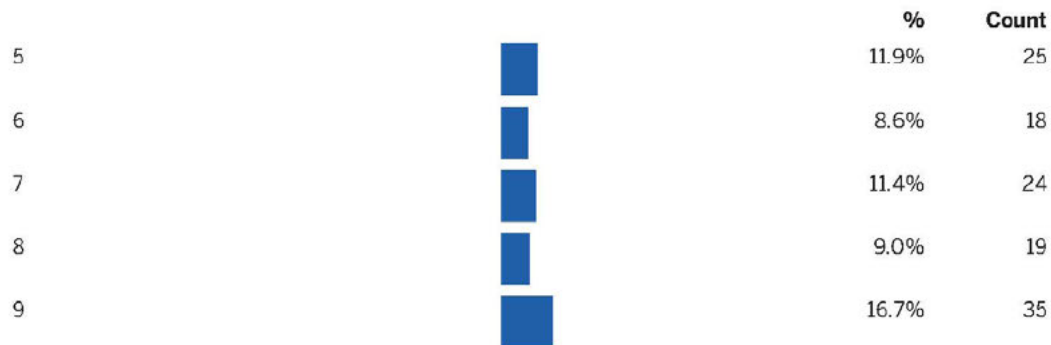
**Alternative 13 (two dedicated center-running bus lanes/four travel lanes/six foot bike lanes/10 foot sidewalks)**

		%	Count
1		20.5%	43
2		5.2%	11
3		6.7%	14
4		5.7%	12



**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey



QUESTION 16

**Please provide any additional comments about Milton Road as a "Great Street" here:**

Answered	48
Skipped	178

QUESTION 17

**What age group are you in?**



QUESTION 18

**Milton Corridor Master Plan #2**

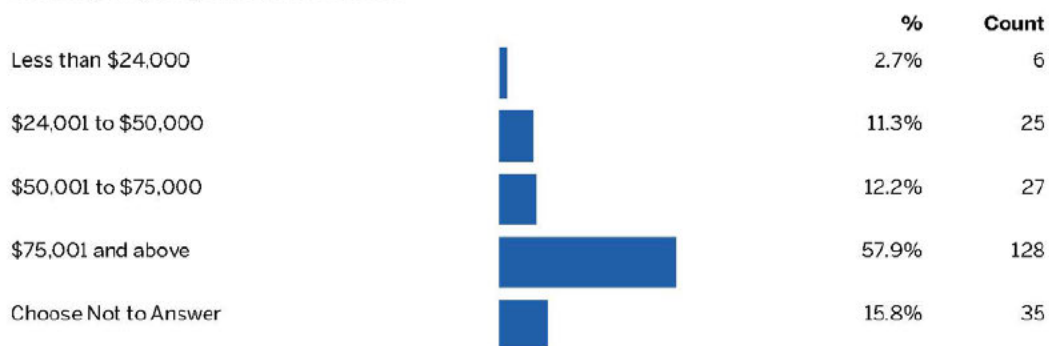
Milton Road Corridor Master Plan - Recommended Alternative Survey

**What gender do you identify with?**



QUESTION 19

**What is your yearly household income?**



QUESTION 20

**Do you own property, or own or manage a business on Milton Road or R66 (within the study corridor)?**

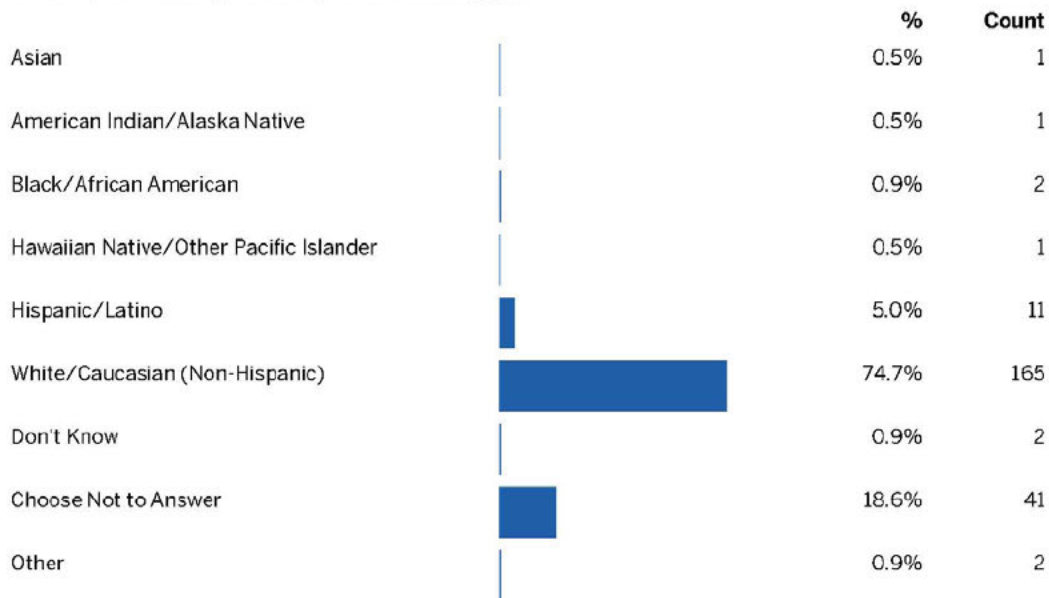


**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey

QUESTION 21

**What is your Ethnicity/Race? (Check all that apply)**



QUESTION 22

**How long have you lived in the Flagstaff community?**

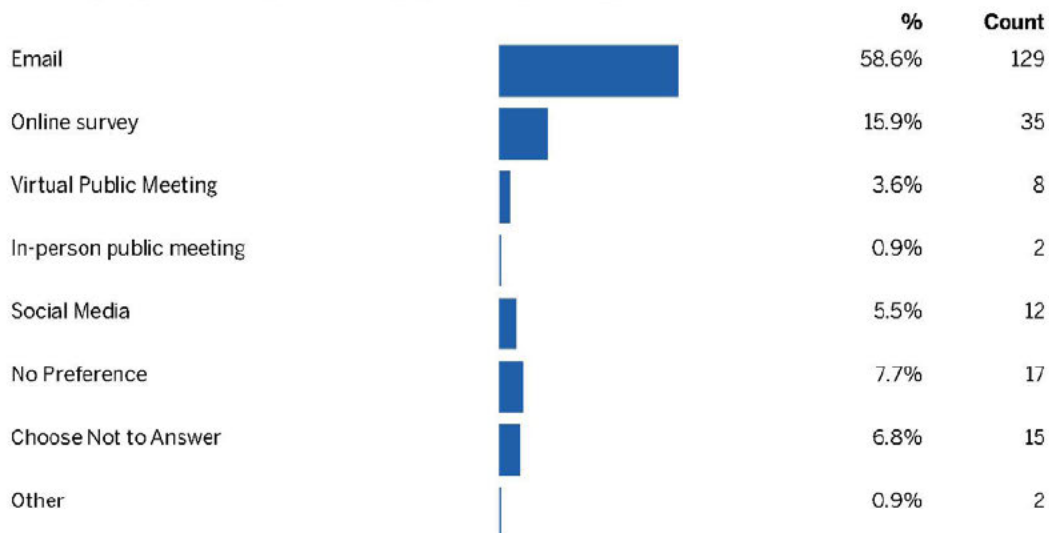


QUESTION 23

**Milton Corridor Master Plan #2**

Milton Road Corridor Master Plan - Recommended Alternative Survey

**What is your preferred way of receiving updates or providing input on the Milton Road Corridor Master Plan?**



**QUESTION 24**

**Optional: To sign up to receive automatic notifications of future public engagement opportunities, please provide your email address:**

Answered	67
Skipped	159



3.7 Attachment G – US 180 & Milton Road CMP Elected Official Project Briefing

# US 180 & Milton Road Corridor Master Plans Stakeholder Update









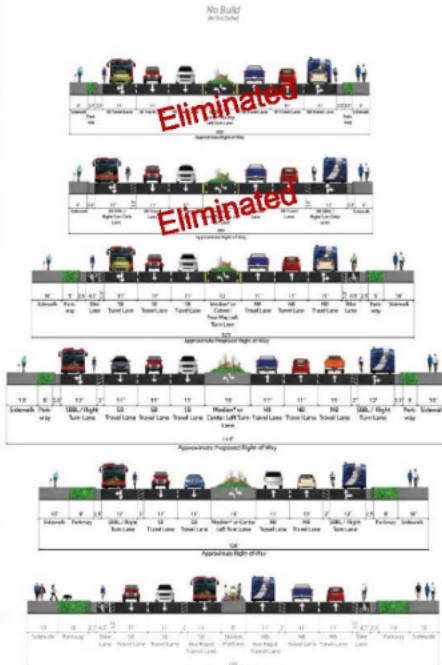



January 24, 2020

**Michael Baker**  
INTERNATIONAL

1

## Milton Rd Alternatives



**No Build / No Build + (Spot Improvements)**  
Recommended for further study

**Alternative 3**  
Eliminated from further study

**Alternative 4**  
Eliminated from further study




**Alternative 5**  
Recommended for further study

**Alternative 6a**  
Recommended for further study


**Alternative 6b**  
Recommended for further study

**Alternative 13**  
Recommended for further study


2

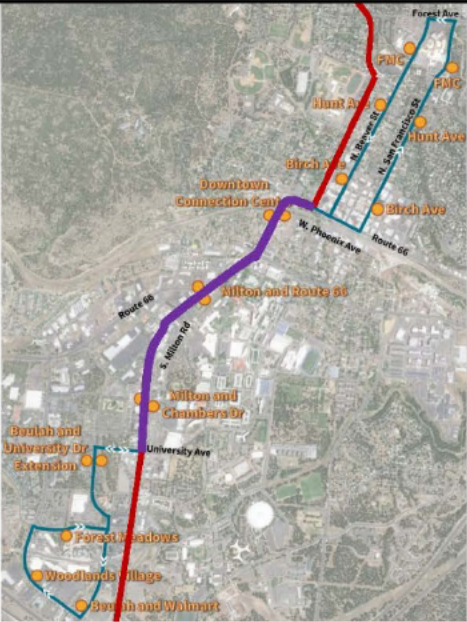
**Michael Baker**  
INTERNATIONAL



**Milton Rd & US 180 CMPs**










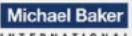
**Bus Rapid Transit Study**



Two unique projects with different boundaries, however, they overlap for 1.5 miles on Milton Road. The two studies will proceed as follows:

- Joint stakeholder discussions and decision-making through shared evaluation criteria
- Result will be one recommended cross section

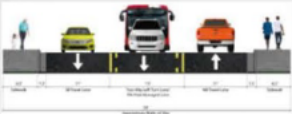
3


3

## US 180 Alternatives

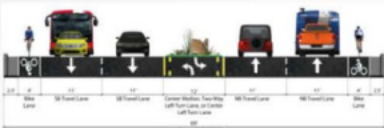
**Alt 2**




**Alt 4b**



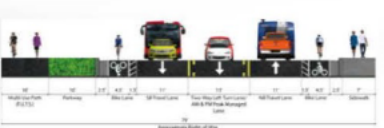
**Alt 3**



**Alt 6**








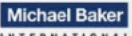


**Alt 4a**

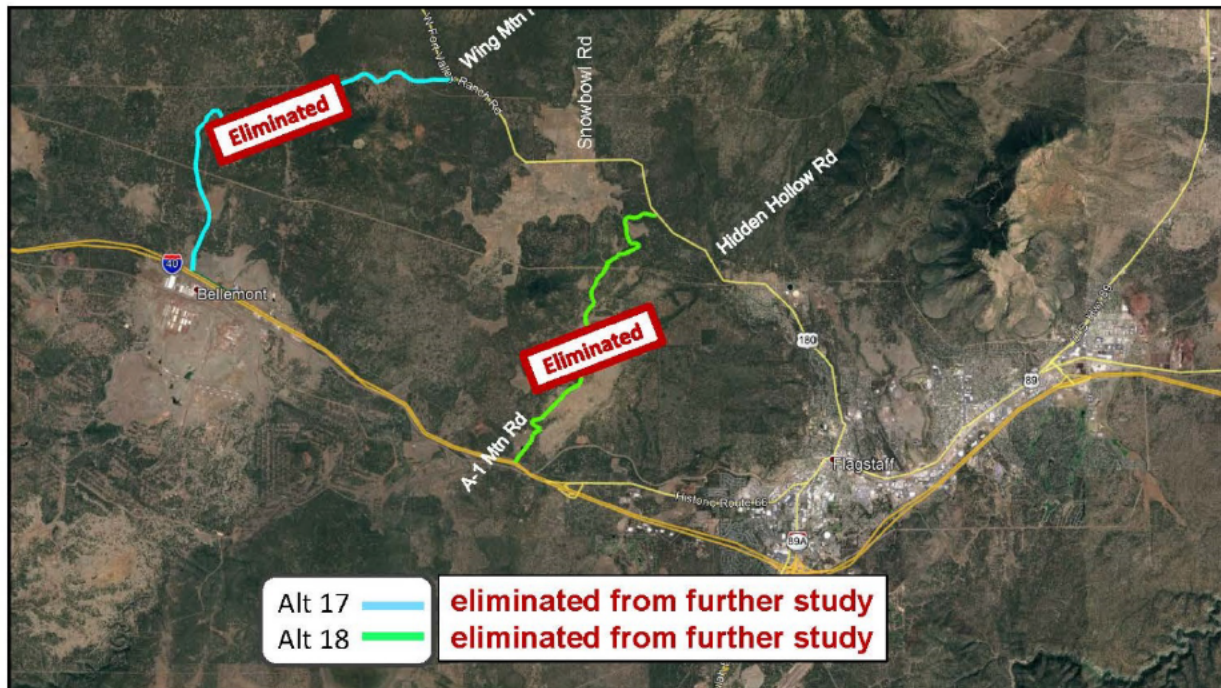


Decision pending to further study or eliminate these alternatives

4





5

Project Schedule		
• Alternatives Analysis		Spring 2020
• Working Paper #2		Summer 2020
• Elected Official briefings		Summer 2020
• Public Meetings		Summer 2020
• Final Report / Recommended Alternative		Fall 2020

6



Michael Baker  
INTERNATIONAL

# THANK YOU

<https://azdot.gov/planning/transportation-studies/us-180-corridor-master-plan>

<https://azdot.gov/planning/transportation-studies/us-180-corridor-master-plan>

**Dan Gabiou**  
ADOT Project Manager  
(602)712-7025  
dgabiou@azdot.gov

**Kevin Kugler**  
Project Manager  
(602)798-7521  
kkugler@mbakerintl.com

7





## Appendix E – Beulah Boulevard Extension & University Avenue Extension Design Plans

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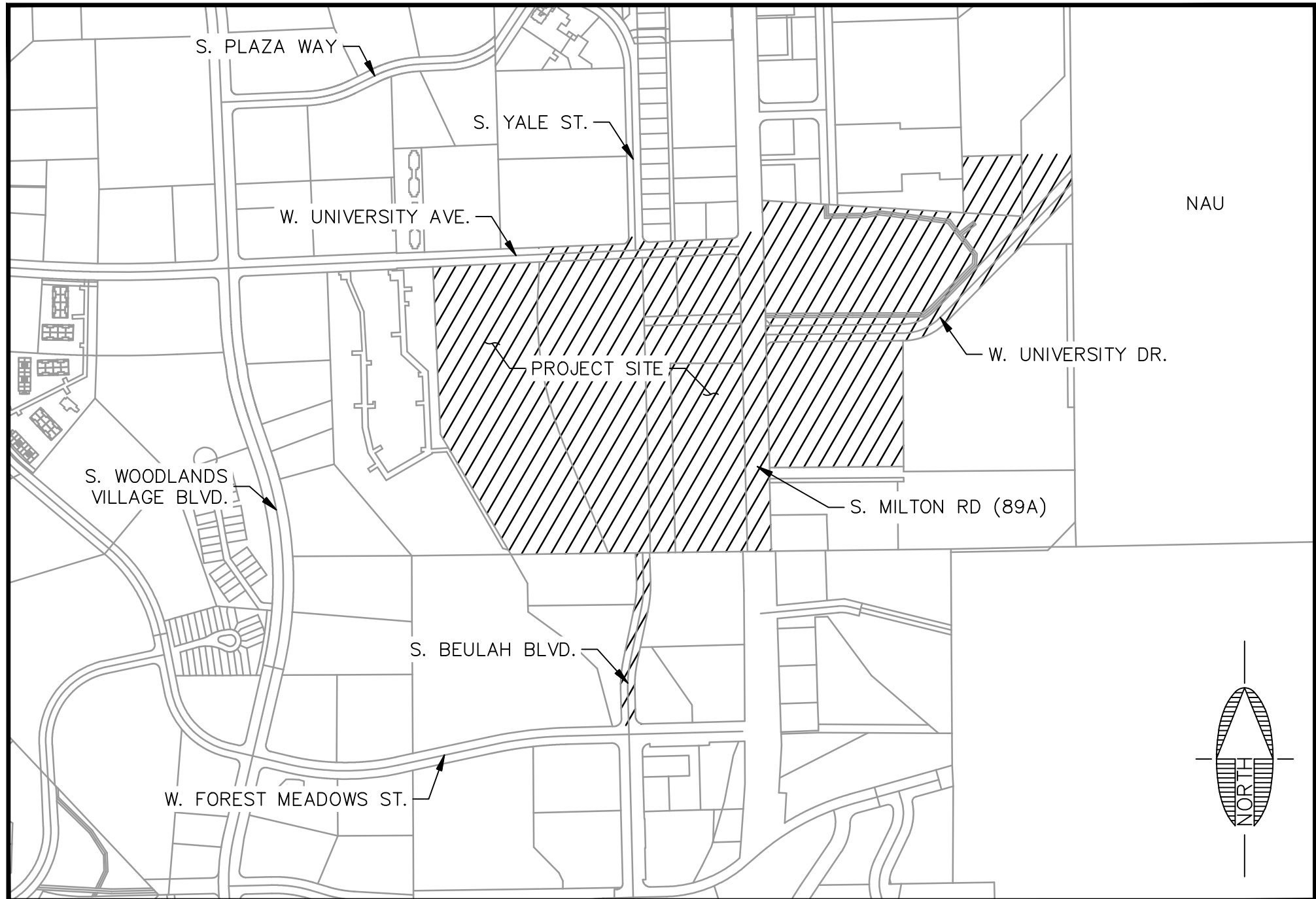
# 60% CONSTRUCTION PLANS

## FOR

# BEULAH BOULEVARD EXTENSION & UNIVERSITY AVENUE REALIGNMENT

### FLAGSTAFF, ARIZONA

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 21, TOWNSHIP 21 NORTH, RANGE 7 EAST, GILA AND SALT RIVER MERIDIAN, COCONINO COUNTY, CITY OF FLAGSTAFF, ARIZONA



VICINITY MAP  
1"=500'

### LEGEND

---	ROW	---	EX. INTERMEDIATE CONTOUR
- - - -	EASEMENT	---	EX. INDEX CONTOUR
8"SS	GRAVITY SEWER LINE	12"W	EX. WATER LINE
8"W	PUBLIC WATER LINE	SS SS	EX. SEWER LINE
	STORM DRAIN PIPE	G G	EX. GAS
- - - -	LOT BOUNDARY		EX. STORM DRAIN
⦿	FIRE HYDRANT	---	EX. UNDERGROUND UTIL.
(A)	AIR RELEASE VALVE	---	EX. OVERHEAD UTIL.
⊙	SEWER MANHOLE	---	SECTION LINE
○	STORM DRAIN MANHOLE	---	EX. ROAD STRIPING
	CATCH BASIN	WV	EX. WATER VALVE
⊗	GATE VALVE	⊙	EX. SIGNAGE
⊕	LIGHT POLE	⊙	EX. ELECTRIC BOX

#### PROJECT ENGINEER:

SHEPHARD-WESNITZER, INC.  
CONTACT: STEPHEN IRWIN, P.E.  
110 WEST DALE AVE.  
FLAGSTAFF, AZ 86001  
(928) 773-0354

#### PROPERTY INFORMATION:

APN: 103-21-001  
ZONING: PUBLIC FACILITY (PF)  
1801 S. MILTON RD.  
FLAGSTAFF, AZ 86001  
APN 103-21-001

APN: 103-21-002  
ZONING: RURAL RESIDENTIAL  
701 W. UNIVERSITY AVE.  
FLAGSTAFF, AZ 86001  
APN 103-21-002

#### GEOTECHNICAL REPORT:

SPEEDIE AND ASSOCIATES  
REPORT #150594SF  
4025 EAST HUNTINGTON DR.  
FLAGSTAFF, AZ 86004  
(928) 526-6681

#### DRAINAGE REPORT:

SHEPHARD-WESNITZER, INC.  
REPORT NAME: 30% DRAINAGE REPORT FOR BEULAH BOULEVARD EXTENTION & UNIVERSITY AVENUE REALIGNMENT  
110 WEST DALE AVE.  
FLAGSTAFF, AZ 86001  
(928) 773-0354

#### CITY CONCEPT APPROVAL

THE CITY APPROVES THESE PLANS FOR CONCEPT ONLY.  
ALL LIABILITY FOR ERRORS AND OMISSIONS IS THE  
RESPONSIBILITY OF THE DESIGN ENGINEER.

#### CITY ENGINEER:

BY: \_\_\_\_\_ DATE: \_\_\_\_\_

#### CITY PUBLIC WORKS DIRECTOR

BY: \_\_\_\_\_ DATE: \_\_\_\_\_

#### CITY WATER SERVICES DIRECTOR

BY: \_\_\_\_\_ DATE: \_\_\_\_\_

#### AUTHORIZATION TO CONSTRUCT:

THE SIGNATURES ABOVE ARE REQUIRED BEFORE THE  
CONTRACTOR CAN COMMENCE. UNSIGNED, THESE PLANS  
HAVE NOT BEEN COMPLETED WITH RESPECT TO AGENCY  
REVIEW AND APPROVAL.

#### UTILITY COMPANY APPROVAL

##### ARIZONA PUBLIC SERVICE

BY: \_\_\_\_\_ DATE: \_\_\_\_\_

##### UNISOURCE

BY : \_\_\_\_\_ DATE: \_\_\_\_\_

##### ALTICE USA

BY: \_\_\_\_\_ DATE: \_\_\_\_\_

##### CENTURYLINK

BY: \_\_\_\_\_ DATE: \_\_\_\_\_

#### UTILITY CONFLICTS

UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE AND WERE COMPILED FROM RECORD DRAWINGS,  
SURVEY, AND CONSTRUCTION PLANS FURNISHED BY OTHERS. THE CONTRACTOR IS ULTIMATELY  
RESPONSIBLE FOR DETERMINING THE ACTUAL LOCATIONS OF ALL UNDERGROUND LINES THAT MAY  
AFFECT WORK PRIOR TO CONSTRUCTION.

WE ARE AWAITING THE RESPONSE OF THE UTILITY COMPANIES IN REGARDS TO THE UTILITY CONFLICTS.  
SEE THE RESPECTIVE APPROVAL LETTERS FOR MORE INFORMATION REGARDING CONFLICTS AND  
CONSULT THE UTILITY CONFLICT TABLE TO THE RIGHT.

#### UTILITY COMPANY CONTACTS

APS  
CONTACT: RYAN WIESNER  
2200 E. HUNTINGTON  
FLAGSTAFF, AZ 86004  
RYAN.WIESNER@APS.COM  
PHONE: (928) 773-6447

UNISOURCE ENERGY SERVICES  
CONTACT: MARTIN CONBOY  
2901 W SHAMRELL BLVD #110  
FLAGSTAFF, AZ 86001  
MCONBOY@UESAZ.COM  
PHONE: (928) 226-2269

CENTURYLINK  
CONTACT: MANUEL HERNANDEZ  
112 NORTH BEAVER STREET  
FLAGSTAFF, AZ 86001  
MANUEL.HERNANDEZ4@CENTURYLINK.COM  
PHONE: (928) 779-4935

ALTICE USA  
CONTACT: SANFORD YAZZIE  
1601 SOUTH PLAZA WAY  
FLAGSTAFF, AZ 86001  
SANFORD.YAZZIE@ALTICEUSA.COM  
PHONE: (928) 266-0672

#### LANDSCAPE APPROVAL

BY SIGNING THESE PLANS, THE DESIGNER OF THE LANDSCAPING PLANS  
CONFIRMS THAT THESE CIVIL PLANS HAVE BEEN REVIEWED, IS AWARE OF THE  
SCOPE OF THE PROJECT, AND HAS IDENTIFIED AND ADDRESSED ANY  
POTENTIAL CONFLICTS BETWEEN THE CIVIL AND LANDSCAPING PLANS.

LANDSCAPE DESIGNER: \_\_\_\_\_ DATE: \_\_\_\_\_

#### A.D.E.Q. SEWER APPROVAL:

FILE NUMBER: \_\_\_\_\_ DATE: \_\_\_\_\_

#### A.D.E.Q. WATER APPROVAL:

FILE NUMBER: \_\_\_\_\_ DATE: \_\_\_\_\_

Sheet List Table	
GN01	COVER
GN02	C.O.F. NOTES
DT01	C.O.F. DETAILS
DT02	C.O.F. DETAILS
DT03	GENERAL CIVIL DETAILS
DT04	ROAD SECTION DETAILS
GC05	GEOMETRICS CONTROL
DM01	DEMO-UNIVERSITY-YALE (1)
DM02	DEMO-UNIVERSITY (2)
DM03	DEMO-BEULAH (3)
DM04	DEMO-ONSITE (4)
DM05	DEMO- MILTON (5) ADOT
PV01	PAVING & STORM-UNIVERSITY (1)
DT06	ROUNDBOUT DETAIL
PV02	PAVING & STORM-UNIVERSITY (2)
PV03	PAVING & STORM-UNIVERSITY (3)
PV04	PAVING & STORM-UNIVERSITY (4)
PV05	PAVING & STORM-BEULAH (5)
PV06	PAVING & STORM-BEULAH (6)
PV07	PAVING & STORM-YALE (7)
PV08	PAVING & STORM-FRESQUEZ (8)
PV09	PAVING & STORM- MILTON-(9) ADOT
DR01	WOODLAND DETENTION POND
WS01	WATER & SEWER-UNIVERSITY (1)
WS02	WATER & SEWER-UNIVERSITY (2)
WS03	WATER & SEWER - UNIVERSITY (3)
WS05	WATER & SEWER-BEULAH (5)
WS06	WATER & SEWER-BEULAH (6)
WS07	WATER & SEWER-YALE (7)
WS08	WATER & SEWER-FRESQUEZ (8)
WS09	WATER & SEWER-MILTON (9) ADOT
WS10	WOODLAND VILLAGE SEWER
SS01	SIGNAGE & STRIPING-UNIVERSITY (1)
SS02	SIGNAGE & STRIPING-UNIVERSITY (2)
SS03	SIGNAGE & STRIPING-BEULAH (3)
SS04	SIGNAGE & STRIPING-YALE & FRESQUEZ (4)
SS05	SIGNAGE & STRIPING-MILTON (5) ADOT
UP01	DEMO-UNDERPASS
UP02	PAVING & STORM-UNDERPASS
UP03	WATER & SEWER-UNDERPASS
DT07	DETAILS CONTECH - 1
DT08	DETAILS CONTECH - 2
DT09	DETAILS CONTECH - 3
L-001	NOTES & MATERIALS
L-002	NOTES & PLANT SCHEDULE
L-101	LANDSCAPE PLAN
L-102	LANDSCAPE PLAN
L-103	LANDSCAPE PLAN
L-104	LANDSCAPE PLAN
L-105	LANDSCAPE PLAN
L-201	ENLARGEMENT PLAN
L-301	IRRIGATION PLAN
L-501	HARDSCAPE DETAILS
L-502	HARDSCAPE DETAILS
L-503	LANDSCAPE DETAILS
L-504	DETAILS
TS-01	TRAFFIC SIGNAL: GENERAL NOTES
TS-02	TRAFFIC SIGNAL REMOVAL PLAN: MILTON ROAD & UNIVERSITY DRIVE
TS-03	TRAFFIC SIGNAL PLAN: MILTON ROAD & UNIVERSITY DRIVE
TS-04	TRAFFIC SIGNAL EQUIPMENT SCHEDULE: MILTON ROAD & UNIVERSITY DRIVE
TS-05	TRAFFIC SIGNAL CONDUCTOR SCHEDULE: MILTON ROAD & UNIVERSITY DRIVE
TS-06	TRAFFIC SIGNAL PLAN: BEULAH BOULEVARD PEDESTRIAN SIGNAL

60%  
PRELIMINARY  
NOT FOR CONSTRUCTION,  
BIDDING OR RECORDING

C.O.F. Project #P2 XX-XXXX

FLAGSTAFF  
ARIZONA

BEULAH & UNIVERSITY IMPROVEMENT PLANS

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DATE: JUN 21  
SCALE: AS SHOWN  
DRAWN: SJV  
DESIGN: SJV  
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## C.O.F. GENERAL NOTES

- APPROVAL OF THESE PLANS BY THE CITY ENGINEER IS FOR A ONE (1) YEAR PERIOD, SUBSEQUENT TO THE DATE OF APPROVAL. IF CONSTRUCTION WORK IS NOT STARTED WITHIN THE ONE (1) YEAR PERIOD, OR HAS BEEN DISCONTINUED FOR ANY REASON FOR LONGER THAN ONE (1) YEAR, THE PLANS SHALL BE RESUBMITTED FOR REVIEW AND RE-APPROVAL.
- PLAN REVIEW BY THE CITY DOES NOT EXTEND TO MATERIAL QUANTITIES SHOWN ON THE PLANS.
- A PUBLIC WORKS PERMIT, ISSUED BY THE CITY, IS REQUIRED FOR ALL WORK IN CITY RIGHTS-OF-WAY OR EASEMENTS AND FOR CONSTRUCTION OF ANY IMPROVEMENTS INTENDED TO BECOME PUBLIC PROPERTY.
- THE CITY SHALL BE NOTIFIED TWENTY-FOUR (24) HOURS PRIOR TO BEGINNING DIFFERENT PHASES OF CONSTRUCTION SO THAT CITY INSPECTORS MAY BE SCHEDULED.
- ALL MATERIALS AND WORKMANSHIP SHALL COMPLY WITH TITLE 13, ENGINEERING DESIGN AND STANDARDS AND SPECIFICATIONS FOR NEW INFRASTRUCTURE, CURRENT "MAG UNIFORM STANDARD SPECIFICATIONS AND DETAILS FOR PUBLIC WORKS CONSTRUCTION", THE CITY OF FLAGSTAFF STORMWATER DESIGN MANUAL, AND WITH GENERALLY ACCEPTED ENGINEERING DESIGN AND CONSTRUCTION PRACTICE. ALL WORK AND MATERIALS, WHICH DO NOT CONFORM TO THE STANDARDS AND SPECIFICATIONS, ARE SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR IS RESPONSIBLE FOR REVIEWING CHAPTER 13-21 OF THESE STANDARDS WHICH MAKES MINOR MODIFICATIONS TO CERTAIN MAG SPECIFICATIONS AND DETAILS.

- ANY WORK PERFORMED WITHOUT THE KNOWLEDGE AND APPROVAL OF THE CITY ENGINEER OR HIS AUTHORIZED REPRESENTATIVE IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.
- THE CITY ENGINEER OR HIS AUTHORIZED REPRESENTATIVE MAY SUSPEND THE WORK BY WRITTEN NOTICE WHEN, IN HIS JUDGMENT, PROGRESS IS UNSATISFACTORY, WORK BEING DONE IS UNAUTHORIZED OR DEFECTIVE, WEATHER CONDITIONS ARE UNSUITABLE, OR THERE IS DANGER TO THE PUBLIC HEALTH OR SAFETY.
- THE CITY ENGINEER MAY ORDER ANY OR ALL MATERIALS USED IN THE WORK TO BE TESTED ACCORDING TO THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) AND THE AMERICAN SOCIETY FOR TESTING AND MATERIALS (ASTM) STANDARDS. THE CONTRACTOR SHALL, AT HIS EXPENSE, SUPPLY ALL SAMPLES REQUIRED FOR TESTING.

- ACCESS WHICH MEETS SECTION 13-13-004-0001, FIRE ACCESS SHALL BE IN PLACE AND APPROVED BEFORE AND AT ALL TIMES DURING ON-SITE COMBUSTIBLE CONSTRUCTION AND/OR PRIOR TO ISSUANCE OF BUILDING PERMITS IN NEW SUBDIVISIONS. FIRE DEPARTMENT AND ENGINEERING SECTION APPROVAL IS REQUIRED FOR OBSTRUCTION OF ACCESS OR WATER SYSTEM SHUTDOWN.

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE STREETS AND OF PARTIALLY COMPLETED PORTIONS OF THE WORK UNTIL FINAL ACCEPTANCE OF THE WORK. THE CONTRACTOR SHALL SUBMIT TO THE CITY ENGINEER FOR APPROVAL A CONSTRUCTION SCHEDULE FOR ANY STREETS REQUIRED TO BE CLOSED OR PARTIALLY CLOSED FOR THE CONSTRUCTION ACTIVITY. THE CONTRACTOR SHALL REOPEN THE STREETS NO LATER THAN THE OPENING DATE SHOWN ON THE CONSTRUCTION SCHEDULE. THE SCHEDULE OF WORK SHALL BE APPROVED BY THE REGULATION AND CONTROL OF CONSTRUCTION TRAFFIC SHALL BE AS DIRECTED BY THE CITY ENGINEER OR HIS AUTHORIZED REPRESENTATIVE.

- APPROVAL OF A PORTION OF THE WORK IN PROGRESS DOES NOT GUARANTEE ITS FINAL ACCEPTANCE. TESTING AND EVALUATION MAY CONTINUE UNTIL WRITTEN FINAL ACCEPTANCE OF A COMPLETE WORKABLE UNIT. ANY DEFECTS WHICH APPEAR IN THE WORK WITHIN ONE (1) YEAR FROM THE DATE OF ACCEPTANCE AND WHICH ARE DUE TO IMPROPER WORKMANSHIP OR INFERIOR MATERIALS SUPPLIED SHALL BE CORRECTED BY OR AT THE EXPENSE OF THE OWNER/DEVELOPER OR THE CONTRACTOR.
- ACCEPTANCE OF COMPLETED PUBLIC IMPROVEMENTS WILL NOT BE GIVEN UNTIL DEFECTIVE OR UNAUTHORIZED WORK IS REMOVED, AND FINAL CLEAN-UP IS COMPLETE.

- LOCATION OF UNDERGROUND UTILITIES BEFORE WORK IS BEGUN IS TO BE ACCOMPLISHED IN ACCORDANCE WITH ARS 40-360.22.

- IF WORK IS DONE ON PRIVATE PROPERTY IN RELATION TO A PROJECT CONSTRUCTED UNDER THESE STANDARDS, THE CONTRACTOR WILL PROVIDE THE CITY WITH WRITTEN AUTHORIZATION FROM THE PROPERTY OWNER TO DO SO.

- THE ESTABLISHMENT AND USE OF TEMPORARY CONSTRUCTION YARDS SHALL CONFORM TO THE CURRENT CITY ZONING CODE STANDARDS FOR "TEMPORARY USES".

- ALL EXCAVATED MATERIAL SHALL BE DISPOSED OF IN ACCORDANCE WITH APPLICABLE CITY CODES AND REGULATIONS. THE CONTRACTOR SHALL OBTAIN ALL REQUIRED CITY APPROVALS AND PERMITS, AS DEEMED NECESSARY BY THE CITY, TO DISPOSE OF EXCAVATED MATERIAL.

- ALL CONSTRUCTION STAKING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR/DEVELOPER AND PERFORMED UNDER THE DIRECT SUPERVISION OF A REGISTERED LAND SURVEYOR OR CIVIL ENGINEER.

- ALL TRAFFIC SIGN SHEETING SHALL BE TYPE VIII AS DESIGNED BY ASTM D4956-07E1 STANDARD SPECIFICATIONS FOR RETRO REFLECTIVE SHEETING FOR TRAFFIC CONTROL, UNLESS SPECIFIED OTHERWISE ON THE CONSTRUCTION PLANS.

- WHEN THE CONSTRUCTION PLANS SPECIFY GRAFFITI CONTROL ON BRIDGES OR OTHER STRUCTURES, THE CONTRACTOR SHALL SEAL THE STRUCTURE FIRST USING MONOCHEM AQUEASEL ME 12 AND THEN APPLY MONOCHEM PERMA-SHIELD, SACRIFICIAL GRAFFITI CONTROL SYSTEM (OR APPROVED EQUIV.).

- ALL AREAS DISTURBED DURING CONSTRUCTION SHALL BE STABILIZED AND RESEEDED IN ACCORDANCE WITH CHAPTER 13-17 OF THIS TITLE. IN THE EVENT THAT THE CONSTRUCTION ACTIVITY DISTURBS MORE THAN ONE (1) ACRE, A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) SHALL BE PREPARED IN ORDER TO OBTAIN A CONSTRUCTION GENERAL PERMIT FROM ADEQ. (ORD. 22017--22, REPA&EEN, 07/05/2017)

## C.O.F. WATER AND SEWER NOTES

- ALL DESIGN, CONSTRUCTION, TESTING AND INSPECTION SHALL CONFORM TO THE ADEQ REQUIREMENTS. WATER DISTRIBUTION IN ACCORDANCE WITH BULLETINS 10 AND 8, AND SEWER COLLECTION IN ACCORDANCE WITH AAC TITLE 18. IN THE EVENT THE ADEQ REQUIREMENTS CONFLICT WITH THESE STANDARDS, THE MORE RESTRICTIVE SHALL APPLY.

- ROUGH GRADING SHALL BE COMPLETED WITHIN ONE-TENTH (<sup>1</sup>/<sub>10</sub>) OF A FOOT OF PLAN GRADE AND APPROVED BY THE CITY ENGINEER'S AUTHORIZED REPRESENTATIVES PRIOR TO INSTALLATION OF UNDERGROUND UTILITIES.
- NO TRENCH SHALL BE FILLED WITH BEDDING MATERIAL OR BACKFILL UNTIL THE EXCAVATION AND PIPE LAYING, RESPECTIVELY, HAVE BEEN APPROVED BY THE CITY ENGINEER'S AUTHORIZED REPRESENTATIVE.

- A WATER PRESSURE TEST IS REQUIRED OF ALL WATER LINES AND A HYDROSTATIC OR AIR TEST IS REQUIRED OF ALL SEWER LINES AND MANHOLES. TESTS ARE TO BE CONDUCTED AFTER BACKFILLING IS COMPLETE AND COMPACTED ON ALL PUBLIC AND/OR PRIVATE UNDERGROUND UTILITIES.

- WATER AND SEWER SERVICE LINES ARE TO BE MARKED AS SHOWN ON THE STANDARD SERVICE DETAILS.

- E. WATER LINE DISINFECTION IS TO BE ACCOMPLISHED, AS OUTLINED IN ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY (ADEQ) "BULLETIN NO. 8".

- F. WATER PIPE CLASSIFICATION SHALL BE CLASS 305 FOR A.W.W.A. C-900 PVC AND CLASS 350 OR DUCTILE IRON UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER. C-900 SHALL CONFORM TO CAST-IRON-EQUIVALENT OUTSIDE DIAMETER AND HAVE ELASTOMERIC GASKETS AND COUPLINGS. ALL DUCTILE IRON PIPE LINES SHALL BE POLYETHYLENE ENCASED IN ACCORDANCE WITH MAG SPECIFICATIONS.

- G. ALL MATERIALS THAT COME INTO CONTACT WITH DRINKING WATER SHALL CONFORM TO NSF STANDARD 61 INCLUDING, BUT NOT LIMITED TO, GASKETS, LUBRICANTS, PIPE FITTINGS, AND VALVES. (NSF-PW SEAL) (R18-4-1199).

- H. ALL PUBLIC-SANITARY SEWER LINES AND PRIVATE SEWER SERVICE LINES WITHIN A PUBLIC UTILITY EASEMENT OR RIGHT-OF-WAY WILL BE INSPECTED PRIOR TO ACCEPTANCE BY THE CITY.

- I. WATER AND SEWER MAINS SHALL BE SEPARATED IN ORDER TO PROTECT PUBLIC WATER SYSTEMS FROM POSSIBLE CONTAMINATION. ALL DISTANCES ARE MEASURED PERPENDICULARLY FROM THE OUTSIDE OF THE SEWER MAIN TO THE OUTSIDE OF THE WATER MAIN. SEPARATION REQUIREMENTS ARE AS FOLLOWS:

1. A WATER MAIN SHALL NOT BE PLACED:
  - a. WITHIN SIX (6) FEET, HORIZONTAL DISTANCE, AND LESS THAN TWO (2) FEET, VERTICAL DISTANCE, ABOVE THE TOP OF A SEWER MAIN UNLESS EXTRA PROTECTION IS PROVIDED. EXTRA PROTECTION SHALL CONSIST OF CONSTRUCTING THE SEWER MAIN WITH MECHANICAL JOINT DUCTILE IRON PIPE OR WITH SILENT DUCTILE IRON PIPE WITH STRIPED YELLOW STRIPING IS PROVIDED. ALTERNATE EXTRA PROTECTION SHALL CONSIST OF ENCASED BOTH THE WATER AND SEWER MAINS IN AT LEAST SIX (6) INCHES OF CONCRETE FOR AT LEAST TEN (10) FEET BEYOND THE AREA COVERED BY THIS SUBSECTION.
  - b. WITHIN TWO (2) FEET HORIZONTALLY AND TWO (2) FEET BELOW THE SEWER MAIN, WHEN A WATER MAIN IS PLACED BELOW A SEWER MAIN, EXTRA PROTECTION IS ALWAYS REQUIRED REGARDLESS OF THE VERTICAL SEPARATION.
2. NO WATER PIPE SHALL PASS THROUGH OR COME INTO CONTACT WITH ANY PART OF A SEWER MANHOLE. THE MINIMUM HORIZONTAL SEPARATION BETWEEN WATER MAINS AND MANHOLES SHALL BE SIX (6) FEET, MEASURED FROM THE CENTER OF THE MANHOLE.
3. THE MINIMUM SEPARATION BETWEEN FORCE MAINS OR PRESSURE SEWERS AND WATER MAINS SHALL BE TWO (2) FEET VERTICALLY AND SIX (6) FEET HORIZONTALLY UNDER ALL CONDITIONS, WHERE A SEWER FORCE MAIN CROSSES ABOVE OR LESS THAN SIX (6) FEET BELOW A WATER LINE, THE SEWER MAINS SHALL BE ENCASED IN AT LEAST SIX (6) INCHES OF CONCRETE OR CONSTRUCTED USING MECHANICAL JOINT DUCTILE IRON PIPE FOR TEN (10) FEET ON EITHER SIDE OF THE WATER MAIN.

4. EVEN WHEN EXTRA PROTECTION IS UTILIZED, THE MINIMUM CLEARANCE BETWEEN WATER AND SEWER SHALL BE ONE (1) FOOT.
5. THE SEPARATION REQUIREMENTS DO NOT APPLY TO BUILDING, PLUMBING, OR INDIVIDUAL HOUSE SERVICE CONNECTIONS.

- J. WHEN HYDROSTATIC TESTING IS PERFORMED, SEWER LINES SHALL BE TESTED IN ORDER FOR INFILTRATION/EXFILTRATION PER ADEQ ENGINEERING BULLETIN NO. 11. MANHOLES SHALL BE TESTED BY FILLING THE MANHOLE WITH WATER. THE APPLICANT SHALL ENSURE THAT THE DROP IN WATER LEVEL DOES NOT EXCEED ONE-THOUSANDTH (0.001) OF THE TOTAL MANHOLE VOLUME IN ONE (1) HOUR.

- WHEN AIR TESTING IS PERFORMED, SEWER LINES SHALL BE TESTED IN ACCORDANCE WITH ASTM F1417-92. MANHOLES SHALL BE TESTED IN ACCORDANCE WITH ASTM C1244.

- K. SEWER PIPE SHALL BE SDR 35, ASTM D3034 FOR PVC PIPE, OR CLASS 150 DIP LINED WITH PROTECTO 401 CERAMIC EPOXY OR HDPE ASTM F894. ALL DUCTILE IRON PIPELINES SHALL BE POLYETHYLENE ENCASED IN ACCORDANCE WITH MAG SPECIFICATIONS. SPECIAL DESIGN CONSIDERATIONS MAY REQUIRE A HIGHER CLASS RATING OF PIPE.

- L. NO WATER SETTLING OF TRENCH FILL MATERIAL IS ALLOWED.

- M. ALL WATER AND SEWER DESIGN AND CONSTRUCTION SHALL CONFORM TO THE CURRENT ARIZONA DEPARTMENT OF ENVIRONMENTAL QUALITY (ADEQ) REQUIREMENTS. WHEN ADEQ REQUIREMENTS ARE IN CONFLICT WITH THESE STANDARDS, THE MORE RESTRICTIVE SHALL APPLY.

- N. TRACER WIRES AND TAPES SHALL BE INSTALLED PRIOR TO TESTING THE WATER OR SEWER MAIN AS REQUIRED BY SECTION 13-09-001-0002. (STRIP WIRE 2 INCHES AT TERMINATION OF THE SERVICE).

- O. WATER VALVES SHALL BE ADJUSTED IN ACCORDANCE WITH CITY OF FLAGSTAFF ENGINEERING DETAIL NO. 9-03-060 AND MANHOLES SHALL BE ADJUSTED IN ACCORDANCE WITH CITY OF FLAGSTAFF DETAIL NO. 9-03-062.

- P. ONE HUNDRED PERCENT (100%) OF THE SEWER LINE SHALL BE TESTED FOR UNIFORM SLOPE BY REMOTE CAMERA AND TESTED FOR SHORT-TERM DEFLECTION.

1. WHEN A SEWER SERVICE IS REQUIRED TO BE ABANDONED, IT SHALL BE ABANDONED AT THE PROPERTY LINE AND CAPPED USING THE APPROPRIATE MATERIALS (PVC, CLAY, OR CONCRETE).

2. WHEN AN EXISTING WATER SERVICE IS REQUIRED TO BE ABANDONED, IT SHALL BE ABANDONED AT THE MAIN. THE SADDLE AND CORP. STOP SHALL BE REMOVED AND THE MAIN CLAMPED WITH AN APPROVED FULL CIRCLE REPAIR CLAMP.

- Q. THE LOCATION OF WATER SERVICES SHALL BE IDENTIFIED BY BRANDING A "W" ON THE TOP OR FACE OF CURB.

- R. SEWER SERVICE LOCATIONS SHALL BE IDENTIFIED BY BRANDING AN "S" ON THE TOP OR FACE OF THE CURB. (ORD. 2017--22, REPA&EEN, 07/05/2017)

## C.O.F. PAVING NOTES

- A. EXACT POINT OF MATCHING TERMINATION AND OVERLAY, IF NECESSARY, SHALL BE DETERMINED IN THE FIELD BY THE CITY ENGINEER OR HIS AUTHORIZED REPRESENTATIVE. WHEN A LONGITUDINAL JOINT ASSOCIATED WITH A TRENCH PATH, PAVEMENT MATCHUP OR OTHER OCCURS ON A STREET THAT INCLUDES A BIKE LANE, THE JOINT SHALL BE LOCATED OUTSIDE THE BIKE LANE.

- B. NO JOB WILL BE CONSIDERED COMPLETE UNTIL:

1. ALL CURBS, PAVEMENTS, SIDEWALKS, CATCH BASINS, STORM DRAINS, AND MANHOLES HAVE BEEN CLEANED OF ALL DIRT AND DEBRIS;
2. SURVEY MONUMENTS ARE INSTALLED AND STAMPED; AND
3. ALL FRAMES, COVERS, AND VALVE BOXES ARE ADJUSTED TO GRADE.

- C. NO PAVING CONSTRUCTION SHALL BE STARTED UNTIL ALL UTILITY LINES ARE COMPLETED AND APPROVED UNDER PROPOSED PAVED AREAS.

- D. BASE COURSE WILL NOT BE PLACED UNTIL SUBGRADE HAS BEEN APPROVED BY THE CITY ENGINEER OR HIS AUTHORIZED REPRESENTATIVE.

- E. THE LOCATION OF ALL WATER VALVES, FIRE HYDRANTS, AND MANHOLES MUST AT ALL TIMES DURING CONSTRUCTION BE REFERENCED AND MADE ACCESSIBLE TO THE CITY.

- F. UTILITY FACILITIES IN CONFLICT WITH THIS WORK WILL BE RELOCATED BY THE PERMITTEE OR THE UTILITY OWNER. THIS ACTIVITY SHALL BE COORDINATED WITH THE OWNER OF THE UTILITY TO PREVENT ANY UNNECESSARY INTERRUPTION OF SERVICE TO EXISTING CUSTOMERS.

- G. EXISTING STREET NAME SIGNS, TRAFFIC SIGNS AND DEVICES ASSOCIATED WITH THE PROJECT SHALL BE MAINTAINED DURING CONSTRUCTION AND RELOCATED BY THE CONTRACTOR AS SHOWN ON THE APPROVED PLANS.
- H. ANY CHANGES OR ADDITIONS TO PAVEMENT MARKINGS CAUSED BY PAVEMENT OVERLAY, CHIP OR CURB OR INSTALLATION OF UNDERGROUND FACILITIES SHALL BE SHOWN ON THE APPROVED PLANS.

- I. ON PROJECTS WHERE THE CONTRACTOR CAUSES EXCESSIVE DAMAGE TO AN EXISTING PAVED STREET OR THERE ARE MULTIPLE STREET CUTS (MAXIMUM OF FOUR (4) IN FIVE HUNDRED (500) FEET) AN ASPHALT OVERLAY SHALL BE REQUIRED.

- A. PRIME COAT IS NOT REQUIRED UNLESS SO SPECIFIED IN THE SOILS AND PAVEMENT REPORT AND/OR SHOWN ON THE PLANS.

- K. ALL CURB AND GUTTER, SIDEWALK, DRIVEWAYS, AND SIDEWALK RAMPS SHALL BE CONSTRUCTED ON A MINIMUM THREE (3) INCHES OF AGGREGATE BASE COURSE (ABC). THE ABC SHALL BE CONSTRUCTED PER MAG SECTION 310, AND SHALL BE COMPACTED TO NINETY-FIVE (95%) RELATIVE DENSITY. ALL PRECAST STRUCTURES SUCH AS MANHOLE BASES, CATCH BASINS, AND BOX CULVERTS SHALL BE CONSTRUCTED ON A MINIMUM OF THREE (3) INCHES OF ABC.

- L. PERMANENT PAVEMENT MARKINGS.
  1. LONGITUDINAL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 13-16-006-0001.
  2. TRANSVERSE PAVEMENT MARKINGS SUCH AS STOP BARS, CROSSWALKS, ARROWS, AND LEGENDS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 13-16-006-0002.

- M. TEMPORARY PAVEMENT MARKINGS.
  1. TEMPORARY PAVEMENT MARKINGS, WHEN APPROVED, SHALL BE INSTALLED IN ACCORDANCE WITH SECTIONS 13-16-006-0001 AND 13-16-006-0002.

- NOTES:
  1. THE USE OF TEMPORARY MARKINGS IS STRONGLY DISCOURAGED AND MAY ONLY BE USED WITH PRIOR APPROVAL.
  - WHEN IT IS USED, THE CONTRACTOR MUST BE AVAILABLE TO RESTRIPE AS NEEDED UNTIL THE PERMANENT MARKINGS CAN BE INSTALLED.
  - WHEN IT IS IMPRACTICABLE FOR THE CONTRACTOR TO PROVIDE PERMANENT MARKINGS, THE CITY PUBLIC WORKS DEPARTMENT MAY INSTALL THE MARKINGS ON BEHALF OF THE CONTRACTOR PROVIDED THE FEE FOR THE WORK IS AGREED UPON AND PAID FOR IN ADVANCE.
- N. THE MAXIMUM THICKNESS OF A SINGLE LIFT OF PAVEMENT SHALL BE FOUR (4) INCHES. (ORD. 2017--22, REPA&EEN, 07/05/2017)

## C.O.F. GRADING AND DRAINAGE NOTE:

- "ADEQUATE DRAINAGE, EROSION AND SEDIMENT CONTROL MEASURES, BEST MANAGEMENT PRACTICES, AND/OR OTHER STORM WATER MANAGEMENT FACILITIES SHALL BE PROVIDED AND MAINTAINED AT ALL TIMES DURING CONSTRUCTION. DAMAGES TO ADJACENT PROPERTY AND/OR THE CONSTRUCTION SITE CAUSED BY CONTRACTOR'S PROPERTY OR PROPERTY OWNER'S FAILURE TO PROVIDE AND MAINTAIN ADEQUATE DRAINAGE AND EROSION/SEDIMENT CONTROL FOR THE CONSTRUCTION AREA SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND/OR PROPERTY OWNER."

## C.O.F. SEEDING NOTES

- TO BE APPLIED ON ALL CUT/FILL SLOPES.

- THE CONTRACTOR SHALL RESEED ALL DISTURBED AREA ACCORDING TO THE PROVISIONS OF SECTION 13-17 OF THIS TITLE. THE WORK UNDER THIS SECTION SHALL CONSIST OF FURROWING, HAULING, PLAGING, AND APPLYING EROSION CONTROL (SEED, MULCH, AND EROSION CONTROL BLANKETS) TO ALL DISTURBED AREAS WITHIN THE PROJECT AREAS AS SHOWN ON THE PLANS. REFER TO THE CITY OF FLAGSTAFF ENGINEERING STANDARDS, TITLE 13, CHAPTER 17 FOR SEEDING REQUIREMENTS.

## SHEPHARD-WESNITZER GENERAL NOTES

- PROJECT SPECIFICATIONS

ALL WORK SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING STANDARDS AND SPECIFICATIONS, AND ANY SPECIAL PROVISIONS PREPARED FOR THE PROJECT. THE TERM "CURRENT" MEANS THE DATE OF THE SPECIFICATIONS IN EFFECT AS OF THE DATE OF THE ENGINEERS SEAL ON THESE PLANS.

- MARICOPA ASSOCIATION OF GOVERNMENTS (M.A.G.) UNIFORM STANDARD SPECIFICATIONS AND DETAILS FOR PUBLIC WORKS CONSTRUCTION

CITY OF FLAGSTAFF ENGINEERING DESIGN AND CONSTRUCTION STANDARDS & SPECIFICATION

AMERICAN WATER WORKS ASSOCIATION STANDARDS

ARIZONA ADMINISTRATIVE CODE

INTERNATIONAL PLUMBING CODE (IPC)

INTERNATIONAL BUILDING CODE (IBC)

NAU DESIGN GUIDELINES AND TECHNICAL STANDARDS, ICC A117.1, ACCESSIBILITY STD

- THE GENERAL CONTRACTOR AND ALL SUBCONTRACTORS ARE REQUIRED TO OBTAIN COPIES OF THESE, AS WELL AS ANY OTHER STANDARDS OR SPECIFICATIONS REQUIRED TO SUCCESSFULLY COMPLETE THE WORK AS DESCRIBED IN THESE PLANS AND/OR ANY SPECIAL PROVISIONS PREPARED FOR THE PROJECT. THIS REQUIREMENT EXTENDS TO ANY STANDARDS, DETAILS, OR SPECIFICATIONS REFERENCED BY THE CONSTRUCTION DOCUMENTS AND NOT INCLUDED IN THE LIST ABOVE.

- QUANTITY ESTIMATE AND PAYMENT PROVISIONS

IF ANY MATERIAL QUANTITIES ARE SHOWN ON THESE PLANS, THEY ARE TO BE CONSIDERED AS APPROXIMATE ONLY AND ARE FURNISHED AS A CONVENIENCE TO THE CONTRACTOR IN EVALUATING THE MAGNITUDE OF THE PROJECT SCOPE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE ACTUAL QUANTITIES OF WORK REQUIRED AND BASE HIS BID ON HIS OWN INDEPENDENT ESTIMATE OF THE WORK SCOPE AND QUANTITIES OF MATERIALS REQUIRED.

- THE ESTIMATED QUANTITIES MAY NOT DIRECTLY CORRESPOND TO A BID SCHEDULE/SCHEDULE OF VALUES INCLUDED IN THE CONTRACT DOCUMENTS. PAYMENT FOR ANY WORK ACCOMPLISHED SHALL BE IN ACCORDANCE WITH THE PAYMENT PROVISIONS OUTLINED IN THE CONTRACT DOCUMENTS.

- UTILITY COORDINATION

THE CONTRACTOR SHALL HAVE THE RESPONSIBILITY FOR COORDINATING ALL UTILITY RELOCATIONS, VALVE BOX/MANHOLE OR OTHER SURFACE APPURTENANCE ADJUSTMENTS, RESOLUTION OF UTILITY CONFLICTS, OBTAINING NECESSARY PERMITS, SCHEDULING BLUE STAKE, CONDUCTING EXPLORATORY EXCAVATIONS IN ADVANCE OF UTILITY INSTALLATIONS, AND GENERAL CONFORMANCE TO UTILITY AGENCY REQUIREMENTS AND SPECIFICATIONS FOR CONDUCTING THE WORK.

- THE CONTRACTOR IS SPECIFICALLY ADVISED TO EXAMINE THE SITE FOR EVIDENCE OF AND CONFLICTS WITH EXISTING UTILITIES PRIOR TO SUBMITTING HIS BID. EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS IN THEIR APPROXIMATE LOCATIONS BASED ON FIELD OBSERVATIONS AND ANY AVAILABLE RECORD INFORMATION, BUT THERE IS NO GUARANTEE THAT ALL UTILITY CONFLICTS HAVE BEEN IDENTIFIED. AT THE TIME OF CONSTRUCTION, THE EXACT SIZES, TYPES, AND LOCATIONS OF EXISTING UNDERGROUND IMPROVEMENTS SHALL BE DETERMINED BY THE CONTRACTOR AND HE SHALL FURNISH MATERIALS AS NECESSARY TO CONSTRUCT THE REQUIRED CONNECTIONS.

- THE CONTRACTOR SHALL PERFORM ALL NECESSARY POTHOLES AND UTILITY LOCATING AT LEAST TWO WEEKS IN ADVANCE OF ALL UNDERGROUND UTILITY WORK TO ENSURE EXPEDIENT COMPLETION OF THE WORK IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. LOCATING EXISTING UTILITIES FOR THE PURPOSE OF IDENTIFYING CONFLICTS IN ADVANCE OF THE UTILITY RELOCATIONS IS AN IMPORTANT ELEMENT OF THE PROJECT. FAILURE OF THE CONTRACTOR TO LOCATE EXISTING UTILITIES AT LEAST TWO WEEKS IN ADVANCE OF THE CONSTRUCTION ACTIVITIES WILL DIMINISH HIS ABILITY TO MAKE A CLAIM FOR DELAYS FOR UTILITY RELOCATIONS.

- ALL FRAMES, COVERS AND VALVE BOXES IN THE CONSTRUCTION AREA SHALL BE ADJUSTED TO FINAL FINISH GRADES, WHETHER INDICATED ON THE PLANS OR NOT. ANY NECESSARY ADJUSTMENTS WHICH ARE NOT SEPARATELY ITEMIZED IN THE BID SCHEDULE SHALL BE CONSIDERED INCIDENTAL TO THE WORK.

- THE APPROPRIATE UTILITY COMPANIES SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION. "BLUE STAKE" NUMBER IS 1-800-STAKE-IT. CONTRACTOR SHALL ALLOW TWO WORKING DAYS AFTER "BLUE STAKE" IS NOTIFIED, BEFORE COMMENCING ANY EXCAVATION WORK IN PROXIMITY OF BURIED UTILITIES.

- AT LEAST TWO WORKING DAYS PRIOR NOTICE IS REQUIRED BEFORE DISRUPTING EXISTING UTILITY SERVICES TO MAKE CONNECTIONS. THE NOTICE MUST INCLUDE THE EXACT TIME OF THE DISRUPTION OF SERVICE AND THE EXPECTED DURATION OF THE LOSS OF SERVICE. THE NOTICE SHALL BE FURNISHED TO THE OWNER OR OTHERS AS SPECIFIED IN THE CONTRACT DOCUMENTS.

- THE LOCATION OF ALL WATER VALVES MUST AT ALL TIMES DURING CONSTRUCTION BE REFERENCED AND MADE AVAILABLE TO THE GOVERNING WATER COMPANY/DEPARTMENT.

## PERMITS

- CITY OF FLAGSTAFF PERMITS

A PUBLIC IMPROVEMENTS PERMIT AND A GRADING PERMIT ARE REQUIRED FOR THIS PROJECT. CONTACT COMMUNITY DEVELOPMENT AT 928-213-2606 TO INITIATE THE PROCESS. THE ADOT MATERIALS POLICY AND PROCEDURES DIRECTIVES MANUAL, SECTION 709 OF THE 2008 ADOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, PLACED OVER THE EXISTING STRIPING, 30 DAYS AFTER COMPLETION OF THE WORK IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. LOCATING EXISTING UTILITIES FOR THE PURPOSE OF IDENTIFYING CONFLICTS IN ADVANCE OF THE UTILITY RELOCATIONS IS AN IMPORTANT ELEMENT OF THE PROJECT. FAILURE OF THE CONTRACTOR TO LOCATE EXISTING UTILITIES AT LEAST TWO WEEKS IN ADVANCE OF THE CONSTRUCTION ACTIVITIES WILL DIMINISH HIS ABILITY TO MAKE A CLAIM FOR DELAYS FOR UTILITY RELOCATIONS.

## EARTHWORK SUMMARY

- ON SITE GRADING:

CUT: 39,000 CY

FILL:5,000 CY (NET EXPORT 34,000)

- EARTHWORK VOLUMES SHOWN ABOVE ARE BASED ON IN-PLACE VOLUMES REQUIRED FOR SITE GRADING. QUANTITIES ARE NOT ADJUSTED FOR SHRINKAGE. (SEE GEOTECH REPORT FOR ESTIMATED SHRINKAGE FACTORS). THESE RESULTS MAY NOT REFLECT THE FINAL CONSTRUCTED QUANTITIES. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN QUANTITY DETERMINATIONS. ADDITIONAL EARTHWORK QUANTITIES SHALL BE CONSIDERED INCIDENTAL TO BUILDING CONSTRUCTION. ANY WASTE MATERIAL SHALL BE INCIDENTAL TO CONSTRUCTION.

## SHEPHARD-WESNITZER GENERAL NOTES

- PROJECT SPECIFICATIONS

ALL WORK SHALL BE ACCOMPLISHED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING STANDARDS AND SPECIFICATIONS, AND ANY SPECIAL PROVISIONS PREPARED FOR THE PROJECT. THE TERM "CURRENT" MEANS THE DATE OF THE SPECIFICATIONS IN EFFECT AS OF THE DATE OF THE ENGINEERS SEAL ON THESE PLANS.

- MARICOPA ASSOCIATION OF GOVERNMENTS (M.A.G.) UNIFORM STANDARD SPECIFICATIONS AND DETAILS FOR PUBLIC WORKS CONSTRUCTION

CITY OF FLAGSTAFF ENGINEERING DESIGN AND CONSTRUCTION STANDARDS & SPECIFICATION

AMERICAN WATER WORKS ASSOCIATION STANDARDS

ARIZONA ADMINISTRATIVE CODE

INTERNATIONAL PLUMBING CODE (IPC)

INTERNATIONAL BUILDING CODE (IBC)

- THE GENERAL CONTRACTOR AND ALL SUBCONTRACTORS ARE REQUIRED TO OBTAIN COPIES OF THESE, AS WELL AS ANY OTHER STANDARDS OR SPECIFICATIONS REQUIRED TO SUCCESSFULLY COMPLETE THE WORK AS DESCRIBED IN THESE PLANS AND/OR ANY SPECIAL PROVISIONS PREPARED FOR THE PROJECT. THIS REQUIREMENT EXTENDS TO ANY STANDARDS, DETAILS, OR SPECIFICATIONS REFERENCED BY THE CONSTRUCTION DOCUMENTS AND NOT INCLUDED IN THE LIST ABOVE.

- QUANTITY ESTIMATE AND PAYMENT PROVISIONS

IF ANY MATERIAL QUANTITIES ARE SHOWN ON THESE PLANS, THEY ARE TO BE CONSIDERED AS APPROXIMATE ONLY AND ARE FURNISHED AS A CONVENIENCE TO THE CONTRACTOR IN EVALUATING THE MAGNITUDE OF THE PROJECT SCOPE. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY THE ACTUAL QUANTITIES OF WORK REQUIRED AND BASE HIS BID ON HIS OWN INDEPENDENT ESTIMATE OF THE WORK SCOPE AND QUANTITIES OF MATERIALS REQUIRED.

- THE ESTIMATED QUANTITIES MAY NOT DIRECTLY CORRESPOND TO A BID SCHEDULE/SCHEDULE OF VALUES INCLUDED IN THE CONTRACT DOCUMENTS. PAYMENT FOR ANY WORK ACCOMPLISHED SHALL BE IN ACCORDANCE WITH THE PAYMENT PROVISIONS OUTLINED IN THE CONTRACT DOCUMENTS.

- UTILITY COORDINATION

THE CONTRACTOR SHALL HAVE THE RESPONSIBILITY FOR COORDINATING ALL UTILITY RELOCATIONS, VALVE BOX/MANHOLE OR OTHER SURFACE APPURTENANCE ADJUSTMENTS, RESOLUTION OF UTILITY CONFLICTS, OBTAINING NECESSARY PERMITS, SCHEDULING BLUE STAKE, CONDUCTING EXPLORATORY EXCAVATIONS IN ADVANCE OF UTILITY INSTALLATIONS, AND GENERAL CONFORMANCE TO UTILITY AGENCY REQUIREMENTS AND SPECIFICATIONS FOR CONDUCTING THE WORK.

- THE CONTRACTOR IS SPECIFICALLY ADVISED TO EXAMINE THE SITE FOR EVIDENCE OF AND CONFLICTS WITH EXISTING UTILITIES PRIOR TO SUBMITTING HIS BID. EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS IN THEIR APPROXIMATE LOCATIONS BASED ON FIELD OBSERVATIONS AND ANY AVAILABLE RECORD INFORMATION, BUT THERE IS NO GUARANTEE THAT ALL UTILITY CONFLICTS HAVE BEEN IDENTIFIED. AT THE TIME OF CONSTRUCTION, THE EXACT SIZES, TYPES, AND LOCATIONS OF EXISTING UNDERGROUND IMPROVEMENTS SHALL BE DETERMINED BY THE CONTRACTOR AND HE SHALL FURNISH MATERIALS AS NECESSARY TO CONSTRUCT THE REQUIRED CONNECTIONS.

- THE CONTRACTOR SHALL PERFORM ALL NECESSARY POTHOLES AND UTILITY LOCATING AT LEAST TWO WEEKS IN ADVANCE OF ALL UNDERGROUND UTILITY WORK TO ENSURE EXPEDIENT COMPLETION OF THE WORK IN ACCORDANCE WITH THE PROJECT SPECIFICATIONS. LOCATING EXISTING UTILITIES FOR THE PURPOSE OF IDENTIFYING CONFLICTS IN ADVANCE OF THE UTILITY RELOCATIONS IS AN IMPORTANT ELEMENT OF THE PROJECT. FAILURE OF THE CONTRACTOR TO LOCATE EXISTING UTILITIES AT LEAST TWO WEEKS IN ADVANCE OF THE CONSTRUCTION ACTIVITIES WILL DIMINISH HIS ABILITY TO MAKE A CLAIM FOR DELAYS FOR UTILITY RELOCATIONS.

- ALL FRAMES, COVERS AND VALVE BOXES IN THE CONSTRUCTION AREA SHALL BE ADJUSTED TO FINAL FINISH GRADES, WHETHER INDICATED ON THE PLANS OR NOT. ANY NECESSARY ADJUSTMENTS WHICH ARE NOT SEPARATELY ITEMIZED IN THE BID SCHEDULE SHALL BE CONSIDERED INCIDENTAL TO THE WORK.

- THE APPROPRIATE UTILITY COMPANIES SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO ANY CONSTRUCTION. "BLUE STAKE" NUMBER IS 1-800-STAKE-IT. CONTRACTOR SHALL ALLOW TWO WORKING DAYS AFTER "BLUE STAKE" IS NOTIFIED, BEFORE COMMENCING ANY EXCAVATION WORK IN PROXIMITY OF BURIED UTILITIES.

- AT LEAST TWO WORKING DAYS PRIOR NOTICE IS REQUIRED BEFORE DISRUPTING EXISTING UTILITY SERVICES TO MAKE CONNECTIONS. THE NOTICE MUST INCLUDE THE EXACT TIME OF THE DISRUPTION OF SERVICE AND THE EXPECTED DURATION OF THE LOSS OF SERVICE. THE NOTICE SHALL BE FURNISHED TO THE OWNER OR OTHERS AS SPECIFIED IN THE CONTRACT DOCUMENTS.

- THE LOCATION OF ALL WATER VALVES MUST AT ALL TIMES DURING CONSTRUCTION BE REFERENCED AND MADE AVAILABLE TO THE GOVERNING WATER COMPANY/DEPARTMENT.

### PERMITS

- CITY OF FLAGSTAFF PERMITS

A PUBLIC IMPROVEMENTS PERMIT AND A GRADING PERMIT ARE REQUIRED FOR THIS PROJECT. CONTACT COMMUNITY DEVELOPMENT AT 928-213-2606 TO INITIATE THE PROCESS. CONTACT THE ENGINEERING INSPECTION DEPARTMENT AND STORM WATER DEPARTMENT AT LEAST 72 HOURS PRIOR TO COMMENCEMENT OF THE PROJECT TO COORDINATE INSPECTIONS. GRADING CERTIFICATION IS REQUIRED, WHICH SHALL BE SEALED BY THE SURVEYOR AND GEOTECHNICAL ENGINEER. SPECIAL INSPECTION CERTIFICATION FOR ANY BUILT IN PLACE STRUCTURES WILL ALSO BE REQUIRED. AS-BUILTS ARE REQUIRED WITH THE CERTIFICATION.

- A PRE-CONSTRUCTION MEETING WITH THE CITY OF FLAGSTAFF IS REQUIRED PRIOR TO THE START OF ANY WORK. CONTACT THE CITY OF FLAGSTAFF PROJECT MANAGER TO SCHEDULE THE MEETING.

- AN ADOT ENCROACHMENT PERMIT WILL BE REQUIRED FOR ALL WORK WITHIN S. MILTON ROAD RIGHT-OF-WAY.

## EARTHWORK SUMMARY

- SITE GRADING:

UNADJUSTED CUT: 42,700 CY

UNADJUSTED FILL: 8,800 CY

- EARTHWORK VOLUMES SHOWN ABOVE ARE BASED ON IN-PLACE VOLUMES REQUIRED FOR SITE GRADING. QUANTITIES ARE NOT ADJUSTED FOR SHRINKAGE. (SEE GEOTECH REPORT FOR ESTIMATED SHRINKAGE FACTORS). THESE RESULTS MAY NOT REFLECT THE FINAL CONSTRUCTED QUANTITIES. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN QUANTITY DETERMINATIONS. ADDITIONAL EARTHWORK QUANTITIES SHALL BE CONSIDERED INCIDENTAL TO BUILDING CONSTRUCTION. ANY WASTE MATERIAL SHALL BE INCIDENTAL TO CONSTRUCTION.

## GENERAL PLAN NOTES-ADOT ENCROACHMENT PERMITS

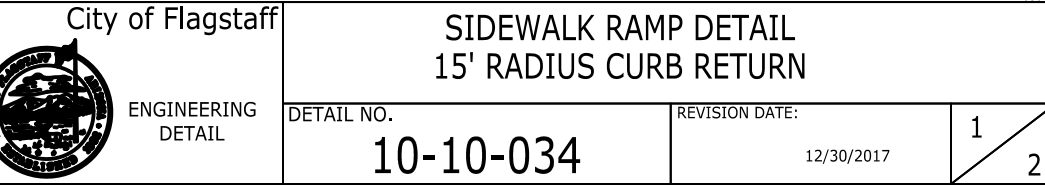
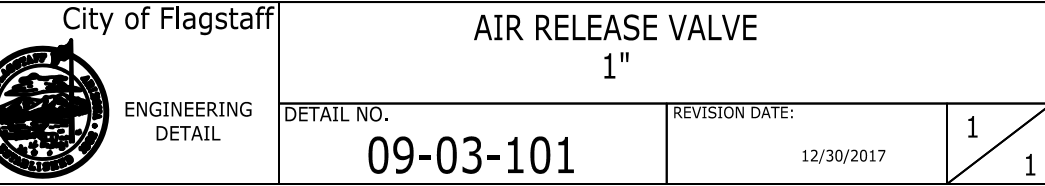
- A. "ALL WORK WITHIN THE ARIZONA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY, HELD EITHER IN EASEMENT, FEE OR DEDICATION, SHALL DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH ADOT PUBLICATIONS AS CURRENTLY REVISED, INCLUDING BUT NOT LIMITED TO THE FOLLOWING:

- (1). STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION – 2008 EDITION.
- (2). CONSTRUCTION STANDARD DRAWINGS – MAY 2012 EDITION INCLUDING REVISIONS
- (3). TRAFFIC ENGINEERING STANDARDS, GUIDELINES AND REFERENCES
  - (A). GUIDELINES AND PROCESSES – JUNE 2015
  - (B). ARIZONA MANUAL OF APPROVED SIGNS (MOAS)
  - (C). SIGNING AND MARKING STANDARD DRAWINGS.
  - (D). SIGNALS AND LIGHTING STANDARD DRAWINGS
  - (E). MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES – 2009 EDITION
  - (F). ARIZONA SUPPLEMENT TO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES – 2009 EDITION
- (4). ANY AND ALL OTHER ADOT TRAFFIC ENGINEERING REFERENCES
- (4). APPROVED PRODUCTS LIST – CURRENT EDITION
- (5). EROSION AND POLLUTION CONTROL MANUAL FOR HIGHWAY DESIGN AND CONSTRUCTION – DECEMBER 2012
- (6). EROSION/SEDIMENT AND WATER QUALITY PROTECTION BEST MANAGEMENT PRACTICES (BMP) DETAILS

- B. IN ADDITION ANY AND ALL MATERIALS UTILIZED IN CONSTRUCTION WITHIN THE RIGHT-OF-WAY OF THE ARIZONA DEPARTMENT OF TRANSPORTATION SHALL MEET THE REQUIREMENTS OF STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION – 2008 EDITION AND/OR BE AN APPROVED MATERIAL LISTED IN THE CURRENT ADOT APPROVED PRODUCTS LIST ALSO KNOWN AS THE APL.

- C. ADOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION – 200



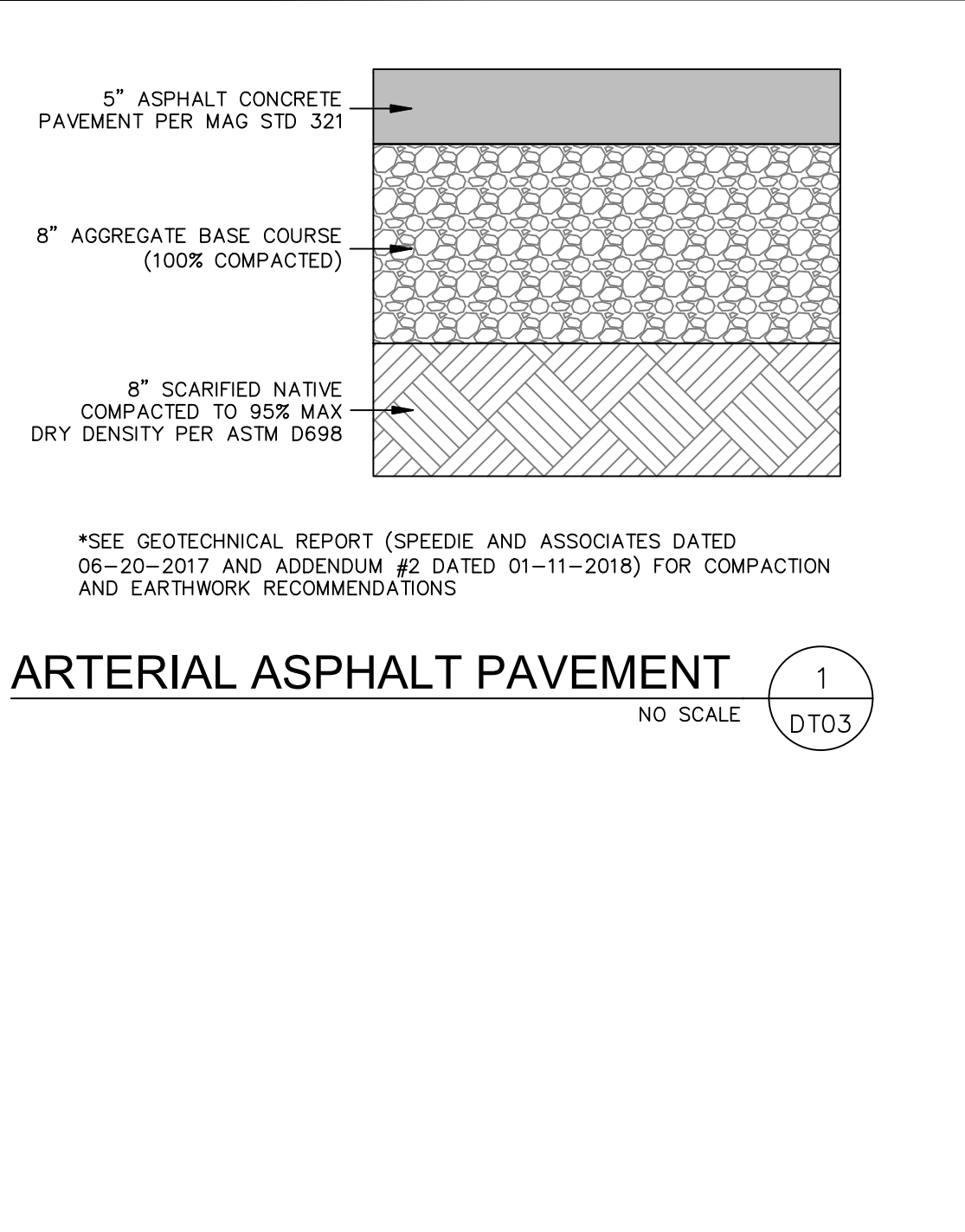






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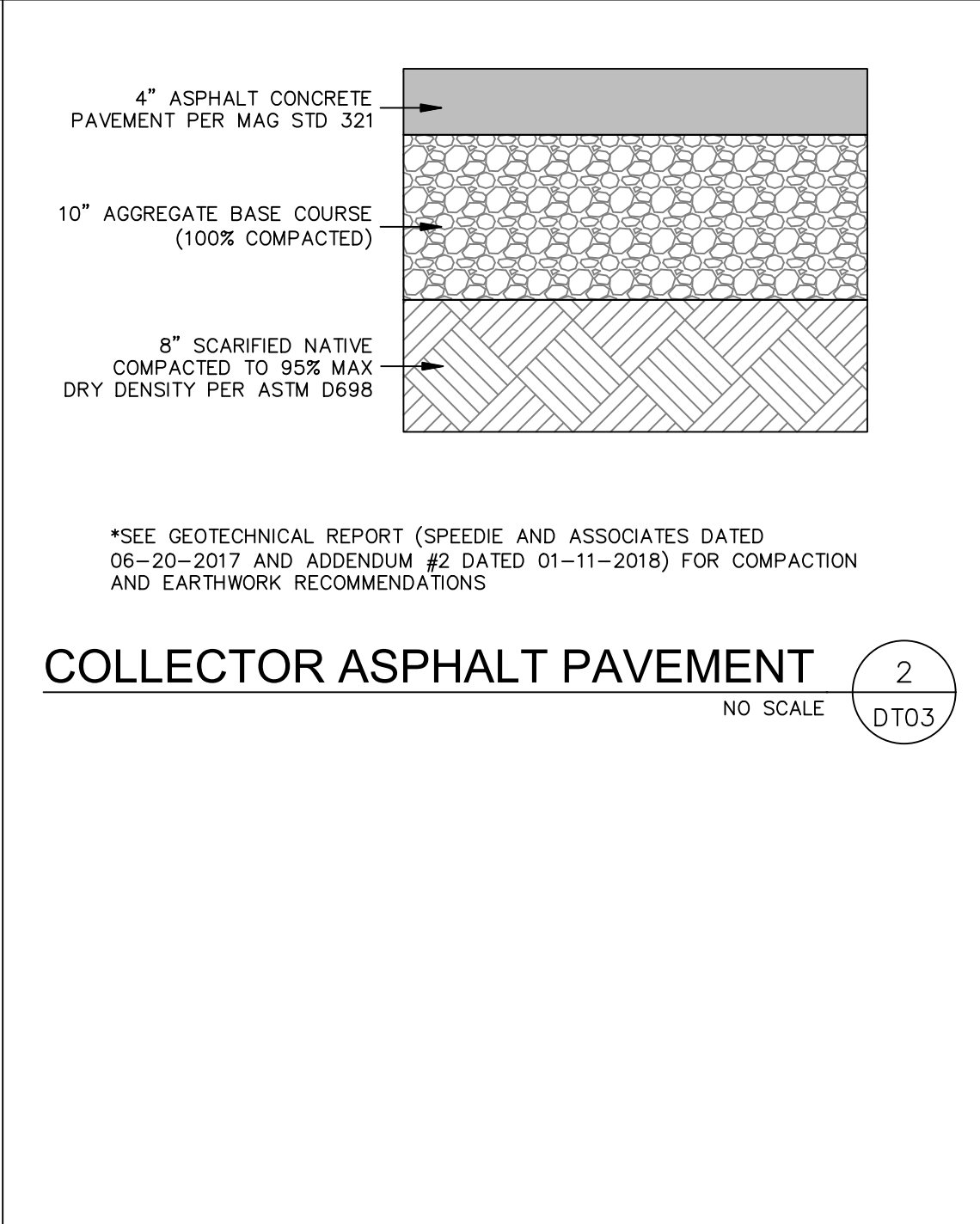
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ARTERIAL ASPHALT PAVEMENT

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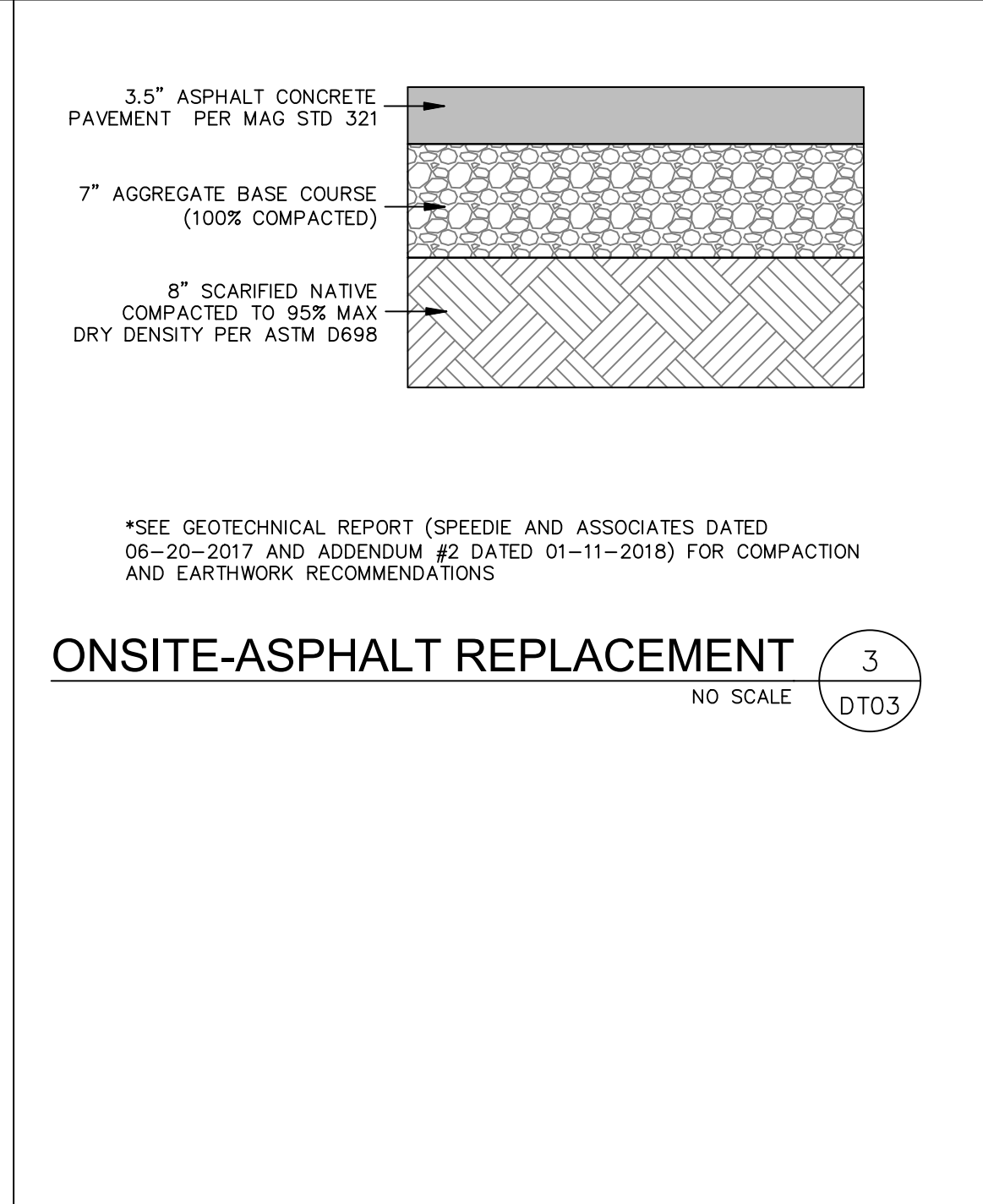
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COLLECTOR ASPHALT PAVEMENT

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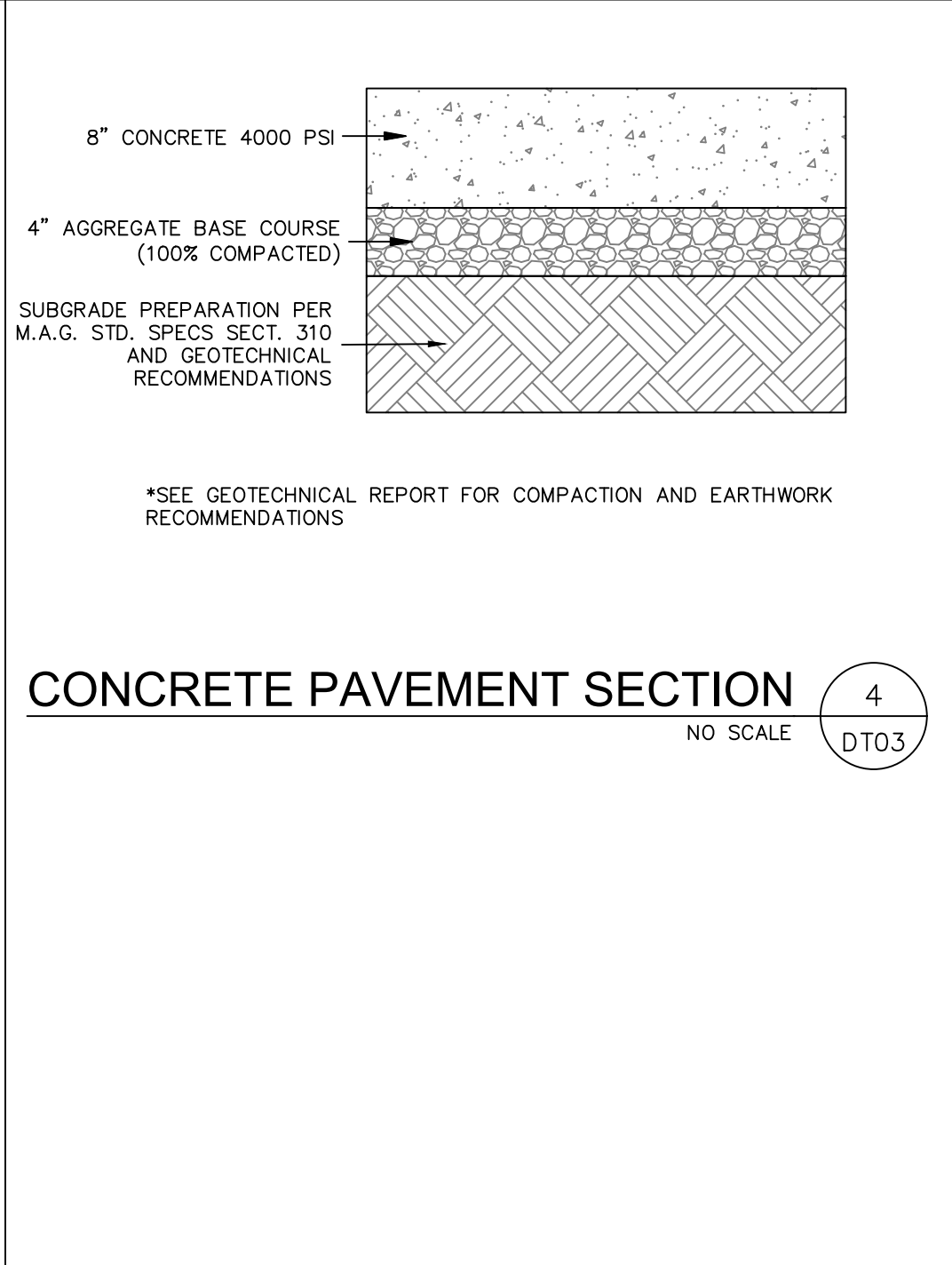
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ONSITE-ASPHALT REPLACEMENT

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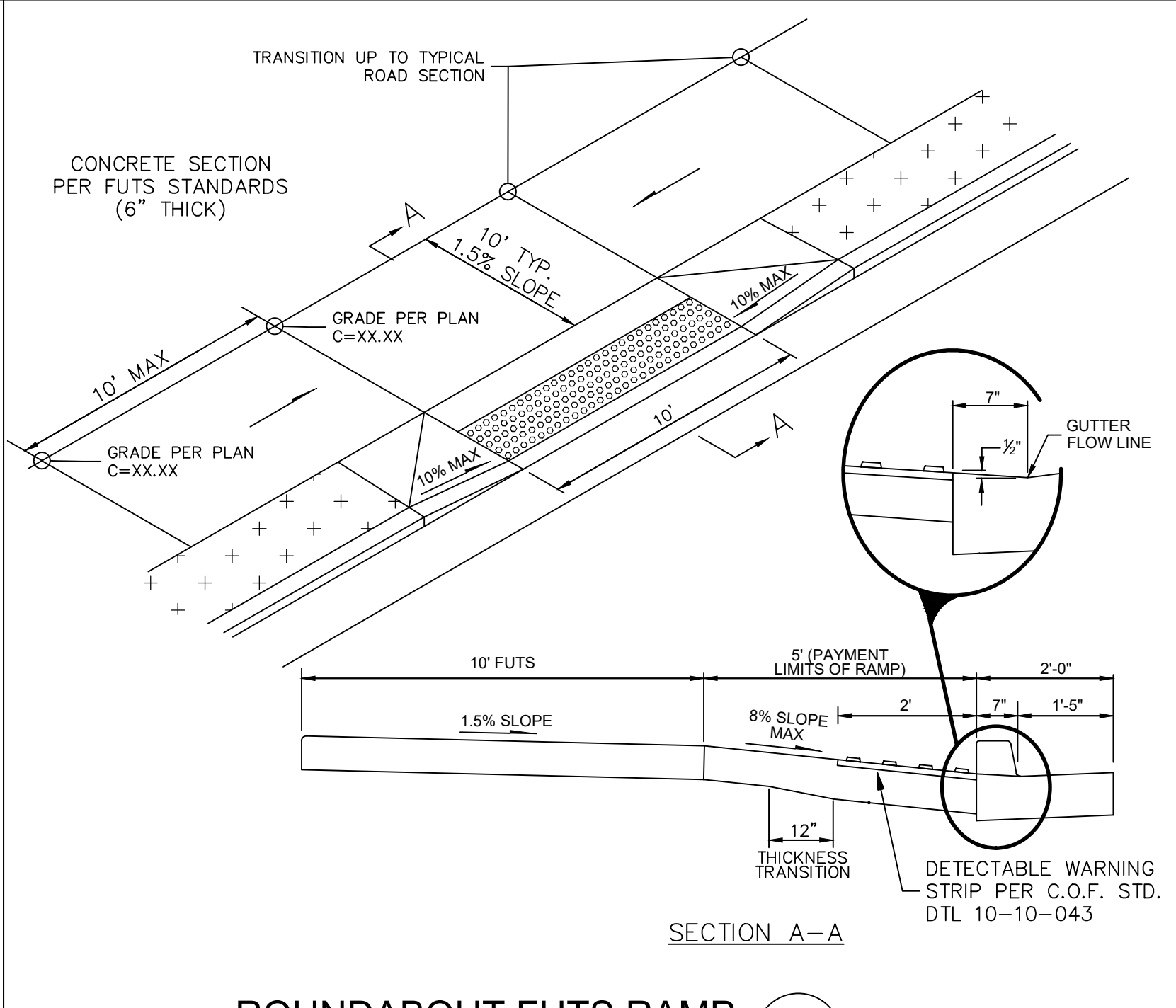
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CONCRETE PAVEMENT SECTION

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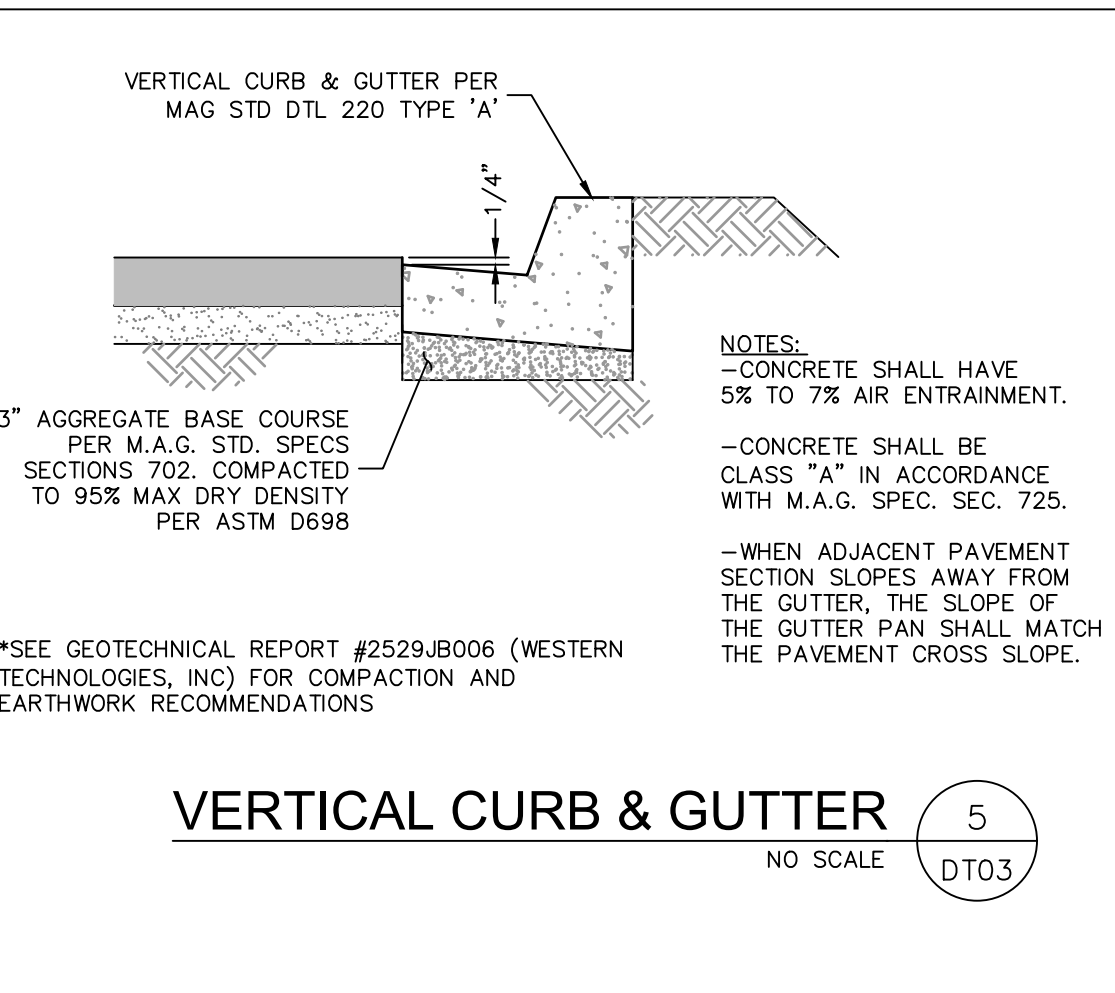
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ROUNDAABOUT FUTS RAMP

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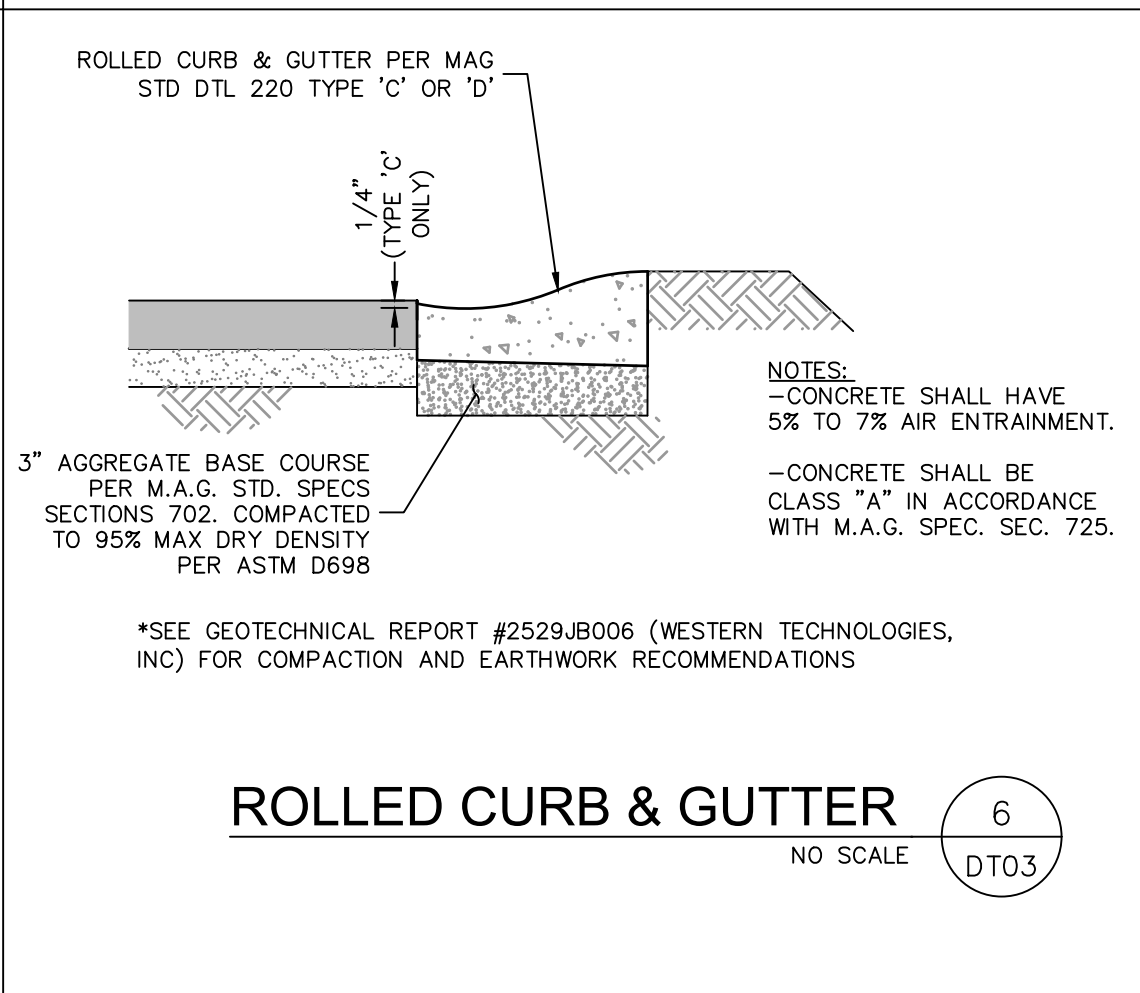
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VERTICAL CURB & GUTTER

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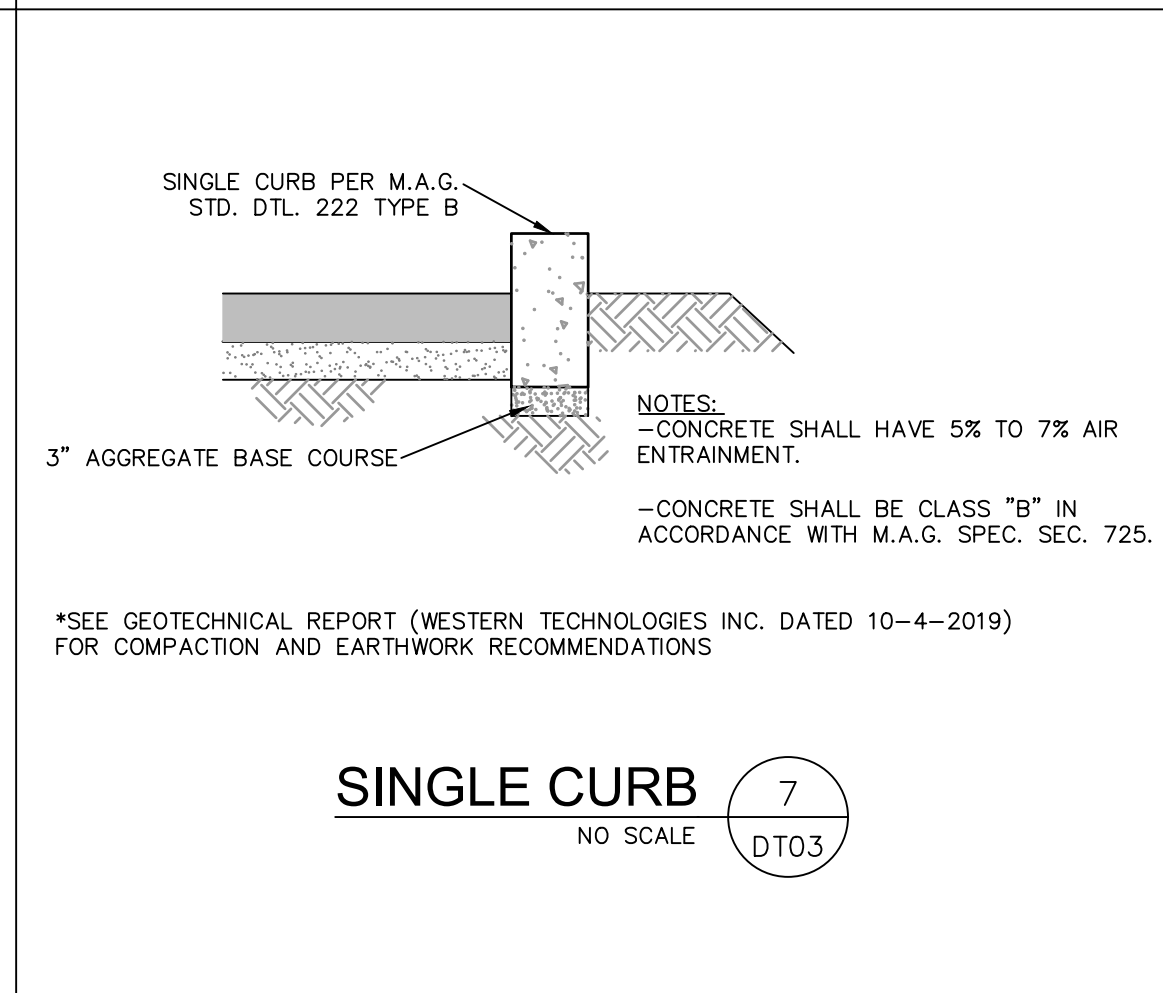
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ROLLED CURB & GUTTER

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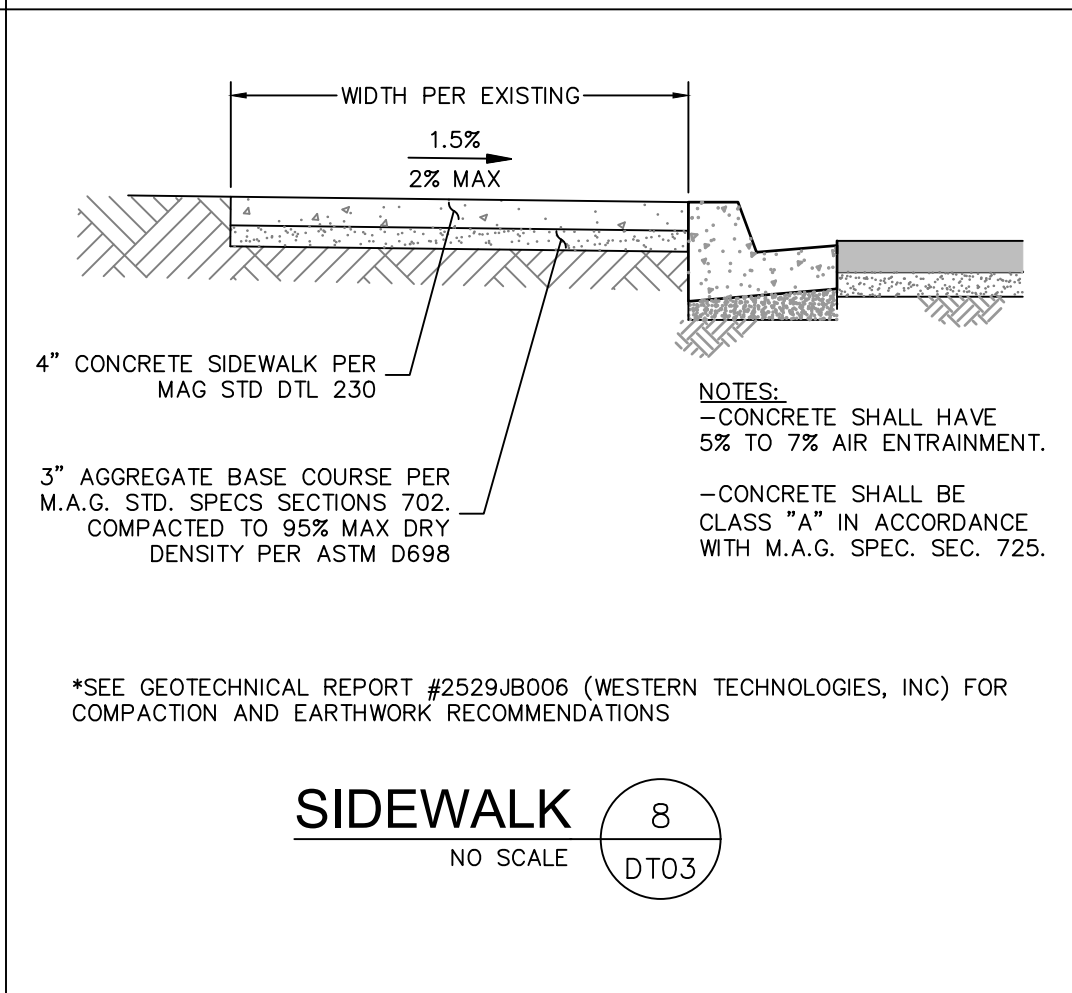
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SINGLE CURB

NO SCALE

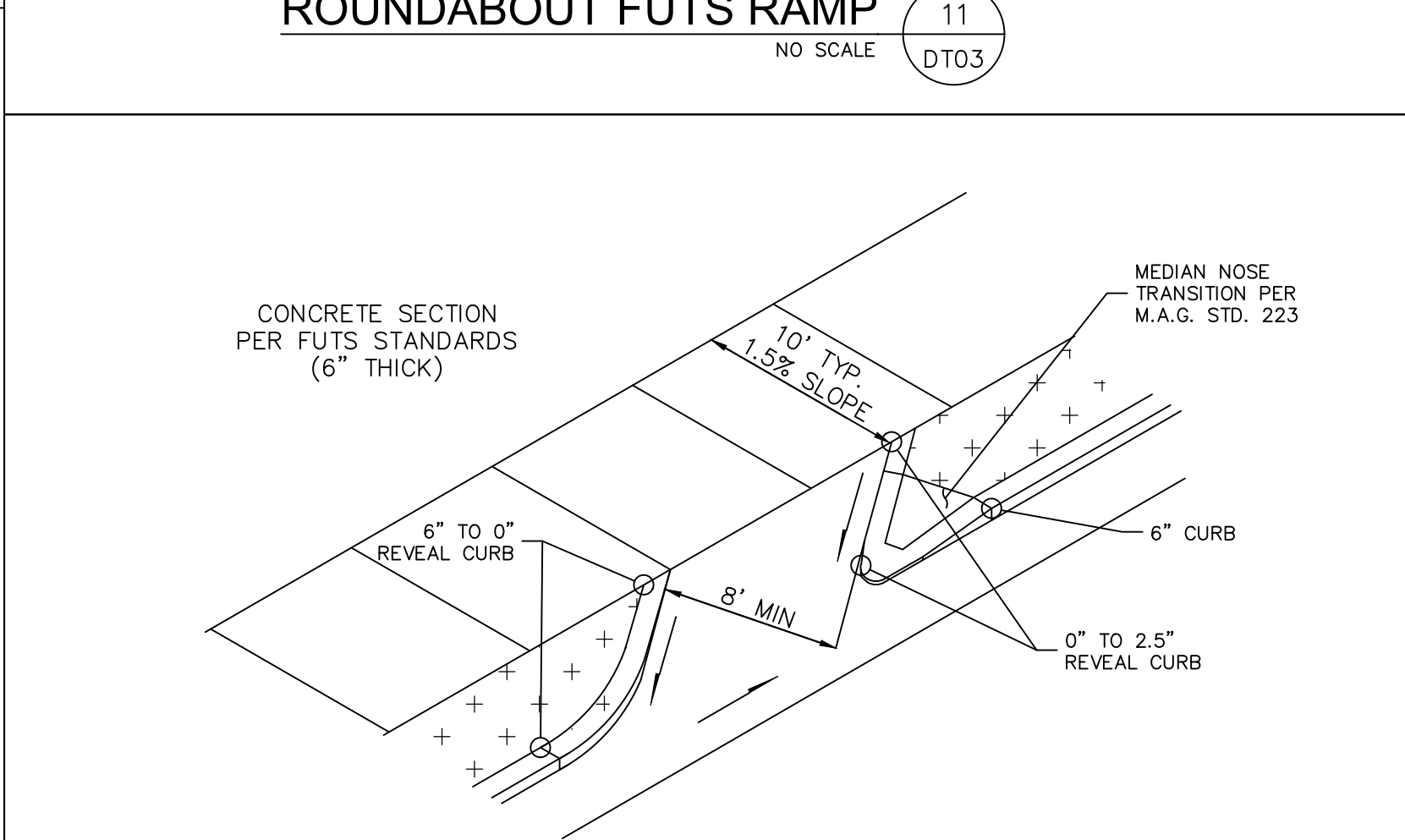
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SIDEWALK

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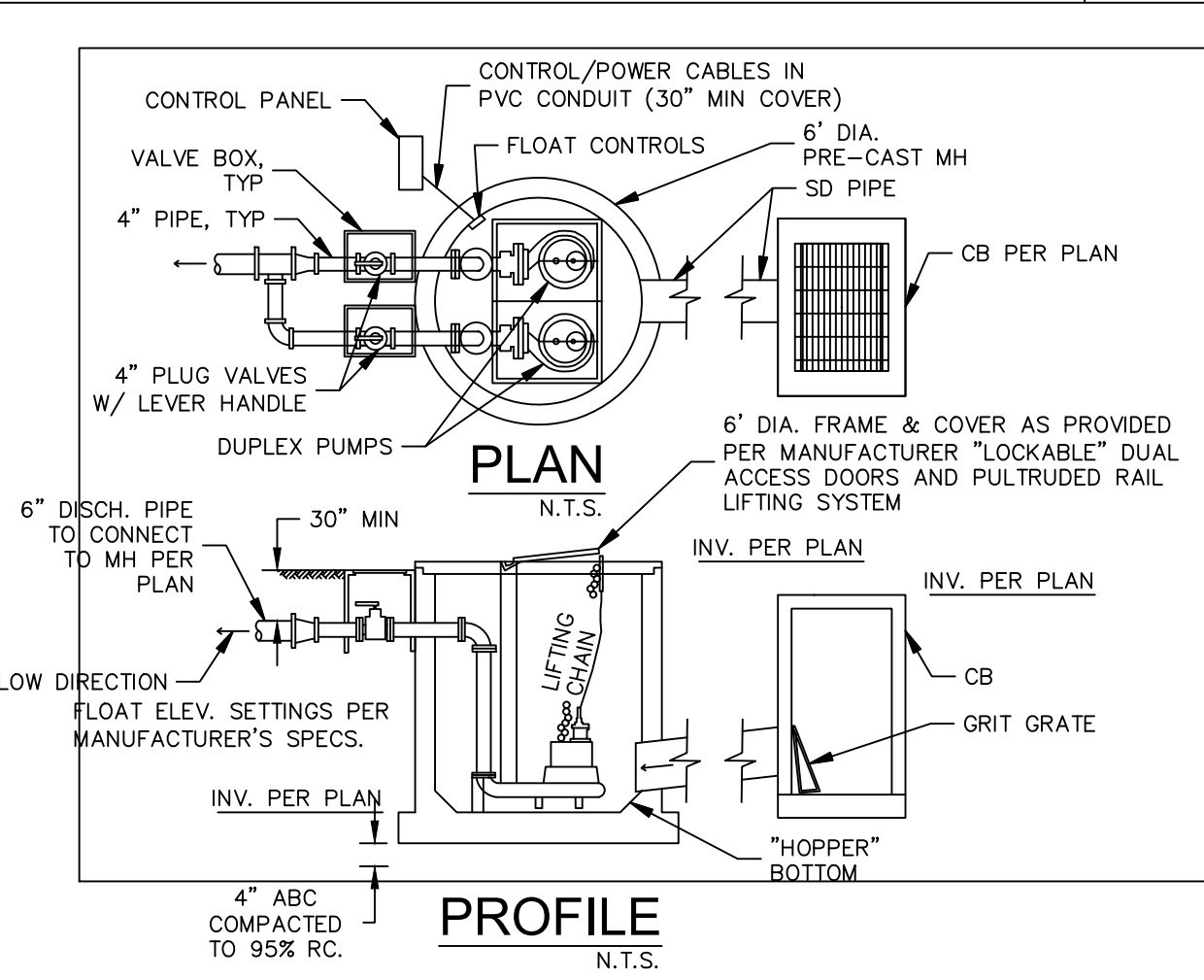
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ROUNDAABOUT BIKE RAMP

NO SCALE

12  
DT03



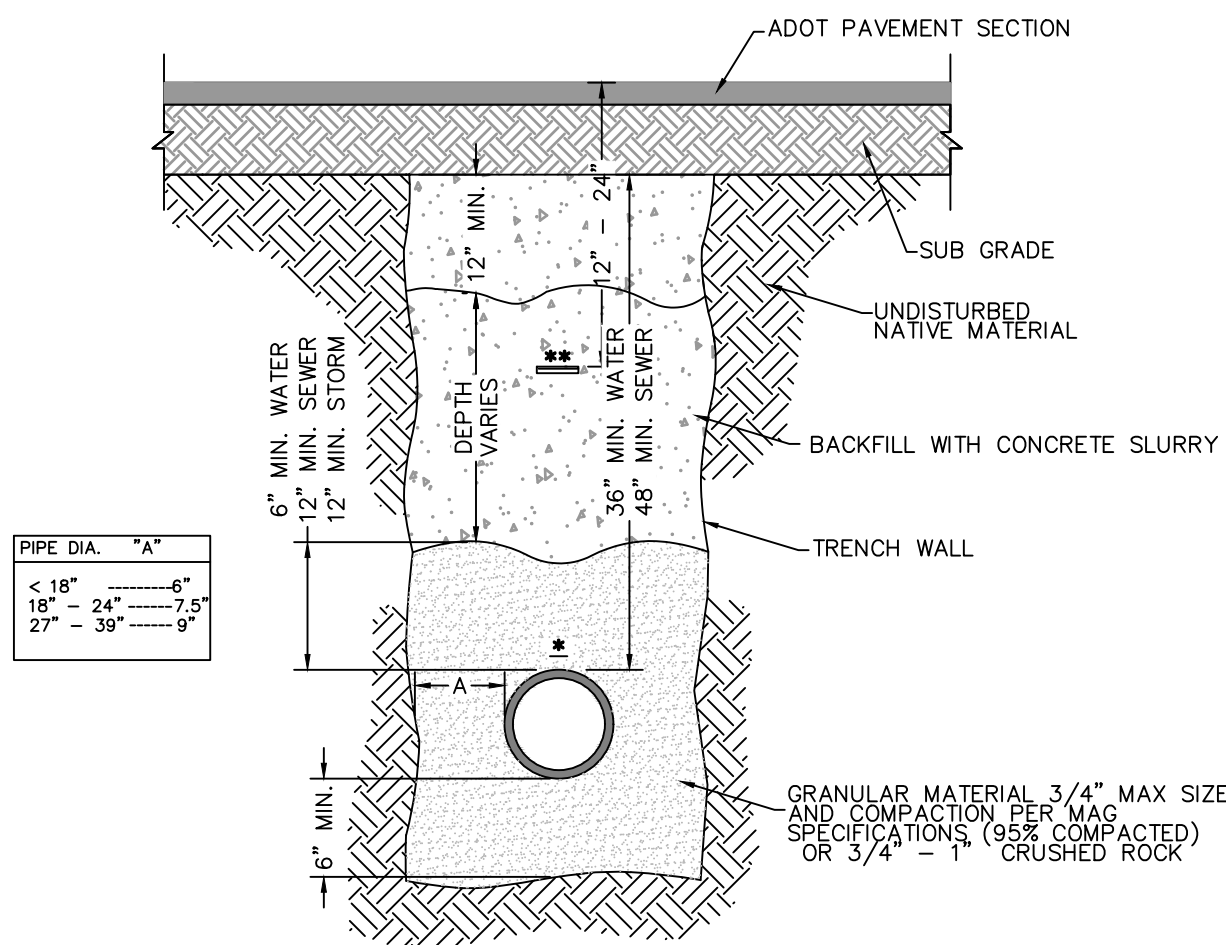
NOTES

- ALL DISCHARGE PIPING SHALL BE CLASS 350 DIP, EITHER FLANGER OR FULLY JOINT RESTRAINED USING "MEGA LUG" OR APPROVED EQUAL.
- ALL "BURIED" PIPE SHALL BE "POLYWRAPPED" PER M.A.G. SPECS.
- OUTLET OF 6" PIPE TO MH SHALL BE EQUIPPED WITH A "TIDFLEX" CHECK VALVE BY RED VALVE CO. OR APPROVED EQUAL.
- DUPLX 4" PUMP INSTALLATION PER SPECIAL PROVISIONS WITH THE FOLLOWING FEATURES:
  - 2 - 7.5 H.P. NON-CLOG PUMPS (480 V, 3-PHASE).
  - PULTRUDED RAIL SYSTEM PER THE SPECIAL PROVISIONS.
  - CONCRETE WET WELL PER DETAILS ON THIS SHEET.
- A "FREE STANDING" CONTROL PANEL SHALL BE INCLUDED AS FOLLOWS:
  - PANEL AND FEATURES PER SPECIAL PROVISIONS.
  - PEDESTAL FOR CONTROL PANEL SHALL BE SUBMITTED FOR APPROVAL PRIOR TO CONSTRUCTION.
- POWER SOURCE WAITING PER PLAN BY OTHERS.
- ALL MANHOLE PENETRATIONS SHALL RECEIVE WATER SEAL GASKETS OR APPROVED EQUAL.
- ALL ANCHORS BETWEEN PUMP ASSEMBLY AND CONCRETE MANHOLE SHALL BE PER MANUFACTURER'S SPECS.
- PVC CONDUIT W/ CONTROL CABLES SHALL BE SEALED WATER/GAS TIGHT AT MANHOLE PENETRATION.

SUMP PUMP/WET WELL DETAIL

NO SCALE

9  
DT03

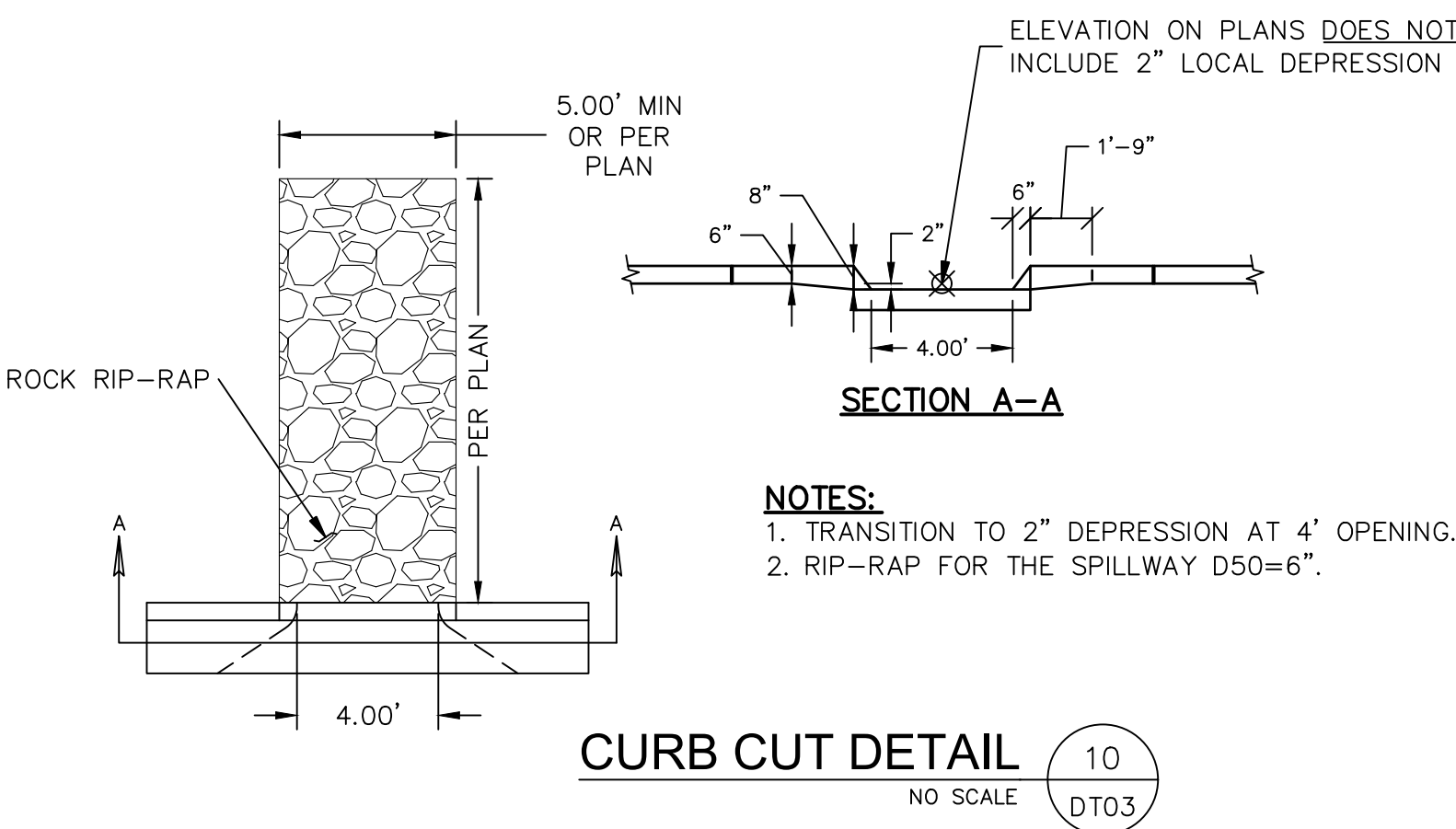


- NOTES:
- CONCRETE SLURRY BACKFILL SHALL BE PER ADOT SPECS.
  - TRACER WIRE TAPED TO TOP CENTER OF MAIN WITH 10MIL PVC TAPE ON 4' CENTERS, SEE COF STD 9-01-020.
  - WARNING TAPE

TRENCHING & BACKFILL DETAIL

NO SCALE

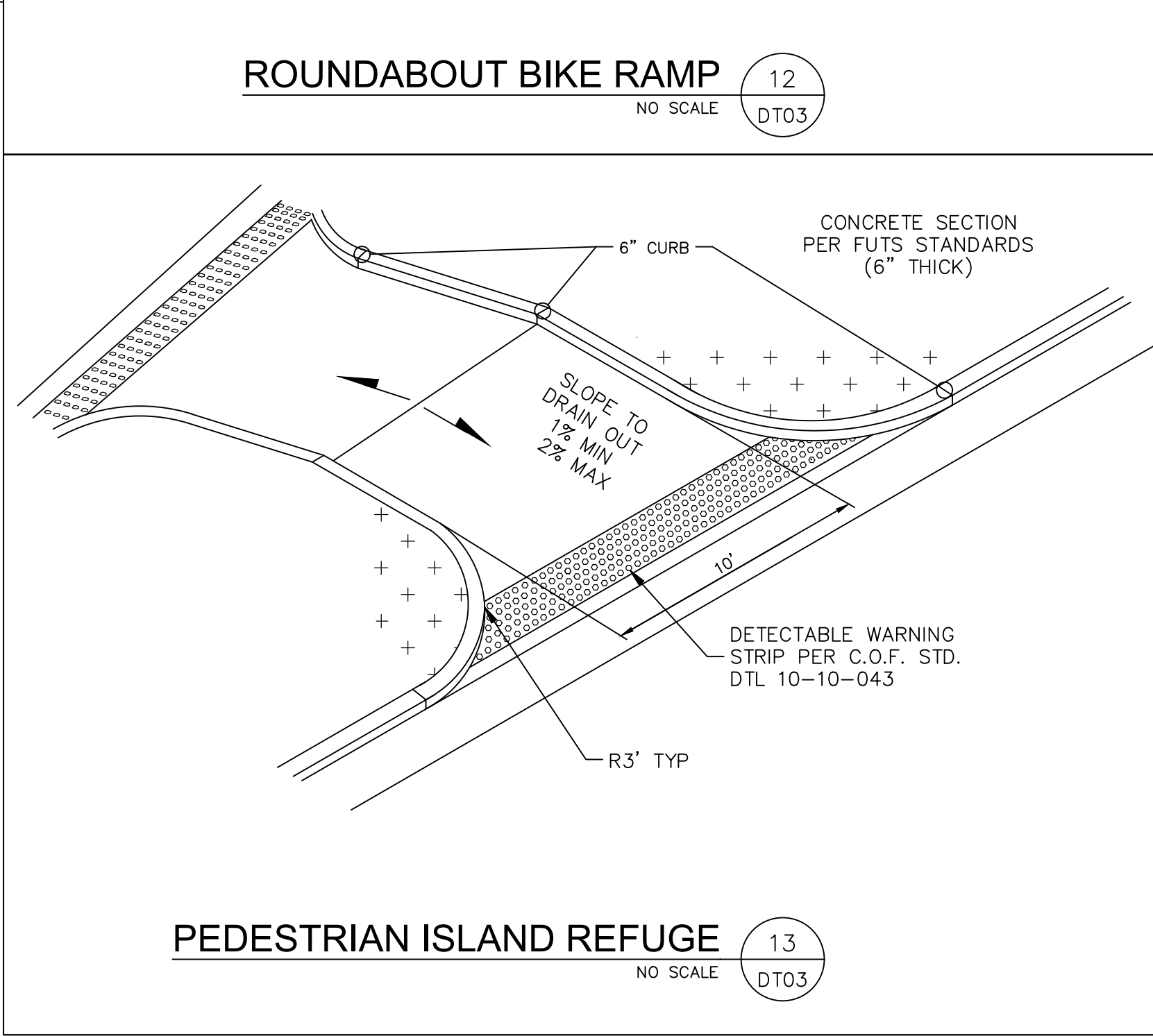
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CURB CUT DETAIL

NO SCALE

10  
DT03



PEDESTRIAN ISLAND REFUGE

NO SCALE

13  
DT03

60%  
PRELIMINARY

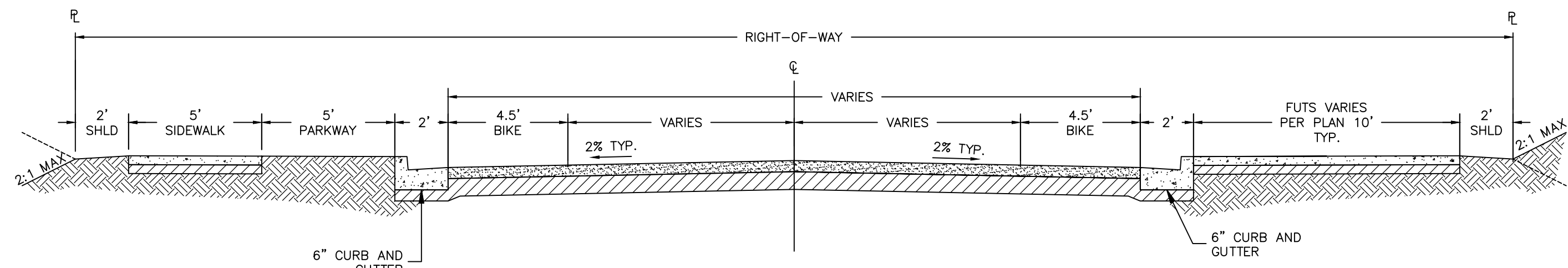
NOT FOR CONSTRUCTION,  
BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

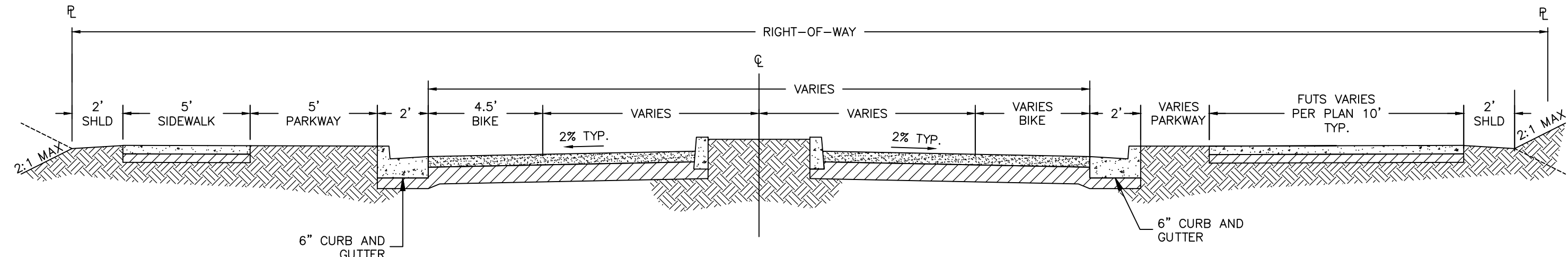
110 W. Dale Avenue Flagstaff, AZ 86001 928.773.0354 928.774.8934 fax www.swiaz.com			JOB NO: 18121		BEULAH & UNIVERSITY IMPROVEMENT PLANS		FLAGSTAFF ARIZONA	
Shephard W/esnitzer, Inc.			DATE: JUN 21		GENERAL CIVIL DETAILS			
			SCALE: N/A					
			DRAWN: SJV					
			DESIGN: SJV					
CHECKED: SCJ								
REVISIONS								
NO.		DESCRIPTION		DATE		BY		
Call at least two full working days before you begin excavation.								
 ARIZONA 811 Arizona Blue Stakes, Inc.								
Dial 8-1-1 or 1-800-544-4311 (Toll-Free)								
DRAWING NO.								
DT03								
SHT NO.		5		OF		62		

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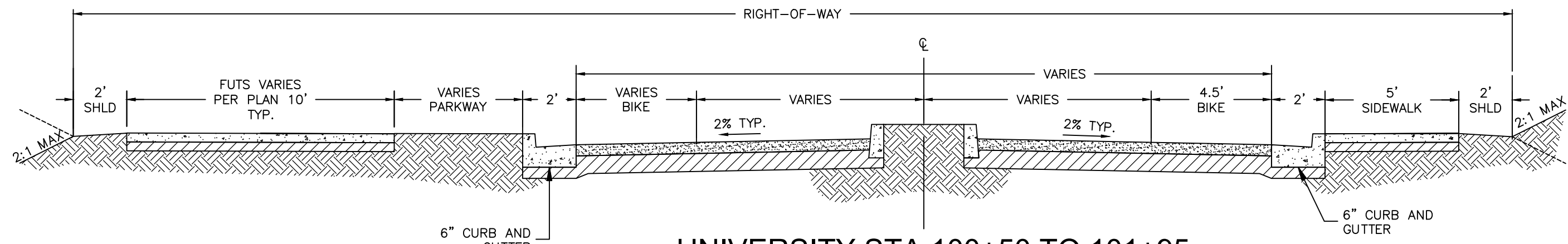
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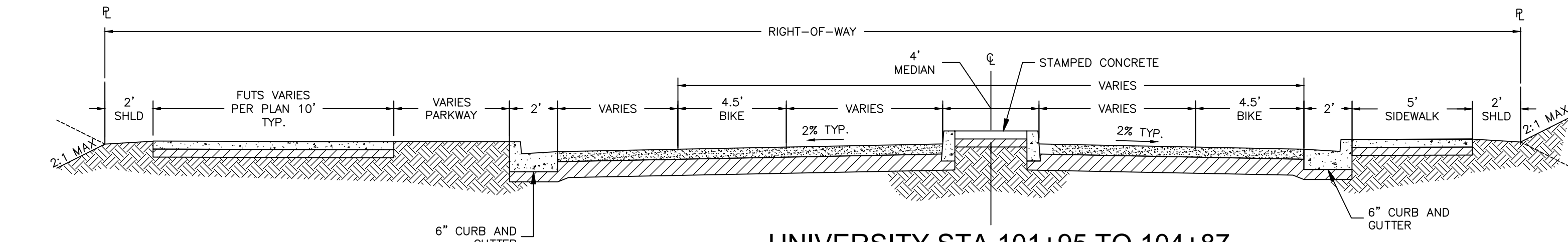
UNIVERSITY STA 94+00 TO 96+53  
NO SCALE



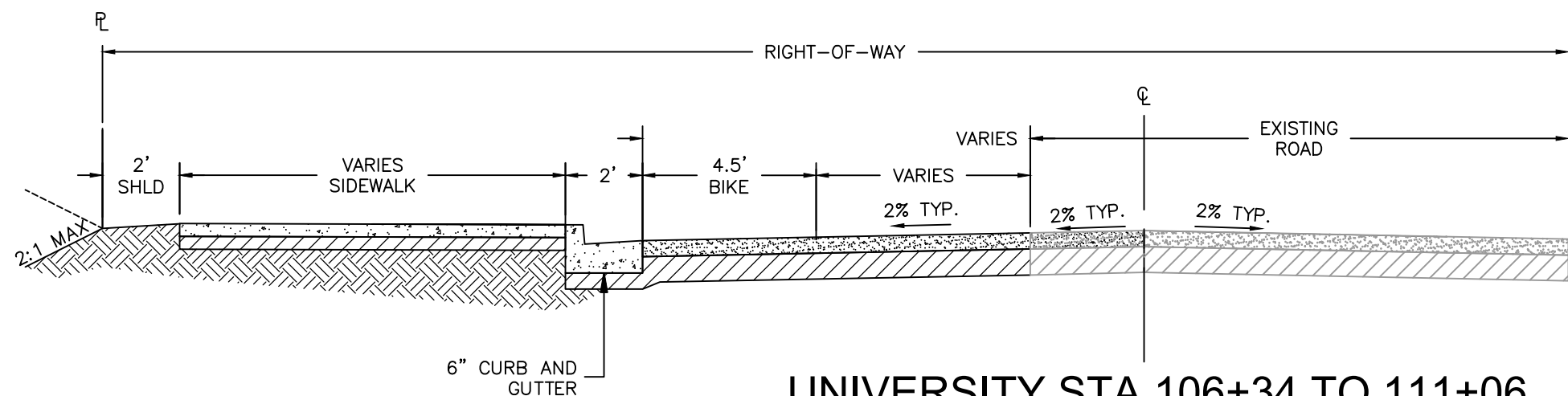
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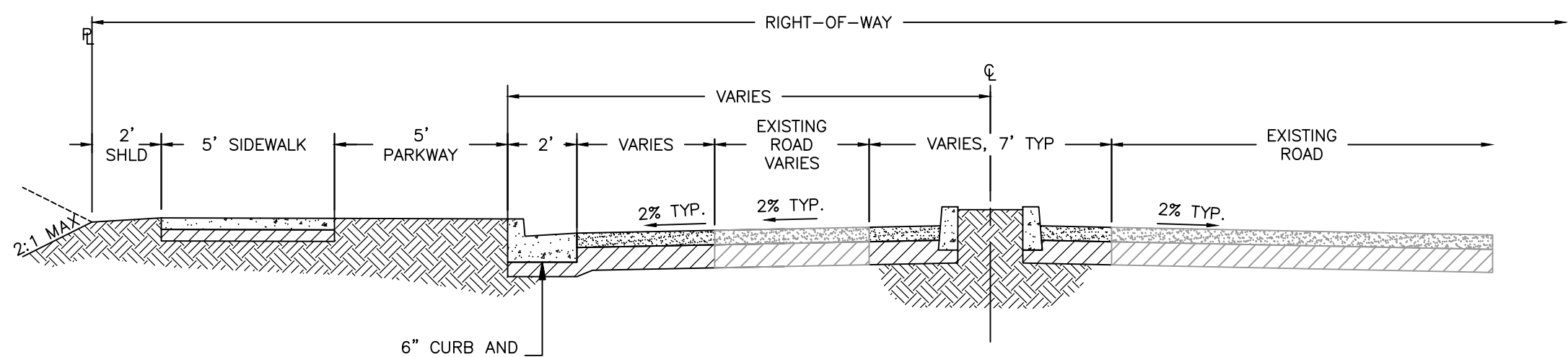
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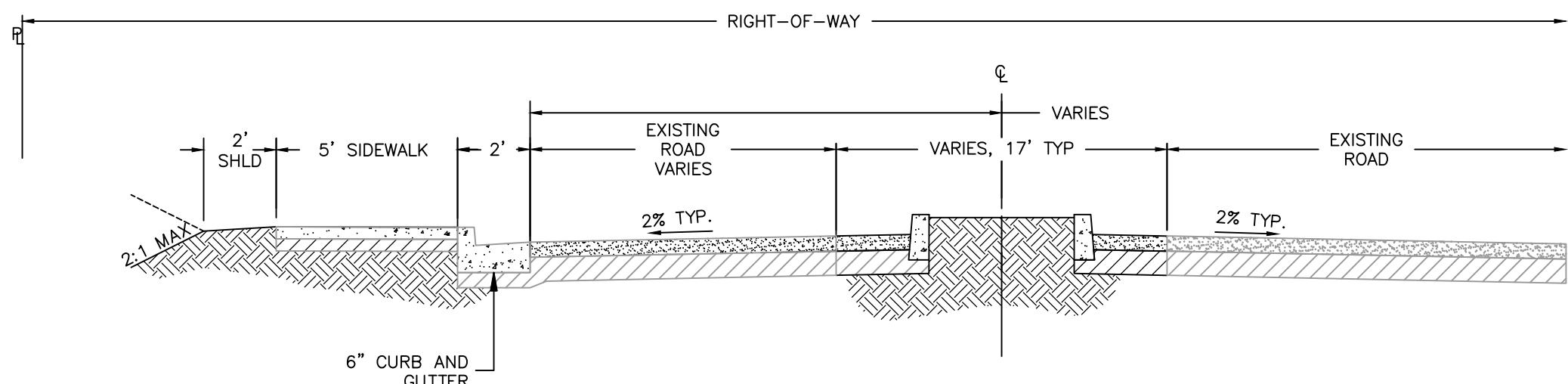
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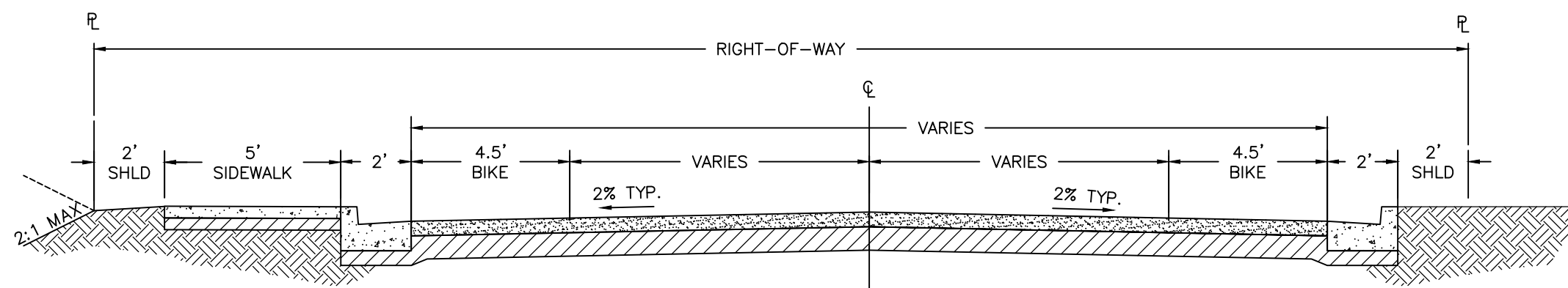
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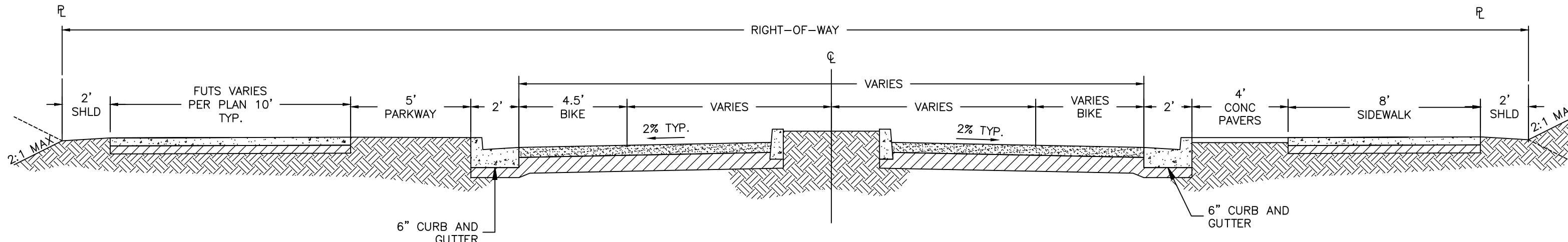
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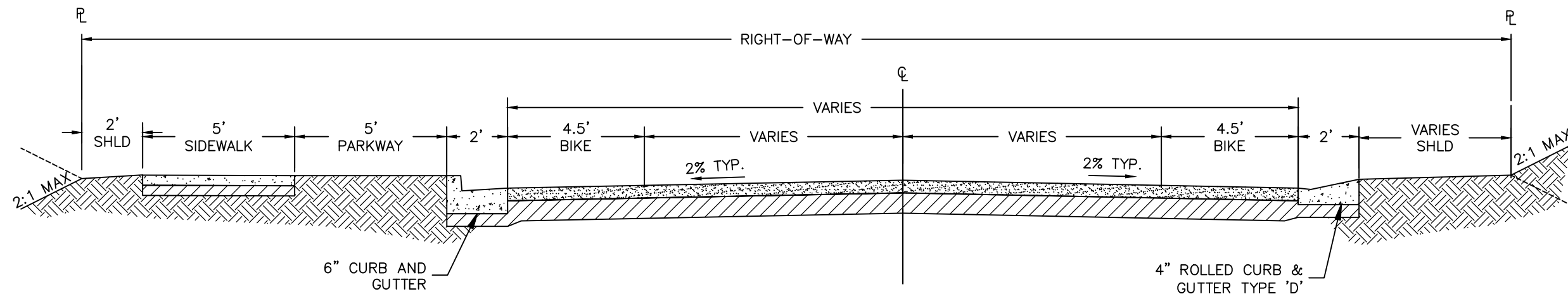
MILTON STA 7420+06 TO 7421+80  
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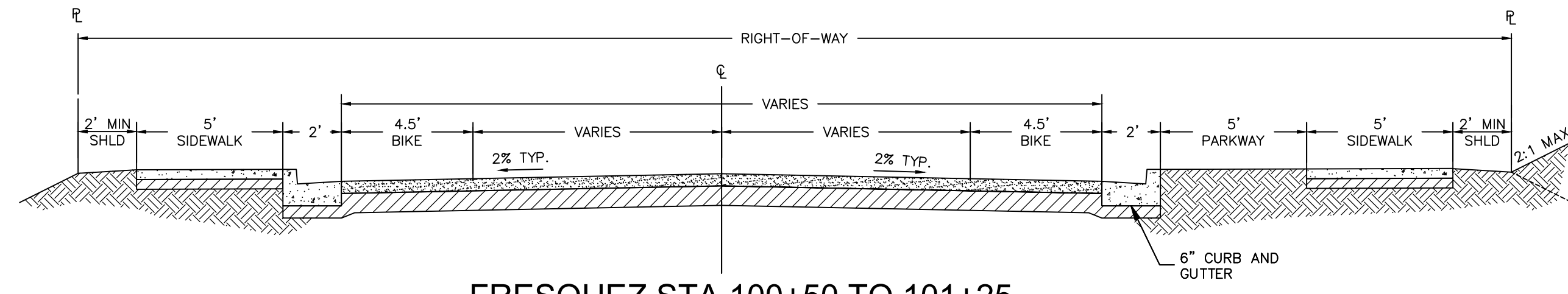
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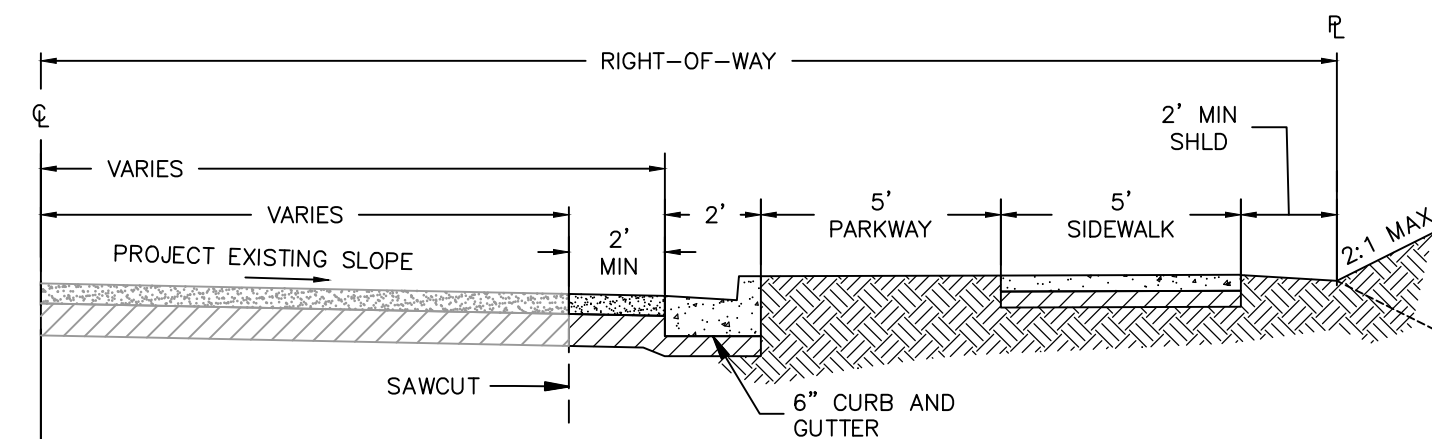
BEULAH STA 286+51 TO 296+00  
NO SCALE



YALE STA 299+00 TO 302+50  
NO SCALE



FRESQUEZ STA 100+50 TO 101+25  
NO SCALE



FRESQUEZ STA 101+25 TO 104+04  
NO SCALE

### GENERAL SHEET NOTES

- HORIZONTAL CONTROL ON THIS PLAN IS TO BACK OF CURB BASED OFF THE PLAN CENTERLINE.
- VERTICAL ELEVATIONS SHOWN ON THIS PLAN ARE TO TOP OF CURB AT THE BACK OF CURB. CENTER MEDIAN ELEVATIONS CAN BE CALCULATED FROM THE TYPICAL SECTIONS AND CENTERLINE AND OFFSET ELEVATIONS SHOWN ON THE PLANS.
- ALL SIDEWALK AND FUTS TRAILS SHOWN ON THIS PLAN TO HAVE 1.5% CROSS SLOPE TOWARDS THE ROADWAY EXCEPT FOR CROSSINGS WITHIN THE ROADWAY.
- ALL RADI LISTED ON THIS PLAN ARE TO BACK OF CURB OR EDGE OF SIDEWALK.

60%  
PRELIMINARY  
NOT FOR CONSTRUCTION,  
BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

FLAGSTAFF  
ARIZONA  
BEULAH & UNIVERSITY IMPROVEMENT PLANS

JOB NO: 18121  
DATE: JUN 21  
SCALE: AS SHOWN  
DRAWN: SJV  
DESIGN: SJV  
CHECKED: SCJ

110 W. Dale Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swicz.com

Shephard Wesnitzer, Inc.  
SWI

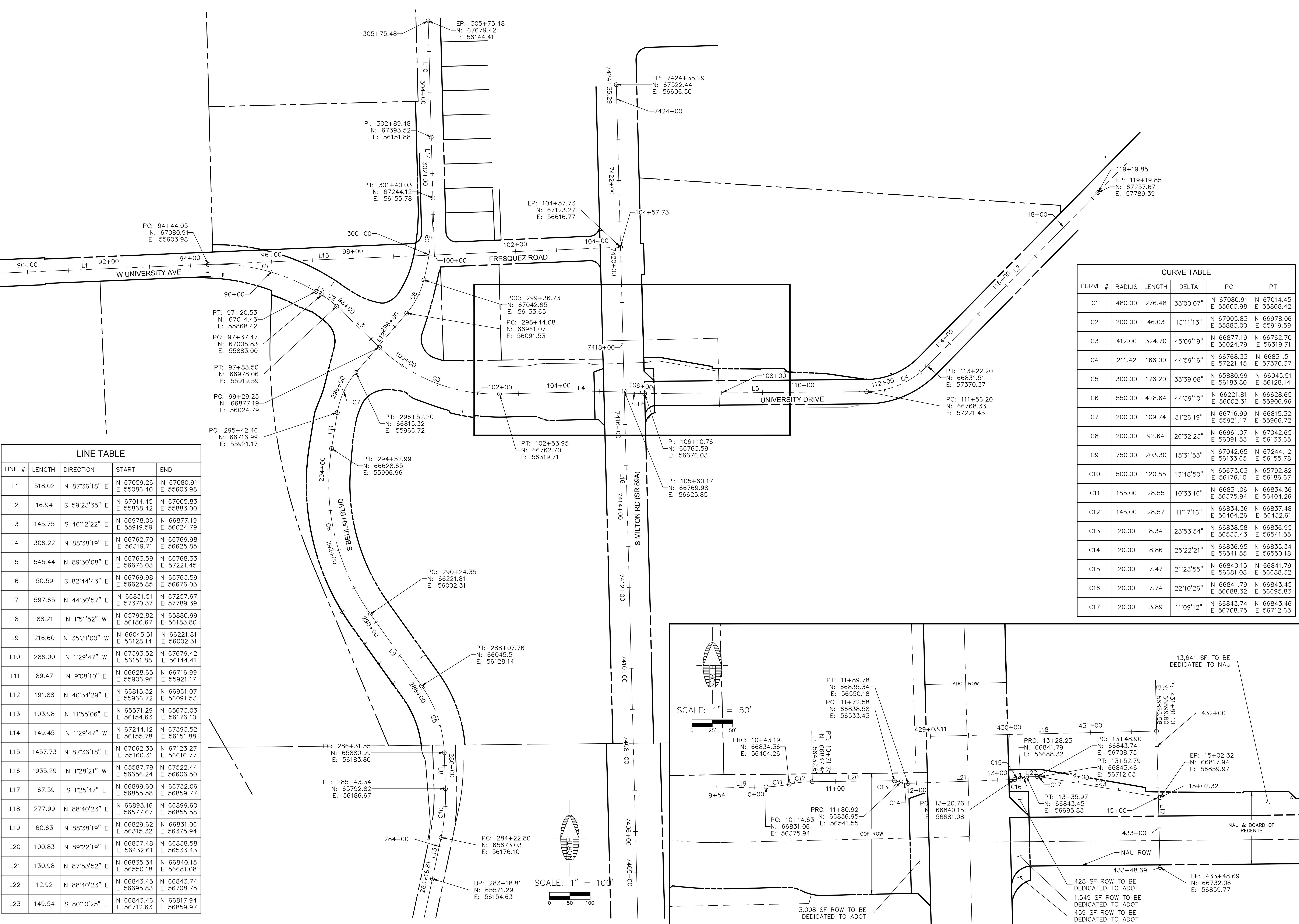
REVISIONS	BY	DATE
NO.	DESCRIPTION	

Call at least two full working days before you begin excavation.  
ARIZONA 811  
Arizona Blue Stakes, Inc.  
Dial 8-1-1 or 1-800-514-6111 (PZ-5348)

DRAWING NO.  
DT04

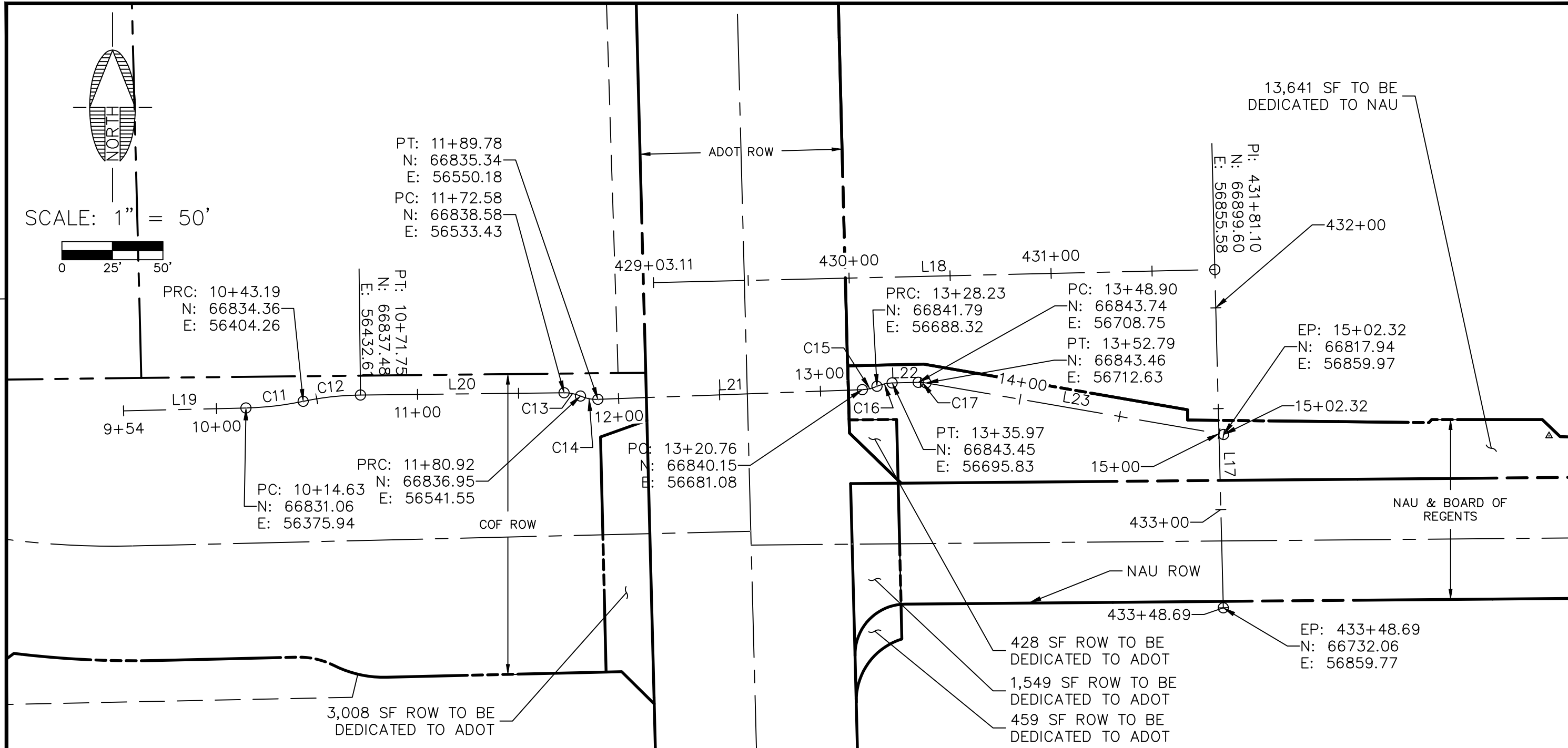
SHT NO. OF  
6 62





LINE TABLE				
LINE #	LENGTH	DIRECTION	START	END
L1	518.02	N 87°36'18" E	N 67059.26 E 55086.40	N 67080.91 E 55603.98
L2	16.94	S 59°23'35" E	N 67014.45 E 55868.42	N 67005.83 E 55883.00
L3	145.75	S 46°12'22" E	N 66978.06 E 55919.59	N 66877.19 E 56024.79
L4	306.22	N 88°38'19" E	N 66762.70 E 56319.71	N 66769.98 E 56625.85
L5	545.44	N 89°30'08" E	N 66763.59 E 56676.03	N 66768.33 E 57221.45
L6	50.59	S 82°44'43" E	N 66769.98 E 56625.85	N 66763.59 E 56676.03
L7	597.65	N 44°30'57" E	N 66831.51 E 57370.37	N 66831.06 E 57789.39
L8	88.21	N 1°51'52" W	N 65792.82 E 56186.67	N 65880.99 E 56183.80
L9	216.60	N 35°31'00" W	N 66045.51 E 56128.14	N 66221.81 E 56002.31
L10	286.00	N 1°29'47" W	N 67393.52 E 56151.88	N 67679.42 E 56144.41
L11	89.47	N 9°08'10" E	N 66628.65 E 55906.96	N 66716.99 E 55921.17
L12	191.88	N 40°34'29" E	N 66815.32 E 55966.72	N 66961.07 E 56091.53
L13	103.98	N 11°55'06" E	N 65571.29 E 56154.63	N 65673.03 E 56176.10
L14	149.45	N 1°29'47" W	N 67244.12 E 56155.78	N 67393.52 E 56151.88
L15	1457.73	N 87°36'18" E	N 67062.35 E 55160.31	N 67123.27 E 56616.77
L16	1935.29	N 1°28'21" W	N 65587.79 E 56656.24	N 67522.44 E 56606.50
L17	167.59	S 1°25'47" E	N 66899.60 E 56855.58	N 66732.06 E 56859.77
L18	277.99	N 88°40'23" E	N 66893.16 E 56577.67	N 66899.60 E 56855.58
L19	60.63	N 88°38'19" E	N 66829.62 E 56315.32	N 66831.06 E 56375.94
L20	100.83	N 89°22'19" E	N 66837.48 E 56432.61	N 66838.58 E 56533.43
L21	130.98	N 87°53'52" E	N 66835.34 E 56550.18	N 66840.15 E 56681.08
L22	12.92	N 88°40'23" E	N 66843.45 E 56695.83	N 66843.74 E 56708.75
L23	149.54	S 80°10'25" E	N 66843.46 E 56712.63	N 66817.94 E 56859.97

CURVE TABLE					
CURVE #	RADIUS	LENGTH	DELTA	PC	PT
C1	480.00	276.48	33°00'07"	N 67080.91 E 55603.98	N 67014.45 E 55868.42
C2	200.00	46.03	13°11'13"	N 67005.83 E 55883.00	N 66978.06 E 55919.59
C3	412.00	324.70	45°09'19"	N 66877.19 E 56024.79	N 66762.70 E 56319.71
C4	211.42	166.00	44°59'16"	N 66768.33 E 57221.45	N 66831.51 E 57370.37
C5	300.00	176.20	33°39'08"	N 65880.99 E 56183.80	N 66045.51 E 56128.14
C6	550.00	428.64	44°39'10"	N 66221.81 E 56002.31	N 66628.65 E 55906.96
C7	200.00	109.74	31°26'19"	N 66716.99 E 55921.17	N 66815.32 E 55966.72
C8	200.00	92.64	26°32'23"	N 66961.07 E 56091.53	N 67042.65 E 56133.65
C9	750.00	203.30	15°31'53"	N 67042.65 E 56133.65	N 67244.12 E 56155.78
C10	500.00	120.55	13°48'50"	N 65673.03 E 56176.10	N 65792.82 E 56186.67
C11	155.00	28.55	10°33'16"	N 66831.06 E 56375.94	N 66834.36 E 56404.26
C12	145.00	28.57	11°17'16"	N 66834.36 E 56404.26	N 66837.48 E 56432.61
C13	20.00	8.34	23°53'54"	N 66838.58 E 56533.43	N 66836.95 E 56541.55
C14	20.00	8.86	25°22'21"	N 66836.95 E 56541.55	N 66835.34 E 56550.18
C15	20.00	7.47	21°23'55"	N 66840.15 E 56681.08	N 66841.79 E 56688.32
C16	20.00	7.74	22°10'26"	N 66841.79 E 56688.32	N 66843.45 E 56695.83
C17	20.00	3.89	11°09'12"	N 66843.74 E 56708.75	N 66843.46 E 56712.63



FLAGSTAFF  
ARIZONA

BEULAH & UNIVERSITY IMPROVEMENT PLANS

GEOMETRICS CONTROL

JOB NO: 18121

DATE: JUN 21

SCALE: AS SHOWN

DRAWN: SJV

CHECKED: SJV

110 W. Dole Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swi.cz.com

SWI

Shephard Wesnitzer, Inc.

REVISIONS

NO. DESCRIPTION

DATE

BY

Call at least two full working days before you begin excavation.

ARIZONA811  
Arizona Blue Stakes, Inc.

Dist 8'-1" or 1'-8" or 5'-10" (per 5-18)

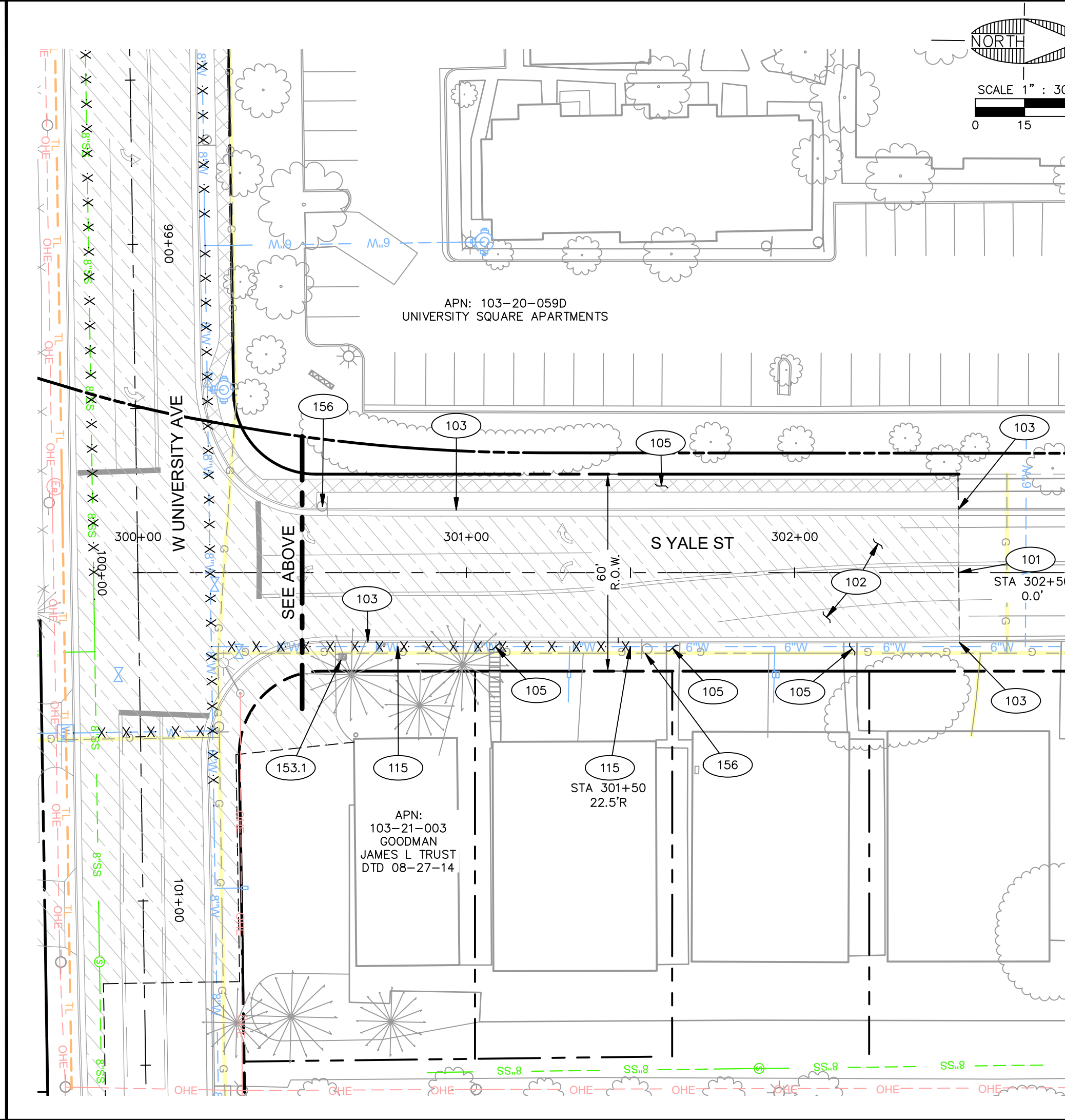
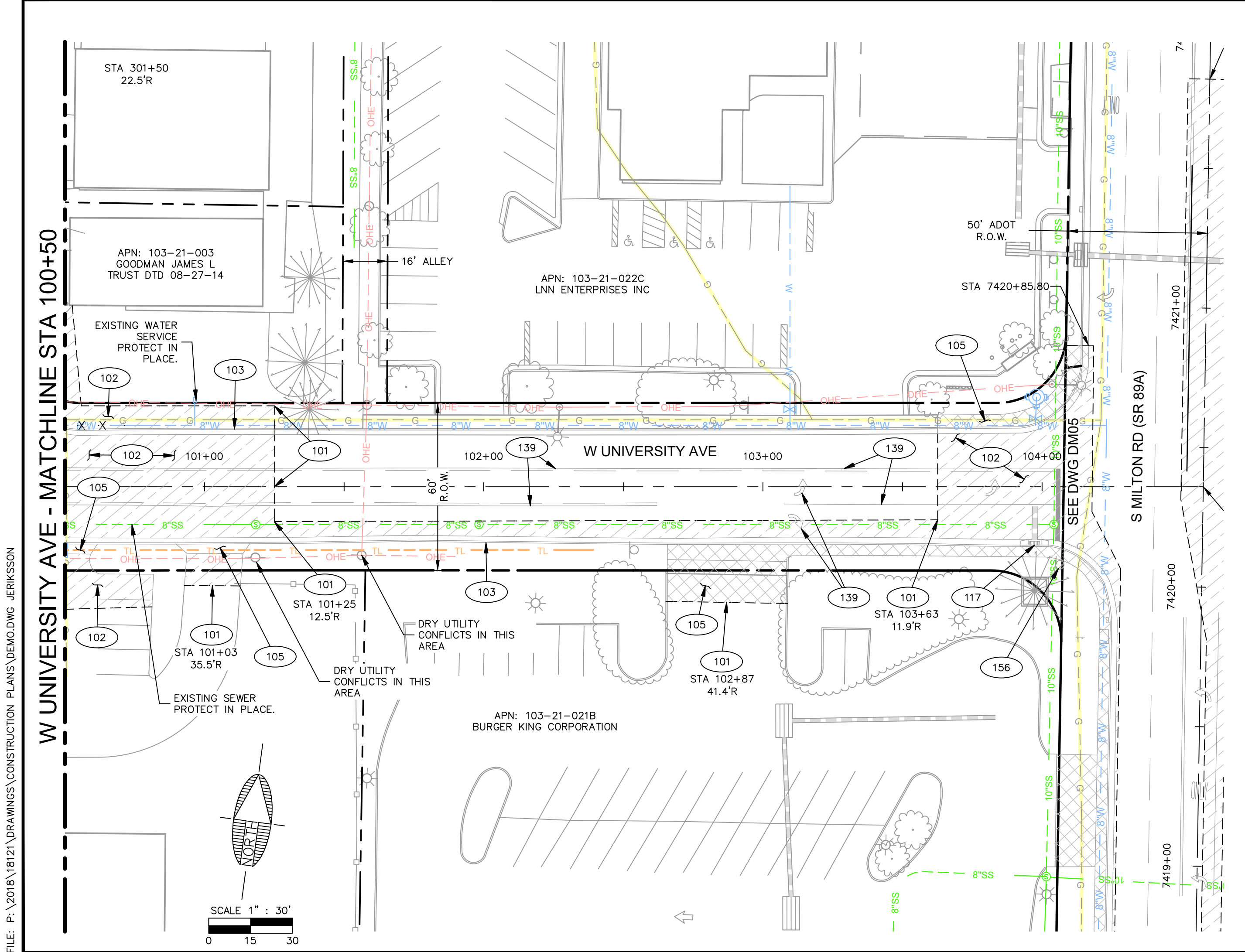
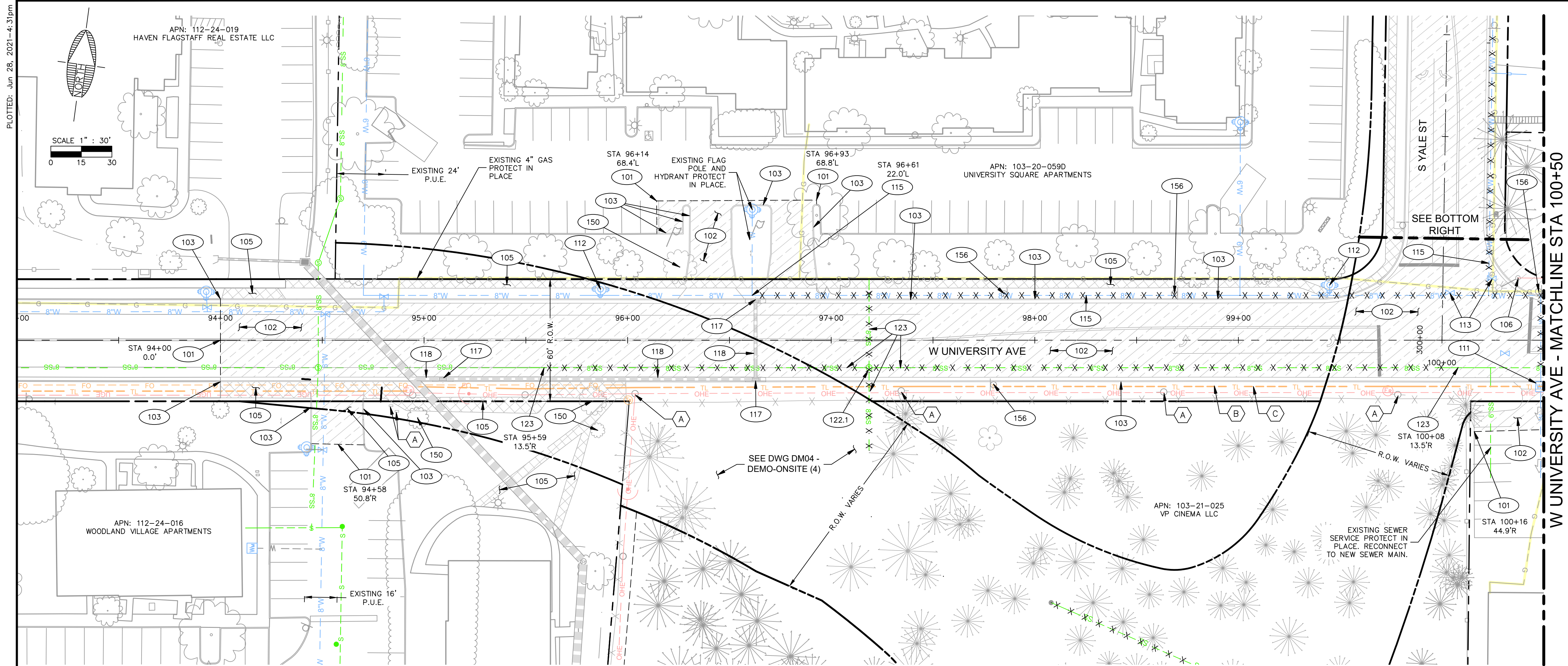
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GC05

SHT NO. 7 OF 62



PLOTTED: Jun 28, 2021 - 4:31pm

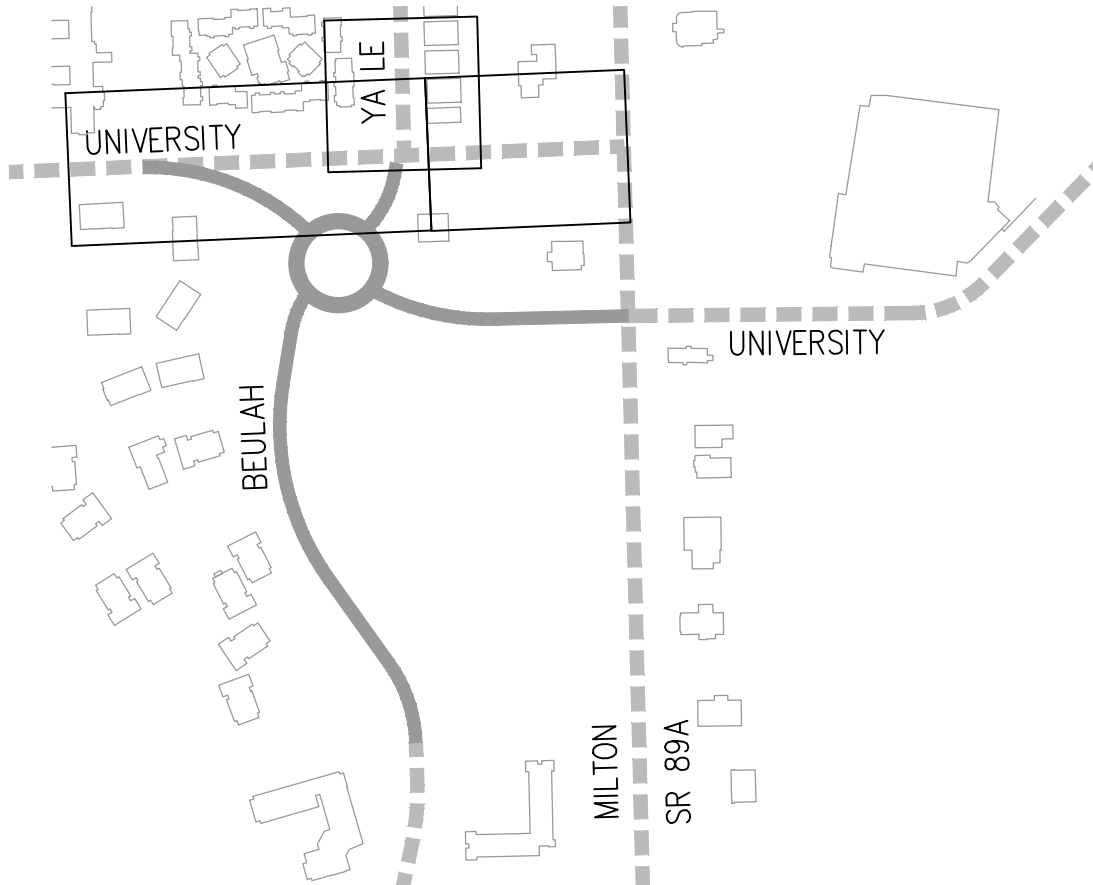


### CITY IMPROVEMENTS - DEMO

101	771 LF	SAWCUT EXISTING PAVEMENT PER MAG SPECS 336 AND 350.
102	43,564 SF	REMOVE EXISTING AC PAVEMENT PER MAG SPECS 336 AND 350.
103	2,424 LF	REMOVE AND DISPOSE OF EXISTING CONCRETE CURB PER MAG SPECS 336 AND 350. CURB AND GUTTER SHALL BE REMOVED TO NEAREST JOINT.
105	6,905 SF	SAWCUT AND REMOVE EXISTING CONCRETE PER M.A.G. SPECS 336 AND 350.
106	1 EA	REMOVE AND DISPOSE OF EXISTING LIGHT POLE PER MAG SPECS 336 AND 350. SALVAGE EXISTING MAST ARM AND LUMINAIRE TO THE COF SALVAGE LOCATION, THE CITIZENS CEMETERY 1300 S SAN FRANCISCO STREET. CALL 928-213-2168 WITH 24-HOURS NOTICE PRIOR TO DELIVERY.
111	1 EA	REMOVE AND DISPOSE OF EXISTING WATER METER PER CITY OF FLAGSTAFF ENGINEERING STANDARDS 13-09-03-007(G). CONTRACTOR TO COORDINATE WITH CITY WATER SERVICES ON WHERE TO DISPOSE OF METER. CONTRACTOR TO REMOVE EXISTING WATER METER PRIOR TO BUILDING DEMOLITION.
112	2 EA	REMOVE EXISTING FIRE HYDRANT ASSEMBLY, VALVE, AND SERVICE LINE TO WATER MAIN PER MAG SPECS 336 AND 350. CONTRACTOR TO SALVAGE EXISTING FIRE HYDRANT AND COORDINATE WITH CITY WATER SERVICES DEPARTMENT ON STORAGE LOCATION.
113	3 EA	REMOVE AND DISPOSE OF EXISTING VALVE, BOX AND COVER PER MAG SPECS 336 AND 350.
115	580 LF	REMOVE EXISTING WATER LINE PER CITY OF FLAGSTAFF ENGINEERING STANDARDS 13-09-03-007(G) AND MAG SPECS 336 AND 350.
117	4 EA	REMOVE AND DISPOSE OF EXISTING STORM CATCH BASIN PER M.A.G. SPECS 336 AND 350.
118	196 LF	REMOVE AND DISPOSE OF EXISTING STORM DRAIN PIPE PER M.A.G. SPECS 336 AND 350.
119	1 EA	REMOVE AND DISPOSE OF EXISTING STORM DRAIN MANHOLE PER M.A.G. SPECS 336 AND 350.
122.1	1 EA	REMOVE AND DISPOSE OF EXISTING SEWER MANHOLE PER M.A.G. SPECS 336 & 350.
123	539 LF	REMOVE AND DISPOSE OF EXISTING SEWER MAIN PER M.A.G. SPECS 336 & 350.
139	950 LF	OBTERATE EXISTING STRIPING. CONTRACTOR TO USE HYDRO-JET METHOD OR APPROVED EQUAL.
140	2 EA	OBTERATE EXISTING PAVEMENT MARKINGS. CONTRACTOR TO USE HYDRO-JET METHOD OR APPROVED EQUAL.
150	2 EA	REMOVE AND DISPOSE OF EXISTING TREE AND ROOTBALL PER M.A.G. SPECS 336 & 350. CONTRACTOR TO REMOVE TREES FROM SITE THE SAME DAY THEY ARE DOWNED.
153.1	1 EA	REMOVE AND SALVAGE EXISTING MAILBOX PER MAG SPECS 336 AND 350. REFER TO IMPROVEMENT PLANS FOR REINSTALLATION.
156	8 EA	REMOVE AND SALVAGE SIGN.

### NON-CITY DRY UTILITY CONFLICTS

- (A) APS (POWER) RELOCATION AND DESIGN BY OTHERS
- (B) NPG CABLE RELOCATION AND DESIGN BY OTHERS
- (C) QWEST RELOCATION AND DESIGN BY OTHERS
- (D) UNISOURCE (GAS) ENERGY RELOCATION AND DESIGN BY OTHERS



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BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

FLAGSTAFF  
ARIZONA

BEULAH & UNIVERSITY IMPROVEMENT PLANS

DEMOMUNIVERSITY-YALE (1)

JOB NO:	18121
DATE:	JUN 21
SCALE:	AS SHOWN
DRAWN:	SW
DESIGN:	SW
CHECKED:	SW

110 W. Dole Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swicaz.com

SWI

Shephard Wesnitzer, Inc.

NO.	DESCRIPTION	DATE	BY

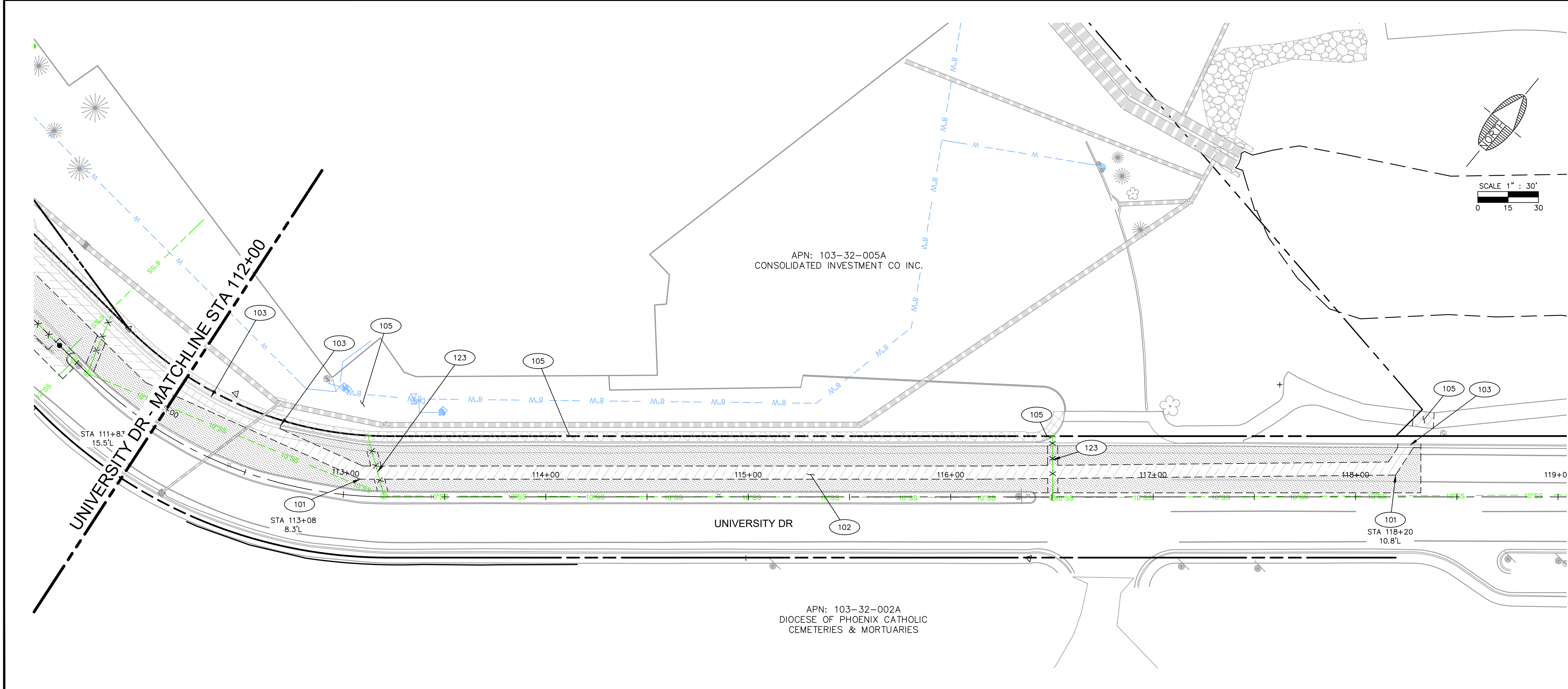
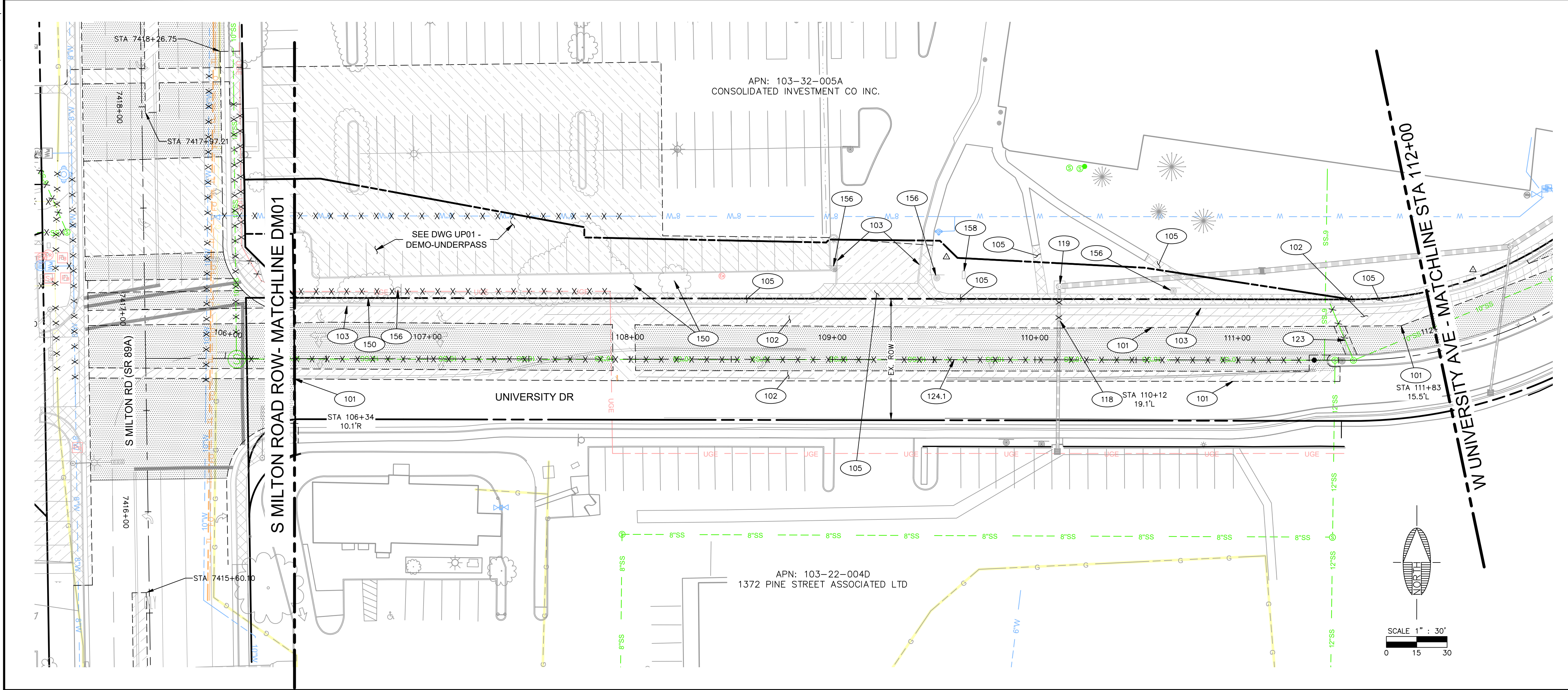
Call at least two full working days before you begin excavation.

ARIZONA811  
Arizona Blue Stakes, Inc.  
Dial 8-1-1 or 1-800-544-1111 (PZ-5348)

DRAWING NO.  
DM01

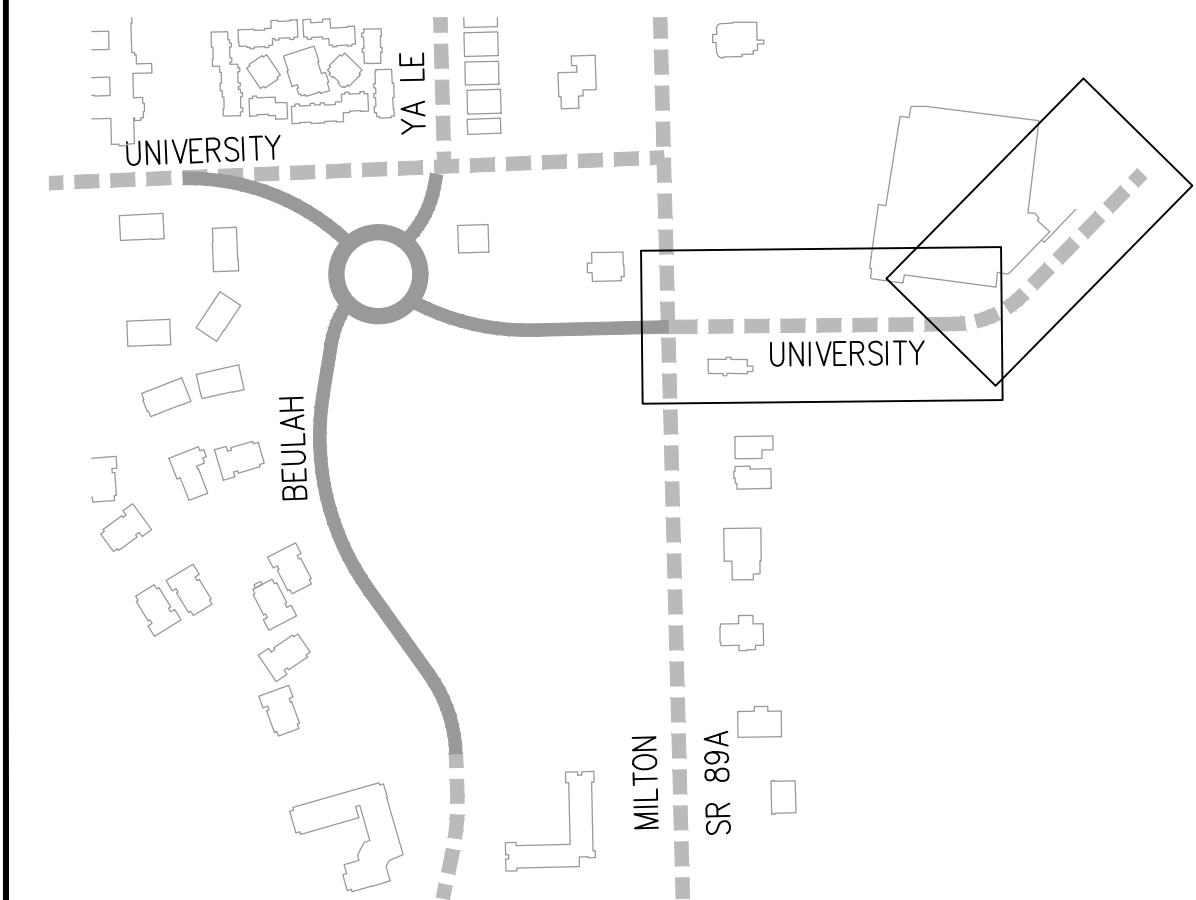
SHT NO. 8 OF 62





CITY IMPROVEMENTS - DEMO			
101	2,434 LF	SAWCUT EXISTING PAVEMENT	PER MAG SPECS 336 AND 350.
102	9,955 SF	REMOVE EXISTING AC PAVEMENT	PER MAG SPECS 336 AND 350.
103	581 LF	REMOVE AND DISPOSE OF EXISTING CONCRETE CURB	PER MAG SPECS 336 AND 350. CURB AND GUTTER SHALL BE REMOVED TO NEAREST JOINT.
105	5,721 SF	SAWCUT AND REMOVE EXISTING CONCRETE	PER M.A.G. SPECS 336 AND 350.
118	15 LF	REMOVE AND DISPOSE OF EXISTING STORM DRAIN PIPE	PER M.A.G. SPECS 336 AND 350.
123	78 LF	REMOVE AND DISPOSE OF EXISTING SEWER MAIN	PER M.A.G. SPECS. 336 & 350.
124.1	504 LF	ABANDON EXISTING SEWER	IN PLACE.
150	3 EA	REMOVE AND DISPOSE OF EXISTING TREE AND ROOTBALL	PER M.A.G. SPECS. 336 & 350. CONTRACTOR TO REMOVE TREES FROM SITE THE SAME DAY THEY ARE DOWNED.
156	3 EA	REMOVE AND SALVAGE SIGN.	
158	1 EA	REMOVE AND RELOCATE MONUMENT SIGN	TO LOCATION SHOWN ON PLAN.

NON-CITY DRY UTILITY CONFLICTS			
A	APS (POWER)	RELOCATION AND DESIGN BY OTHERS	
B	NPG CABLE	RELOCATION AND DESIGN BY OTHERS	
C	QWEST	RELOCATION AND DESIGN BY OTHERS	
D	UNISOURCE (GAS)	ENERGY RELOCATION AND DESIGN BY OTHERS	

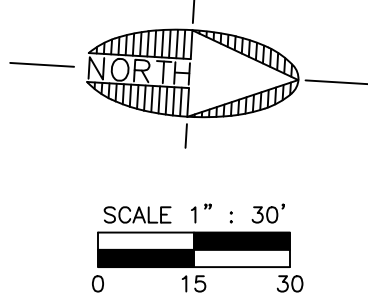
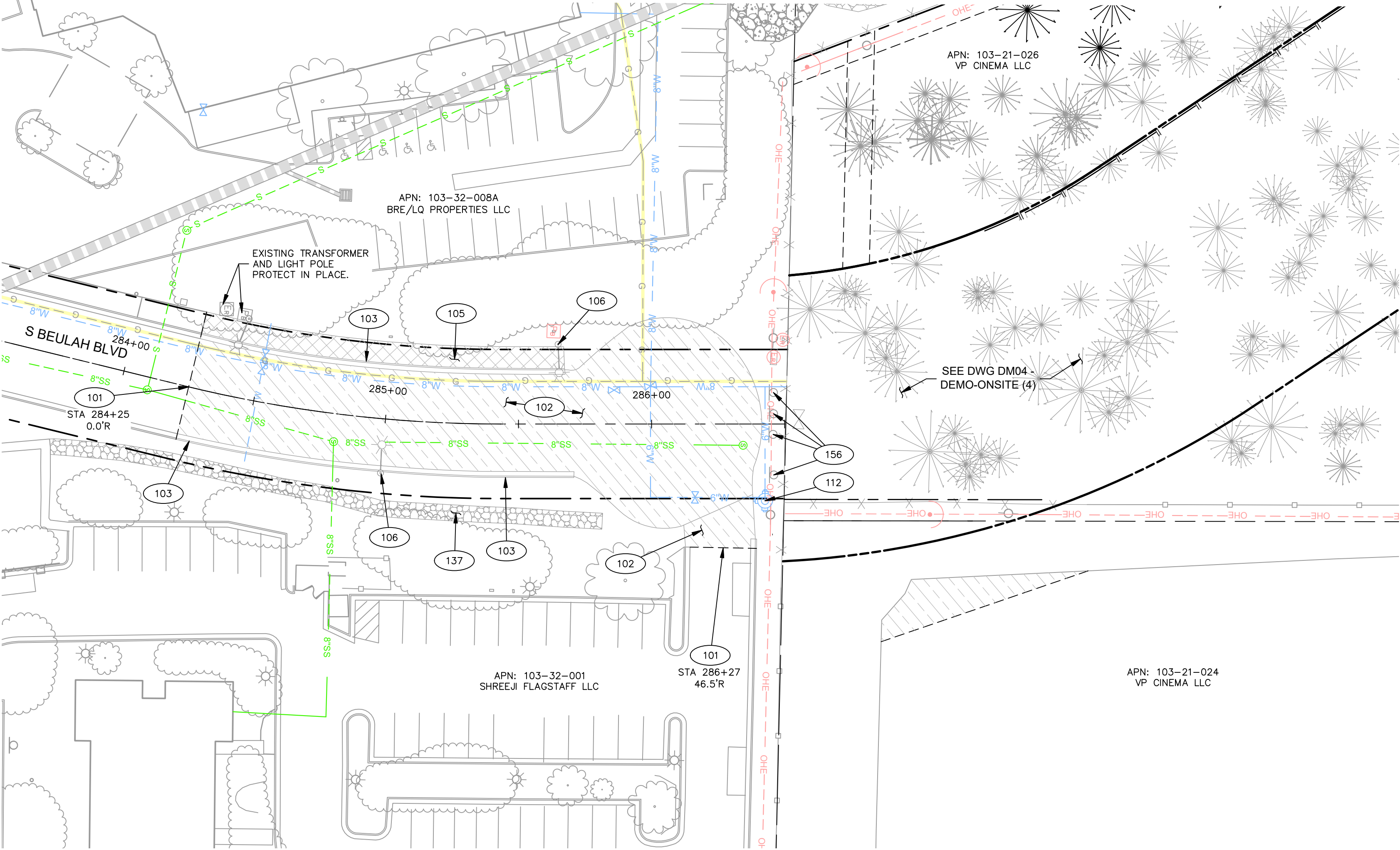


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 BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

FLAGSTAFF ARIZONA		BEULAH & UNIVERSITY IMPROVEMENT PLANS		DEMO-UNIVERSITY (2)	
JOB NO:	18121	DATE:	JUN 21	SCALE:	AS SHOWN
DRAWN:	SWJ	DESIGN:	SWJ	CHECKED:	SCJ
110 W. Dole Avenue Flagstaff, AZ 86001 928.773.0354 928.774.8934 fax www.swicaz.com					
NO.	DESCRIPTION	DATE	BY		
Call at least two full working days before you begin excavation. 				DRAWING NO.	DM02
SHT NO.	9	OF	62		





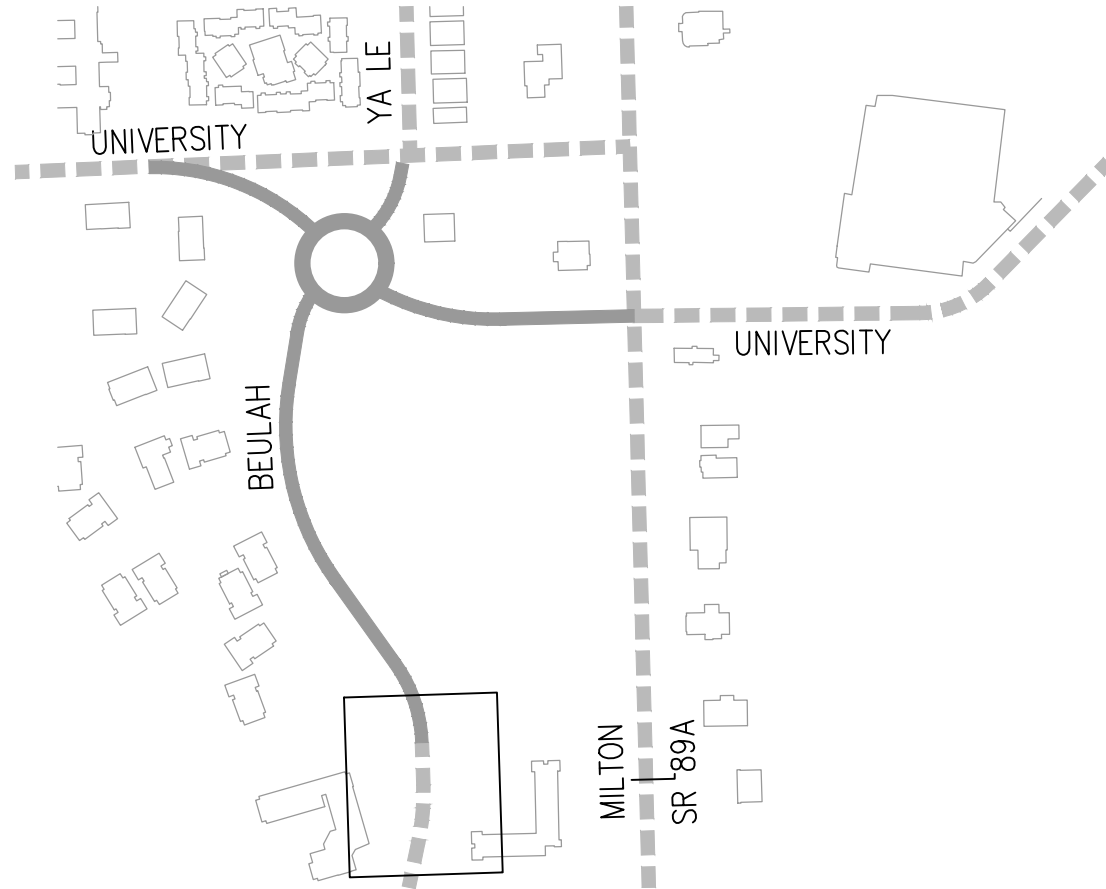
- NON-CITY DRY UTILITY CONFLICTS
- A

APS (POWER) RELOCATION AND DESIGN BY OTHERS
- B

NPG CABLE RELOCATION AND DESIGN BY OTHERS
- C

QWEST RELOCATION AND DESIGN BY OTHERS
- D

UNISOURCE (GAS) ENERGY RELOCATION AND DESIGN BY OTHERS



60%

PRELIMINARY

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C.O.F. Project #PZ XX-XXXX

ITEM NO.	QTY	DESCRIPTION
101	74 LF	SAWCUT EXISTING PAVEMENT PER MAG SPECS 336 AND 350.
102	10,186 SF	REMOVE EXISTING AC PAVEMENT PER MAG SPECS 336 AND 350.
103	291 LF	REMOVE AND DISPOSE OF EXISTING CONCRETE CURB PER MAG SPECS 336 AND 350. CURB AND GUTTER SHALL BE REMOVED TO NEAREST JOINT.
105	1,113 SF	SAWCUT AND REMOVE EXISTING CONCRETE PER M.A.G. SPECS 336 AND 350.
106	2 EA	REMOVE AND DISPOSE OF EXISTING LIGHT POLE PER MAG SPECS 336 AND 350. SALVAGE EXISTING MAST ARM AND LUMINAIRE TO THE COF SALVAGE LOCATION, THE CITIZENS CEMETERY 1300 S SAN FRANCISCO STREET. CALL 928-213-2168 WITH 24-HOURS NOTICE PRIOR TO DELIVERY.
112	1 EA	REMOVE EXISTING FIRE HYDRANT ASSEMBLY, VALVE, AND SERVICE LINE TO WATER MAIN PER MAG SPECS 336 AND 350. CONTRACTOR TO SALVAGE EXISTING FIRE HYDRANT AND COORDINATE WITH CITY WATER SERVICES DEPARTMENT ON STORAGE LOCATION
137	504 SF	REMOVE AND SALVAGE EXISTING RIPRAP FOR REUSE ONSITE.
156	4 EA	REMOVE AND SALVAGE SIGN.

NO.	DESCRIPTION	DATE	BY

Call at least two full working days before you begin excavation.

ARIZONA BLUE STAKES, INC.

801-462-5146 or 1-800-514-6111 (Toll Free)

DRAWING NO.	DM03
SHT NO.	10
OF	62

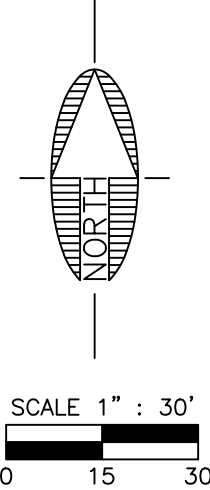
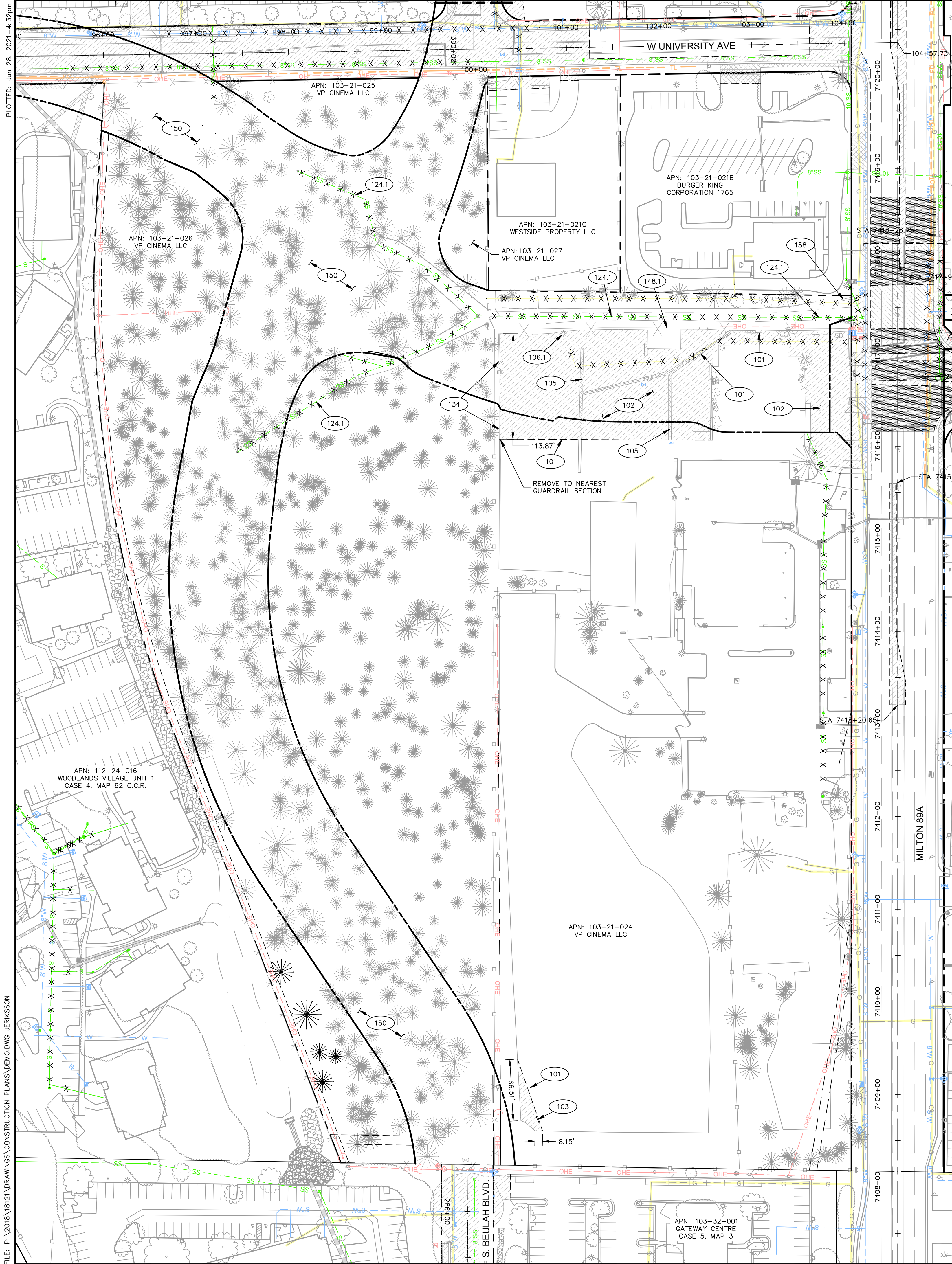
Shephard Wesnitzer, Inc.

110 W. Dale Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swiaz.com

JOB NO.	18121
DATE	JUN 21
SCALE	AS SHOWN
DRAWN	SWJ
DESIGN	SWJ
CHECKED	SCJ

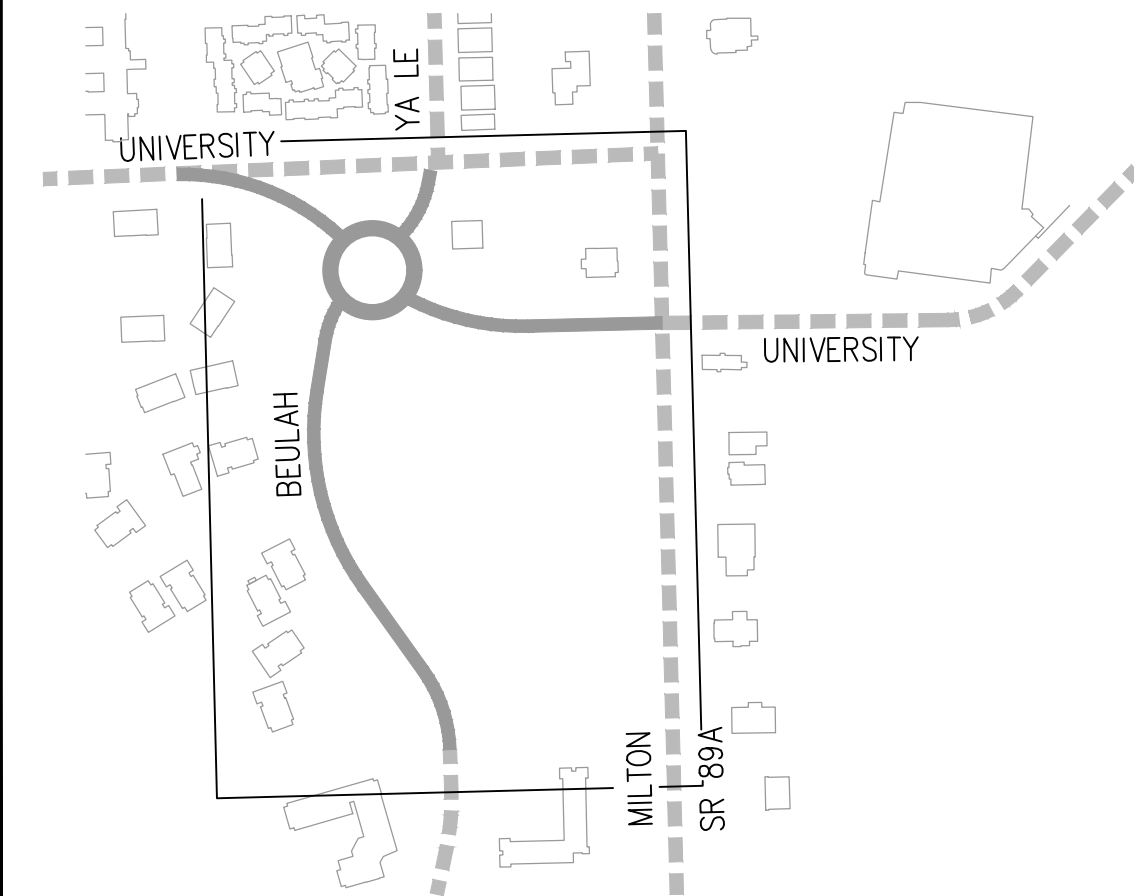
BEULAH & UNIVERSITY IMPROVEMENT PLANS	FLAGSTAFF ARIZONA
DEMO-BEULAH (3)	







CITY IMPROVEMENTS - DEMO			
101	312 LF	SAWCUT EXISTING PAVEMENT PER MAG SPECS 336 AND 350.	
102	32,759 SF	REMOVE EXISTING AC PAVEMENT PER MAG SPECS 336 AND 350.	
103	790 LF	REMOVE AND DISPOSE OF EXISTING CONCRETE CURB PER MAG SPECS 336 AND 350. CURB AND GUTTER SHALL BE REMOVED TO NEAREST JOINT.	
105	1,148 SF	SAWCUT AND REMOVE EXISTING CONCRETE PER M.A.G. SPECS 336 AND 350.	
106	1 EA	REMOVE AND DISPOSE OF EXISTING LIGHT POLE PER MAG SPECS 336 AND 350. SALVAGE EXISTING MAST ARM AND LUMINAIRE TO THE COF SALVAGE LOCATION, THE CITIZENS CEMETERY 1300 S SAN FRANCISCO STREET. CALL 928-213-2168 WITH 24-HOURS NOTICE PRIOR TO DELIVERY.	
124.1	2 LF	ABANDON EXISTING SEWER IN PLACE.	
134	114 LF	REMOVE EXISTING RAILING AND RETAINING WALL.	
148.1	504 LF	REMOVE AND DISPOSE OF EXISTING FENCE PER MAG SPECS 336 AND 350.	
150	531 EA	REMOVE AND DISPOSE OF EXISTING TREE AND ROOTBALL PER M.A.G. SPECS. 336 & 350. CONTRACTOR TO REMOVE TREES FROM SITE THE SAME DAY THEY ARE DOWNED.	
158	1 EA	REMOVE AND RELOCATE MONUMENT SIGN TO LOCATION SHOWN ON PLAN.	

- NON-CITY DRY UTILITY CONFLICTS**
- A APS (POWER) RELOCATION AND DESIGN BY OTHERS
  - B NPG CABLE RELOCATION AND DESIGN BY OTHERS
  - C QWEST RELOCATION AND DESIGN BY OTHERS
  - D UNISOURCE (GAS) ENERGY RELOCATION AND DESIGN BY OTHERS

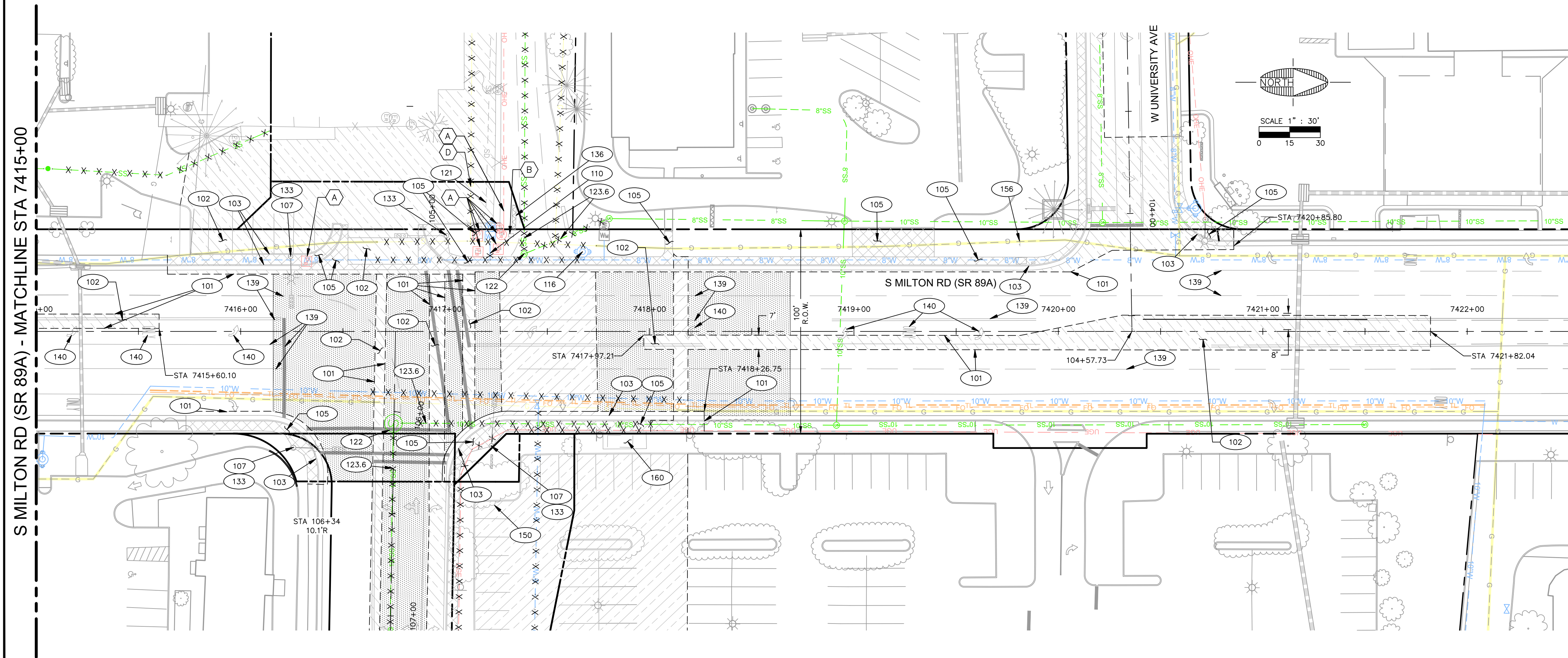
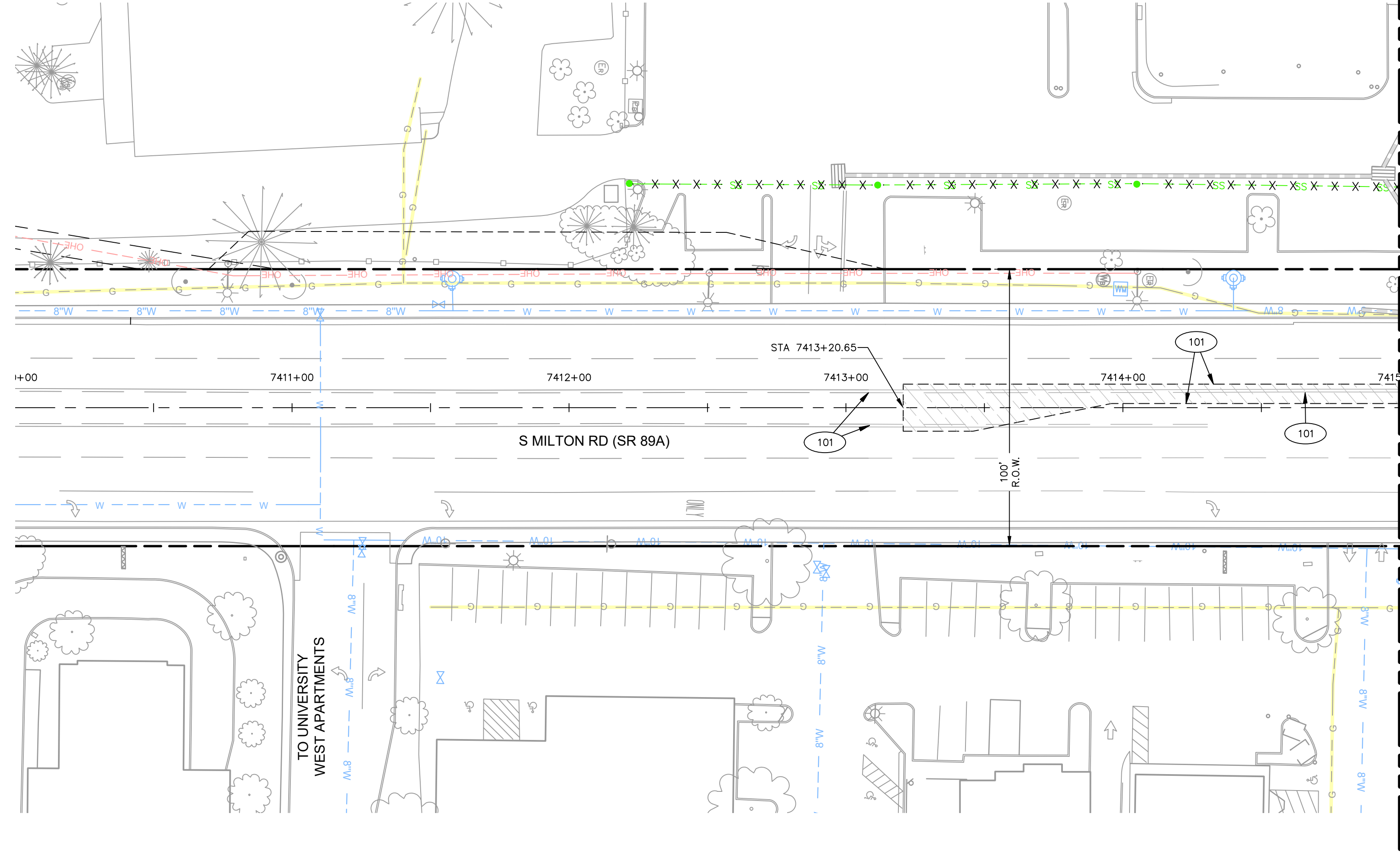


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C.O.F. Project #PZ XX-XXXX

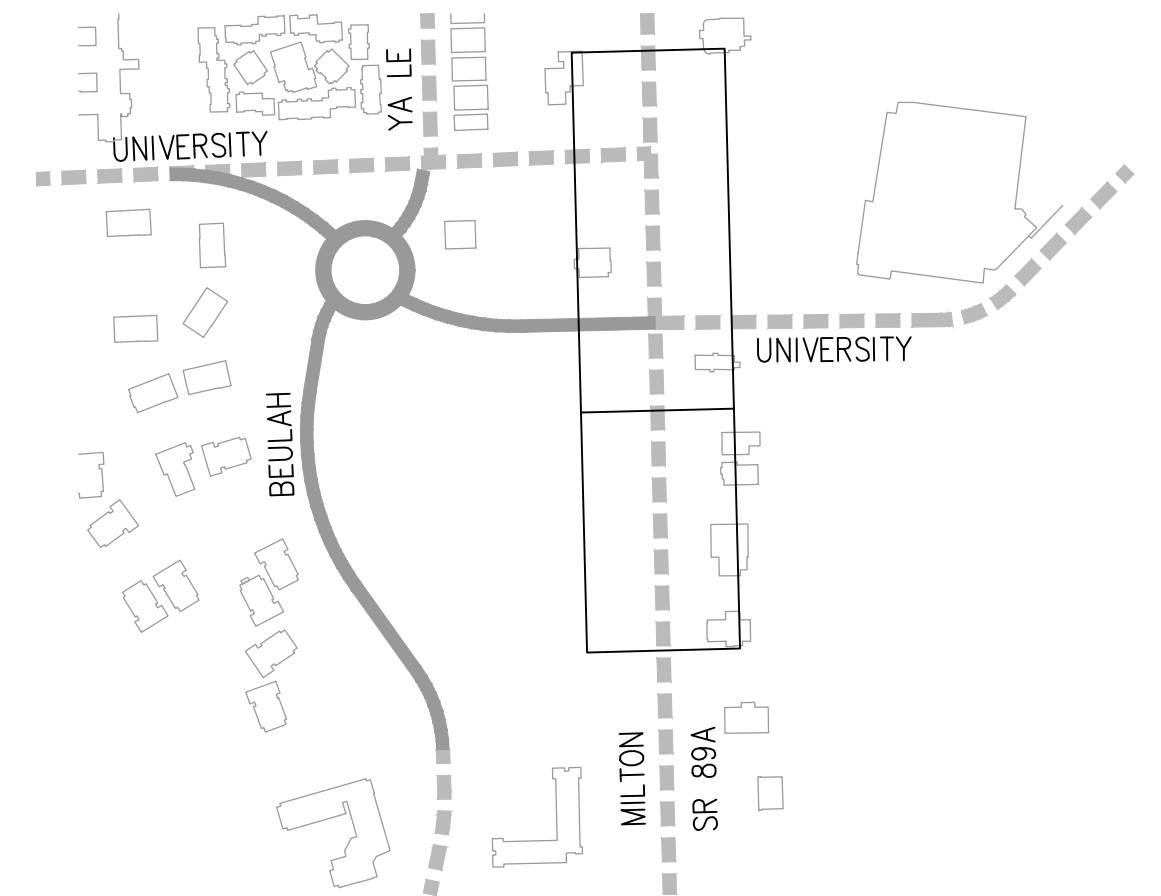
FLAGSTAFF ARIZONA		BEULAH & UNIVERSITY IMPROVEMENT PLANS	
JOB NO:	18121	DATE:	JUN 21
SCALE:	AS SHOWN	DRAWN:	SWJ
DESIGN:	SWJ	CHECKED:	SCJ
110 W. Dole Avenue Flagstaff, AZ 86001 928.773.0354 928.774.8934 fax www.swi.cz.com			
 <b>Shephard Wesnitzer, Inc.</b>			
REVISIONS	NO.	DESCRIPTION	BY
Call at least two full working days before you begin excavation.			
 Arizona Blue Stakes, Inc. (928-5348) Dial 8-1-1 or 1-800-5146-11 (728-5348)			
DRAWING NO. <b>DM04</b>			
SHT NO.	11	OF	62





101	2,550 LF	SAWCUT EXISTING PAVEMENT PER MAG SPECS 336 AND 350.
102	13,552 SF	REMOVE EXISTING AC PAVEMENT PER MAG SPECS 336 AND 350.
103	807 LF	REMOVE AND DISPOSE OF EXISTING CONCRETE CURB PER MAG SPECS 336 AND 350. CURB AND GUTTER SHALL BE REMOVED TO NEAREST JOINT.
105	3,759 SF	SAWCUT AND REMOVE EXISTING CONCRETE PER M.A.G. SPECS 336 AND 350.
110	1 EA	REMOVE EXISTING WATER SERVICE LINE AND REMOVE AND SALVAGE EXISTING WATER METER(S) PER ADOT SPECIFICATIONS.
122	2 EA	REMOVE AND DISPOSE OF EXISTING SEWER MANHOLE PER ADOT SPECIFICATIONS.
123.6	203 LF	REMOVE AND DISPOSE OF EXISTING SEWER MAIN PER ADOT SPECIFICATIONS.
133	4 EA	REMOVE AND SALVAGE EXISTING TRAFFIC SIGNAL PER ADOT SPECIFICATIONS. COORDINATE WITH CITY AND ADOT ON REUSE.
136	1 EA	REMOVE AND DISPOSE OF EXISTING MONUMENT SIGN.
139	5,014 LF	OBLETERATE EXISTING STRIPING. CONTRACTOR TO USE HYDRO-JET METHOD OR APPROVED EQUAL.
140	7 EA	OBLETERATE EXISTING PAVEMENT MARKINGS. CONTRACTOR TO USE HYDRO-JET METHOD OR APPROVED EQUAL.
150	1 EA	REMOVE AND DISPOSE OF EXISTING TREE AND ROOTBALL PER M.A.G. SPECS. 336 & 350. CONTRACTOR TO REMOVE TREES FROM SITE THE SAME DAY THEY ARE DOWNED.
156	1 EA	REMOVE AND SALVAGE SIGN.
160	1 EA	REMOVE AND SALVAGE EXISTING BUS STOP. RELOCATE PER PAVEMENT PLANS.

A	APS (POWER) RELOCATION AND DESIGN BY OTHERS
B	NPG CABLE RELOCATION AND DESIGN BY OTHERS
C	QWEST RELOCATION AND DESIGN BY OTHERS
D	UNISOURCE (GAS) ENERGY RELOCATION AND DESIGN BY OTHERS



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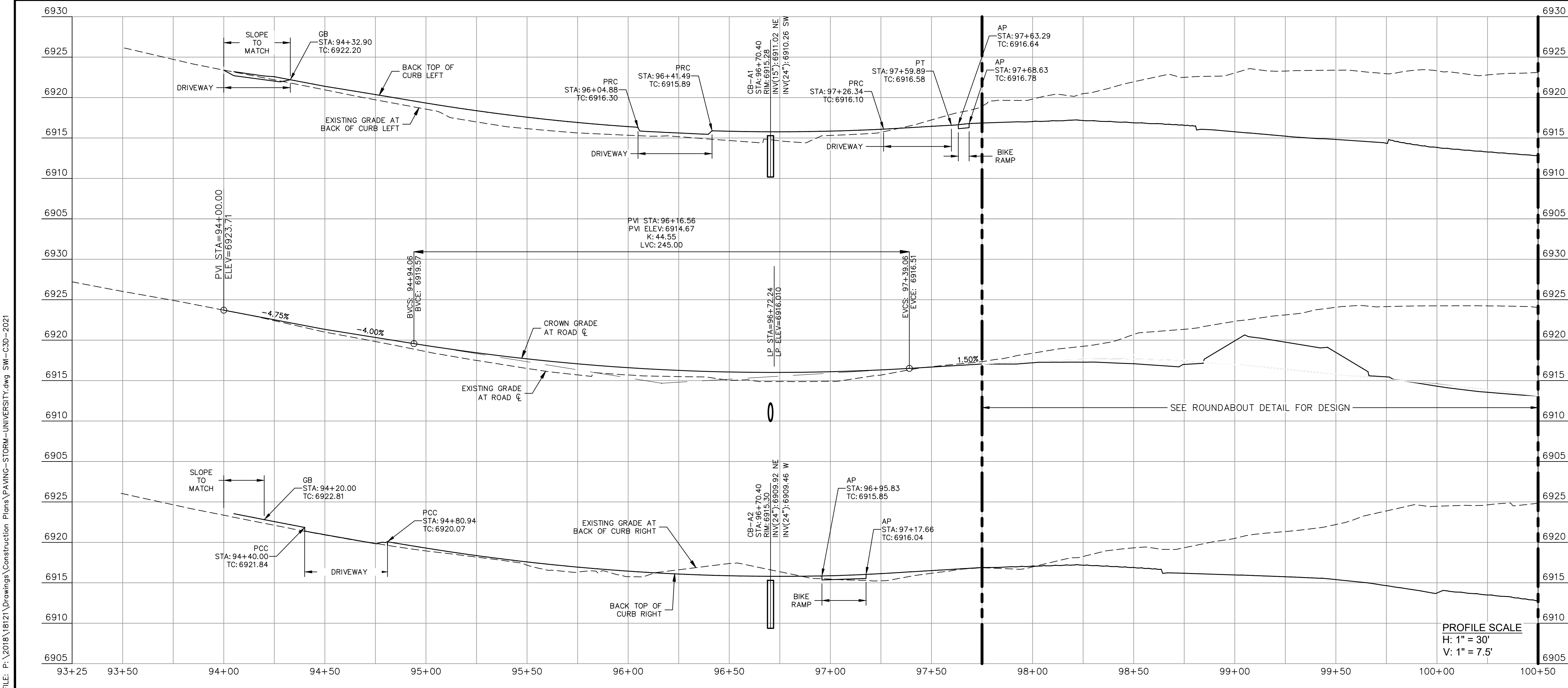
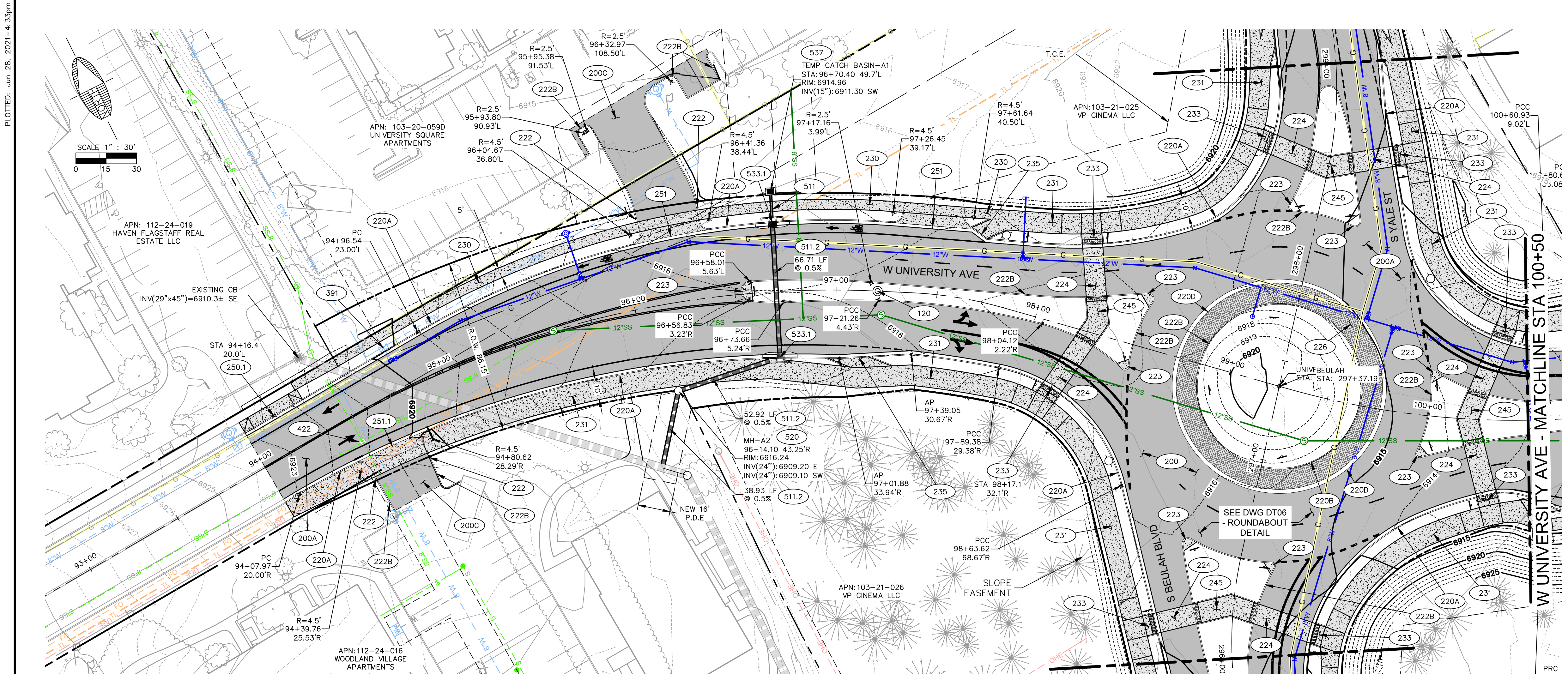
C.O.F. Project #PZ XX-XXXX

Call or text, two full working days before you begin excavation.		ARIZONA 811 Arizona State Shovel, Inc.		Dial 8-1-1 or 1-800-STAKE-IT (782-5348)	
DRAWING NO. <b>DM05</b>		SHEPHARD & WESNITZER, INC.			
SHEET NO. <b>12</b>		OF <b>62</b>			
REVISIONS		NO. DESCRIPTION DATE BY			
110 W. Dale Avenue Flagstaff, AZ 86001 928.773.0354 928.774.8934 fax		www.swiaz.com			
JOB NO: 18121		DATE: JUN 21			
SCALE: AS SHOWN		DRAWN: SJV			
DESIGN: SJV		CHECKED: SCI			
BEULAH & UNIVERSITY IMPROVEMENT PLANS		DEMO- MILTON (5) ADOT			
FLAGSTAFF ARIZONA		FLAGSTAFF ARIZONA			



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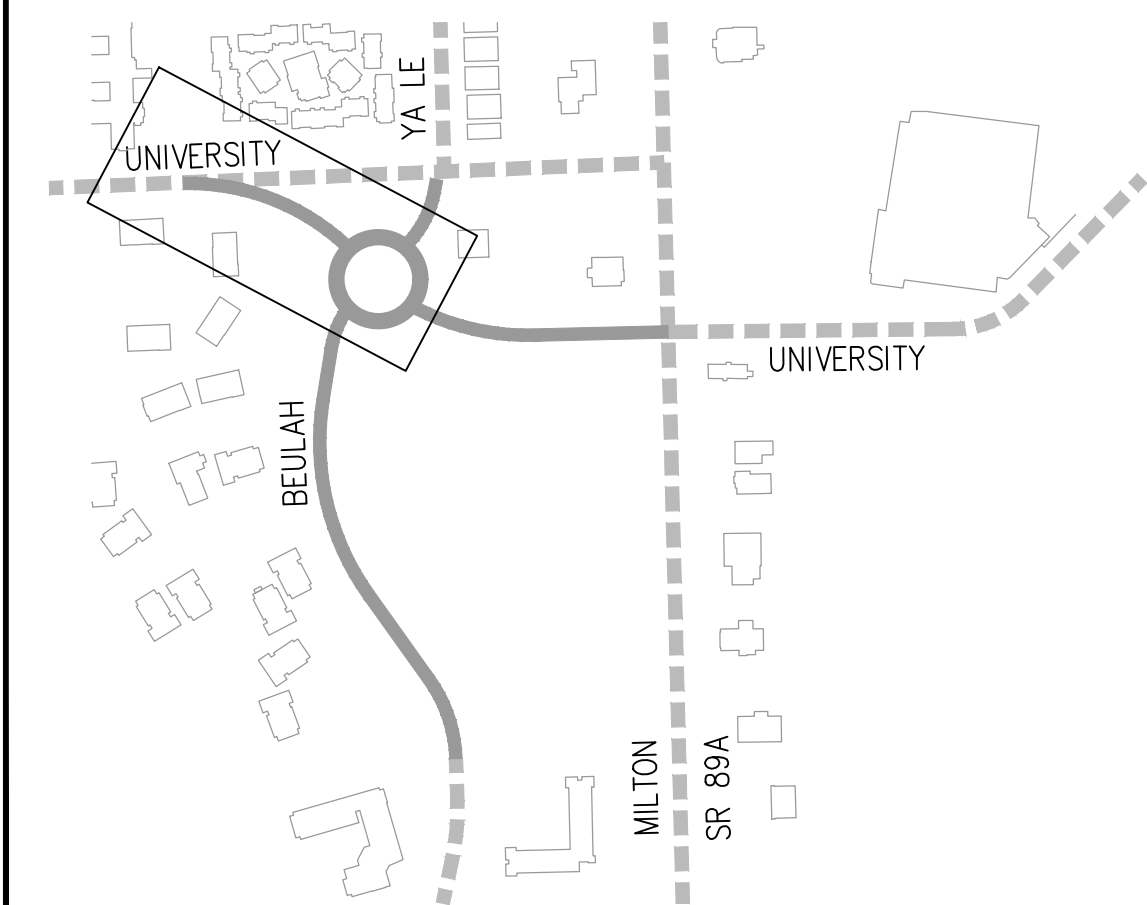


## CITY IMPROVEMENTS - PAVING & STORM

120	1 EA	INSTALL SURVEY MARKER PER C.O.F. STD. DTL. 3-02-070.
200A	4,494 SY	CONSTRUCT ASPHALT PAVEMENT SECTION PER C.O.F. STD. DTL. 10-09-010 AND PER DETAIL '1' ON DWG DT03.
200C	295 SY	CONSTRUCT ASPHALT PAVEMENT SECTION PER C.O.F. STD. DTL. 10-09-010 AND PER DETAIL '3' ON DWG DT03 OR MATCH EXISTING STRUCTURAL SECTION, WHICHEVER IS GREATER.
220A	1,320 LF	CONSTRUCT VERTICAL CURB AND GUTTER PER M.A.G. STD. DTL. 220-1 TYPE 'A' AND DETAIL 'X' ON DWG DT03.
220D	320 LF	CONSTRUCT ROLL CURB AND GUTTER PER M.A.G. STD. DTL. 220-1 TYPE 'D' AND DETAIL 'X' ON DWG DT03.
222B	129 LF	CONSTRUCT SINGLE CURB PER M.A.G. STD. DTL. 222 TYPE 'B' AND DETAIL 'X' ON DWG DT03.
223	10 EA	CONSTRUCT MEDIAN NOSE TRANSITION PER M.A.G. STD. DTL. 223.
224	1,903 SF	INSTALL ALTERNATE PAVEMENT SECTION 9" CONCRETE ON 3" ABC SEE DETAIL 'X' ON DWG 'X'.
226	2,890 SF	INSTALL STAMPED CONCRETE
230	1,448 SF	CONSTRUCT CONCRETE SIDEWALK PER M.A.G. STD. DTL. 230 (WIDTH PER PLAN '5' TYPICAL).
231	9,670 SF	CONSTRUCT F.U.T.S. PATH PER C.O.F. STD. DTL. 14-01-010 (WIDTH PER PLAN '8' OR '10' TYPICAL).
233	8 EA	CONSTRUCT ROUNDABOUT FUTS RAMP PER DETAIL 'X' ON DWG DT03.
235	2 EA	CONSTRUCT BIKE RAMP PER DETAIL '1' ON DWG DT03.
245	828 SF	CONSTRUCT DEPRESSED CONCRETE PEDESTRIAN ISLAND REFUGE.
250.1	1 EA	CONSTRUCT DRIVEWAY WITH DETACHED SIDEWALK PER M.A.G. STD. DTL. 250-1.
251	338 SF	CONSTRUCT RETURN TYPE DRIVEWAY PER C.O.F. STD. DTL. 10-10-041 AND M.A.G. STD. DTL. 251.
251.1	313 SF	CONSTRUCT RETURN TYPE DRIVEWAY PER C.O.F. STD. DTL. 10-10-041.
391	1 EA	ADJUST EXISTING WATER VALVE BOX AND COVER TO FINISH GRADE PER C.O.F. STD. DTL. 9-03-062 ON DWG DT01.
422	1 EA	ADJUST MANHOLE FRAME AND COVER PER M.A.G. STD. DTL. 422 AND PER C.O.F. STD. DTL. 9-03-062.
511	11 LF	INSTALL 15" DIA SMOOTH SRP (14 GA.) PER M.A.G. STANDARD DETAIL 510 AND SPEC. SECTION 621. TRENCH, EXCAVATION, BACKFILLING, AND COMPACTION PER M.A.G. SPEC. SECTION 601, 603 AND C.O.F. STD. DETAIL 09-01-030, 031 AND 032.
511.2	159 LF	INSTALL 24" DIA SMOOTH SRP (14 GA.) PER M.A.G. STANDARD DETAIL 510 AND SPEC. SECTION 621. TRENCH, EXCAVATION, BACKFILLING, AND COMPACTION PER M.A.G. SPEC. SECTION 601, 603 AND C.O.F. STD. DETAIL 09-01-030, 031 AND 032.
520	1 EA	INSTALL 48" DIA. STORM DRAIN MANHOLE PER M.A.G. STD. DTL. 520 AND MANHOLE SHAFT PER M.A.G. STD. DTL. 522.
533.1	2 EA	CONSTRUCT TYPE "D" CATCH BASIN PER M.A.G. STD. DETAIL 533-1, DUAL 3" WINGS

## GENERAL SHEET NOTES

- HORIZONTAL CONTROL ON THIS PLAN IS TO BACK OF CURB BASED OFF THE PLAN CENTERLINE.
- VERTICAL ELEVATIONS SHOWN ON THIS PLAN ARE TO TOP OF CURB AT THE BACK OF CURB. CENTER MEDIAN ELEVATIONS CAN BE CALCULATED FROM THE TYPICAL SECTIONS AND CENTERLINE AND OFFSET ELEVATIONS SHOWN ON THE PLANS.
- ALL SIDEWALK AND FUTS TRAILS SHOWN ON THIS PLAN TO HAVE 1.5% CROSS SLOPE TOWARDS THE ROADWAY EXCEPT FOR CROSSINGS WITHIN THE ROADWAY.
- ALL RADII LISTED ON THIS PLAN ARE TO BACK OF CURB OR EDGE OF SIDEWALK.



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BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

FLAGSTAFF  
ARIZONA

BEULAH & UNIVERSITY IMPROVEMENT PLANS

PAVING & STORM-UNIVERSITY (1)

JOB NO: 18121  
DATE: JUN 21  
SCALE: AS SHOWN  
DRAWN: SJV  
DESIGN: SJV  
CHECKED: SQJ

110 W. Dale Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swicaz.com

**SWI**  
Shephard Wesnitzer, Inc.

NO.	DESCRIPTION	DATE	BY

Call at least two full working days before you begin excavation.  
**ARIZONA 811**  
Arizona Blue Stakes, Inc.  
Dial 8-1-1 or 1-800-546-1111 (PZ-5348)

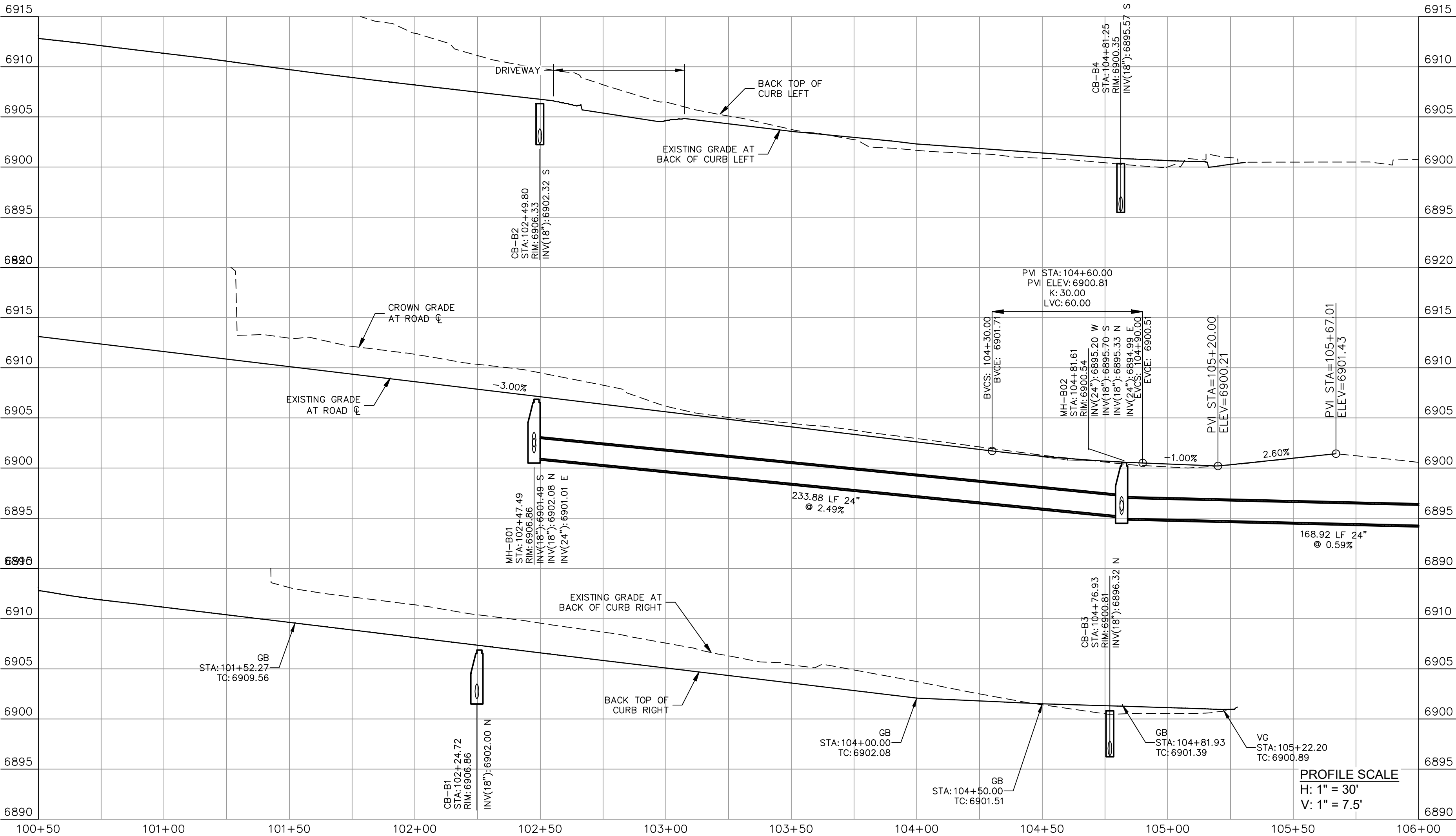
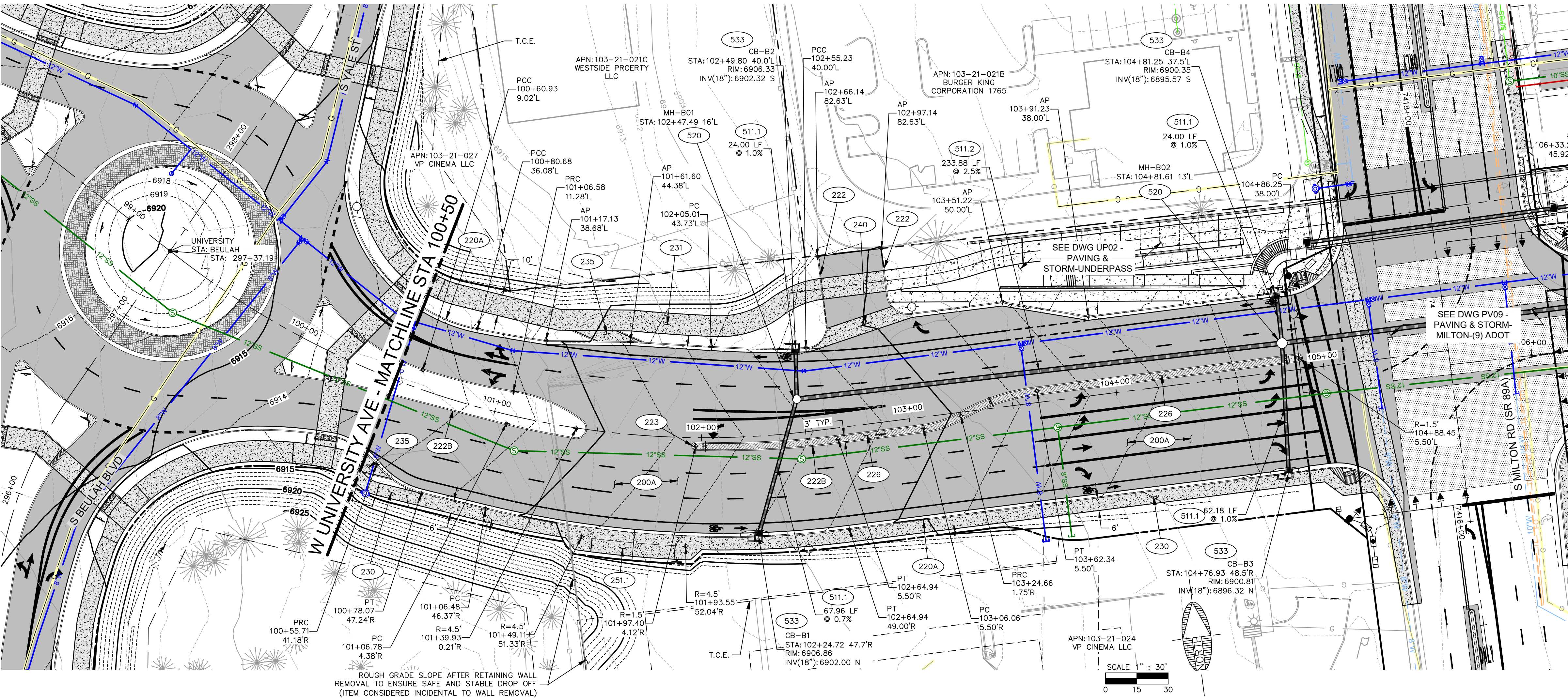
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**PV01**

SHT NO. OF  
13 62







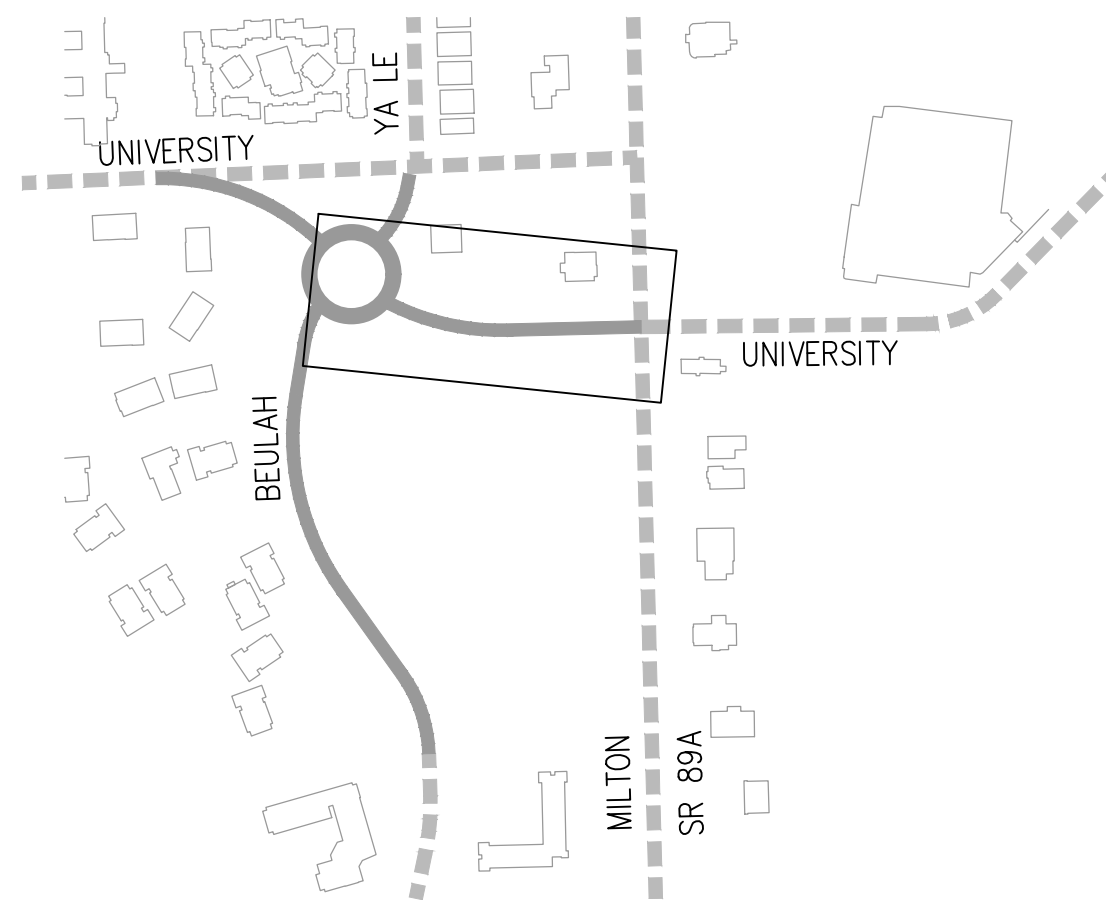


CITY IMPROVEMENTS - PAVING & STORM

200A	3,886 SY	CONSTRUCT ASPHALT PAVEMENT SECTION PER C.O.F. STD. DTL. 10-09-010 AND PER DETAIL '1' ON DWG DT03.
220A	960 LF	CONSTRUCT VERTICAL CURB AND GUTTER PER M.A.G. STD. DTL. 220-1 TYPE 'A' AND DETAIL 'X' ON DWG DT03.
222	2 EA	CONSTRUCT CURB TERMINATION PER M.A.G. STD. DTL. 222.
222B	897 LF	CONSTRUCT SINGLE CURB PER M.A.G. STD. DTL. 222 TYPE 'B' AND DETAIL 'X' ON DWG DT03.
223	1 EA	CONSTRUCT MEDIAN NOSE TRANSITION PER M.A.G. STD. DTL. 223.
230	2,629 SF	CONSTRUCT CONCRETE SIDEWALK PER M.A.G. STD. DTL. 230 (WIDTH PER PLAN 5' TYPICAL).
231	2,233 SF	CONSTRUCT F.U.T.S. PATH PER C.O.F. STD. DTL. 14-01-010 (WIDTH PER PLAN 8' OR 10' TYPICAL).
235	2 EA	CONSTRUCT BIKE RAMP PER DETAIL '1' ON DWG DT03.
240	45 LF	CONSTRUCT CONCRETE VALLEY GUTTER PER C.O.F. STD. DTL. 8-06-010.
251.1	470 SF	CONSTRUCT RETURN TYPE DRIVEWAY PER C.O.F. STD. DTL. 10-10-041.
511.1	180 LF	INSTALL 18" DIA SMOOTH SRP (14 GA.) PER M.A.G. STANDARD DETAIL 510 AND SPEC. SECTION 621, TRENCH, EXCAVATION, BACKFILLING, AND COMPACTION PER M.A.G. SPEC. SECTION 601, 603 AND C.O.F. STD. DETAIL 09-01-030, 031 AND 032.
511.2	235 LF	INSTALL 24" DIA SMOOTH SRP (14 GA.) PER M.A.G. STANDARD DETAIL 510 AND SPEC. SECTION 621, TRENCH, EXCAVATION, BACKFILLING, AND COMPACTION PER M.A.G. SPEC. SECTION 601, 603 AND C.O.F. STD. DETAIL 09-01-030, 031 AND 032.
520	2 EA	INSTALL 48" DIA. STORM DRAIN MANHOLE PER M.A.G. STD. DTL. 520 AND MANHOLE SHAFT PER M.A.G. STD. DTL. 522.
533	4 EA	CONSTRUCT TYPE "D" CATCH BASIN PER M.A.G. STD. DETAIL 533-1-, 3' WING

GENERAL SHEET NOTES

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- ALL SIDEWALK AND FUTS TRAILS SHOWN ON THIS PLAN TO HAVE 1.5% CROSS SLOPE TOWARDS THE ROADWAY EXCEPT FOR CROSSINGS WITHIN THE ROADWAY.
- ALL RADII LISTED ON THIS PLAN ARE TO BACK OF CURB OR EDGE OF SIDEWALK.



60%  
PRELIMINARY

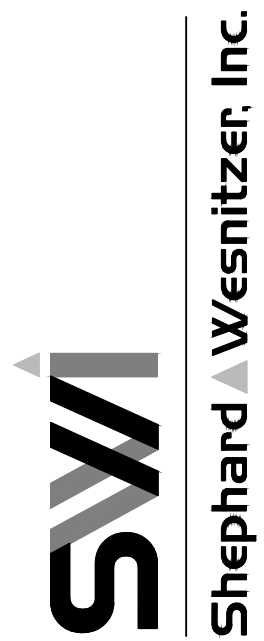
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BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

BEULAH & UNIVERSITY IMPROVEMENT PLANS

JOB NO:	18121
DATE:	JUN 21
SCALE:	AS SHOWN
DRAWN:	SWJ
DESIGN:	SWJ
CHECKED:	SGJ

110 W. Dale Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swicz.com



NO.	DESCRIPTION	DATE	BY

Call at least two full working days before you begin excavation.

**ARIZONA 811**  
Arizona Blue Stakes, Inc.

Dist 8-1-1 or 1-800-544-1111 (Toll-Free)

DRAWING NO.

PV02

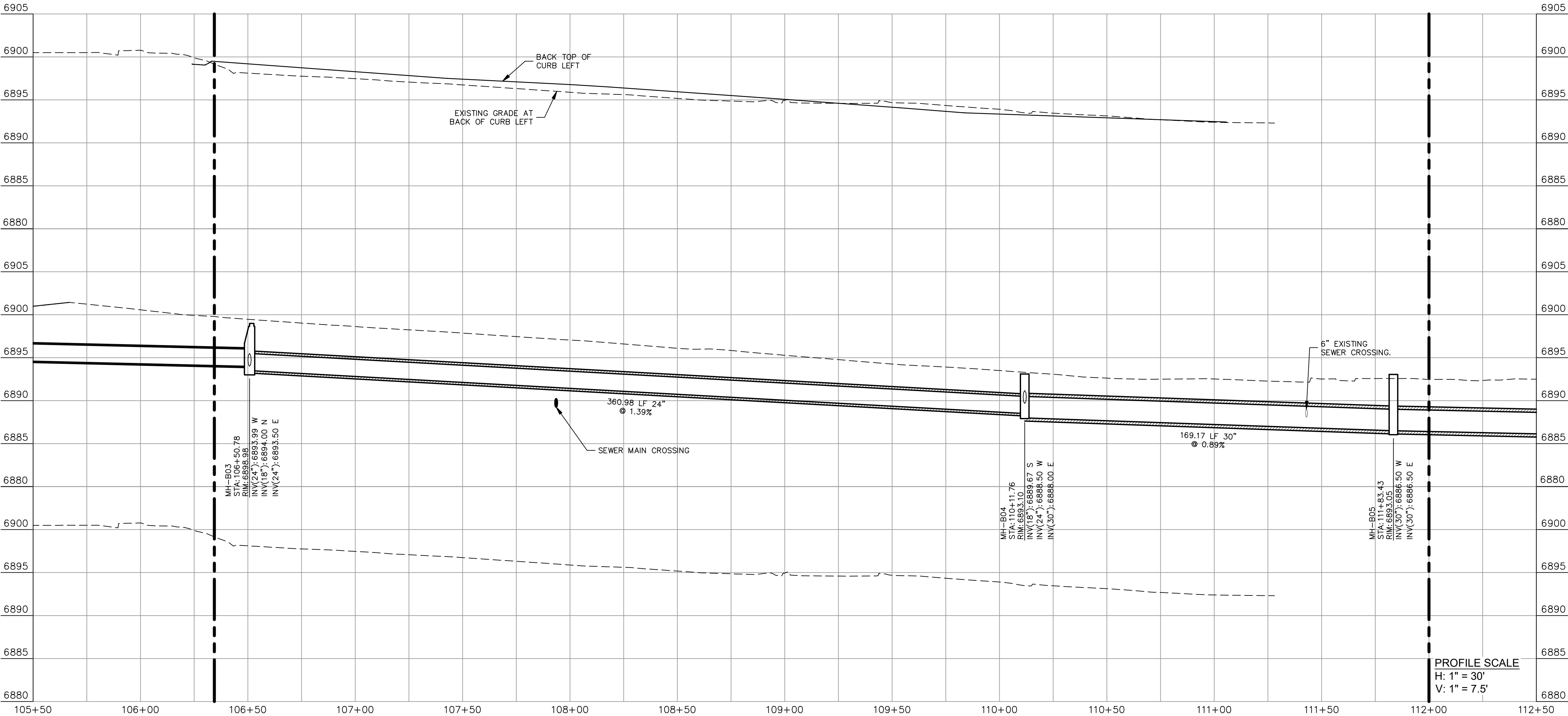
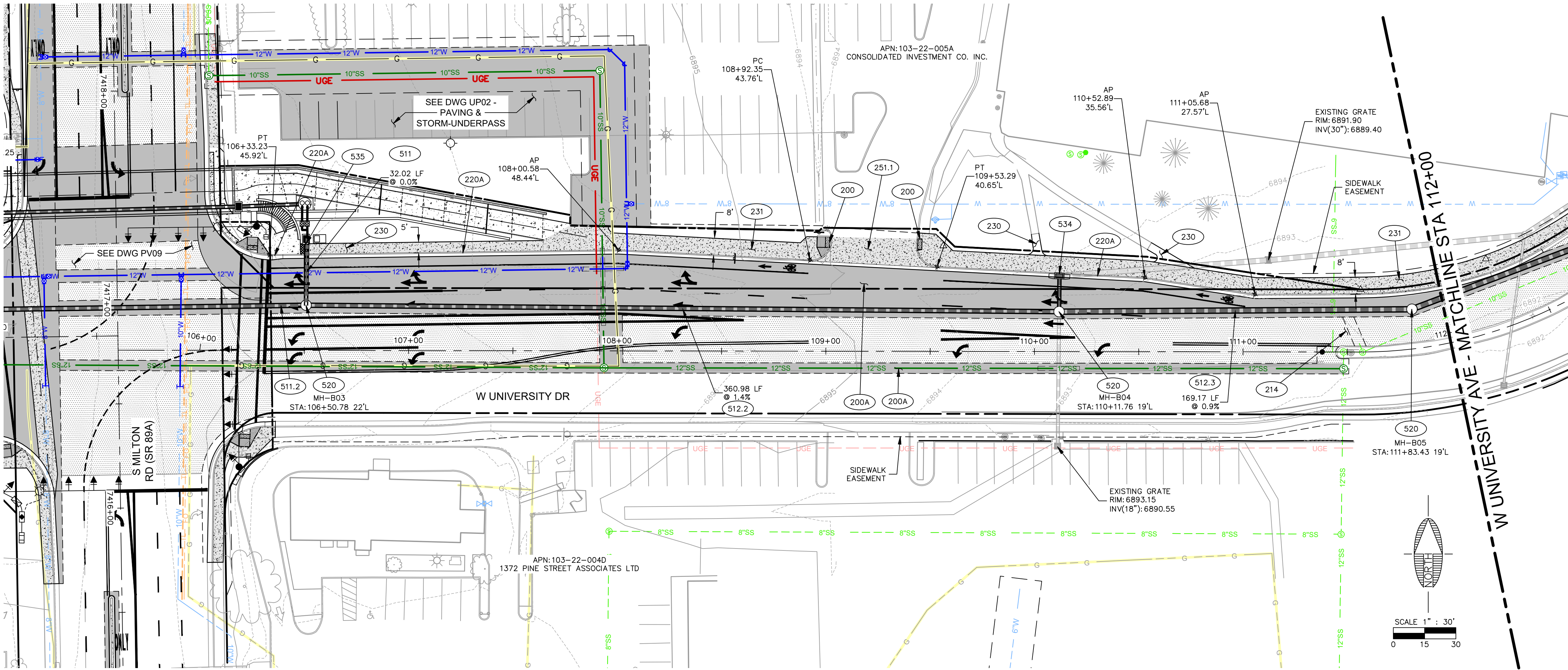
SHT NO. OF

15 62



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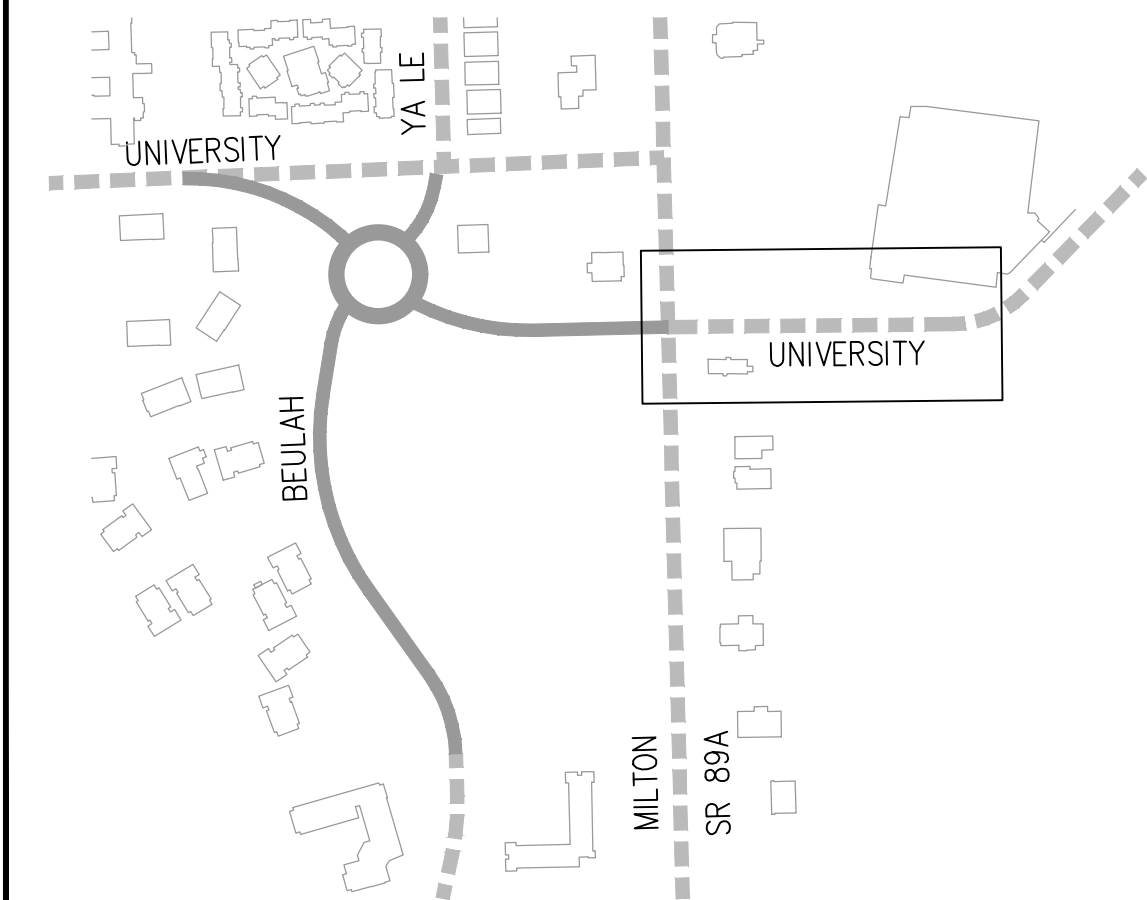


## CITY IMPROVEMENTS - PAVING & STORM

200A	1,586 SY	CONSTRUCT ASPHALT PAVEMENT SECTION PER C.O.F. STD. DTL. 10-09-010 AND PER DETAIL '1' ON DWG DT03.
220A	564 LF	CONSTRUCT VERTICAL CURB AND GUTTER PER M.A.G. STD. DTL 220-1 TYPE 'A' AND DETAIL 'X' ON DWG DT03.
214	1,315 SY	MILL AND OVERLAY. MILLING OF ASPHALT CONCRETE SHALL CONFORM TO M.A.G. SPEC. SECTION 317. MILLING SHALL BE PERFORMED TO A DEPTH OF 2" AS SHOWN PER PLANS. OVERLAY WITH 2" OF ASPHALT CONCRETE PER MAG SPEC. SECTION 321.
230	583 SF	CONSTRUCT CONCRETE SIDEWALK PER M.A.G. STD. DTL. 230 (WIDTH PER PLAN 5' TYPICAL).
231	3,233 SF	CONSTRUCT F.U.T.S. PATH PER C.O.F. STD. DTL. 14-01-010 (WIDTH PER PLAN 8' OR 10' TYPICAL).
251.1	560 SF	CONSTRUCT RETURN TYPE DRIVEWAY PER C.O.F. STD. DTL. 10-10-041.
511	39 LF	INSTALL 15" DIA SMOOTH SRP (14 GA.) PER M.A.G. STANDARD DETAIL 510 AND SPEC. SECTION 621. TRENCH, EXCAVATION, BACKFILLING, AND COMPACTION PER M.A.G. SPEC. SECTION 601, 603 AND C.O.F. STD. DETAIL 09-01-030, 031 AND 032.
511.2	17 LF	INSTALL 24" DIA SMOOTH SRP (14 GA.) PER M.A.G. STANDARD DETAIL 510 AND SPEC. SECTION 621. TRENCH, EXCAVATION, BACKFILLING, AND COMPACTION PER M.A.G. SPEC. SECTION 601, 603 AND C.O.F. STD. DETAIL 09-01-030, 031 AND 032.
512.2	361 LF	INSTALL 24" DIA RGRCP (CLASS 5) PER M.A.G. SPEC. SECTION 618. TRENCH, EXCAVATION, BACKFILLING, AND COMPACTION PER M.A.G. SPEC. SECTION 601 AND C.O.F. STD. DETAIL 09-01-031.
512.3	184 LF	INSTALL 30" DIA RGRCP (CLASS 5) PER M.A.G. SPEC. SECTION 618. TRENCH, EXCAVATION, BACKFILLING, AND COMPACTION PER M.A.G. SPEC. SECTION 601 AND C.O.F. STD. DETAIL 09-01-031.
520	3 EA	INSTALL 48" DIA. STORM DRAIN MANHOLE PER M.A.G. STD. DTL. 520 AND MANHOLE SHAFT PER M.A.G. STD. DTL. 522.
534	1 EA	INSTALL SALVAGED FLARED END SECTION AND TRASH RACK.
535	1 EA	INSTALL CAP ON STORM DRAIN, FOR FUTURE USE.

## GENERAL SHEET NOTES

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- ALL SIDEWALK AND FUTS TRAILS SHOWN ON THIS PLAN TO HAVE 1.5% CROSS SLOPE TOWARDS THE ROADWAY EXCEPT FOR CROSSINGS WITHIN THE ROADWAY.
- ALL RADII LISTED ON THIS PLAN ARE TO BACK OF CURB OR EDGE OF SIDEWALK.



**60%  
PRELIMINARY**  
NOT FOR CONSTRUCTION,  
BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

FLAGSTAFF  
ARIZONA

BEULAH & UNIVERSITY IMPROVEMENT PLANS

JOB NO: 18121  
DATE: JUN 21  
SCALE: AS SHOWN  
DRAWN: SJV  
DESIGN: SJV  
CHECKED: SCJ

110 W. Dole Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swicaz.com

**SWI**  
Shephard Wesnitzer, Inc.

NO.	DESCRIPTION	DATE	BY

Call at least two full working days before you begin excavation.  
**ARIZONA811**  
Arizona Blue Stakes, Inc.  
Dial 8-1-1 or 1-800-544-1111 (Toll-Free)

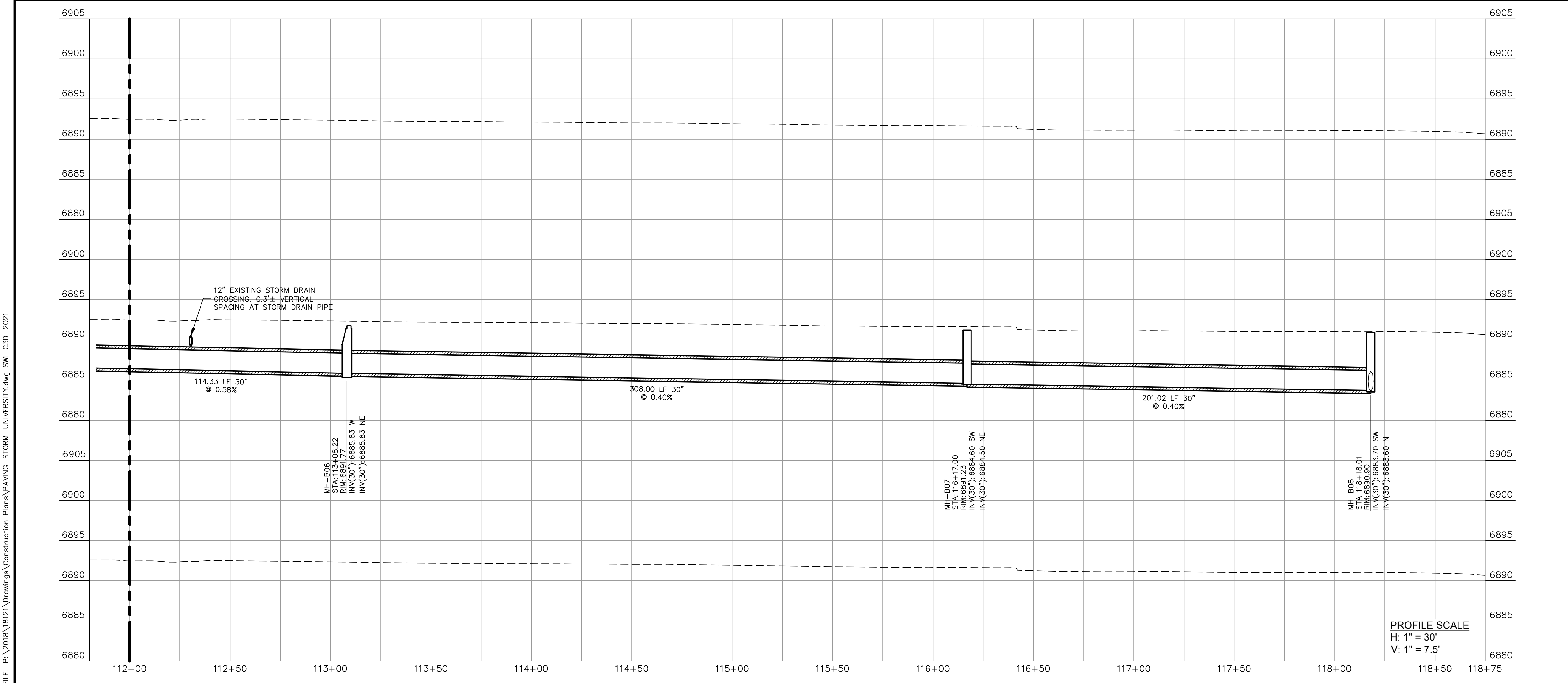
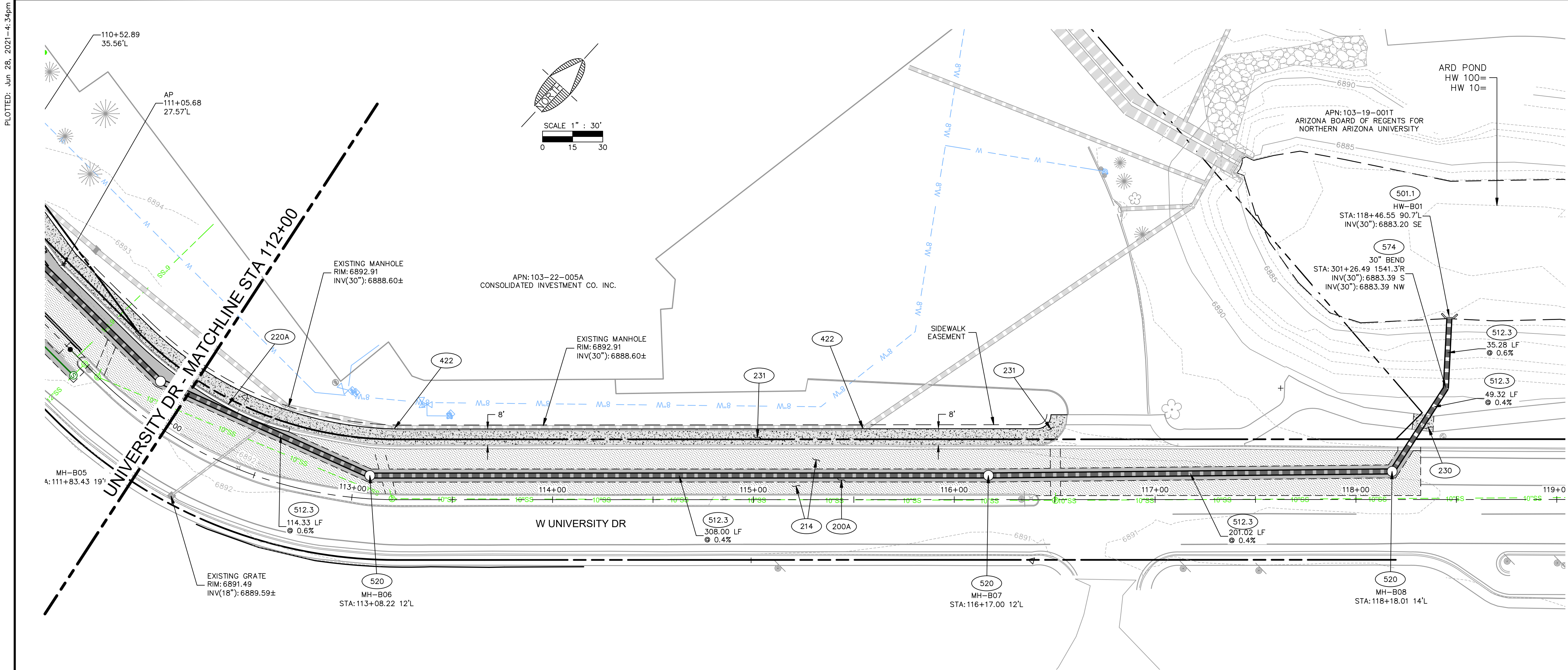
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**PV03**

SHT NO. OF  
16 62



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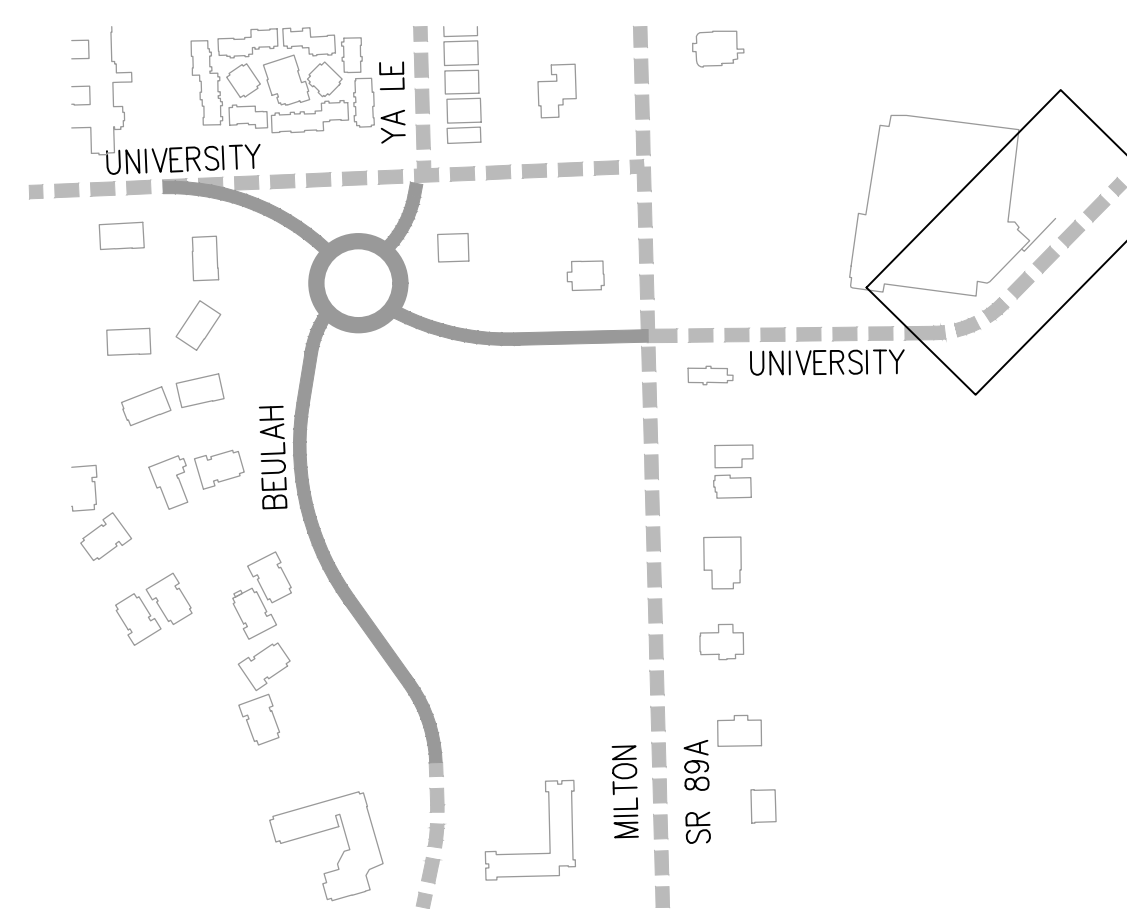


## CITY IMPROVEMENTS - PAVING & STORM

200A	442 SY	CONSTRUCT ASPHALT PAVEMENT SECTION PER C.O.F. STD. DTL. 10-09-010 AND PER DETAIL '1' ON DWG DT03.
220A	53 LF	CONSTRUCT VERTICAL CURB AND GUTTER PER M.A.G. STD. DTL 220-1 TYPE 'A' AND DETAIL 'X' ON DWG DT03.
214	1,129 SY	MILL AND OVERLAY. MILLING OF ASPHALT CONCRETE SHALL CONFORM TO M.A.G. SPEC. SECTION 317. MILLING SHALL BE PERFORMED TO A DEPTH OF 2" AS SHOWN PER PLANS. OVERLAY WITH 2" OF ASPHALT CONCRETE PER MAG SPEC. SECTION 321.
230	80 SF	CONSTRUCT CONCRETE SIDEWALK PER M.A.G. STD. DTL. 230 (WIDTH PER PLAN 5' TYPICAL).
231	3,531 SF	CONSTRUCT F.U.T.S. PATH PER C.O.F. STD. DTL. 14-01-010 (WIDTH PER PLAN 8' OR 10' TYPICAL).
422	2 EA	ADJUST MANHOLE FRAME AND COVER PER M.A.G. STD. DTL. 422 AND PER C.O.F. STD. DTL. 9-03-062.
501.1	1 EA	CONSTRUCT U TYPE HEADWALL PER M.A.G. STD. DETAIL. 501.
512.3	693 LF	INSTALL 30" DIA RGRCP (CLASS 5) PER M.A.G. SPEC. SECTION 618. TRENCH, EXCAVATION, BACKFILLING, AND COMPACTION PER M.A.G SPEC. SECTION 601 AND C.O.F. STD. DETAIL. 09-01-031.
520	3 EA	INSTALL 48" DIA. STORM DRAIN MANHOLE PER M.A.G. STD. DTL. 520 AND MANHOLE SHAFT PER M.A.G. STD. DTL. 522.
574	1 EA	INSTALL 30" DIA RGRCP (CLASS 5) FITTING PER M.A.G. SPEC. SECTION 618. TRENCH, EXCAVATION, BACKFILLING, AND COMPACTION PER M.A.G SPEC. SECTION 601 AND C.O.F. STD. DETAIL. 09-01-031.

## GENERAL SHEET NOTES

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60%  
PRELIMINARY  
NOT FOR CONSTRUCTION,  
BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

FLAGSTAFF  
ARIZONA

BEULAH & UNIVERSITY IMPROVEMENT PLANS

PAVING & STORM-UNIVERSITY (4)

JOB NO:	18121
DATE:	JUN 21
SCALE:	AS SHOWN
DRAWN:	SW
DESIGN:	SW
CHECKED:	SW

110 W. Dole Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swicaz.com

SWI

Shephard Wesnitzer, Inc.

NO.	DESCRIPTION	DATE	BY

Call at least two full working days before you begin excavation.

ARIZONA 811  
Arizona Blue Stakes, Inc.

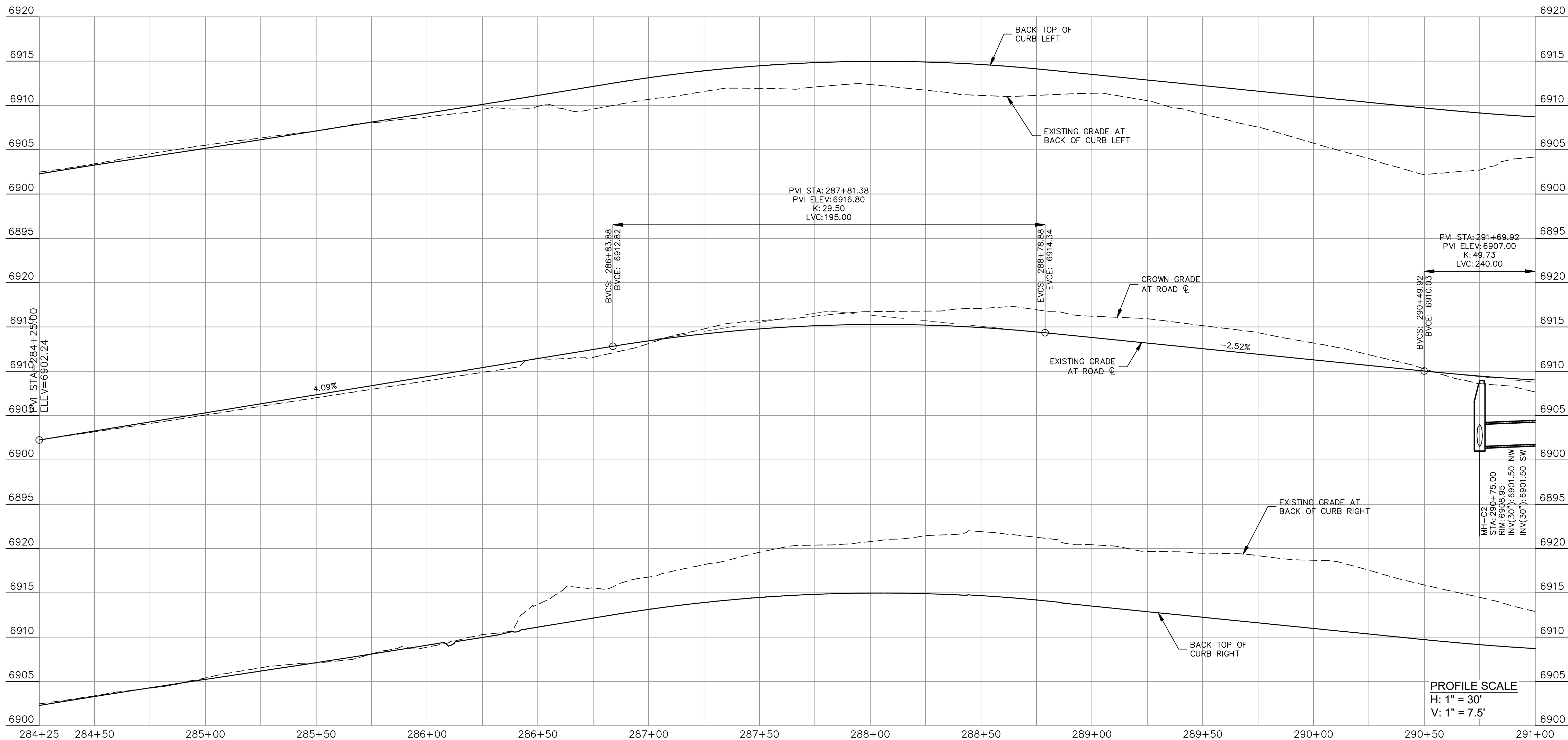
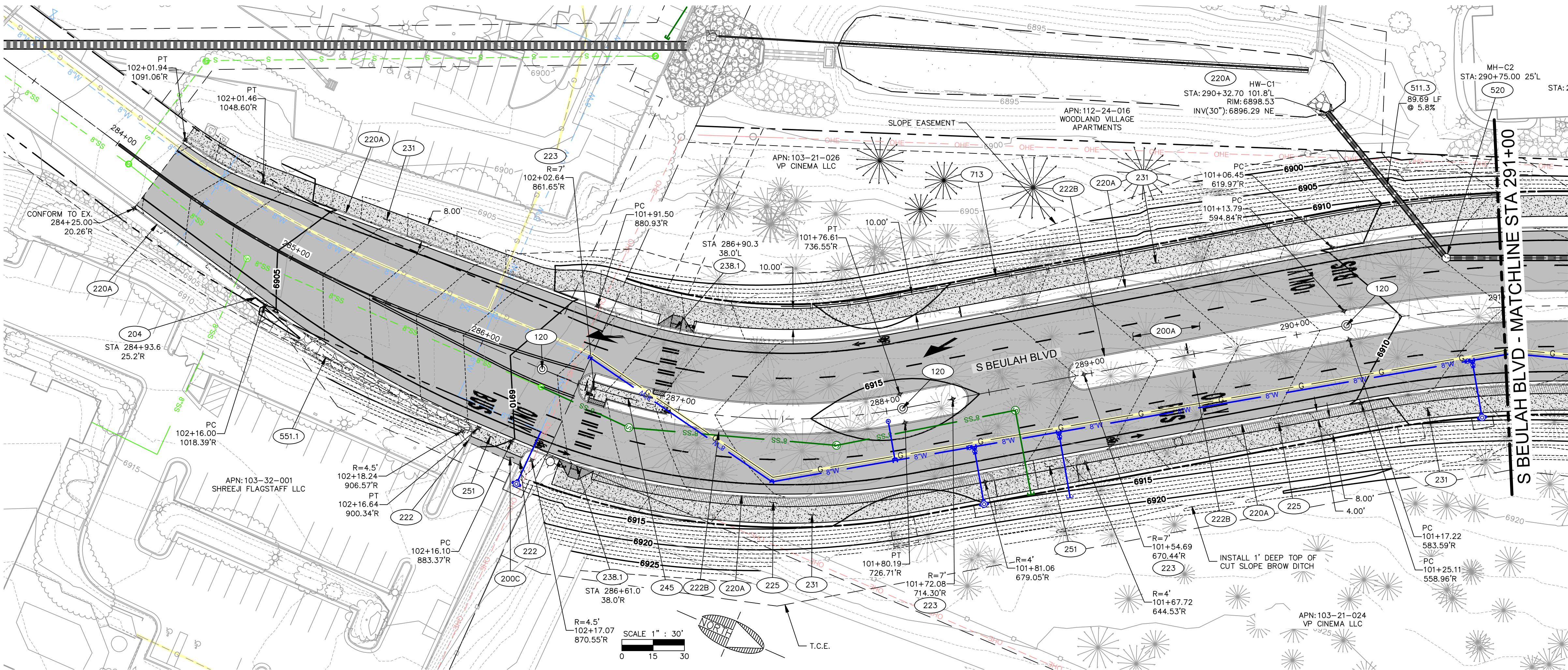
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SHT NO.	OF
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PLOTTED: Jun 28, 2021 - 4:35pm

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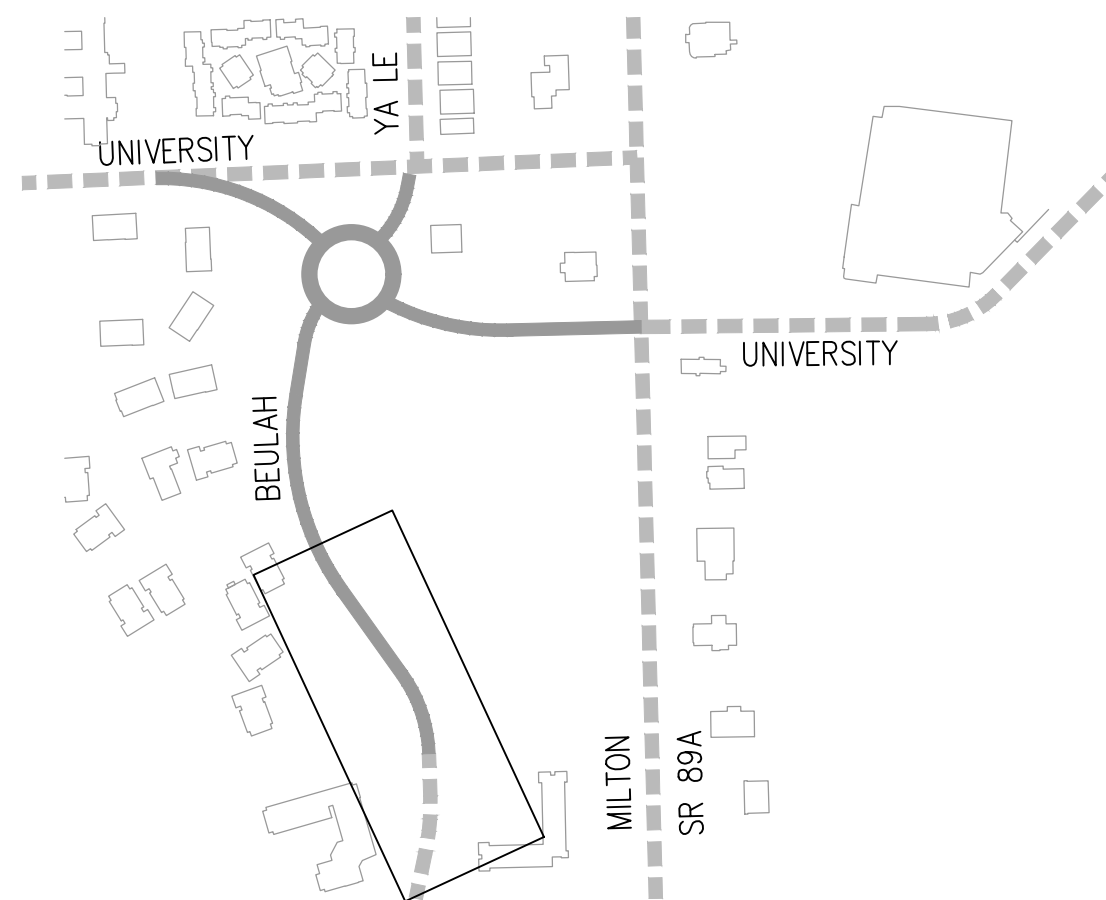


### CITY IMPROVEMENTS - PAVING & STORM

120	3 EA	INSTALL SURVEY MARKER PER C.O.F. STD. DTL. 3-02-070.
200A	4,387 SY	CONSTRUCT ASPHALT PAVEMENT SECTION PER C.O.F. STD. DTL. 10-09-010 AND PER DETAIL '1' ON DWG DT03.
200C	10 SY	CONSTRUCT ASPHALT PAVEMENT SECTION PER C.O.F. STD. DTL. 10-09-010 AND PER DETAIL '3' ON DWG DT03 OR MATCH EXISTING STRUCTURAL SECTION, WHICHEVER IS GREATER.
204	1 EA	CURB CUT PER DETAIL 'X'.
220A	1,267 LF	CONSTRUCT VERTICAL CURB AND GUTTER PER M.A.G. STD. DTL. 220-1 TYPE 'A' AND DETAIL 'X' ON DWG DT03.
222	2 EA	CONSTRUCT CURB TERMINATION PER M.A.G. STD. DTL. 222.
222B	954 LF	CONSTRUCT SINGLE CURB PER M.A.G. STD. DTL. 222 TYPE 'B' AND DETAIL 'X' ON DWG DT03.
223	3 EA	CONSTRUCT MEDIAN NOSE TRANSITION PER M.A.G. STD. DTL. 223.
225	1,610 SF	INSTALL INTERLOCKING CONCRETE PAVERS PER C.O.F. STD. DTL. 16-01-240.
231	9,506 SF	CONSTRUCT F.U.T.S. PATH PER C.O.F. STD. DTL. 14-01-010 (WIDTH PER PLAN 8' OR 10' TYPICAL).
238.1	2 EA	CONSTRUCT CONCRETE PERPENDICULAR SIDEWALK RAMP PER C.O.F. STD. DTL. 10-10-034 AND M.A.G. STD. DTL. 238-1.
245	255 SF	CONSTRUCT DEPRESSED CONCRETE PEDESTRIAN ISLAND REFUGE.
251	664 SF	CONSTRUCT RETURN TYPE DRIVEWAY PER C.O.F. STD. DTL. 10-10-041 AND M.A.G. STD. DTL. 251.
501.1	1 EA	CONSTRUCT U TYPE HEADWALL PER M.A.G. STD. DETAIL. 501.
511.3	114 LF	INSTALL 30" DIA SMOOTH SRP (14 GA.) PER M.A.G. STANDARD DETAIL 510 AND SPEC. SECTION 621. TRENCH, EXCAVATION, BACKFILLING, AND COMPACTION PER M.A.G. SPEC. SECTION 601, 603 AND C.O.F. STD. DETAIL 09-01-030, 031 AND 032.
520	1 EA	INSTALL 48" DIA. STORM DRAIN MANHOLE PER M.A.G. STD. DTL. 520 AND MANHOLE SHAFT PER M.A.G. STD. DTL. 522.
537	1 EA	CONSTRUCT TYPE "G" CATCH BASIN PER M.A.G. STD. DETAIL 537.
551.1	94 SY	CONSTRUCT ROCK RIP-RAP PROTECTION D50=6" FOR A DEPTH =1'

### GENERAL SHEET NOTES

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60%  
PRELIMINARY

NOT FOR CONSTRUCTION,  
BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

FLAGSTAFF  
ARIZONA

BEULAH & UNIVERSITY IMPROVEMENT PLANS

PAVING & STORM-BEULAH (5)

JOB NO: 18121  
DATE: JUN 21  
SCALE: AS SHOWN  
DRAWN: SJV  
DESIGN: SJV  
CHECKED: SQJ

110 W. Dale Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swicaz.com

SWI  
Shephard Wesnitzer, Inc.

NO.	DESCRIPTION	DATE	BY

Call at least two full working days before you begin excavation.  
ARIZONA 811  
Arizona Blue Stakes, Inc.  
Dial 8-1-1 or 1-800-514-6111 (Toll-Free)

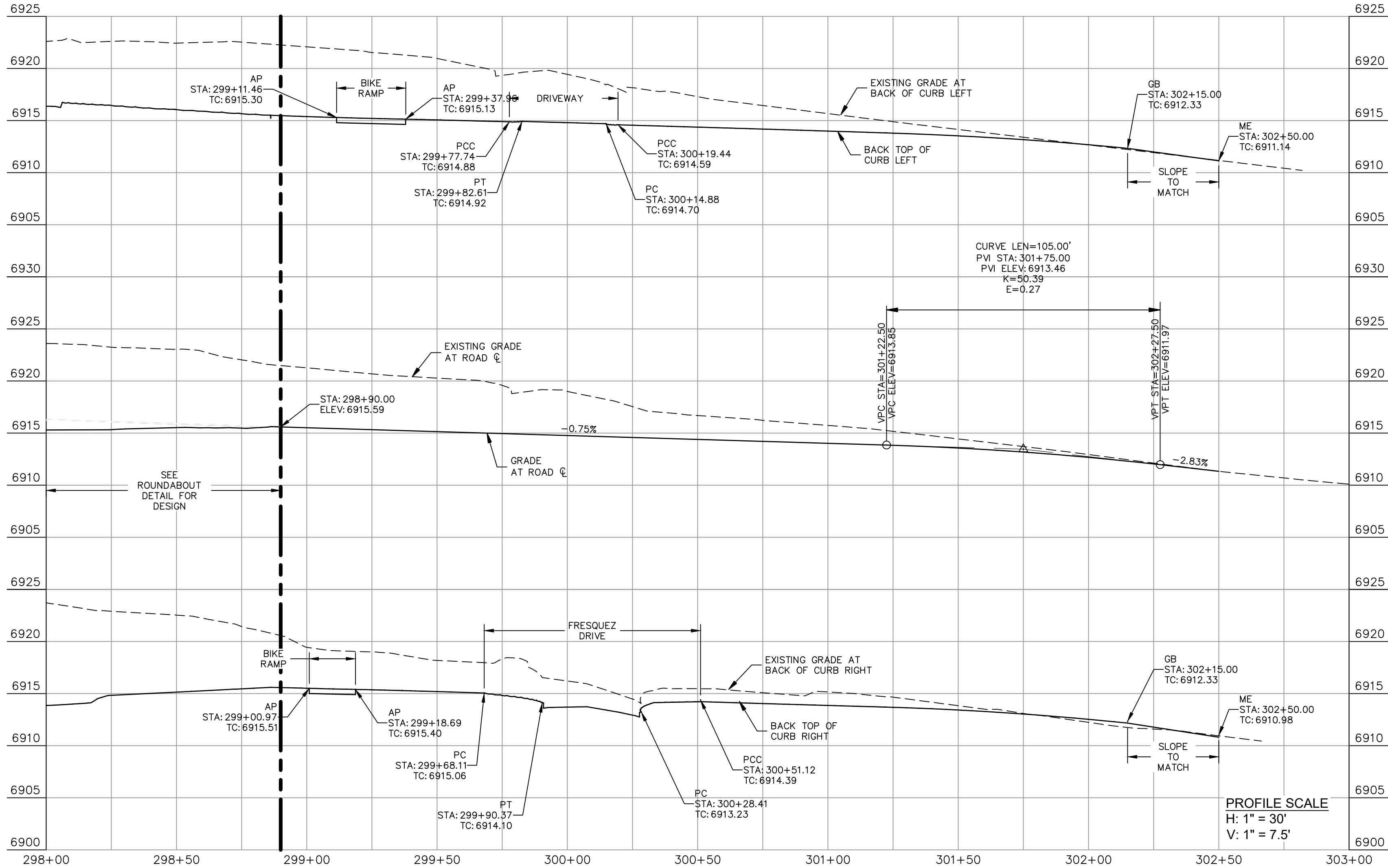
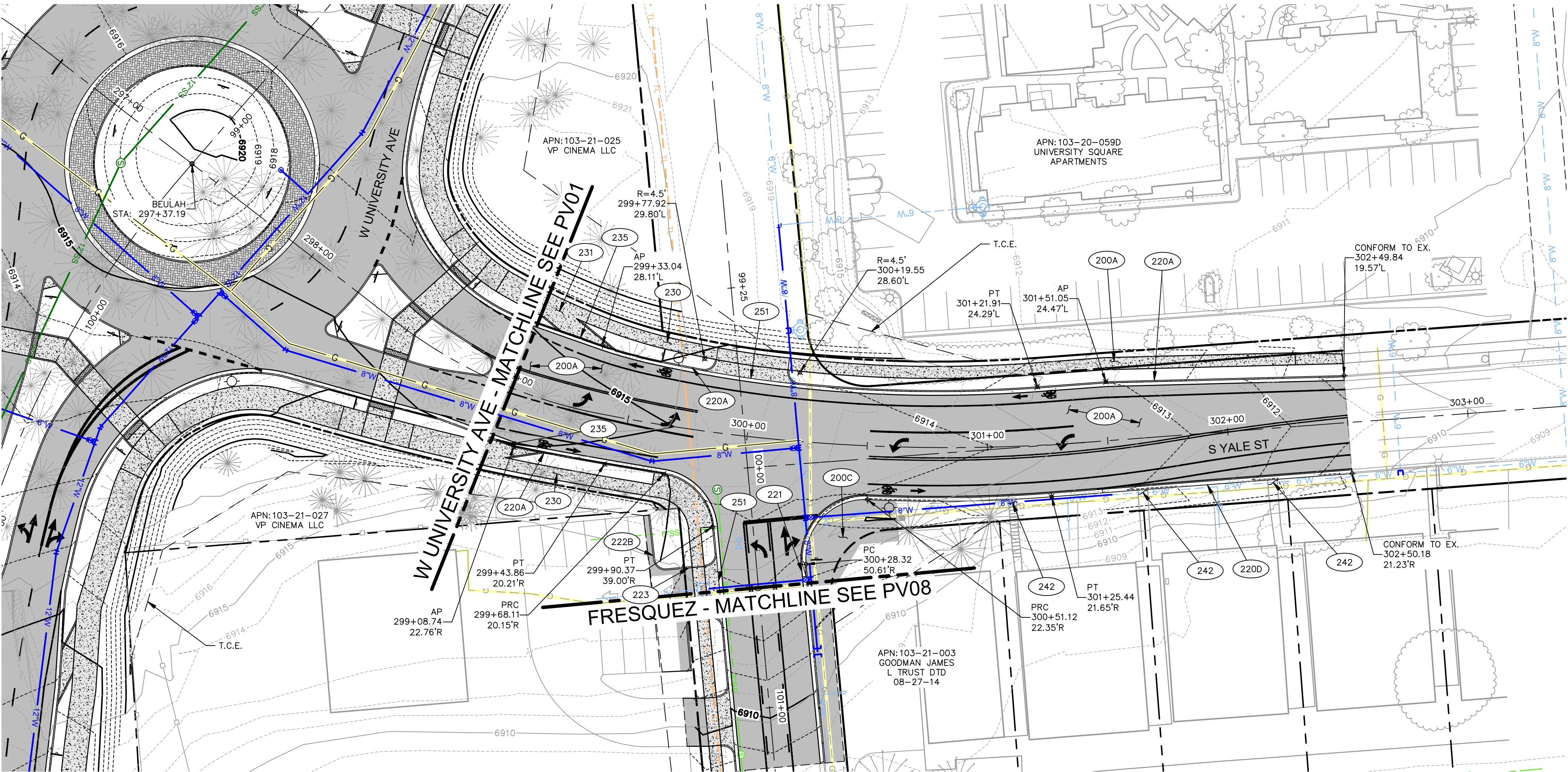
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SHT NO. OF  
18 62







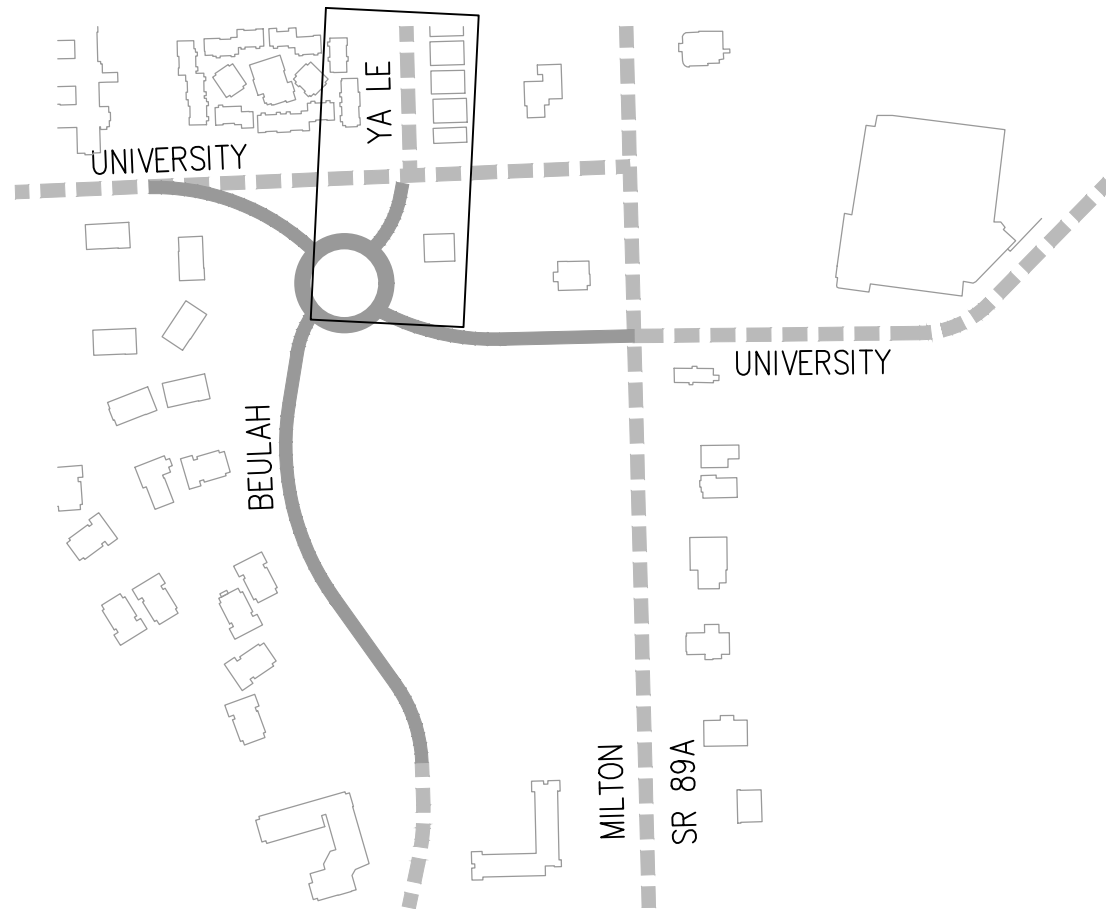


CITY IMPROVEMENTS - PAVING & STORM

200A	1,810 SY	CONSTRUCT ASPHALT PAVEMENT SECTION PER C.O.F. STD. DTL. 10-09-010 AND PER DETAIL '1' ON DWG DT03.
200C	111 SY	CONSTRUCT ASPHALT PAVEMENT SECTION PER C.O.F. STD. DTL. 10-09-010 AND PER DETAIL '3' ON DWG DT03 OR MATCH EXISTING STRUCTURAL SECTION, WHICHEVER IS GREATER.
220A	380 LF	CONSTRUCT VERTICAL CURB AND GUTTER PER M.A.G. STD. DTL. 220-1 TYPE 'A' AND DETAIL 'X' ON DWG DT03.
220D	246 LF	CONSTRUCT ROLL CURB AND GUTTER PER M.A.G. STD. DTL. 220-1 TYPE 'D' AND DETAIL 'X' ON DWG DT03.
221	1 EA	CONSTRUCT CURB TRANSITION PER M.A.G. STD. DTL. 221, TYPE 'A' TO TYPE 'C'.
222B	34 LF	CONSTRUCT SINGLE CURB PER M.A.G. STD. DTL. 222 TYPE 'B' AND DETAIL 'X' ON DWG DT03.
223	1 EA	CONSTRUCT MEDIAN NOSE TRANSITION PER M.A.G. STD. DTL. 223.
230	2,310 SF	CONSTRUCT CONCRETE SIDEWALK PER M.A.G. STD. DTL. 230 (WIDTH PER PLAN 5' TYPICAL).
231	106 SF	CONSTRUCT F.U.T.S. PATH PER C.O.F. STD. DTL. 14-01-010 (WIDTH PER PLAN 8' OR 10' TYPICAL).
235	2 EA	CONSTRUCT BIKE RAMP PER DETAIL '1' ON DWG DT03.
251	555 SF	CONSTRUCT RETURN TYPE DRIVEWAY PER C.O.F. STD. DTL. 10-10-041 AND M.A.G. STD. DTL. 251.
242	4 SY	ADJUST EXISTING WALKWAY TO BACK OF CURB.

GENERAL SHEET NOTES

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60%  
 PRELIMINARY  
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 BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

FLAGSTAFF  
 ARIZONA  
 BEULAH & UNIVERSITY IMPROVEMENT PLANS

JOB NO:	18121
DATE:	JUN 21
SCALE:	AS SHOWN
DRAWN:	SW
DESIGN:	SW
CHECKED:	SW

110 W. Dole Avenue  
 Flagstaff, AZ 86001  
 928.773.0354  
 928.774.8934 fax  
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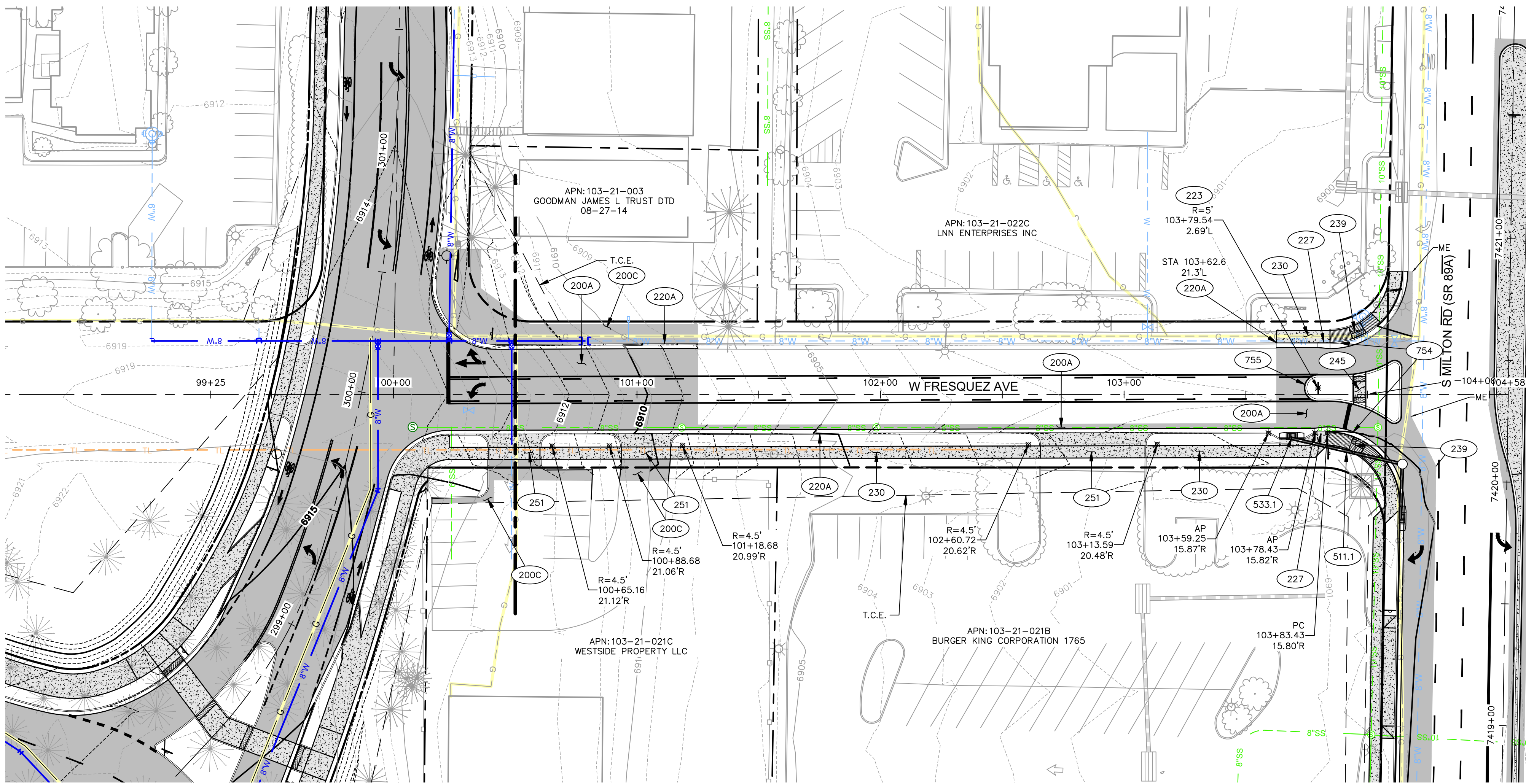
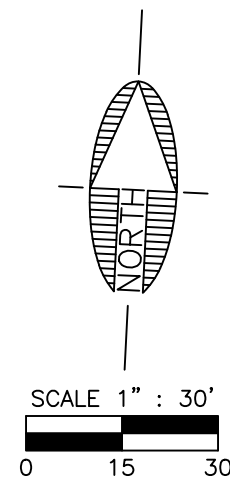
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 Shephard Wesnitzer, Inc.

NO.	DESCRIPTION	DATE	BY

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 Arizona Blue Stakes, Inc.  
 Dial 8-1-1 or 1-800-514-4211 (PZ-5348)

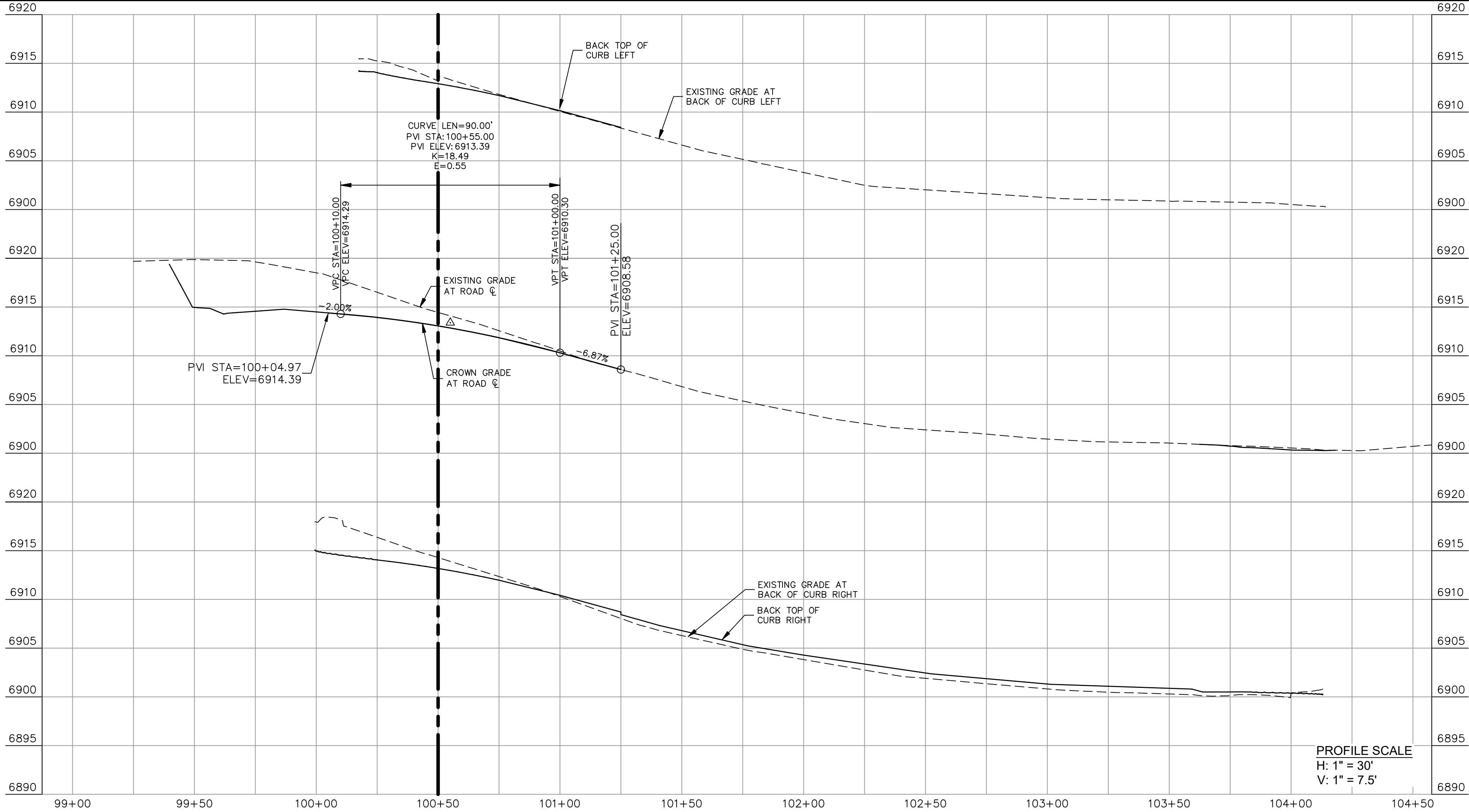
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SHT NO.	20
OF	62





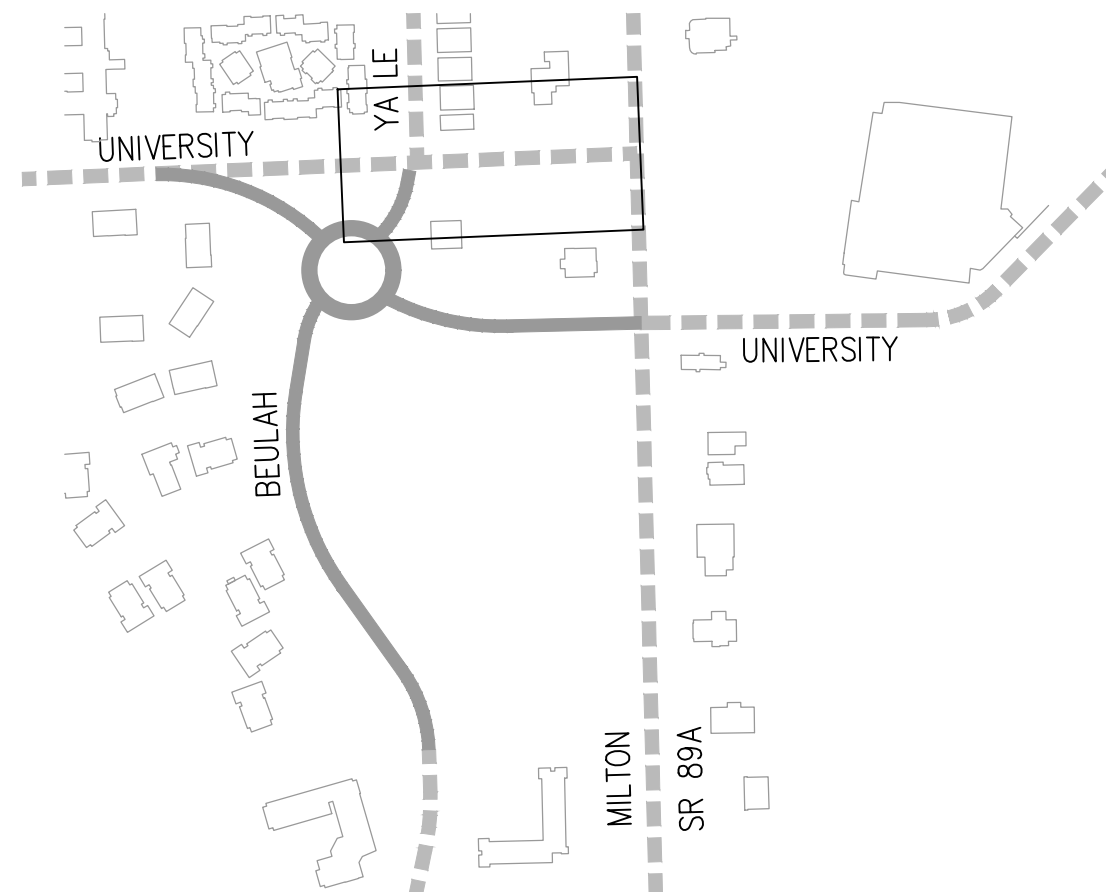
CITY IMPROVEMENTS - PAVING & STORM

(200A)	463 SY	CONSTRUCT ASPHALT PAVEMENT SECTION PER C.O.F. STD. DTL. 10-09-010 AND PER DETAIL '1' ON DWG DT03.
(200C)	109 SY	CONSTRUCT ASPHALT PAVEMENT SECTION PER C.O.F. STD. DTL. 10-09-010 AND PER DETAIL '3' ON DWG DT03 OR MATCH EXISTING STRUCTURAL SECTION, WHICHEVER IS GREATER.
(220A)	322 LF	CONSTRUCT VERTICAL CURB AND GUTTER PER M.A.G. STD. DTL. 220-1 TYPE 'A' AND DETAIL 'X' ON DWG DT03.
(223)	1 EA	CONSTRUCT MEDIAN NOSE TRANSITION PER M.A.G. STD. DTL. 223.
(227)	2 EA	CONSTRUCT CURB TRANSITION
(230)	1,549 SF	CONSTRUCT CONCRETE SIDEWALK PER M.A.G. STD. DTL. 230 (WIDTH PER PLAN 5' TYPICAL).
(239)	2 EA	CONCSTRUCT CONCRETE SIDEWALK RAMP PER ADOT STANDARD DRAWING C-05.30 ON 3 INCH THICK ABC.
(245)	70 SF	CONSTRUCT DEPRESSED CONCRETE PEDESTRIAN ISLAND REFUGE.
(251)	913 SF	CONSTRUCT RETURN TYPE DRIVEWAY PER C.O.F. STD. DTL. 10-10-041 AND M.A.G. STD. DTL. 251.
(533.1)	1 EA	CONSTRUCT TYPE "D" CATCH BASIN PER M.A.G. STD. DETAIL 533-1, DUAL 3' WINGS
(511.1)	39 LF	INSTALL 18" DIA SMOOTH SRP (14 GA.) PER M.A.G. STANDARD DETAIL 510 AND SPEC. SECTION 621. TRENCH, EXCAVATION, BACKFILLING, AND COMPACTION PER M.A.G. SPEC. SECTION 601, 603 AND C.O.F. STD. DETAIL 09-01-030, 031 AND 032.
(754)	54 LF	CONSTRUCT CURB AND GUTTER TYPE D PER ADOT STANDARD DRAWING C-05.10 ON 3 INCH THICK ABC.
(755)	68 LF	CONSTRUCT SINGLE CURB PER ADOT STANDARD DRAWING C-05.10 ON 3 INCH THICK ABC.



GENERAL SHEET NOTES

- HORIZONTAL CONTROL ON THIS PLAN IS TO BACK OF CURB BASED OFF THE PLAN CENTERLINE.
- VERTICAL ELEVATIONS SHOWN ON THIS PLAN ARE TO TOP OF CURB AT THE BACK OF CURB. CENTER MEDIAN ELEVATIONS CAN BE CALCULATED FROM THE TYPICAL SECTIONS AND CENTERLINE AND OFFSET ELEVATIONS SHOWN ON THE PLANS.
- ALL SIDEWALK AND FUTS TRAILS SHOWN ON THIS PLAN TO HAVE 1.5% CROSS SLOPE TOWARDS THE ROADWAY EXCEPT FOR CROSSINGS WITHIN THE ROADWAY.
- ALL RADII LISTED ON THIS PLAN ARE TO BACK OF CURB OR EDGE OF SIDEWALK.



60%  
PRELIMINARY  
NOT FOR CONSTRUCTION,  
BIDDING OR RECORDING

FLAGSTAFF  
ARIZONA

BEULAH & UNIVERSITY IMPROVEMENT PLANS

JOB NO: 18121  
DATE: JUN 21  
SCALE: AS SHOWN  
DRAWN: SJW  
DESIGN: SJW  
CHECKED: SQJ

110 W. Dale Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swicaz.com

Shephard Wesnitzer, Inc.

NO.	DESCRIPTION	DATE	BY

Call at least two full working days before you begin excavation.  
  
Arizona Blue Stakes, Inc.  
Dial 8-1-1 or 1-800-514-6111 (Toll-Free)

DRAWING NO.  
**PV08**

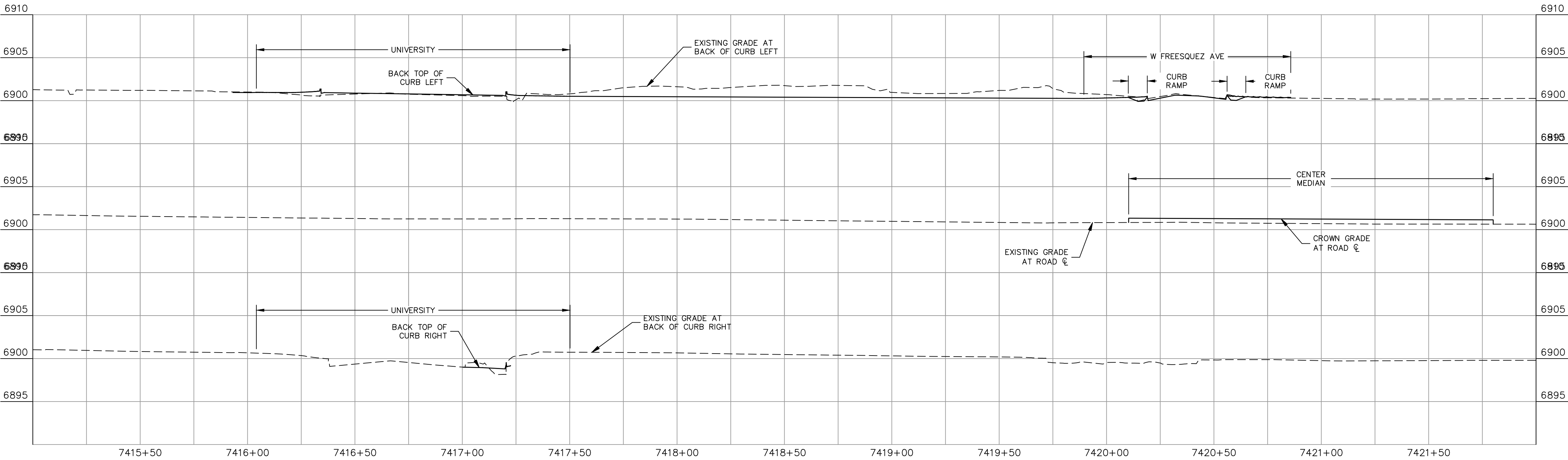
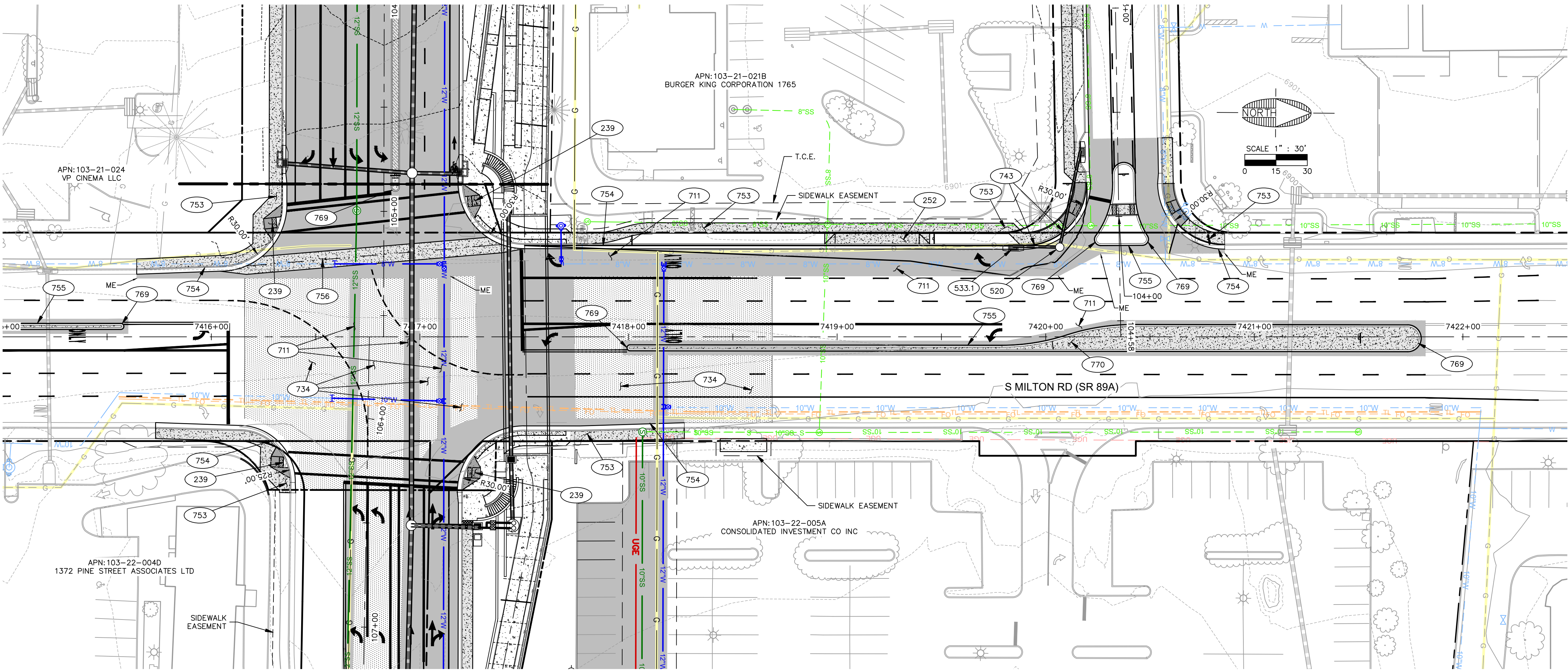
SHT NO. 21 OF 62

C.O.F. Project #PZ XX-XXXX



PLOTTED: Jun 28, 2021 - 4:37pm

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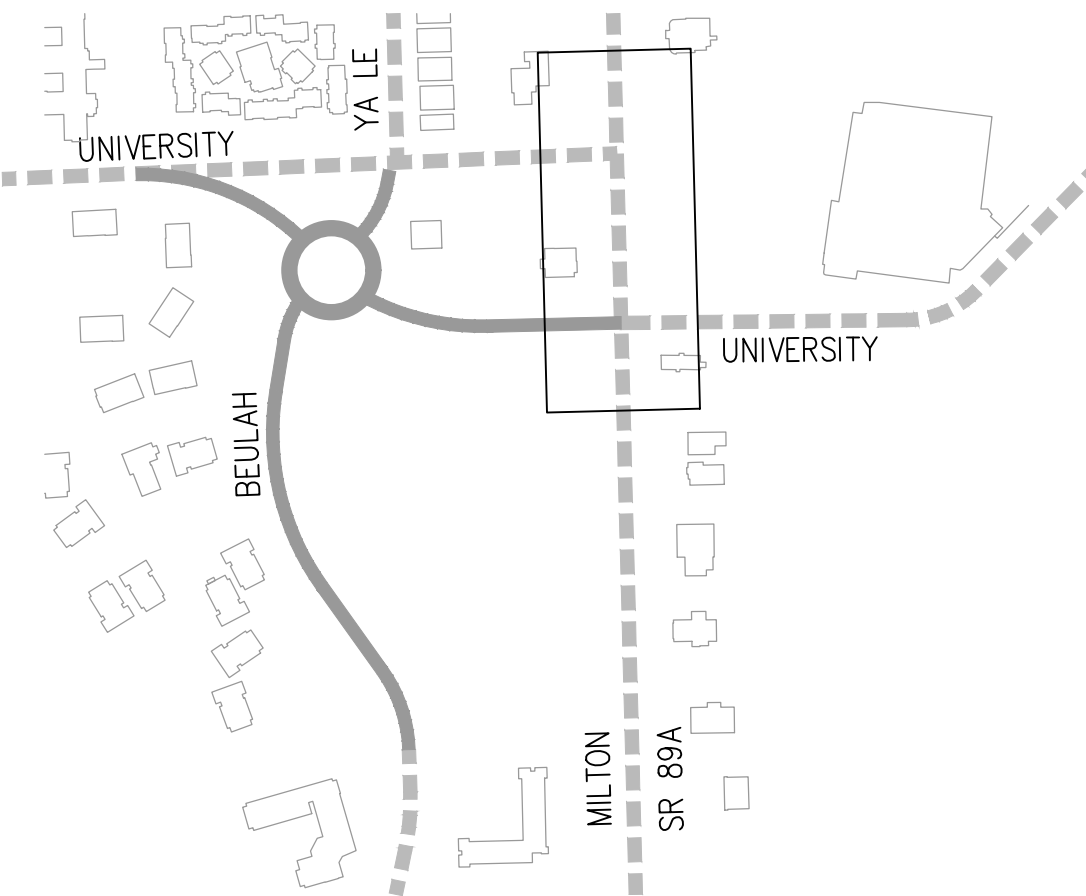


ADOT IMPROVEMENTS - PAVING & STORM

239	4	EA	CONSTRUCT CONCRETE SIDEWALK RAMP PER ADOT STANDARD DRAWING C-05.30 ON 3 INCH THICK ABC.
252	503	SF	CONSTRUCT DRIVEWAY WITH SIDEWALK SETBACK PER ADOT STANDARD DRAWING C-05.20 ON 3 INCH THICK ABC.
520	1	EA	INSTALL 48" DIA. STORM DRAIN MANHOLE PER M.A.G. STD. DTL. 520 AND MANHOLE SHAFT PER M.A.G. STD. DTL. 522.
711	1,140	SY	CONSTRUCT ASPHALT PAVEMENT SECTION PER ADOT SPECIFICATIONS SECTION 406 AND PER DETAIL 1' ON DWG DT03.
733	1	EA	CONSTRUCT TYPE "D" CATCH BASIN PER M.A.G. STD. DETAIL 533-1 ON 3 INCH THICK ABC, DUAL 3' WINGS
734	1,525	SY	MILL AND OVERLAY. MILLING OF ASPHALT CONCRETE SHALL CONFORM TO ADOT SPECS. MILLING SHALL BE PERFORMED TO A DEPTH OF 2" AS SHOWN PER PLANS. OVERLAY WITH 2" OF ASPHALT CONCRETE PER ADOT.
743	30	LF	INSTALL 18" DIA SMOOTH SRP (14 GA.) PER M.A.G. STANDARD DETAIL 510 AND SPEC. SECTION 621, TRENCH, EXCAVATION, BACKFILLING, AND COMPACTION PER M.A.G. SPEC. SECTION 601, 603 AND PER DETAIL 14 ON SHEET DT03.
753	2,181	SF	CONSTRUCT CONCRETE SIDEWALK PER ADOT STANDARD DRAWING C-05.20 AND PER ADOT SPECS SECTION 601.
754	622	LF	CONSTRUCT CURB AND GUTTER TYPE D PER ADOT STANDARD DRAWING C-05.10 ON 3 INCH THICK ABC.
755	1,317	LF	CONSTRUCT SINGLE CURB PER ADOT STANDARD DRAWING C-05.10 ON 3 INCH THICK ABC.
769	4	EA	CONSTRUCT MEDIAN NOSE TRANSITION PER M.A.G. STD. DTL. 223. AND PER ADOT STANDARD DRAWING C-05.40
770	2,706	SF	CONSTRUCT MEDIAN STAMPED CONCRETE PER ADOT STANDARD DRAWING C-05.40.

GENERAL SHEET NOTES

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- ALL SIDEWALK AND FUTS TRAILS SHOWN ON THIS PLAN TO HAVE 1.5% CROSS SLOPE TOWARDS THE ROADWAY EXCEPT FOR CROSSINGS WITHIN THE ROADWAY.
- ALL RADII LISTED ON THIS PLAN ARE TO BACK OF CURB OR EDGE OF SIDEWALK.



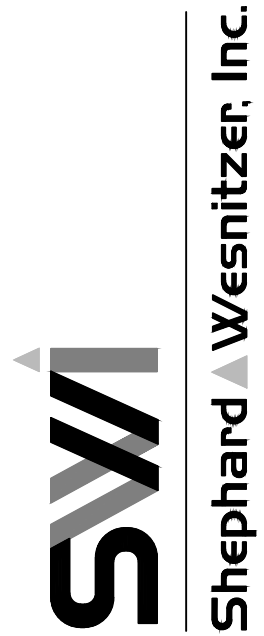
60%  
 PRELIMINARY  
 NOT FOR CONSTRUCTION,  
 BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

FLAGSTAFF  
 ARIZONA  
 BEULAH & UNIVERSITY IMPROVEMENT PLANS

JOB NO:	18121
DATE:	JUN 21
SCALE:	AS SHOWN
DRAWN:	SLV
DESIGN:	SLV
CHECKED:	SQL

110 W. Dale Avenue  
 Flagstaff, AZ 86001  
 928.773.0354  
 928.774.8934 fax  
 www.swicaz.com



NO.	DESCRIPTION	DATE	BY

Call at least two full working days before you begin excavation.  
 ARIZONA 811  
 Arizona Blue Stakes, Inc.  
 Dial 8-1-1 or 1-800-514-6111 (722-5348)

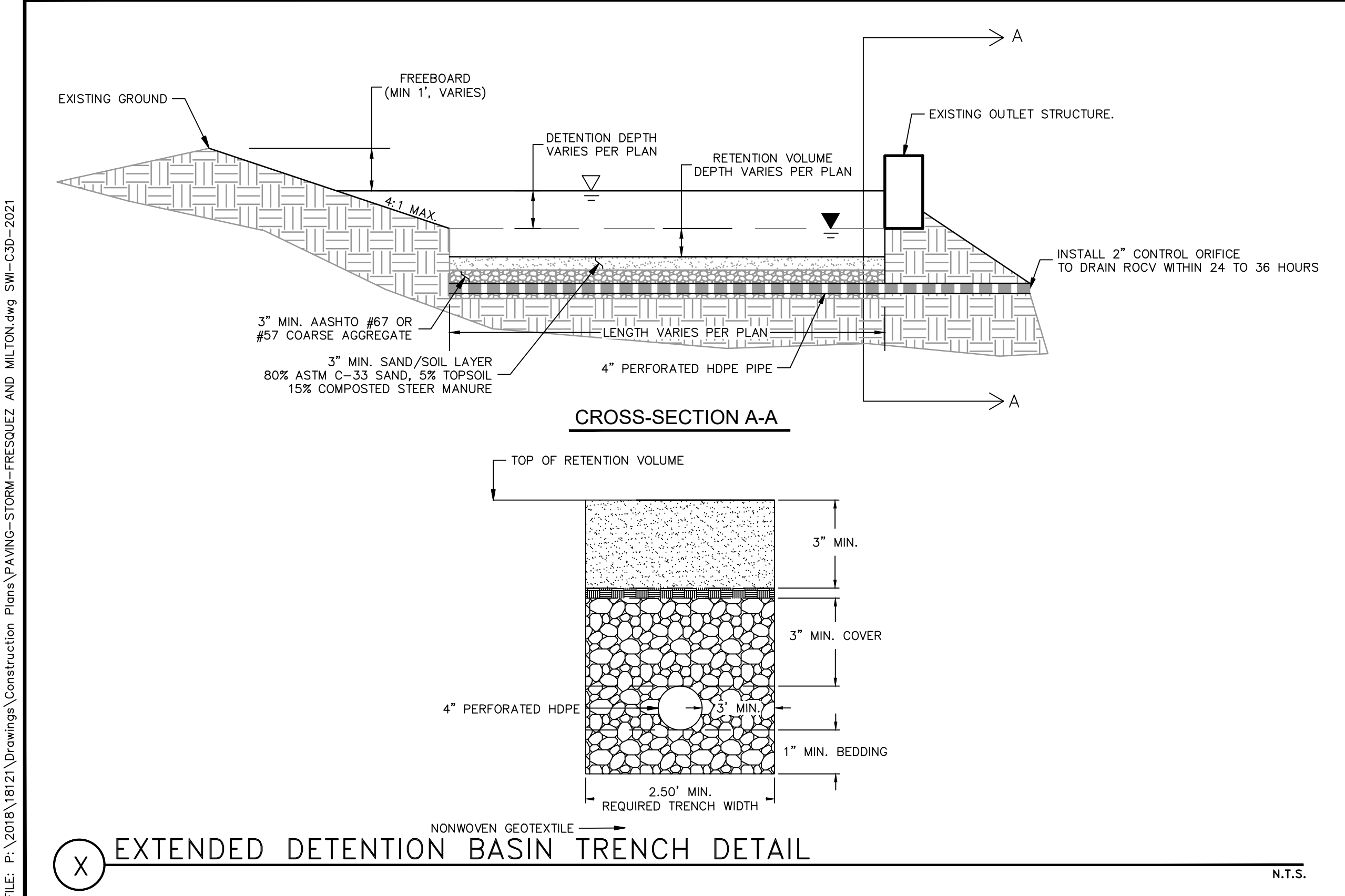
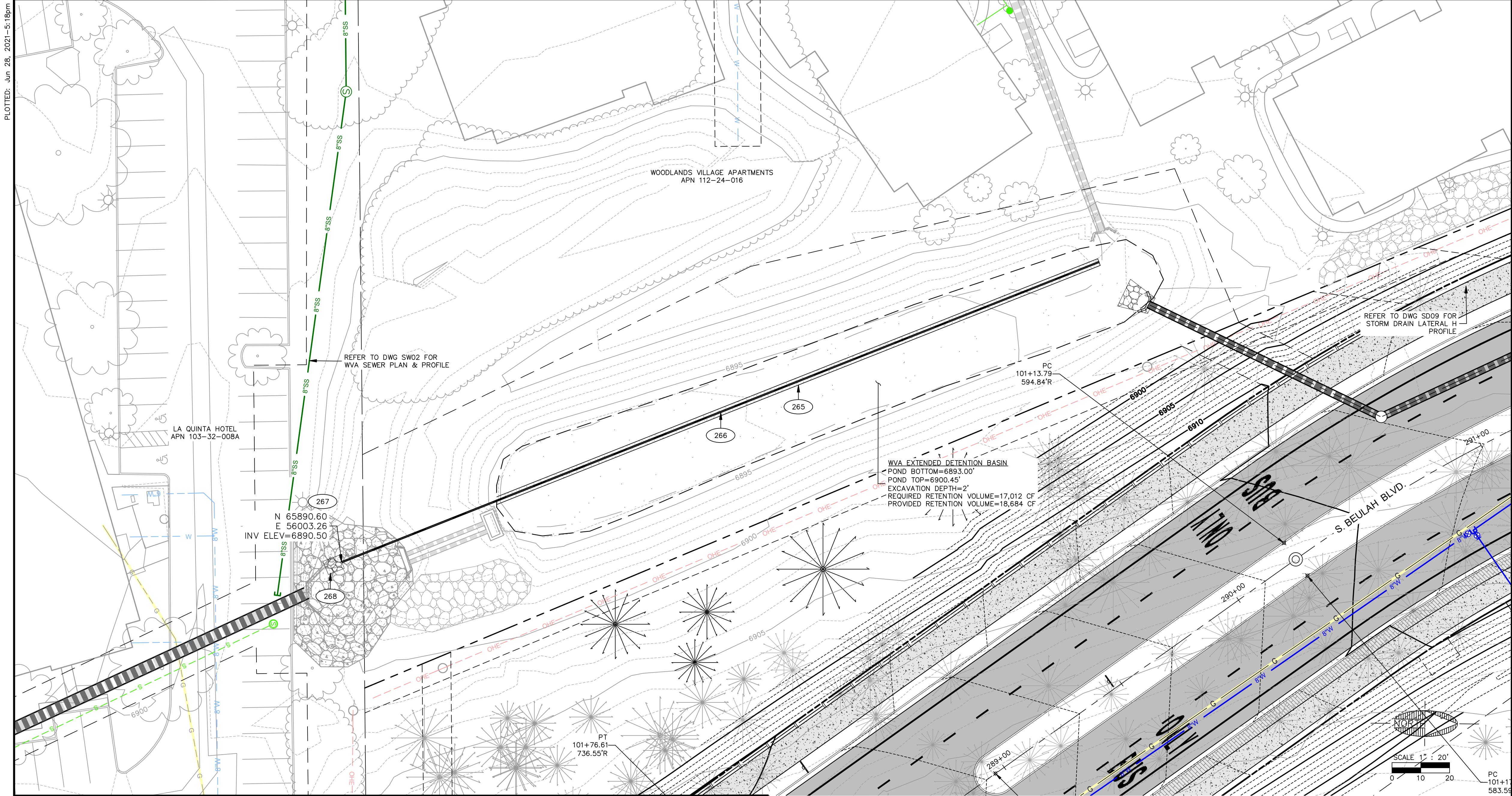
DRAWING NO.  
**PV09**

SHT NO.	OF
22	62



PLOTTED: Jun 28, 2021--5:18pm

FILE: P:\2018\1812\Drawings\Construction Plans\PAVING-STORM-FRESQUEZ AND MILTON.dwg SW-C3D-2021

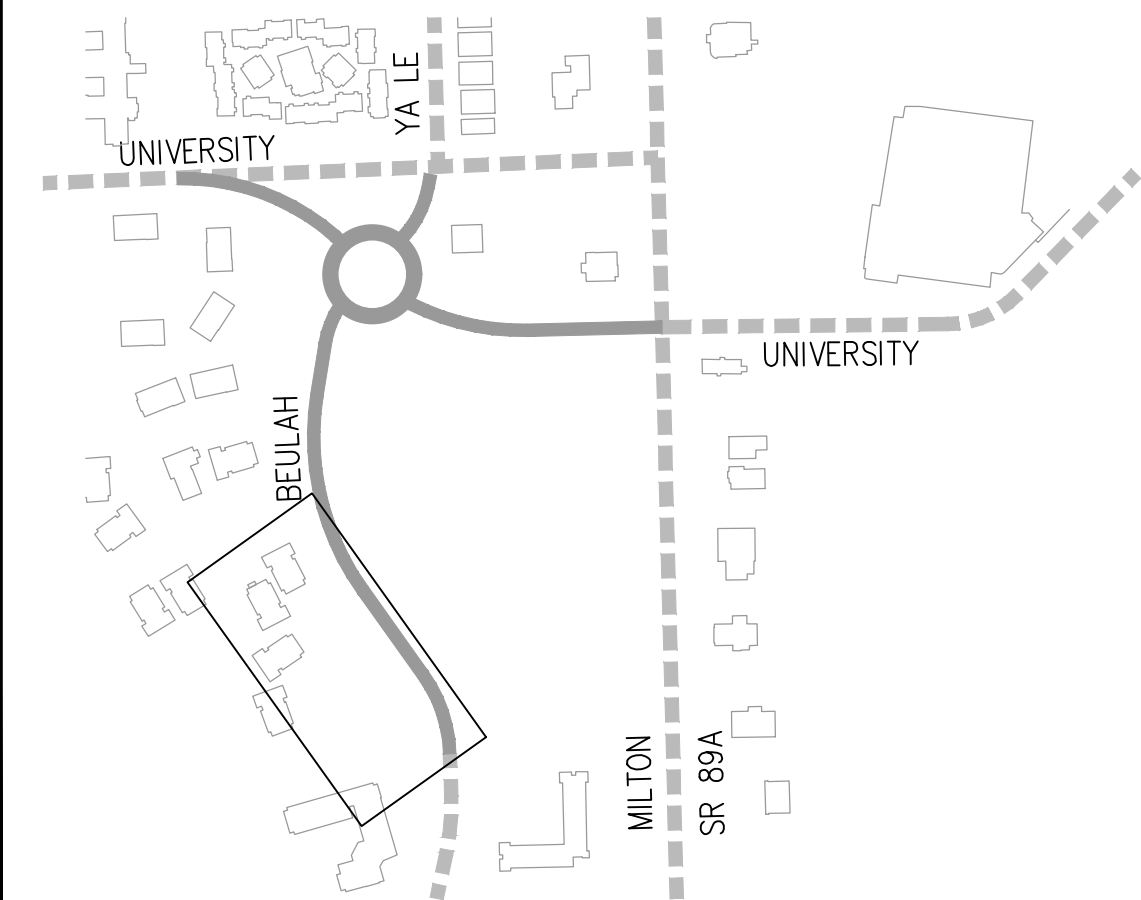


CITY IMPROVEMENTS - PAVING & STORM

265	226	LF	INSTALL TRENCH SEDIMENT TRAP PER DETAIL 'X' ON SHEET GD01.
266	283	LF	INSTALL 4\" PERFORATED HDPE UNDERDRAIN PIPE PER DETAIL 'X' ON SHEET PV10.
267	1	EA	INSTALL 2\" ORIFICE PER DETAIL 'X' ON SHEET PV10.
268	30	SF	INSTALL D50=6\" RIPRAP PLACED 12\" THICK OVER MIRAFI 140N FILTER FABRIC. GRADATION PER DETAIL 'O' ON SHEETPV10.

GENERAL SHEET NOTES

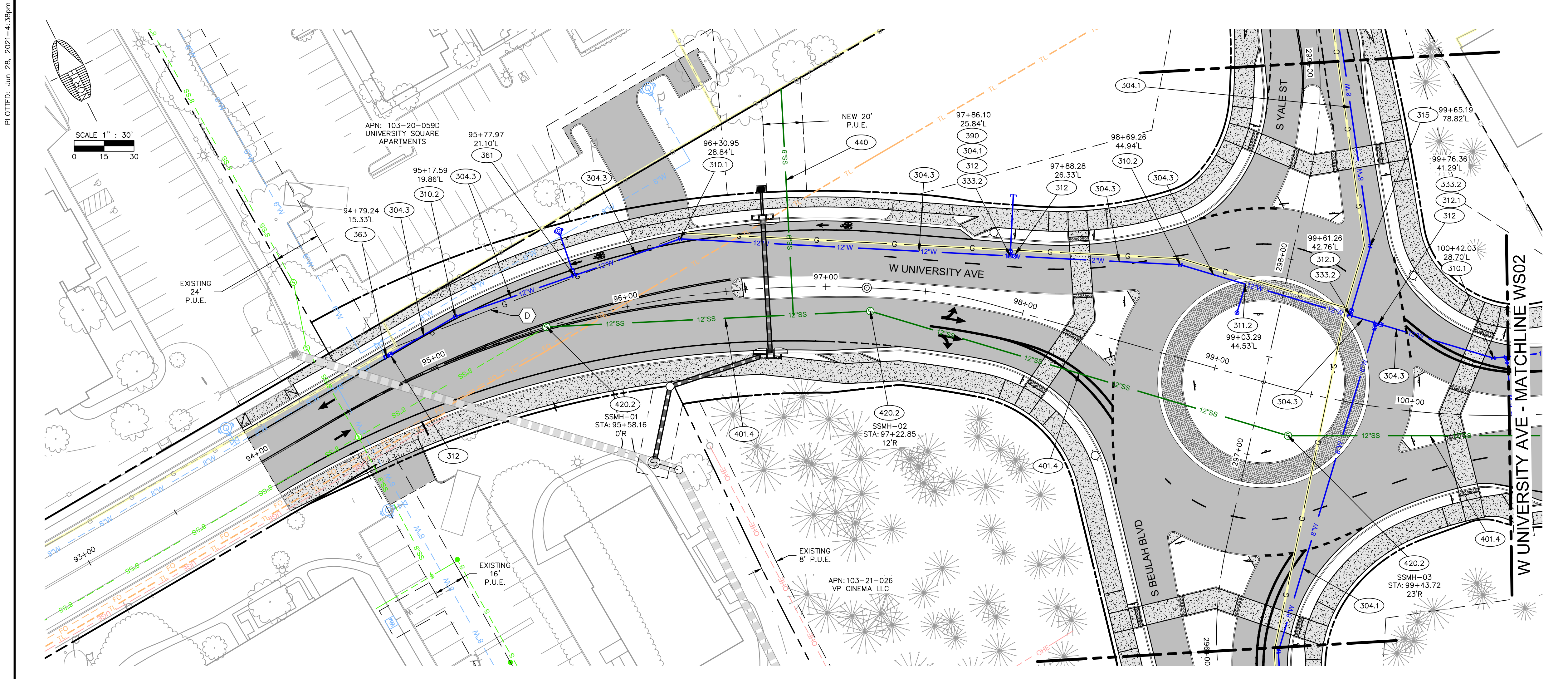
- HORIZONTAL CONTROL ON THIS PLAN IS TO BACK OF CURB BASED OFF THE PLAN CENTERLINE.
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60%  
PRELIMINARY  
NOT FOR CONSTRUCTION,  
BIDDING OR RECORDING

FLAGSTAFF ARIZONA		BEULAH & UNIVERSITY IMPROVEMENT PLANS		WOODLAND DETENTION POND	
JOB NO:	18121	DATE:	JUN 21	SCALE:	AS SHOWN
DRAWN:	SWJ	DESIGN:	SWJ	CHECKED:	SCI
110 W. Dale Avenue Flagstaff, AZ 86001 928.773.0354 928.774.8934 fax www.swicz.com					
Shephard Wesnitzer, Inc.					
REVISIONS	NO.	DESCRIPTION	DATE	BY	
Call at least two full working days before you begin excavation.					
ARIZONA 811 Arizona Blue Stakes, Inc.					
Dial 8-1-1 or 1-800-544-1111 (722-5348)					
DRAWING NO.		DR01			
SHT NO.	23	OF	62	C.O.F. Project #PZ XX-XXXX	





### CITY IMPROVEMENTS - WATER & SEWER

(304.1)	330	LF	INSTALL 8" WATERLINE (C-900/CL 305 PVC/DR14) INCLUDING ALL APPURTENANCES PER M.A.G. SPEC. SECTION 601 AND 610 AND AS MODIFIED IN THE C.O.F. REVISIONS TO M.A.G. SECTION 13-21-001-0601. INSTALL TRACER WIRE ALONG WATERLINE PER C.O.F. STD. DTL. 9-01-020 ON DWG DT01 AND C.O.F. SECTION 13-09-001-0002. TRENCH EXCAVATION, BACKFILLING AND COMPACTION PER C.O.F. STD. DTL. 9-01-030, 9-01-031, AND 9-01-032 ON DWG DT01.
(304.3)	581	LF	INSTALL 12" WATERLINE (C-900/CL 305 PVC/DR14) INCLUDING ALL APPURTENANCES PER M.A.G. SPEC. SECTION 601 AND 610 AND AS MODIFIED IN THE C.O.F. REVISIONS TO M.A.G. SECTION 13-21-001-0601. INSTALL TRACER WIRE ALONG WATERLINE PER C.O.F. STD. DTL. 9-01-020 ON DWG DT01 AND C.O.F. SECTION 13-09-001-0002. TRENCH EXCAVATION, BACKFILLING AND COMPACTION PER C.O.F. STD. DTL. 9-01-030, 9-01-031, AND 9-01-032 ON DWG DT01.
(310.1)	2	EA	INSTALL 12", 22.5 DEG. HORIZONTAL BEND WITH JOINT RESTRAINT PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.
(310.2)	2	EA	INSTALL 12", 11.25 DEG. HORIZONTAL BEND WITH JOINT RESTRAINT PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.
(311.2)	1	EA	INSTALL 2" AIR RELEASE VALVE PER C.O.F. STD. DTL. 9-03-100 ON DWG DT01.
(312)	2	EA	INSTALL 12" GATE VALVE WITH CLASS 250 EPOXY-COATED RESILIENT SEAT (INCLUDING VALVE BOX AND COVER) PER MAG STD DTL 340 AND MAG SPEC 610. ADJUST BOX TO FINISH GRADE PER COF STD DTL 9-03-060 AND 9-03-62 ON DWG DT01. THRUST BLOCK PER MAG STD DTL 301 AND AS MODIFIED BY COF REVISIONS TO MAG SECTION 13-21-002-0380. FLANGE TO TEE WHEN NEXT TO VALVE PER PLANS.
(312.1)	3	EA	INSTALL 8" GATE VALVE WITH CLASS 250 EPOXY-COATED RESILIENT SEAT (INCLUDING VALVE BOX AND COVER) PER MAG STD DTL 340 AND MAG SPEC 610. ADJUST BOX TO FINISH GRADE PER COF STD DTL 9-03-060 AND 9-03-62 ON DWG DT01. THRUST BLOCK PER MAG STD DTL 301 AND AS MODIFIED BY COF REVISIONS TO MAG SECTION 13-21-002-0380. FLANGE TO TEE WHEN NEXT TO VALVE PER PLANS.
(315)	1	EA	INSTALL 8", 22.5 DEG. HORIZONTAL BEND DIP CLASS 250, WITH JOINT RESTRAINT PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.
(333.2)	3	EA	INSTALL 12"x8" TEE DIP CLASS 250, WITH JOINT RESTRAINTS PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380. CONNECT EXISTING 8" WATERLINE TO NEW TEE.
(361)	1	EA	INSTALL FIRE HYDRANT ASSEMBLY PER M.A.G. STD. DTL. 360-3 EXCLUDING THE FIRE HYDRANT. CONNECT NEW 6" PIPE TO EXISTING FIRE HYDRANT. SET NEW VALVE, BOX AND COVER TO FINISH GRADE PER COF STD DTL 9-03-060.
(363)	1	EA	INSTALL 12"x8" TEE DIP CLASS 250, WITH JOINT RESTRAINTS PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380. CONNECT EXISTING 8" WATERLINE TO NEW TEE.
(390)	1	EA	INSTALL END OF LINE TEMPORARY BLOWOFF PER C.O.F. STD. DTL. 9-03-053 ON DWG DT01.
(401.4)	490	LF	INSTALL 12" POLYVINYL CHLORIDE (PVC), SDR-35, SEWER MAIN PER ADOT SPECS. WITHIN ADOT RIGHT-OF-WAY TRENCH EXCAVATION COMPACTION PER ADOT STD. DTL. C-07.06 TYPE 'G', SLURRY BACKFILL PER ADOT STD. SPEC 501, PIPE BEDDING PER ADOT STD. SPEC 501-3.02.
(420.2)	3	EA	INSTALL 60" DIA. SEWER PRE-CAST (WATER-TIGHT) MANHOLE PER M.A.G. STD. DTL. 420 AND C.O.F. STD. DTL. 9-02-092 AND C.O.F. SECTION 13-09-0002-0007. INSTALL 30" (WATER-TIGHT) FRAME & COVER PER M.A.G. STD. DTL. 424 AND C.O.F. STD. DTL. 9-03-062. ROTATE CONE SO MANHOLE COVER IS NOT IN CURB AND ADJUST FRAME AND COVER TO FINISH GRADE PER M.A.G. STD. DTL. 422.
(440)	1 EA		INSTALL 6" SEWER SERVICE AND SEWER CONNECTION PER MAG STD DTL 440 WITH 'S' BRANDED INTO TOP OF CURB AT SERVICE LOCATION.

FLAGSTAFF  
ARIZONA

BEULAH & UNIVERSITY IMPROVEMENT PLANS

WATER & SEWER-UNIVERSITY (1)

JOB NO:	18121	DATE:	JUN 21
SCALE:	AS SHOWN	DRAWN:	SW
DESIGN:	SW	CHECKED:	SCJ

110 W. Dale Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swi2c.com

**SWI**  
Shephard Wesnitzer, Inc.

NO.	DESCRIPTION	DATE	BY

Call at least two full working days before you begin excavation.

**ARIZONA 811**  
Arizona Blue Stakes, Inc.  
Dial 8-1-1 or 1-800-544-1111 (Toll-Free)

REVISIONS

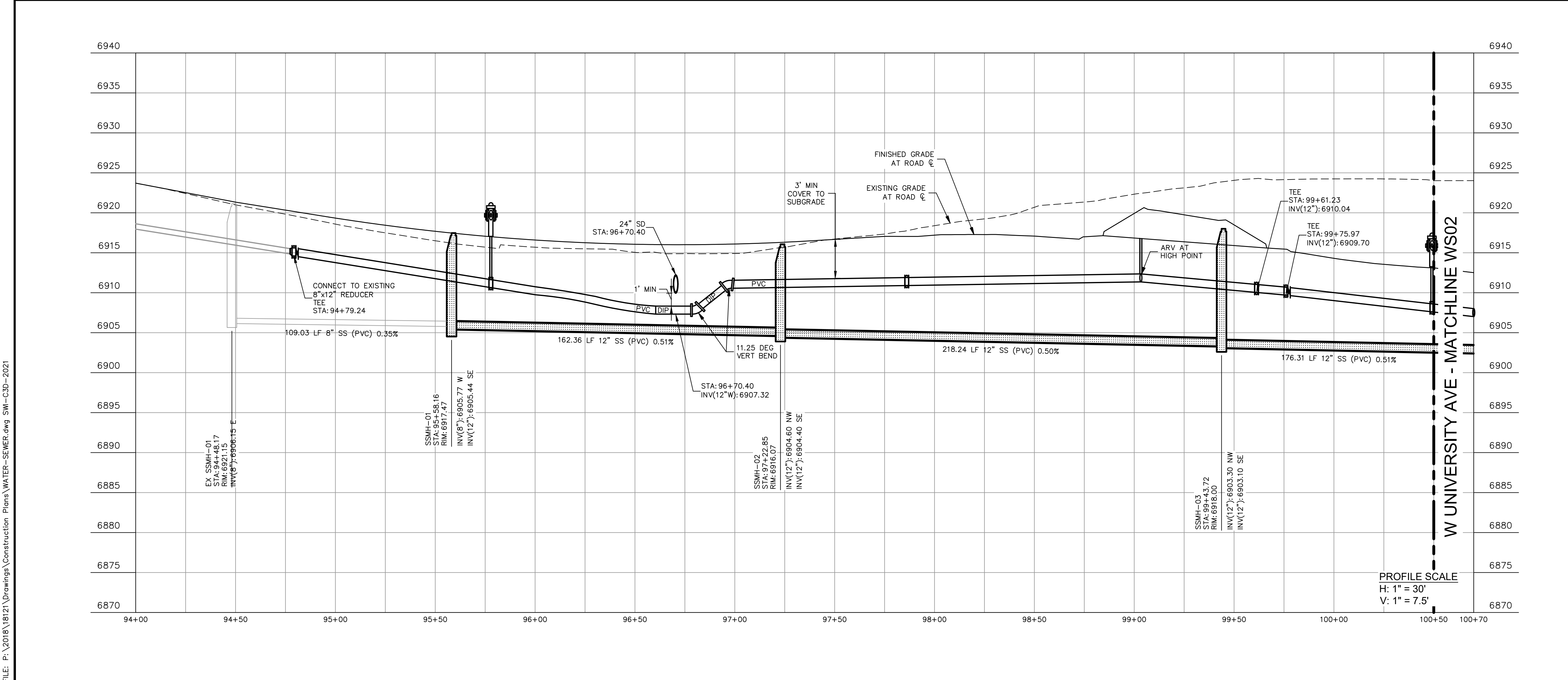
NO.	DESCRIPTION	DATE	BY

DRAWING NO.

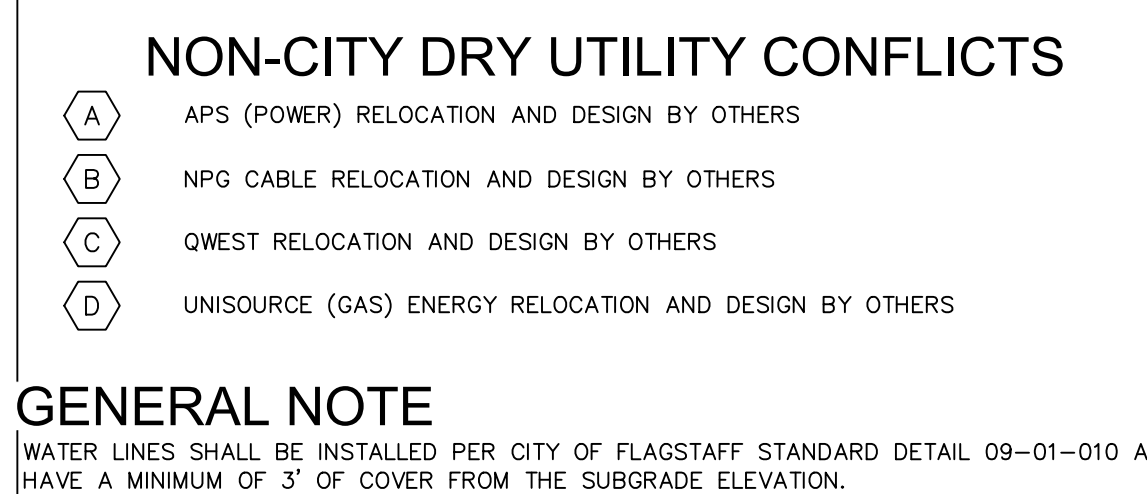
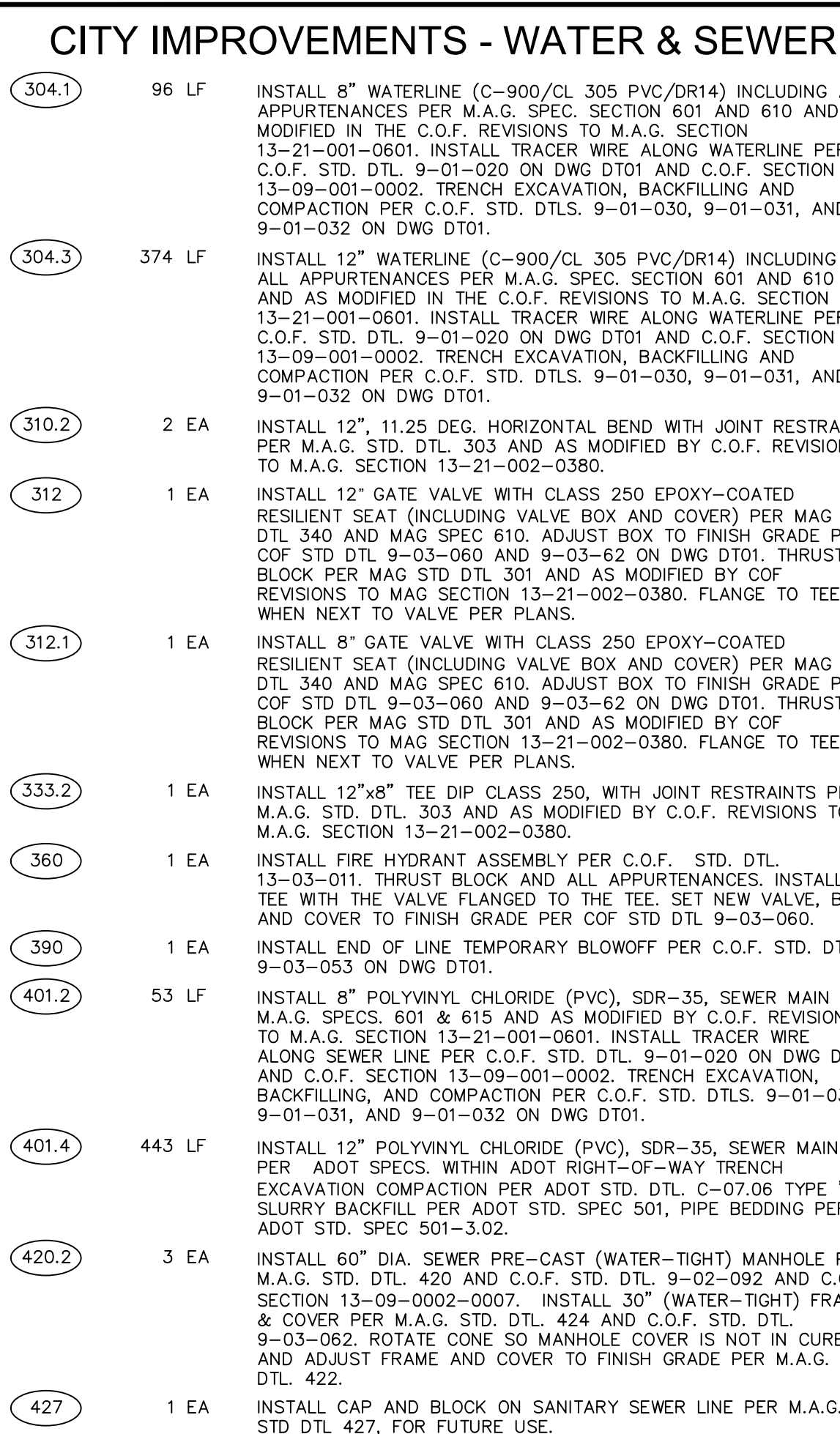
**WS01**

SHT NO. 24 OF 62

C.O.F. Project #PZ XX-XXXX

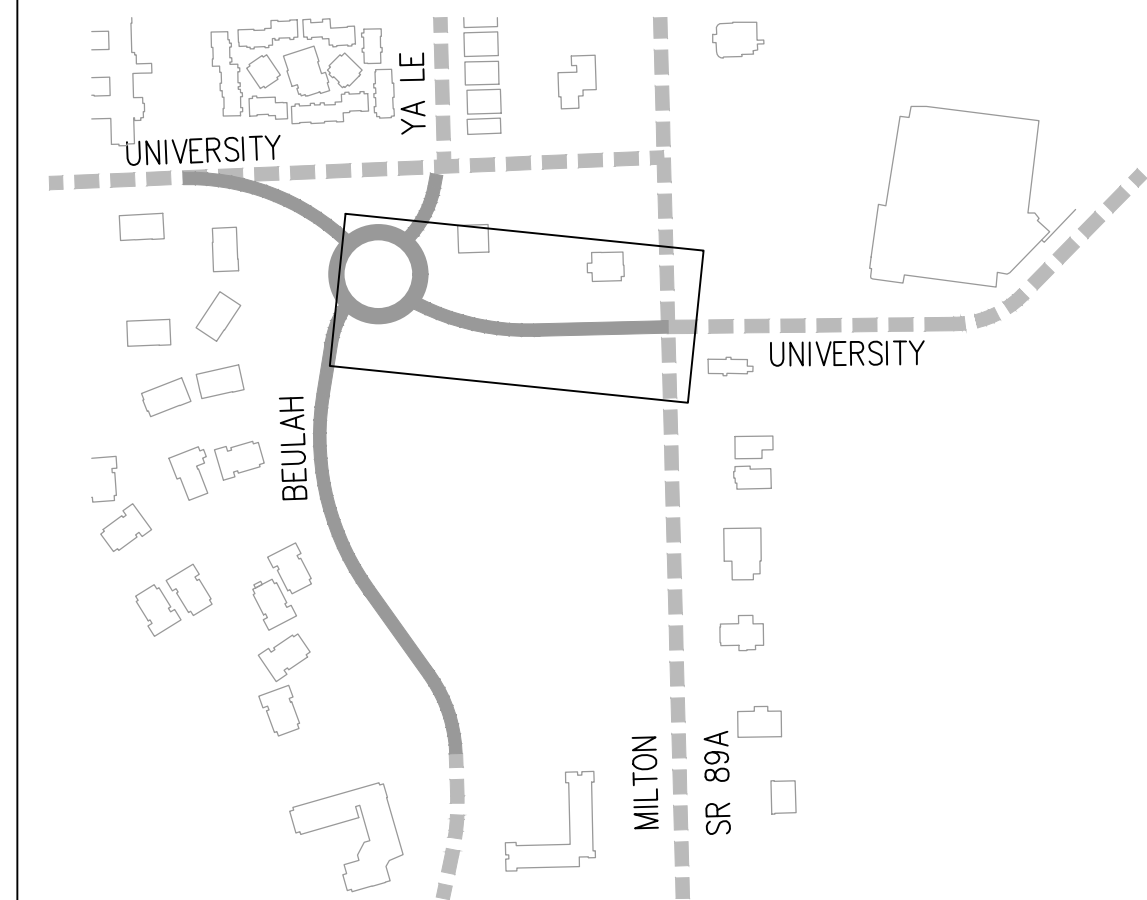






## GENERAL NOTE

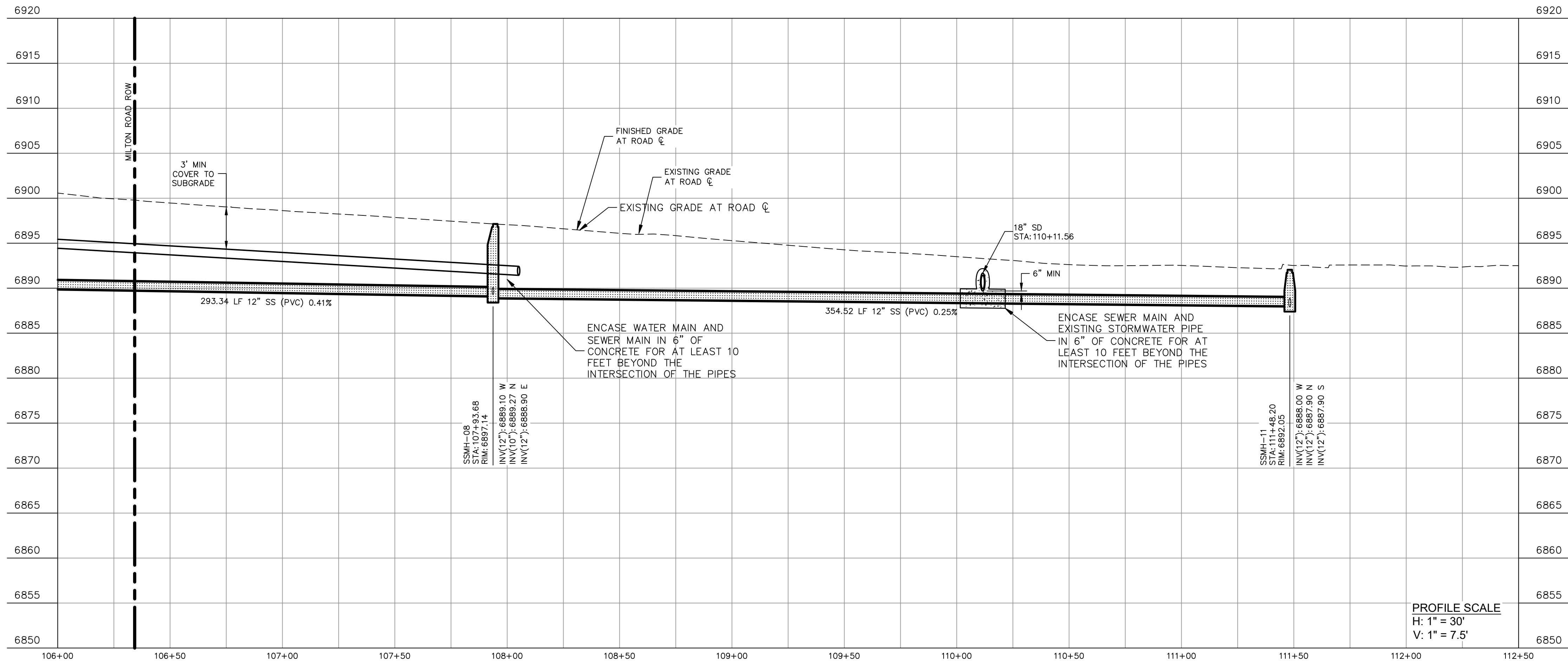
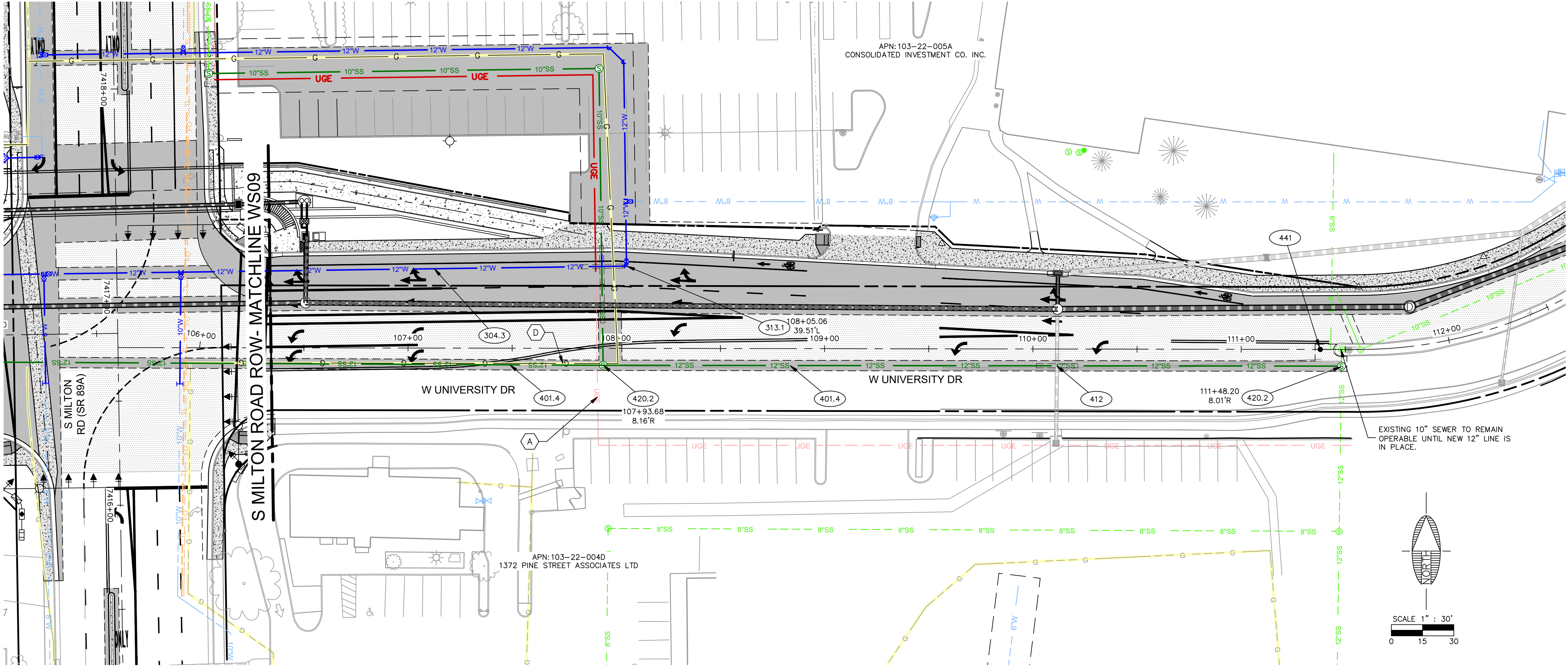
WATER LINES SHALL BE INSTALLED PER CITY OF FLAGSTAFF STANDARD DETAIL 09-01-010 AND HAVE A MINIMUM OF 3' OF COVER FROM THE SUBGRADE ELEVATION.



60%  
PRELIMINARY  
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BIDDING OR RECORDING

C.O.F. Project #PZ XX-XX





### CITY IMPROVEMENTS - WATER & SEWER

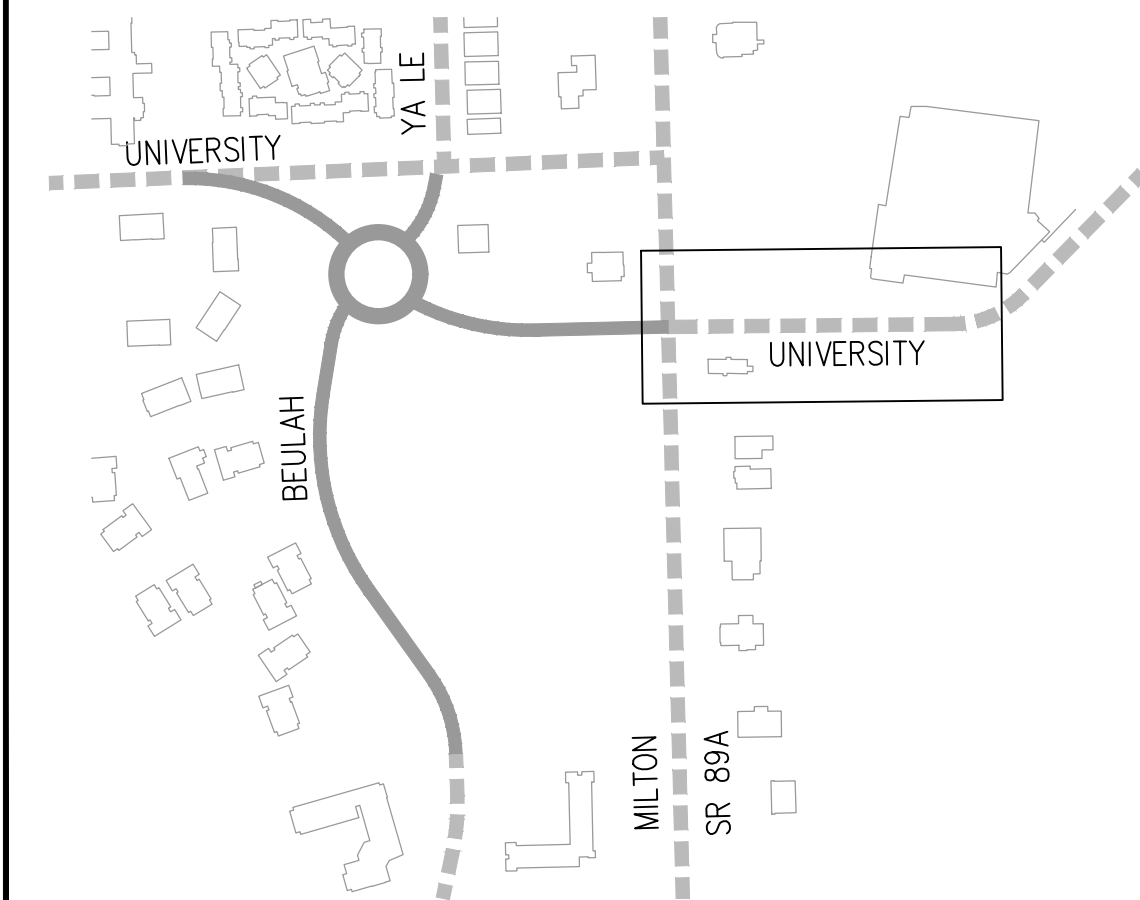
- |       |        |   |
|-------|--------|---|
| 304.3 | 171 LF | INSTALL 12" WATERLINE (C-900/CL 305 PVC/DR14) INCLUDING ALL APPURTENANCES PER M.A.G. SPEC. SECTION 601 AND 610 AND AS MODIFIED IN THE C.O.F. REVISIONS TO M.A.G. SECTION 13-21-001-0601. INSTALL TRACER WIRE ALONG WATERLINE PER C.O.F. STD. DTL. 9-01-020 ON DWG DT01 AND C.O.F. SECTION 13-09-001-0002. TRENCH EXCAVATION, BACKFILLING AND COMPACTION PER C.O.F. STD. DTLs. 9-01-030, 9-01-031, AND 9-01-032 ON DWG DT01. |
| 313.1 | 1 EA   | INSTALL 12", 90 DEG. HORIZONTAL BEND DIP CLASS 250, WITH JOINT RESTRAINT PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.   |
| 401.4 | 514 LF | INSTALL 12" POLYVINYL CHLORIDE (PVC), SDR-35, SEWER MAIN PER ADOT SPECS. WITHIN ADOT RIGHT-OF-WAY TRENCH EXCAVATION COMPACTION PER ADOT STD. DTL. C-07.06 TYPE 'G', SLURRY BACKFILL PER ADOT STD. SPEC 501, PIPE BEDDING PER ADOT STD. SPEC 501-3.02.   |
| 412   | 1 EA   | INSTALL PIPE CROSSING ENCASEMENT PER M.A.G. STD. DTL. 404-3.  |
| 420.2 | 2 EA   | INSTALL 60" DIA. SEWER PRE-CAST (WATER-TIGHT) MANHOLE PER M.A.G. STD. DTL. 420 AND C.O.F. STD. DTL. 9-02-092 AND C.O.F. SECTION 13-09-0002-0007. INSTALL 30" (WATER-TIGHT) FRAME & COVER PER M.A.G. STD. DTL. 424 AND C.O.F. STD. DTL. 9-03-062. ROTATE CONE SO MANHOLE COVER IS NOT IN CURB AND ADJUST FRAME AND COVER TO FINISH GRADE PER M.A.G. DTL. 422.  |
| 441   | 1 EA   | INSTALL SEWER CLEANOUT PER M.A.G. STD. DTL. 441   |

### NON-CITY DRY UTILITY CONFLICTS

- |   |  |
|---|--|
| A | APS (POWER) RELOCATION AND DESIGN BY OTHERS            |
| B | NPG CABLE RELOCATION AND DESIGN BY OTHERS              |
| C | QWEST RELOCATION AND DESIGN BY OTHERS                  |
| D | UNISOURCE (GAS) ENERGY RELOCATION AND DESIGN BY OTHERS |

### GENERAL NOTE

WATER LINES SHALL BE INSTALLED PER CITY OF FLAGSTAFF STANDARD DETAIL 09-01-010 AND HAVE A MINIMUM OF 3' OF COVER FROM THE SUBGRADE ELEVATION.



**60%  
PRELIMINARY**  
NOT FOR CONSTRUCTION,  
BIDDING OR RECORDING

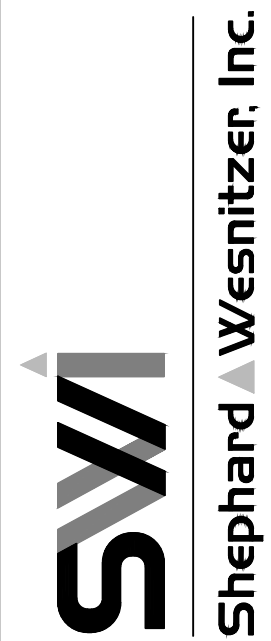
C.O.F. Project #PZ XX-XXXX

FLAGSTAFF  
ARIZONA

BEULAH & UNIVERSITY IMPROVEMENT PLANS

JOB NO:	18121
DATE:	JUN 21
SCALE:	AS SHOWN
DRAWN:	SWJ
DESIGN:	SWJ
CHECKED:	SCJ

110 W. Dole Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swiaz.com



NO.	DESCRIPTION	DATE	BY

Call at least two full working days before you begin excavation.  
**ARIZONA 811**  
Arizona Blue Stakes, Inc.  
Dial 8-1-1 or 1-800-514-6111 (Toll-Free)

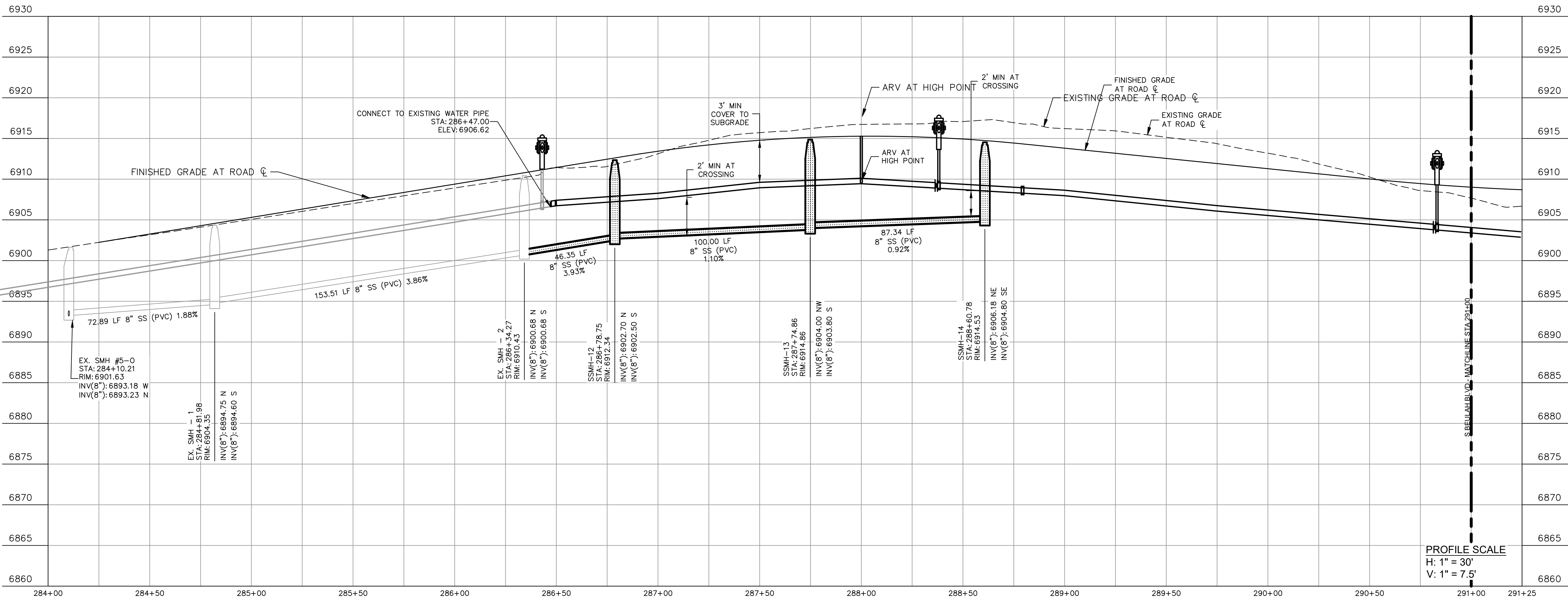
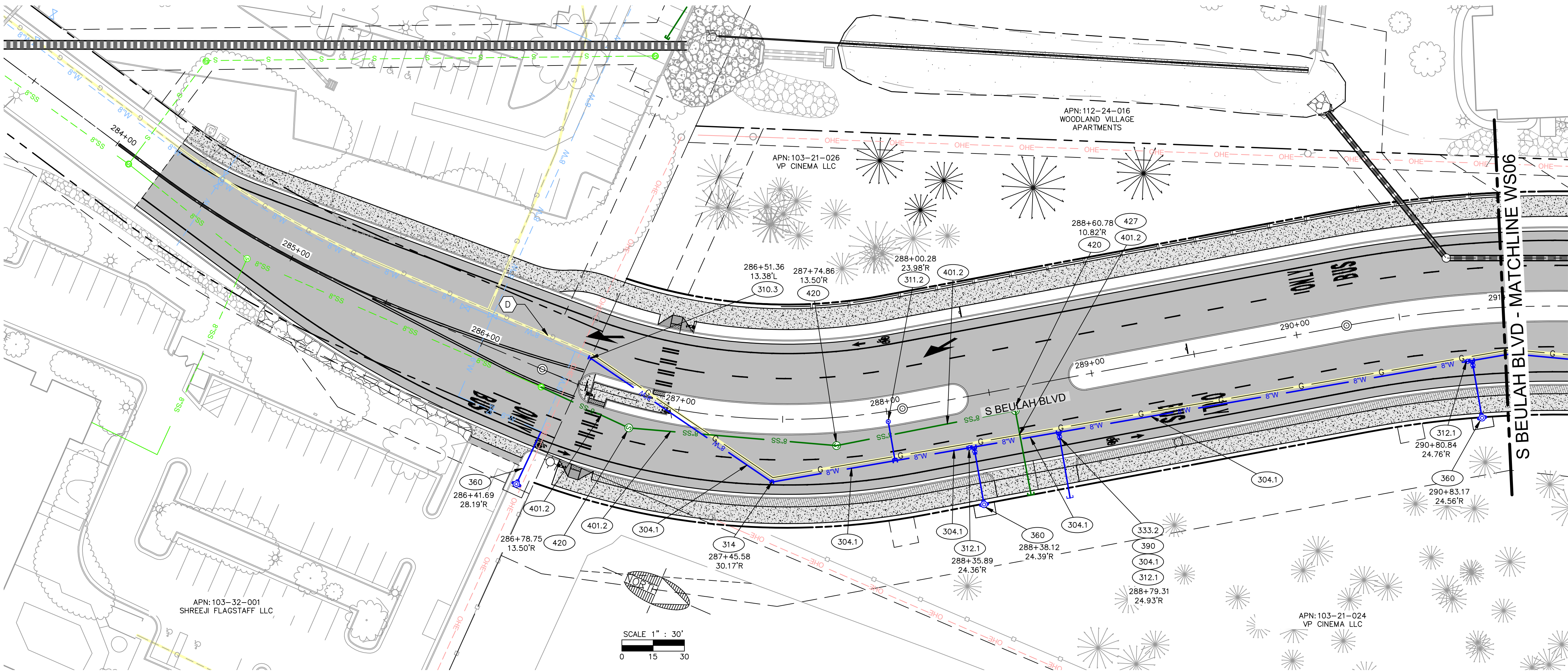
DRAWING NO.  
**WS03**

SHT NO. OF  
26 62



FILE: P:\2018\1812\Drawings\Construction Plans\WATER-SEWER.dwg SW-C3D-2021

PLOTTED: Jun 28, 2021 - 4:39pm



### CITY IMPROVEMENTS - WATER & SEWER

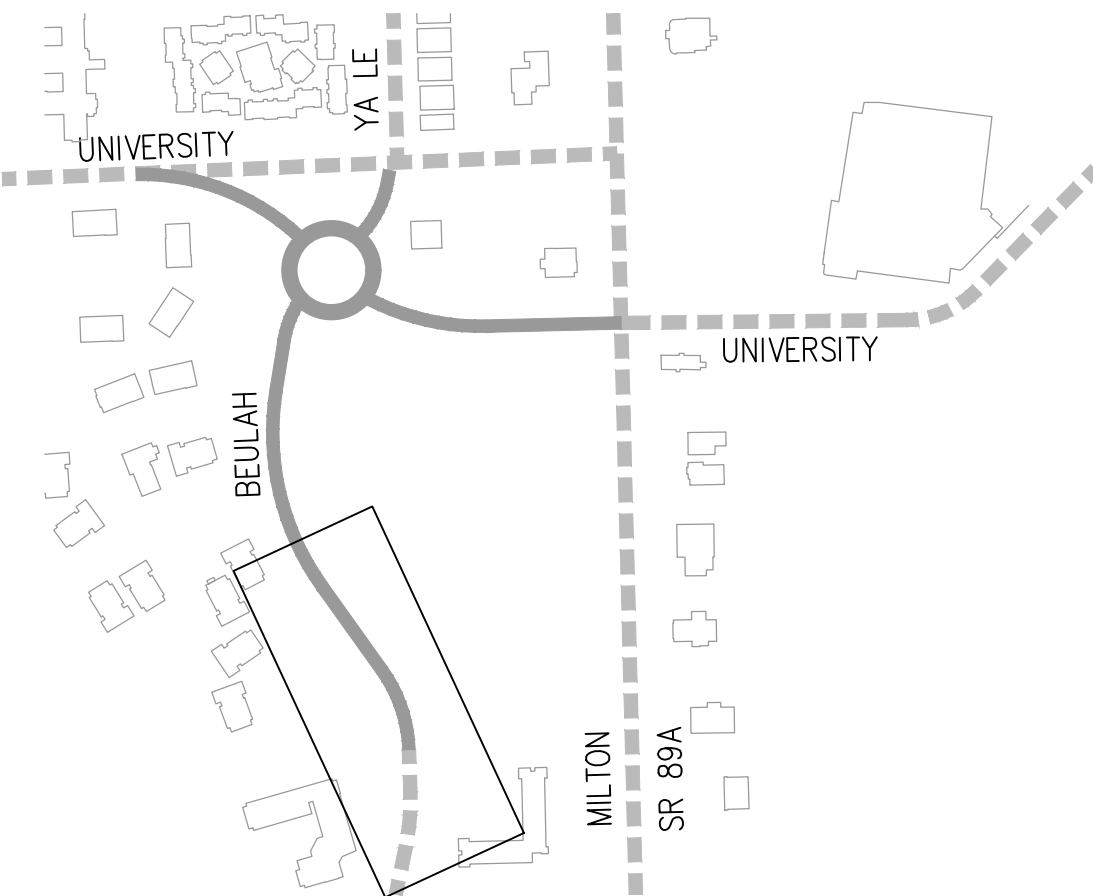
304.1	462 LF	INSTALL 8" WATERLINE (C-900/CL 305 PVC/DR14) INCLUDING ALL APPURTENANCES PER M.A.G. SPEC. SECTION 601 AND 610 AND AS MODIFIED IN THE C.O.F. REVISIONS TO M.A.G. SECTION 13-21-001-0601. INSTALL TRACER WIRE ALONG WATERLINE PER C.O.F. STD. DTL. 9-01-020 ON DWG DT01 AND C.O.F. SECTION 13-09-001-0002. TRENCH EXCAVATION, BACKFILLING AND COMPACTION PER C.O.F. STD. DTLS. 9-01-030, 9-01-031, AND 9-01-032 ON DWG DT01.
310.3	1 EA	INSTALL 8", 11.25 DEG. HORIZONTAL BEND WITH JOINT RESTRAINT PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.
314	1 EA	INSTALL 8", 45 DEG. AND 22.5 DEG. HORIZONTAL BENDS DIP CLASS 250, WITH JOINT RESTRAINT PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.
311.2	1 EA	INSTALL 2" AIR RELEASE VALVE PER C.O.F. STD. DTL. 9-03-100 ON DWG DT01.
312.1	3 EA	INSTALL 8" GATE VALVE WITH CLASS 250 EPOXY-COATED RESILIENT SEAT (INCLUDING VALVE BOX AND COVER) PER MAG STD DTL 340 AND MAG SPEC 610. ADJUST BOX TO FINISH GRADE PER COF STD DTL 9-03-060 AND 9-03-52 ON DWG DT01. THRUST BLOCK PER MAG STD DTL 301 AND AS MODIFIED BY COF REVISIONS TO MAG SECTION 13-21-002-0380. FLANGE TO TEE WHEN NEXT TO VALVE PER PLANS.
333.2	1 EA	INSTALL 12"x8" TEE DIP CLASS 250, WITH JOINT RESTRAINTS PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.
360	3 EA	INSTALL FIRE HYDRANT ASSEMBLY PER C.O.F. STD. DTL. 13-03-011. THRUST BLOCK AND ALL APPURTENANCES. INSTALL A TEE WITH THE VALVE FLANGED TO THE TEE. SET NEW VALVE, BOX AND COVER TO FINISH GRADE PER COF STD DTL 9-03-060.
390	1 EA	INSTALL END OF LINE TEMPORARY BLOWOFF PER C.O.F. STD. DTL. 9-03-053 ON DWG DT01.
401.2	275 LF	INSTALL 8" POLYVINYL CHLORIDE (PVC), SDR-35, SEWER MAIN PER M.A.G. SPECS. 601 & 615 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-001-0601. INSTALL TRACER WIRE ALONG SEWER LINE PER C.O.F. STD. DTL. 9-01-020 ON DWG DT01 AND C.O.F. SECTION 13-09-001-0002. TRENCH EXCAVATION, BACKFILLING, AND COMPACTION PER C.O.F. STD. DTLS. 9-01-030, 9-01-031, AND 9-01-032 ON DWG DT01.
420	3 EA	INSTALL 48" DIA. SEWER PRE-CAST (WATER-TIGHT) MANHOLE PER M.A.G. STD. DTL. 420 AND C.O.F. STD. DTL. 9-02-092 AND C.O.F. SECTION 13-09-002-0007. INSTALL 24" (WATER-TIGHT) FRAME & COVER PER M.A.G. STD. DTL. 424 AND C.O.F. STD. DTL. 9-03-062. ROTATE CONE SO MANHOLE COVER IS NOT IN CURB AND ADJUST FRAME AND COVER TO FINISH GRADE PER M.A.G. DTL. 422.
427	1 EA	INSTALL CAP AND BLOCK ON SANITARY SEWER LINE PER M.A.G. STD DTL 427, FOR FUTURE USE.

### NON-CITY DRY UTILITY CONFLICTS

- (A) APS (POWER) RELOCATION AND DESIGN BY OTHERS
- (B) NPG CABLE RELOCATION AND DESIGN BY OTHERS
- (C) QWEST RELOCATION AND DESIGN BY OTHERS
- (D) UNISOURCE (GAS) ENERGY RELOCATION AND DESIGN BY OTHERS

### GENERAL NOTE

WATER LINES SHALL BE INSTALLED PER CITY OF FLAGSTAFF STANDARD DETAIL 09-01-010 AND HAVE A MINIMUM OF 3' OF COVER FROM THE SUBGRADE ELEVATION.



60%  
PRELIMINARY  
NOT FOR CONSTRUCTION,  
BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

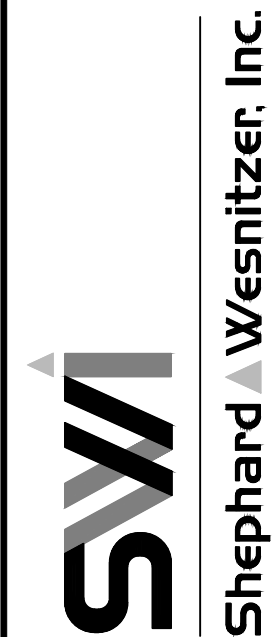
FLAGSTAFF  
ARIZONA

BEULAH & UNIVERSITY IMPROVEMENT PLANS

WATER & SEWER-BEULAH (5)  
BOP TO STA 209+50

JOB NO:	18121
DATE:	JUN 21
SCALE:	AS SHOWN
DRAWN:	SW
DESIGN:	SW
CHECKED:	SCJ

110 W. Dole Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swicaz.com



Shephard Wesnitzer, Inc.

NO.	DESCRIPTION	DATE	BY

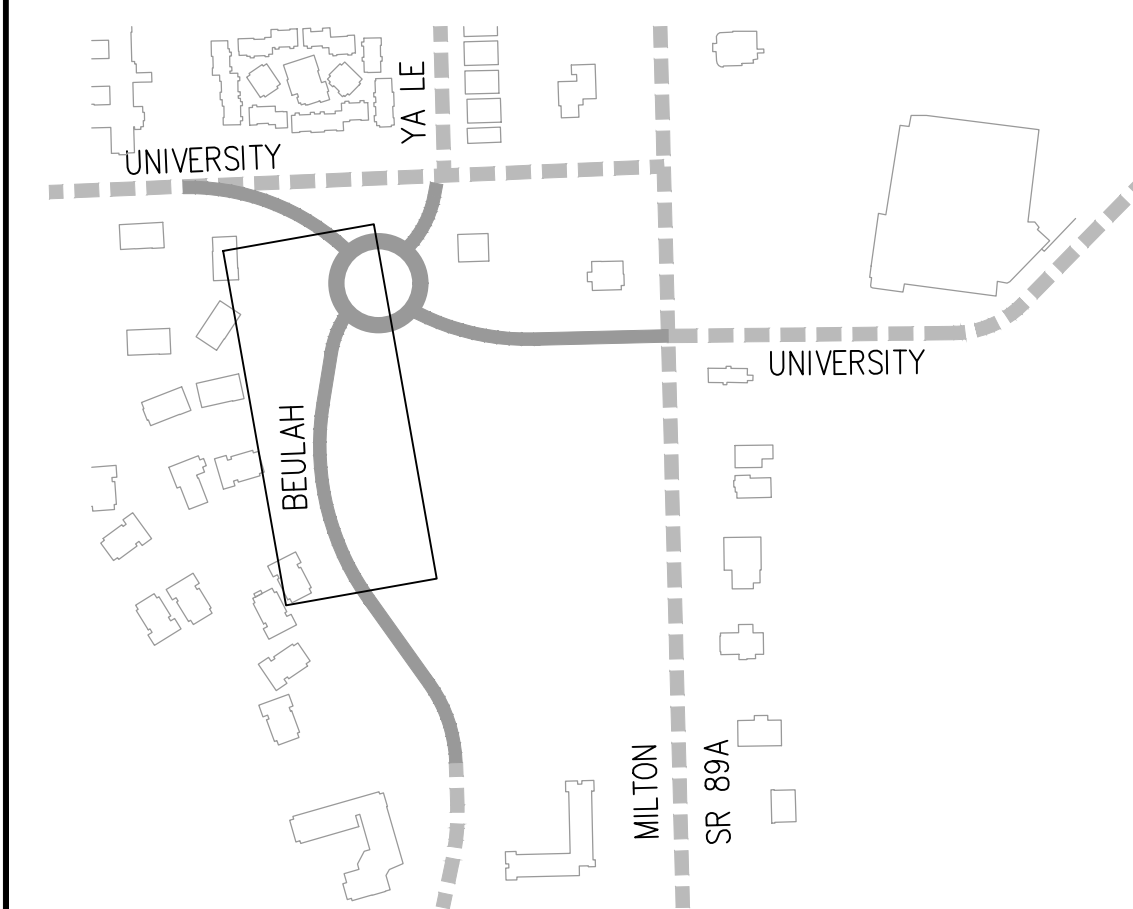
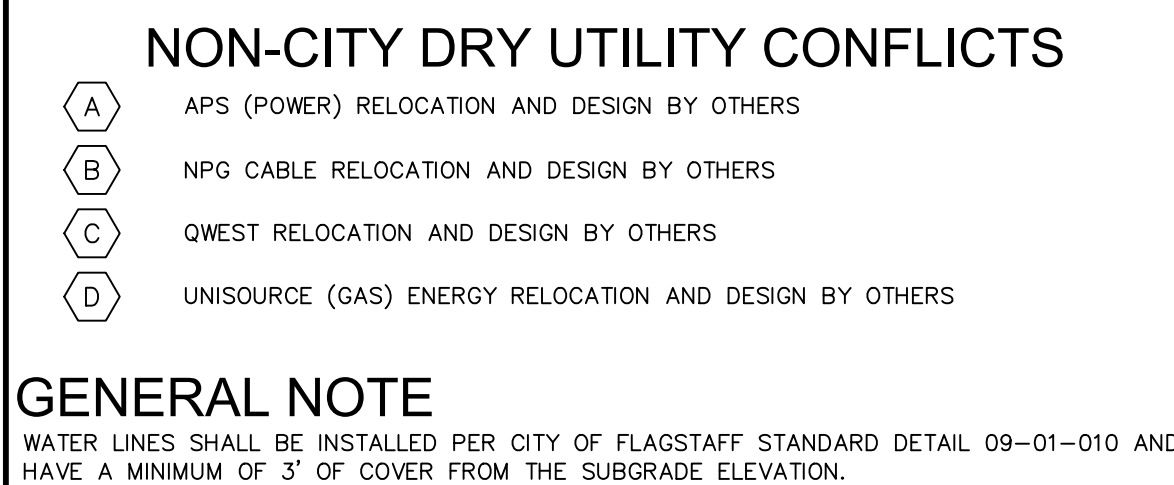
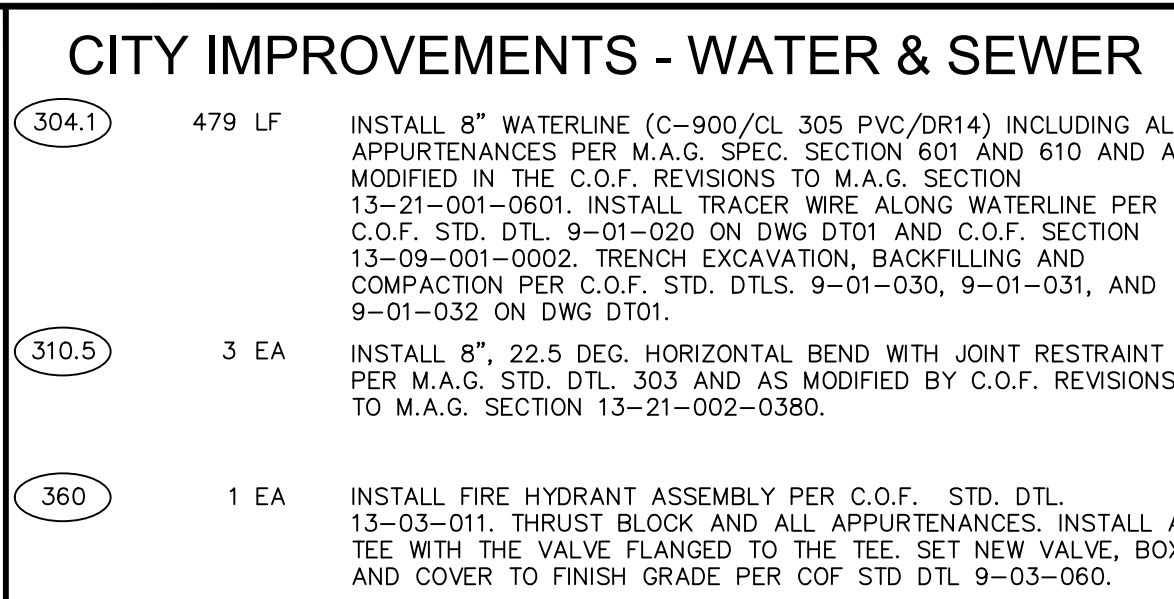
Call at least two full working days before you begin excavation.

ARIZONA 811  
Arizona Blue Stakes, Inc.

Dial 8-1-1 or 1-800-514-1111 (Toll-Free)

DRAWING NO.	WS05
SHT NO.	27
OF	62



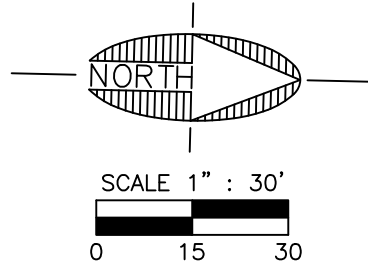
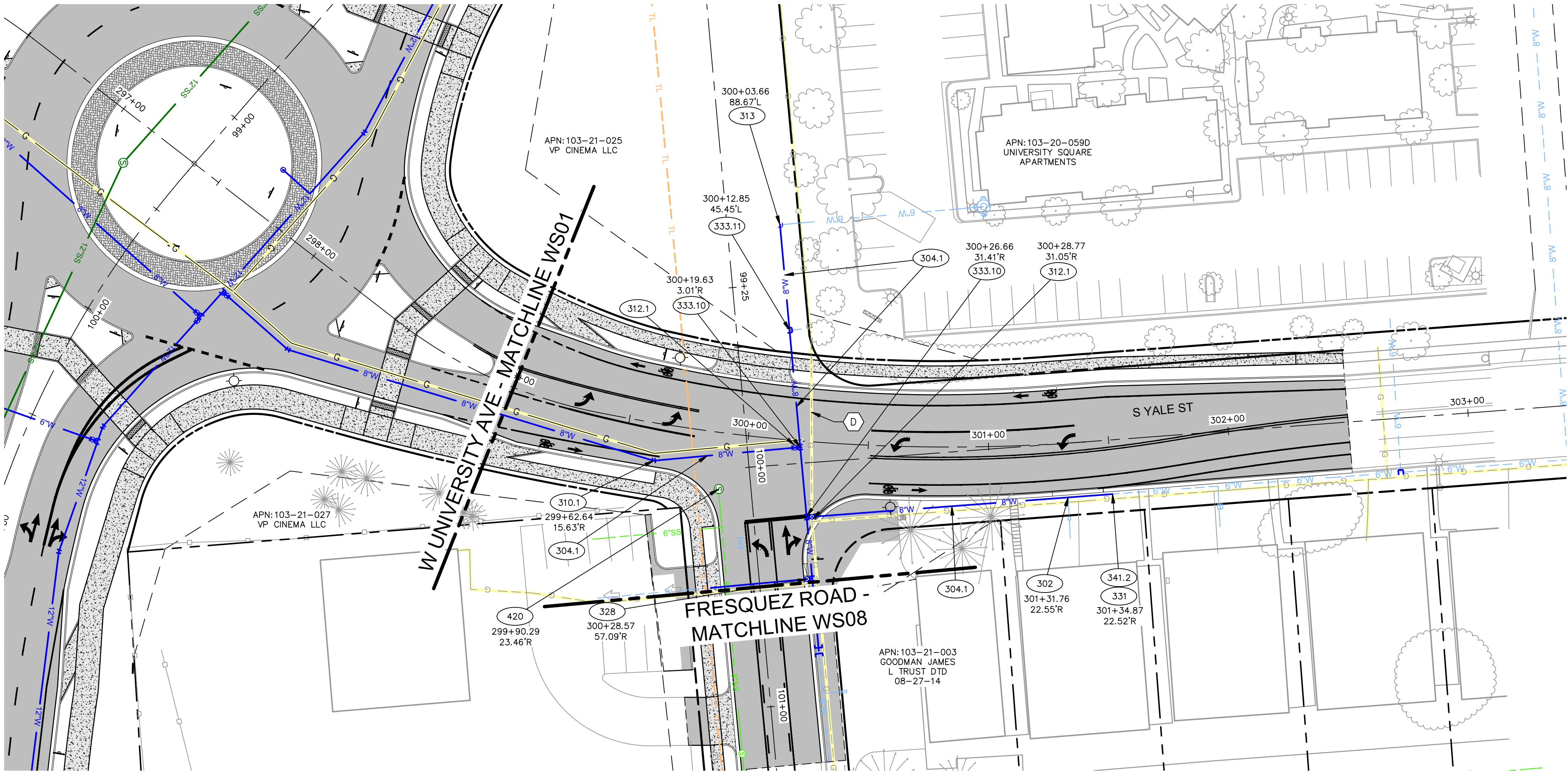


60%  
PRELIMINARY  
NOT FOR CONSTRUCTION,  
BIDDING OR RECORDING



PLOTTED: Jun 28, 2021 - 4:39pm

FILE: P:\2018\18121\Drawings\Construction Plans\WATER-SEWER.dwg SW-C3D-2021



### CITY IMPROVEMENTS - WATER & SEWER

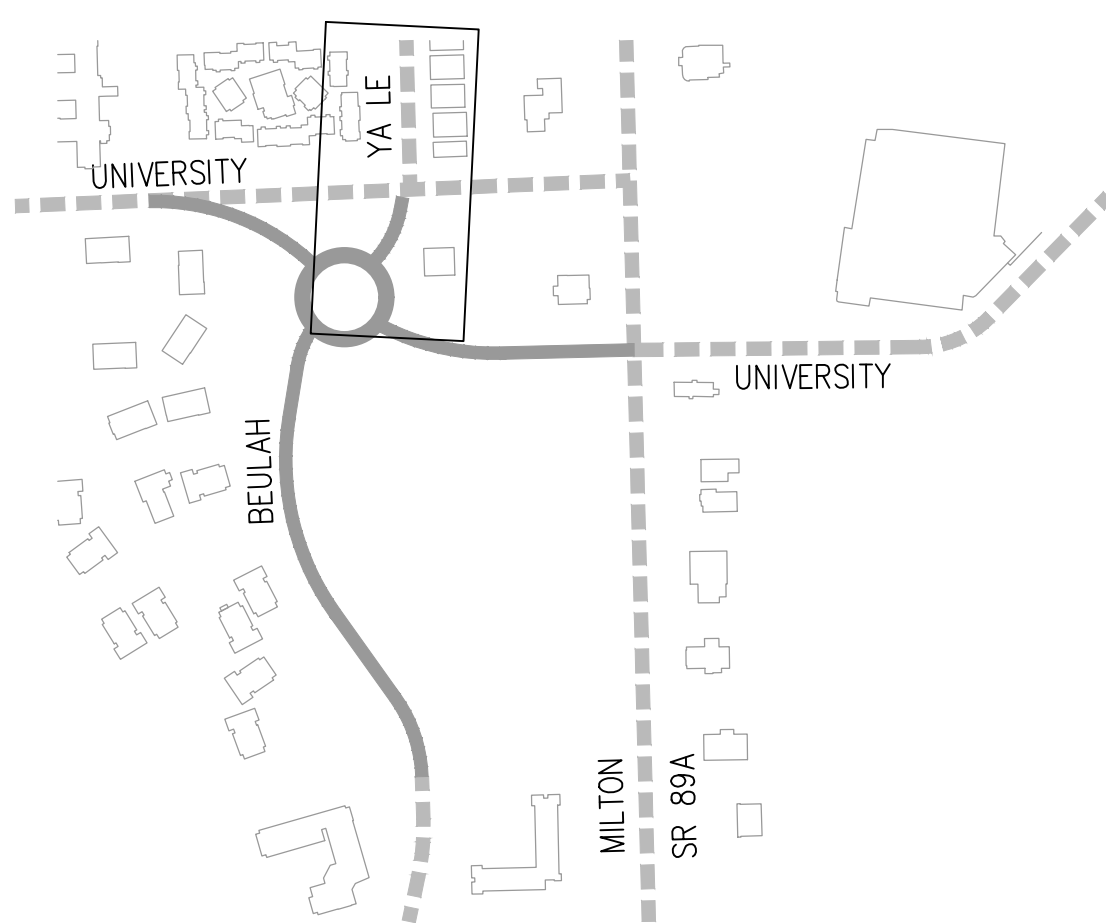
- |        |        |   |
|--------|--------|---|
| 302    | 1 EA   | INSTALL NEW WATER SERVICE LINE PER C.O.F. STD. DTL. 9-03-070 ON DWG DT02. INSTALL TRACER WIRE ALONG WATER SERVICE PER C.O.F. STD. DTL. 9-01-020 ON DWG DT1. AND C.O.F. SECTION 13-09-001-0002. REPLACE EXISTING WATER METER BOX WITH NEW POLYMER WATER METER BOX PER C.O.F. STD. DTL. 09-03-080 ON DWG DT03. REFER TO SPECIAL PROVISIONS FOR MORE INFORMATION. ADJUST CUSTOMER SIDE TO DEPTH OF REPLACED METER.                                   |
| 304.1  | 403 LF | INSTALL 8" WATERLINE (C-900/CL 305 PVC/DR14) INCLUDING ALL APPURTENANCES PER M.A.G. SPEC. SECTION 601 AND 610 AND AS MODIFIED IN THE C.O.F. REVISIONS TO M.A.G. SECTION 13-21-001-0601. INSTALL TRACER WIRE ALONG WATERLINE PER C.O.F. STD. DTL. 9-01-020 ON DWG DT01 AND C.O.F. SECTION 13-09-001-0002. TRENCH EXCAVATION, BACKFILLING AND COMPACTION PER C.O.F. STD. DTLS. 9-01-030, 9-01-031, AND 9-01-032 ON DWG DT01.                        |
| 310.5  | 1 EA   | INSTALL 8", 22.5 DEG. HORIZONTAL BEND WITH JOINT RESTRAINT PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.   |
| 312.1  | 2 EA   | INSTALL 8" GATE VALVE WITH CLASS 250 EPOXY-COATED RESILIENT SEAT (INCLUDING VALVE BOX AND COVER) PER MAG STD DTL 340 AND MAG SPEC 610. ADJUST BOX TO FINISH GRADE PER COF STD DTL 9-03-060 AND 9-03-62 ON DWG DT01. THRUST BLOCK PER MAG STD DTL 301 AND AS MODIFIED BY COF REVISIONS TO MAG SECTION 13-21-002-0380. FLANGE TO TEE WHEN NEXT TO VALVE PER PLANS.  |
| 313    | 1 EA   | INSTALL 8", 90 DEG. HORIZONTAL BEND DIP CLASS 250, WITH JOINT RESTRAINT PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.  |
| 328    | 1 EA   | INSTALL NEW WATER SERVICE LINE PER C.O.F. STD. DTL. 9-03-070 ON DWG DT01. INSTALL TRACER WIRE ALONG WATER SERVICE PER C.O.F. STD. DTL. 9-01-020 ON DWG DT1. AND C.O.F. SECTION 13-09-001-0002. INSTALL SALVEAGED WATER METER AND REPLACE EXISTING WATER METER BOX WITH NEW POLYMER WATER METER BOX PER C.O.F. STD. DTL. 09-03-080 ON DWG DT01. REFER TO SPECIAL PROVISIONS FOR MORE INFORMATION. ADJUST CUSTOMER SIDE TO DEPTH OF REPLACED METER. |
| 331    | 1 EA   | INSTALL 8"x6" REDUCER DIP CLASS 250, WITH JOINT RESTRAINTS PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.   |
| 333.10 | 2 EA   | INSTALL 8"x6" TEE DIP CLASS 250, WITH JOINT RESTRAINTS PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.   |
| 333.11 | 1 EA   | INSTALL 8"x6" TEE DIP CLASS 250, WITH JOINT RESTRAINTS PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.   |
| 341.2  | 1 EA   | CONNECT NEW 8" WATERLINE (C-900/CL 305 PVC/DR14) TO EXISTING 8" WATERLINE. USE RESTAINED FITTINGS AS APPROVED AND TRANSITION COUPLING AS APPROVED BY THE FIELD ENGINEER AND IN ACCORDANCE WITH THE C.O.F. ENGINEERING STANDARDS.  |

### NON-CITY DRY UTILITY CONFLICTS

- (A) APS (POWER) RELOCATION AND DESIGN BY OTHERS
- (B) NPG CABLE RELOCATION AND DESIGN BY OTHERS
- (C) QWEST RELOCATION AND DESIGN BY OTHERS
- (D) UNISOURCE (GAS) ENERGY RELOCATION AND DESIGN BY OTHERS

### GENERAL NOTE

WATER LINES SHALL BE INSTALLED PER CITY OF FLAGSTAFF STANDARD DETAIL 09-01-010 AND HAVE A MINIMUM OF 3' OF COVER FROM THE SUBGRADE ELEVATION.



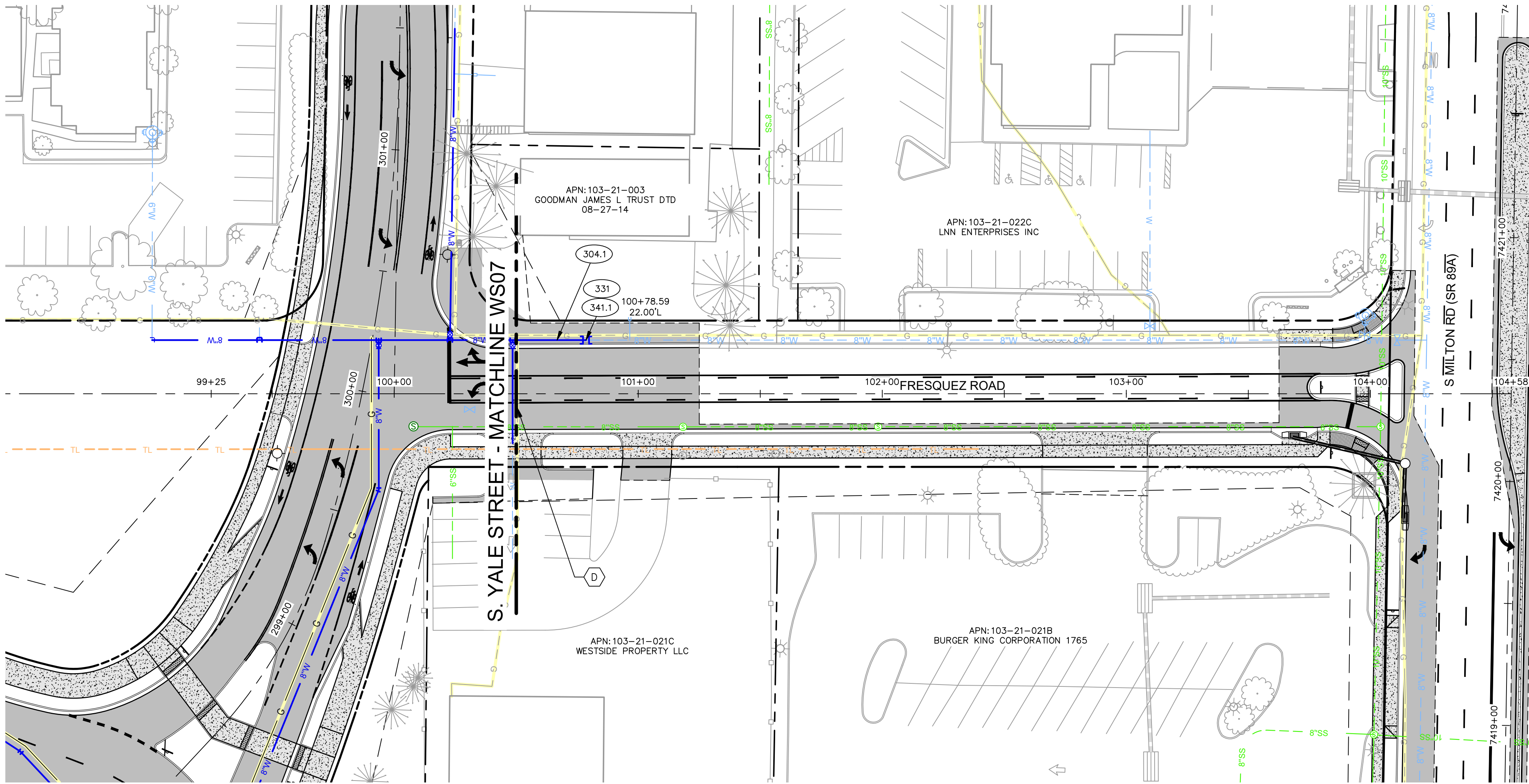
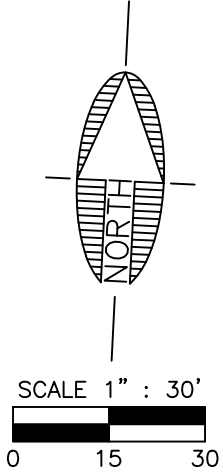
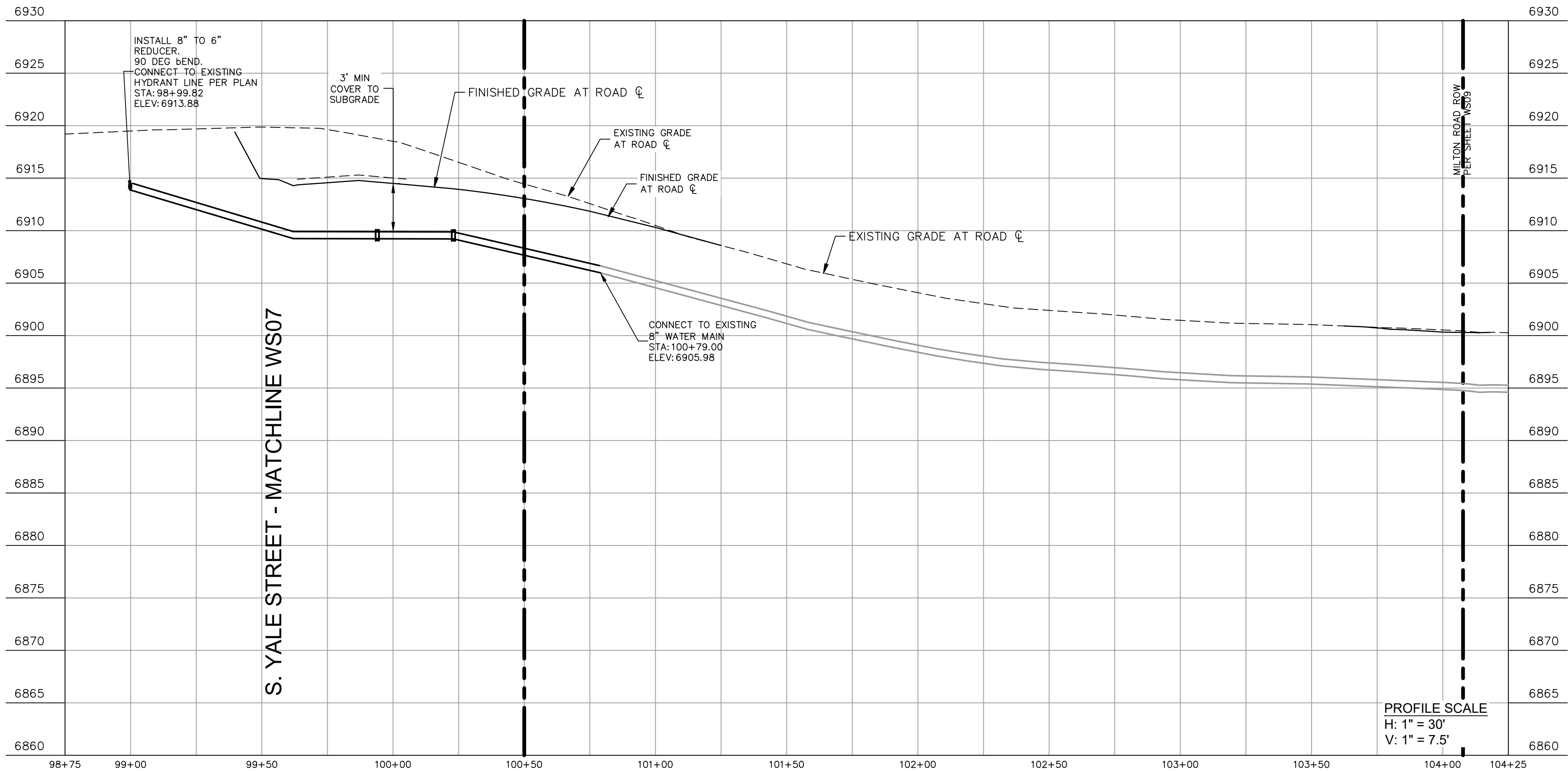
**60% PRELIMINARY**

NOT FOR CONSTRUCTION,  
BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

FLAGSTAFF ARIZONA	
BEULAH & UNIVERSITY IMPROVEMENT PLANS	
WATER & SEWER-YALE (7)	
JOB NO:	18121
DATE:	JUN 21
SCALE:	AS SHOWN
DRAWN:	SW
DESIGN:	SW
CHECKED:	SCJ
110 W. Dole Avenue Flagstaff, AZ 86001 928.773.0354 928.774.8934 fax www.swicaz.com	
<b>SWI</b> Shephard Wesnitzer, Inc.	
REVISIONS	BY
NO.	DESCRIPTION
DATE	
Call at least two full working days before you begin excavation.	
<b>ARIZONA 811</b> Arizona Blue Stakes, Inc.	
Dial 8-1-1 or 1-800-514-6111 (Toll-Free)	
DRAWING NO.	WS07
SHT NO.	29
OF	62





CITY IMPROVEMENTS - WATER & SEWER

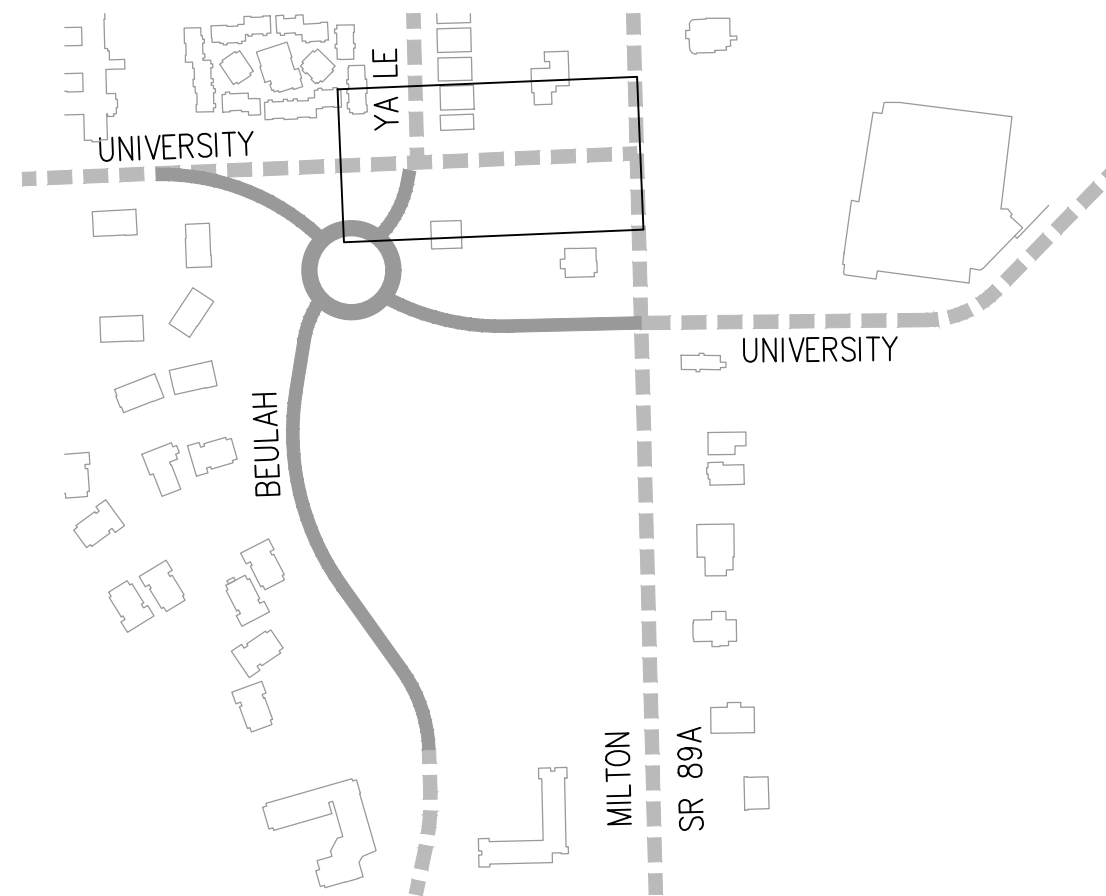
304.1	29 LF	INSTALL 8" WATERLINE (C-900/CL 305 PVC/DR14) INCLUDING ALL APPURTENANCES PER M.A.G. SPEC. SECTION 601 AND 610 AND AS MODIFIED IN THE C.O.F. REVISIONS TO M.A.G. SECTION 13-21-001-0601. INSTALL TRACER WIRE ALONG WATERLINE PER C.O.F. STD. DTL. 9-01-020 ON DWG DT01 AND C.O.F. SECTION 13-09-001-0002. TRENCH EXCAVATION, BACKFILLING AND COMPACTION PER C.O.F. STD. DTLs. 9-01-030, 9-01-031, AND 9-01-032 ON DWG DT01.
331	1 EA	INSTALL 8"x6" REDUCER DIP CLASS 250, WITH JOINT RESTRAINTS PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.
341.2	1 EA	CONNECT NEW 8" WATERLINE (C-900/CL 305 PVC/DR14) TO EXISTING 6" WATERLINE. USE RESTAINED FITTINGS AS APPROVED AND TRANSITION COUPLING AS APPROVED BY THE FIELD ENGINEER AND IN ACCORDANCE WITH THE C.O.F. ENGINEERING STANDARDS.

NON-CITY DRY UTILITY CONFLICTS

- A APS (POWER) RELOCATION AND DESIGN BY OTHERS
- B NPG CABLE RELOCATION AND DESIGN BY OTHERS
- C QWEST RELOCATION AND DESIGN BY OTHERS
- D UNISOURCE (GAS) ENERGY RELOCATION AND DESIGN BY OTHERS

GENERAL NOTE

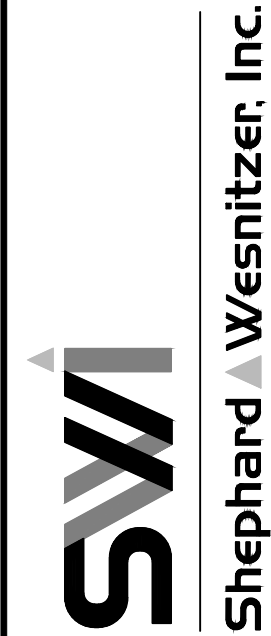
WATER LINES SHALL BE INSTALLED PER CITY OF FLAGSTAFF STANDARD DETAIL 09-01-010 AND HAVE A MINIMUM OF 3' OF COVER FROM THE SUBGRADE ELEVATION.



60%  
PRELIMINARY

NOT FOR CONSTRUCTION,  
BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX



110 W. Dole Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swiaz.com

JOB NO:	18121
DATE:	JUN 21
SCALE:	AS SHOWN
DRAWN:	SW
DESIGN:	SW
CHECKED:	SCJ

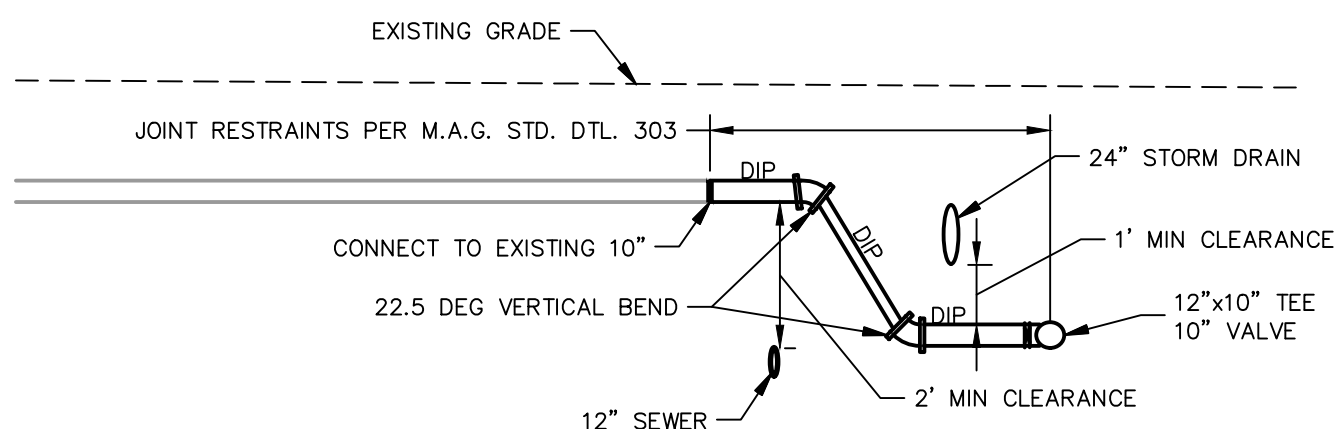
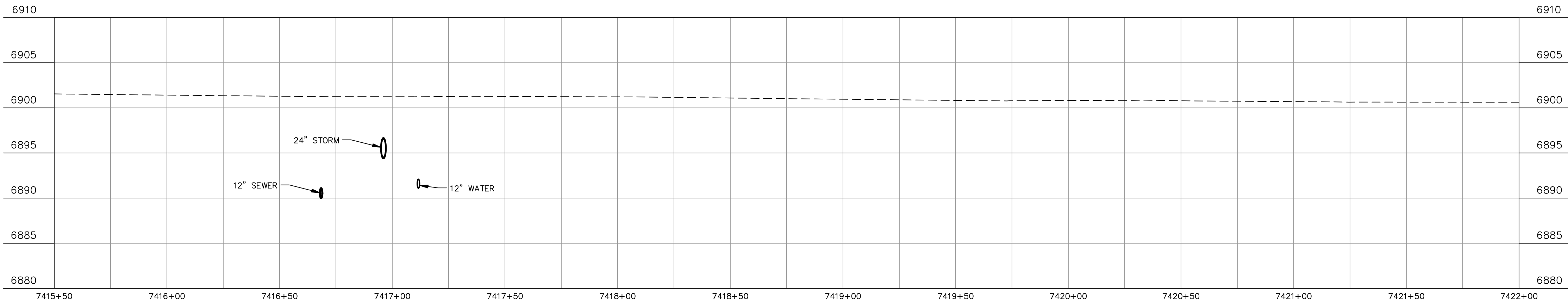
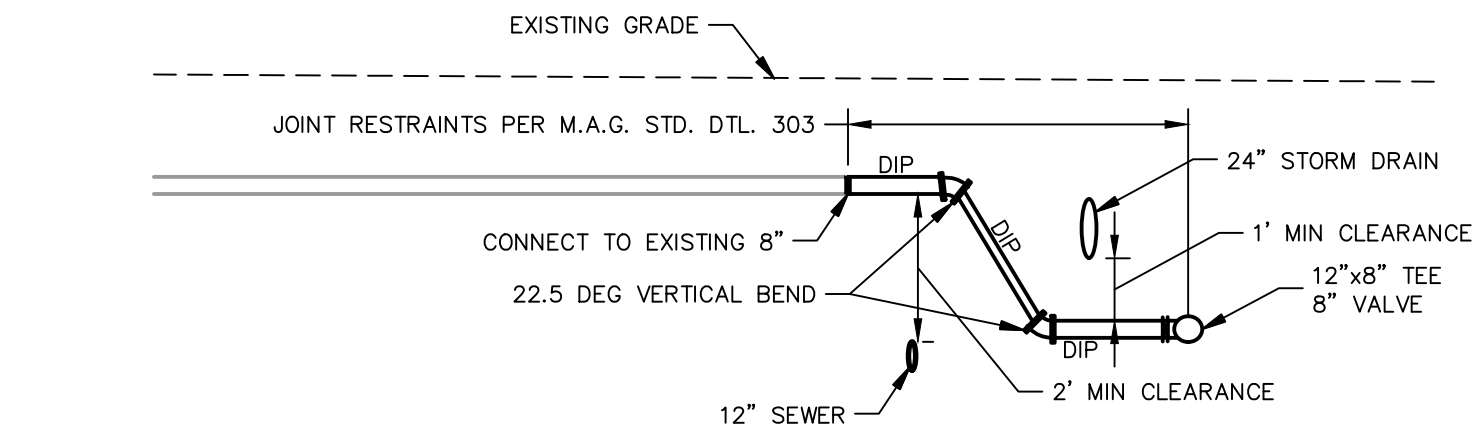
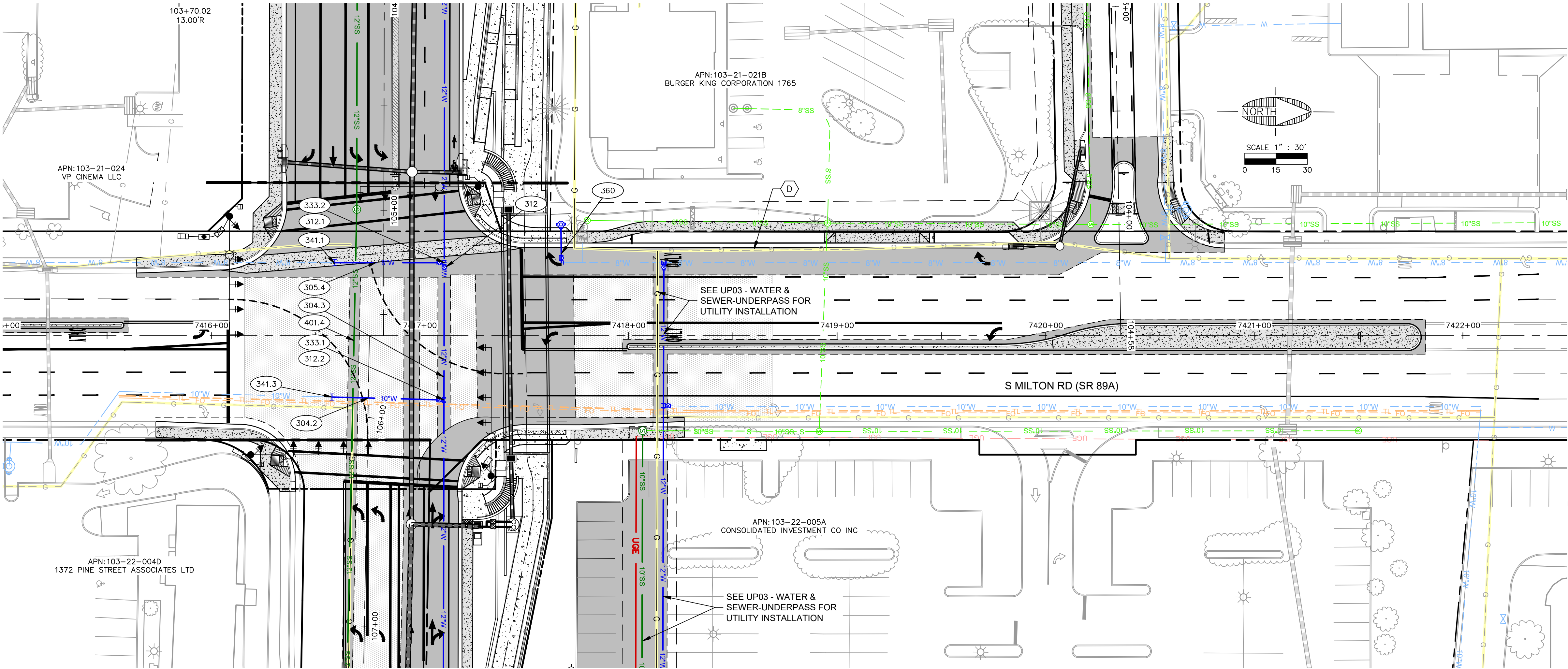
BEULAH & UNIVERSITY IMPROVEMENT PLANS

FLAGSTAFF  
ARIZONA

WATER & SEWER-FRESQUEZ (8)

REVISIONS		DATE	BY
NO.	DESCRIPTION		
DRAWING NO. <b>WS08</b>			
SHT NO.	OF		
30	62		





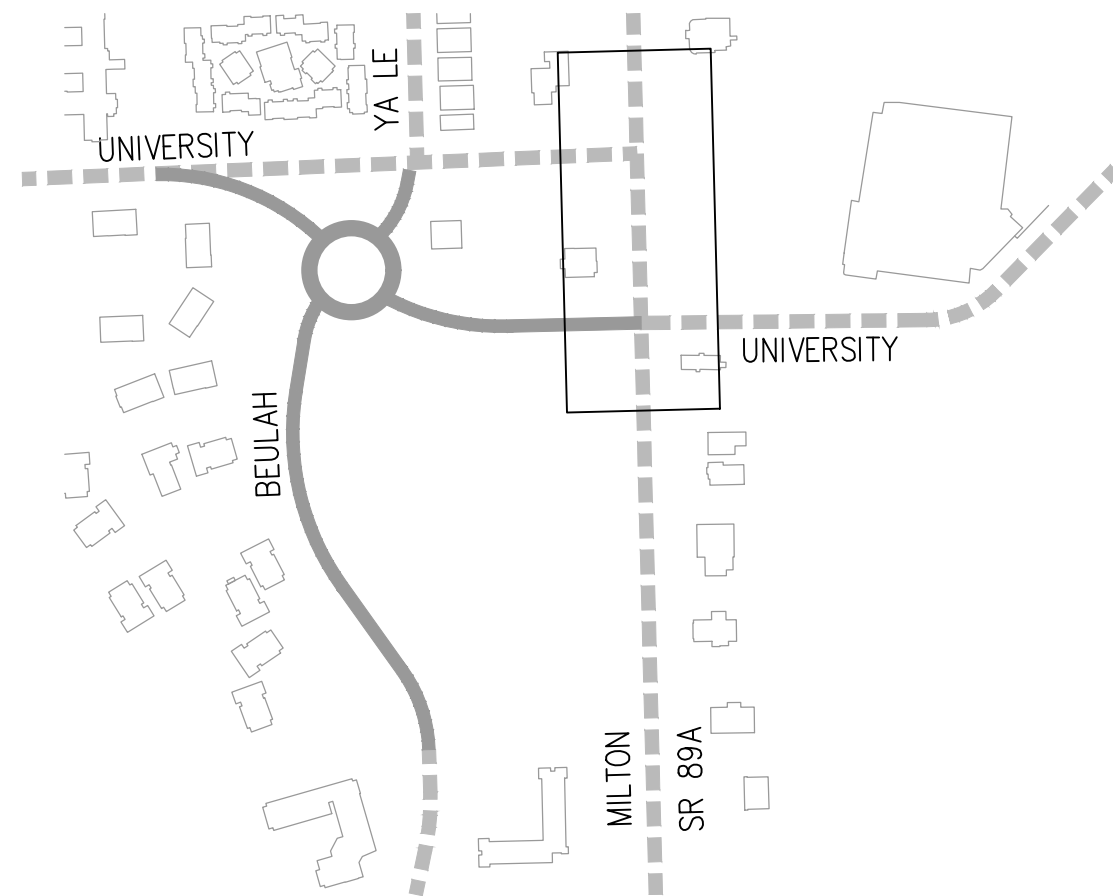
PROFILE SCALE  
 H: 1" = 30'  
 V: 1" = 7.5'

ADOT IMPROVEMENTS - WATER & SEWER

304.1	53 LF	INSTALL 8" WATERLINE (C-900/CL 305 PVC/DR14) INCLUDING ALL APPURTENANCES PER M.A.G. SPEC. SECTION 601 AND 610 AND AS MODIFIED IN THE C.O.F. REVISIONS TO M.A.G. SECTION 13-21-001-0601. INSTALL TRACER WIRE ALONG WATERLINE PER C.O.F. STD. DTL. 9-01-020 ON DWG DT01 AND C.O.F. SECTION 13-09-001-0002. TRENCH EXCAVATION, BACKFILLING AND COMPACTION PER C.O.F. STD. DTL. 9-01-030, 9-01-031, AND 9-01-032 ON DWG DT01.
304.2	54 LF	INSTALL 10" WATERLINE (C-900/CL 305 PVC/DR14) INCLUDING ALL APPURTENANCES PER M.A.G. SPEC. SECTION 601 AND 610 AND AS MODIFIED IN THE C.O.F. REVISIONS TO M.A.G. SECTION 13-21-001-0601. INSTALL TRACER WIRE ALONG WATERLINE PER C.O.F. STD. DTL. 9-01-020 ON DWG DT01 AND C.O.F. SECTION 13-09-001-0002. TRENCH EXCAVATION, BACKFILLING AND COMPACTION PER C.O.F. STD. DTL. 9-01-030, 9-01-031, AND 9-01-032 ON DWG DT01.
304.3	147 LF	INSTALL 12" WATERLINE (C-900/CL 305 PVC/DR14) INCLUDING ALL APPURTENANCES PER M.A.G. SPEC. SECTION 601 AND 610 AND AS MODIFIED IN THE C.O.F. REVISIONS TO M.A.G. SECTION 13-21-001-0601. INSTALL TRACER WIRE ALONG WATERLINE PER C.O.F. STD. DTL. 9-01-020 ON DWG DT01 AND C.O.F. SECTION 13-09-001-0002. TRENCH EXCAVATION, BACKFILLING AND COMPACTION PER C.O.F. STD. DTL. 9-01-030, 9-01-031, AND 9-01-032 ON DWG DT01.
312	1 EA	INSTALL 12" GATE VALVE WITH CLASS 250 EPOXY-COATED RESILIENT SEAT (INCLUDING VALVE BOX AND COVER) PER MAG STD DTL 340 AND MAG SPEC 610. ADJUST BOX TO FINISH GRADE PER COF STD DTL 9-03-060 AND 9-03-62 ON DWG DT01. THRUST BLOCK PER MAG STD DTL 301 AND AS MODIFIED BY COF REVISIONS TO MAG SECTION 13-21-002-0380. FLANGE TO TEE WHEN NEXT TO VALVE PER PLANS.
312.1	1 EA	INSTALL 8" GATE VALVE WITH CLASS 250 EPOXY-COATED RESILIENT SEAT (INCLUDING VALVE BOX AND COVER) PER MAG STD DTL 340 AND MAG SPEC 610. ADJUST BOX TO FINISH GRADE PER COF STD DTL 9-03-060 AND 9-03-62 ON DWG DT01. THRUST BLOCK PER MAG STD DTL 301 AND AS MODIFIED BY COF REVISIONS TO MAG SECTION 13-21-002-0380. FLANGE TO TEE WHEN NEXT TO VALVE PER PLANS.
312.2	1 EA	INSTALL 10" GATE VALVE WITH CLASS 250 EPOXY-COATED RESILIENT SEAT (INCLUDING VALVE BOX AND COVER) PER MAG STD DTL 340 AND MAG SPEC 610. ADJUST BOX TO FINISH GRADE PER COF STD DTL 9-03-060 AND 9-03-62 ON DWG DT01. THRUST BLOCK PER MAG STD DTL 301 AND AS MODIFIED BY COF REVISIONS TO MAG SECTION 13-21-002-0380.
333.1	1 EA	INSTALL 12"x10" TEE DIP CLASS 250, WITH JOINT RESTRAINTS PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.
333.2	1 EA	INSTALL 12"x8" TEE DIP CLASS 250, WITH JOINT RESTRAINTS PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.
341.1	1 EA	CONNECT NEW 8" WATERLINE (C-900/CL 305 PVC/DR14) TO EXISTING 8" WATERLINE. USE RESTAINED FITTINGS AS APPROVED AND TRANSITION COUPLING AS APPROVED BY THE FIELD ENGINEER AND IN ACCORDANCE WITH THE C.O.F. ENGINEERING STANDARDS.
341.3	1 EA	CONNECT NEW 10" WATERLINE (C-900/CL 305 PVC/DR14) TO EXISTING 10" WATERLINE. USE RESTAINED FITTINGS AS APPROVED AND TRANSITION COUPLING AS APPROVED BY THE FIELD ENGINEER AND IN ACCORDANCE WITH THE C.O.F. ENGINEERING STANDARDS.
360	1 EA	INSTALL FIRE HYDRANT ASSEMBLY PER C.O.F. STD. DTL. 13-03-011. THRUST BLOCK AND ALL APPURTENANCES. INSTALL A TEE WITH THE VALVE FLANGED TO THE TEE. SET NEW VALVE, BOX AND COVER TO FINISH GRADE PER COF STD DTL 9-03-060.
401.4	147 LF	INSTALL 12" POLYVINYL CHLORIDE (PVC), SDR-35, SEWER MAIN PER ADOT SPECS. WITHIN ADOT RIGHT-OF-WAY TRENCH EXCAVATION COMPACTION PER ADOT STD. DTL. C-07.06 TYPE 'G', SLURRY BACKFILL PER ADOT STD. SPEC 501, PIPE BEDDING PER ADOT STD. SPEC 501-3.02.
420	1 EA	INSTALL 48" DIA. SEWER PRE-CAST (WATER-TIGHT) MANHOLE PER M.A.G. STD. DTL. 420 AND C.O.F. STD. DTL. 9-02-092 AND C.O.F. SECTION 13-09-0002-0007. INSTALL 24" (WATER-TIGHT) FRAME & COVER PER M.A.G. STD. DTL. 424 AND C.O.F. STD. DTL. 9-03-062. ROTATE CONE SO MANHOLE COVER IS NOT IN CURB AND ADJUST FRAME AND COVER TO FINISH GRADE PER M.A.G. DTL. 422.

NON-CITY DRY UTILITY CONFLICTS

- A APS (POWER) RELOCATION AND DESIGN BY OTHERS
- B NPG CABLE RELOCATION AND DESIGN BY OTHERS
- C QWEST RELOCATION AND DESIGN BY OTHERS
- D UNISOURCE (GAS) ENERGY RELOCATION AND DESIGN BY OTHERS



60%  
 PRELIMINARY

NOT FOR CONSTRUCTION,  
 BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

FLAGSTAFF  
 ARIZONA

BEULAH & UNIVERSITY IMPROVEMENT PLANS

WATER & SEWER-MILTON (9) ADOT

JOB NO:	18121	DATE:	JUN 21
SCALE:	AS SHOWN	DRAWN:	SW
DESIGN:	SW	CHECKED:	SCJ

110 W. Dole Avenue  
 Flagstaff, AZ 86001  
 928.773.0354  
 928.774.8934 fax  
 www.swi.coz.com

Shephard Wesnitzer, Inc.

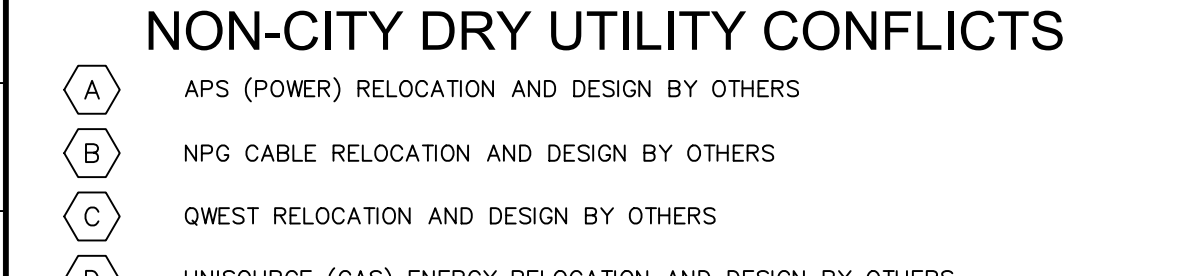
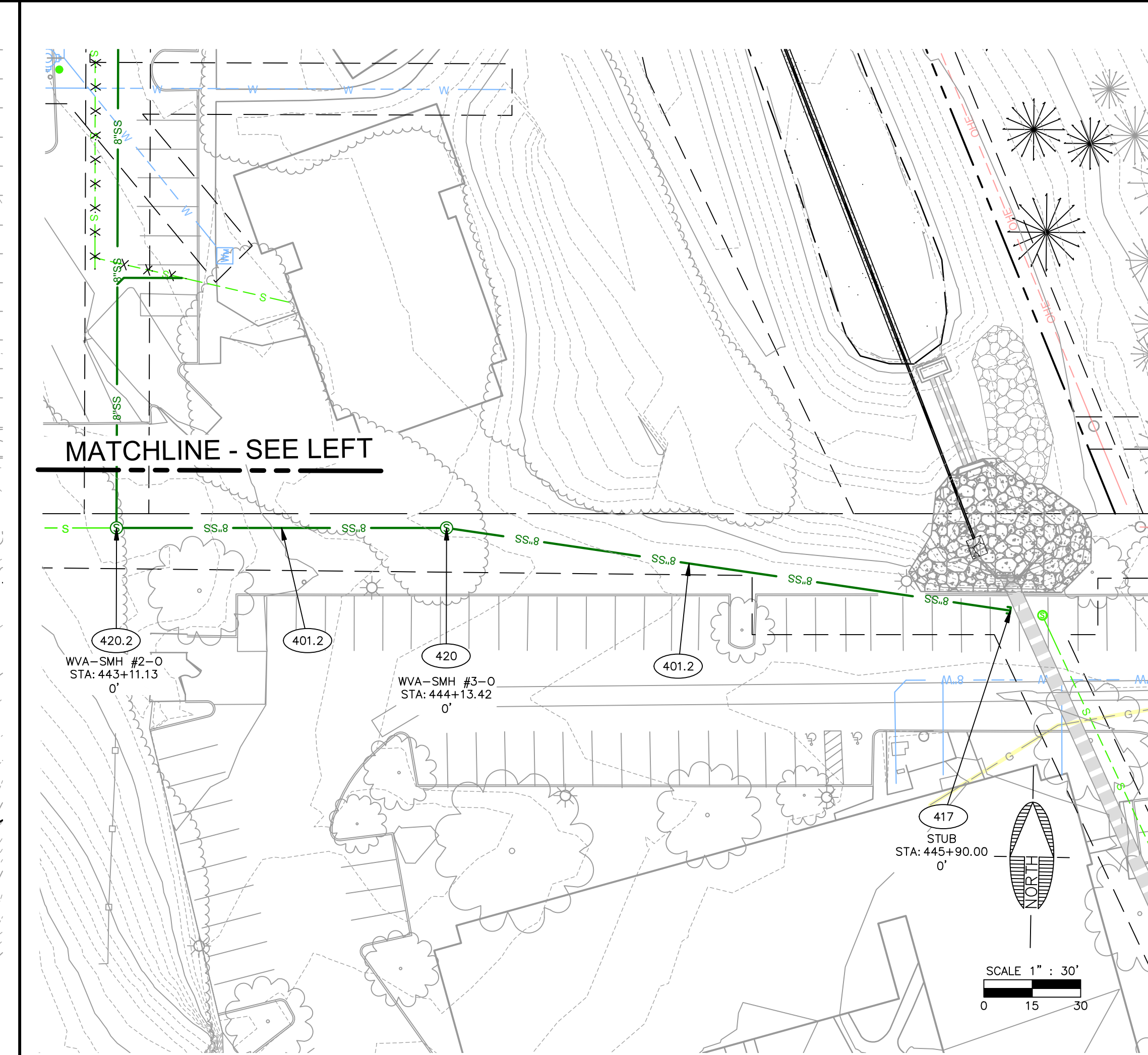
NO.	DESCRIPTION	DATE	BY

Call at least two full working days before you begin excavation.  
 ARIZONA 811  
 Arizona Blue Stakes, Inc.

DRAWING NO.  
**WS09**


SHT NO.	OF
31	62





C.O.F. Project #PZ XX-XXX

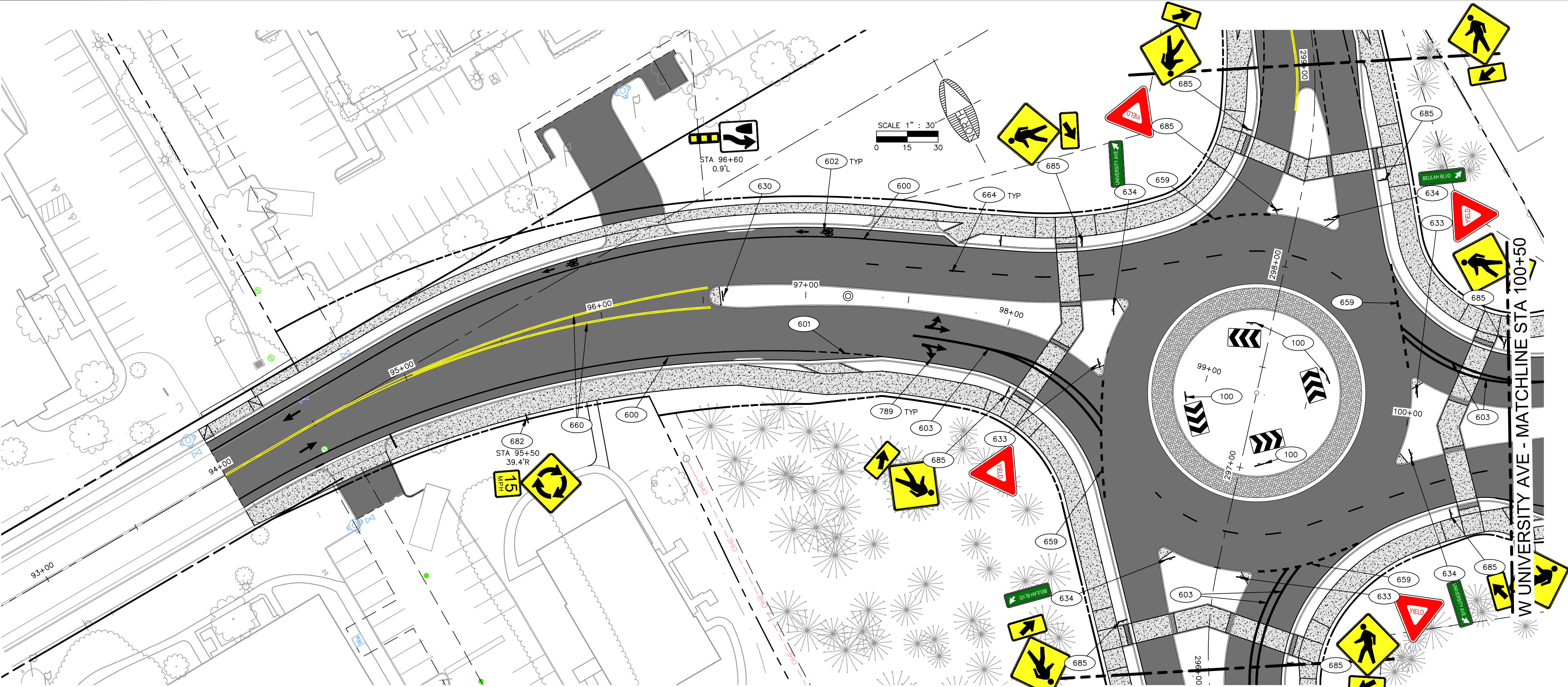
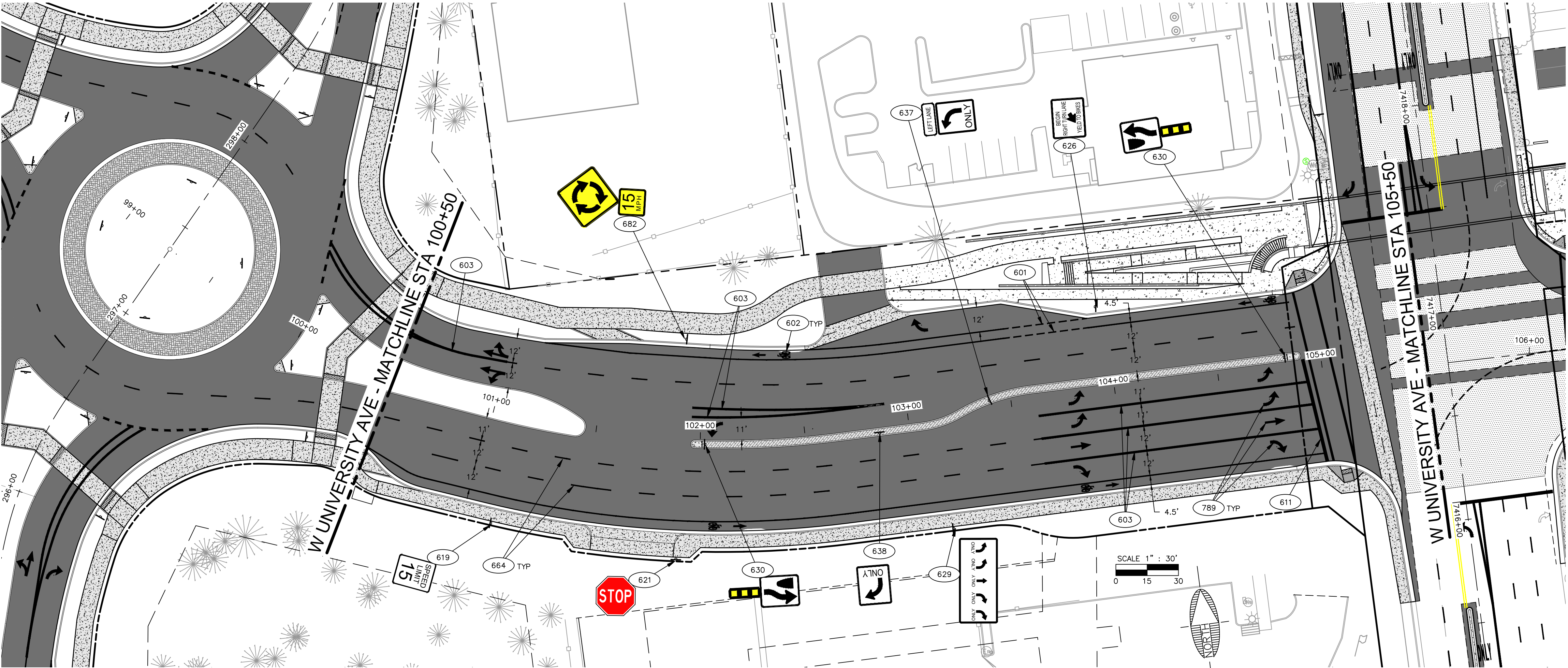
JOB NO:	18121	BEULAH & UNIVERSITY IMPROVEMENT PLANS WOODLAND VILLAGE SEWER FLAGSTAFF ARIZONA
DATE:	JUN 21	
SCALE:	AS SHOWN	
DRAWN:	SJV	
DESIGN:	SJV	
CHECKED:	SCI	



Shephard & Associates

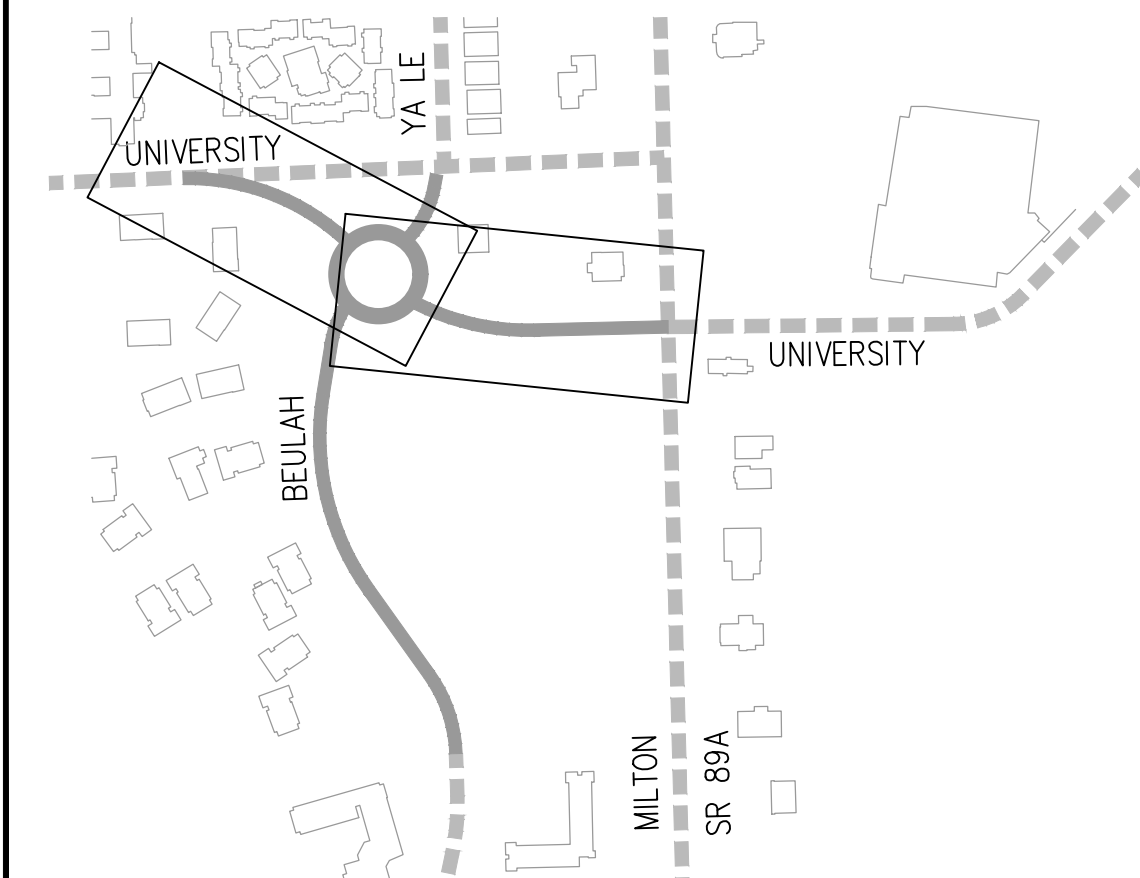
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CITY IMPROVEMENTS - STRIPING & SIGNAGE

619	1 EA	INSTALL 15 MPH SPEED LIMIT SIGN (R2-1) PER MUTCD.
621	1 EA	INSTALL STOP SIGN (R-1) PER MUTCD.
626	1 EA	INSTALL BEGIN RIGHT TURN LANE SIGN (R4-4) PER COF STD DTL 10-10-020 AND MUTCD. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
629	1 EA	INSTALL "ADVANCE INTERSECTION LANE CONTROL" SIGN (R3-) PER MUTCD AND AS SHOWN ON PLANS.
630	3 EA	INSTALL "NARROW KEEP RIGHT" SIGN (R04-07C) PER MUTCD WITH STANDARD DELINEATOR PER COF STD DTL 10-06-011
634	4 EA	INSTALL "STREET NAME" SIGN (D3-1) PER MUTCD.
637	1 EA	INSTALL LEFT TURN ONLY SIGN (R3-5L) WITH LANE CONTROL PLAQUE "LEFT LANE" (R3-5B) PER MUTCD. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
638	1 EA	INSTALL RIGHT TURN ONLY SIGN (R3-5R) PER MUTCD. HORIZONTAL PLACEMENT AS SHOWN ON PLANS
677	4 EA	INSTALL "YIELD" SIGN (R1-2) PER MUTCD.
682	2 EA	INSTALL ROUNDABOUT SIGN (W2-6) WITH 15 MPH WARNING PLAQUE (W13-1P) PER MUTCD.
685	8 EA	INSTALL PEDESTRIAN SIGN (W11-2A) WITH DIRECTIONAL ARROW (W16-7P) PER MUTCD.
600	1,474 LF	INSTALL WHITE BIKE LANE STRIPING PER C.O.F. STD. DETAIL 16-06-010.
601	170 LF	INSTALL WHITE BIKE LANE DASHED STRIPING PER C.O.F. STD. DETAIL 16-06-010. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
602	6 EA	INSTALL WHITE BIKE LANE PAVEMENT MARKINGS PER C.O.F. STD. DETAIL 16-06-010.
603	970 LF	INSTALL 8" WHITE TURN LANE STRIPING PER C.O.F. STD. DETAIL 16-06-010 AND ADOT SPEC 709 FOR EPOXY. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
611	50 LF	INSTALL 18" WHITE STOP BAR PER C.O.F. STD. DETAIL 16-06-010. HORIZONTAL PLACEMENT AS SHOWN ON PLANS
659	223 LF	INSTALL 12" WHITE STRIPING (YIELD LINE), 3' SEGMENTS WITH 3' GAPS PER MUTCD SECTION 3A.06. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
660	440 LF	INSTALL 6" DOUBLE YELLOW CENTERLINE STRIPING PER ADOT DWG. M-2 AND C.O.F. STD. DTL. 16-06-010. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
664	1,410 LF	INSTALL 6" WHITE STRIPING (SKIP LINE), 1' SEGMENT WITH 3' GAPS PER C.O.F. STD. DTL. 16-06-010. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
789	16 EA	INSTALL PAVEMENT MARKING ARROW IN ACCORDANCE WITH ADOT STANDARD DETAILS M-10 & M-11 AND ADOT STANDARD SPECIFICATION 709 (EPOXY).



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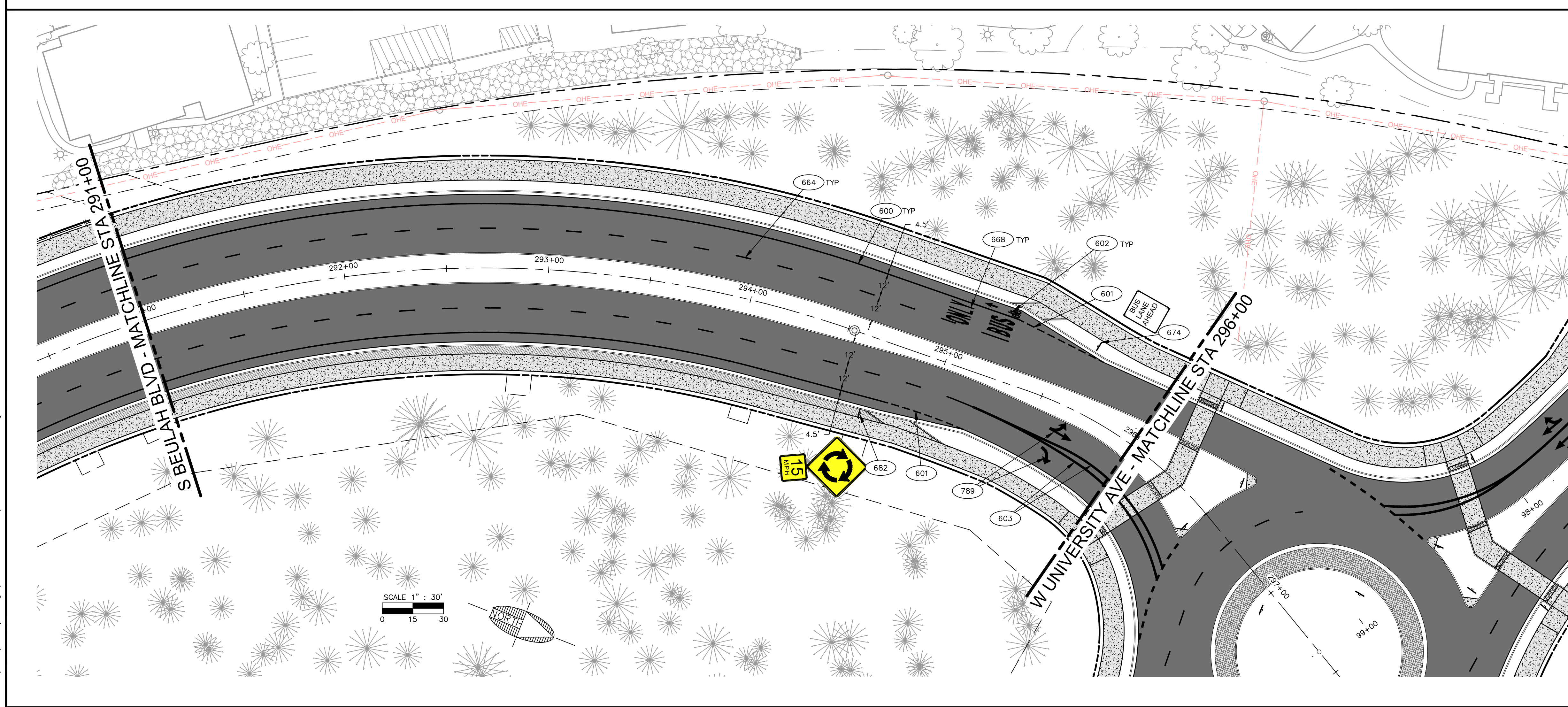
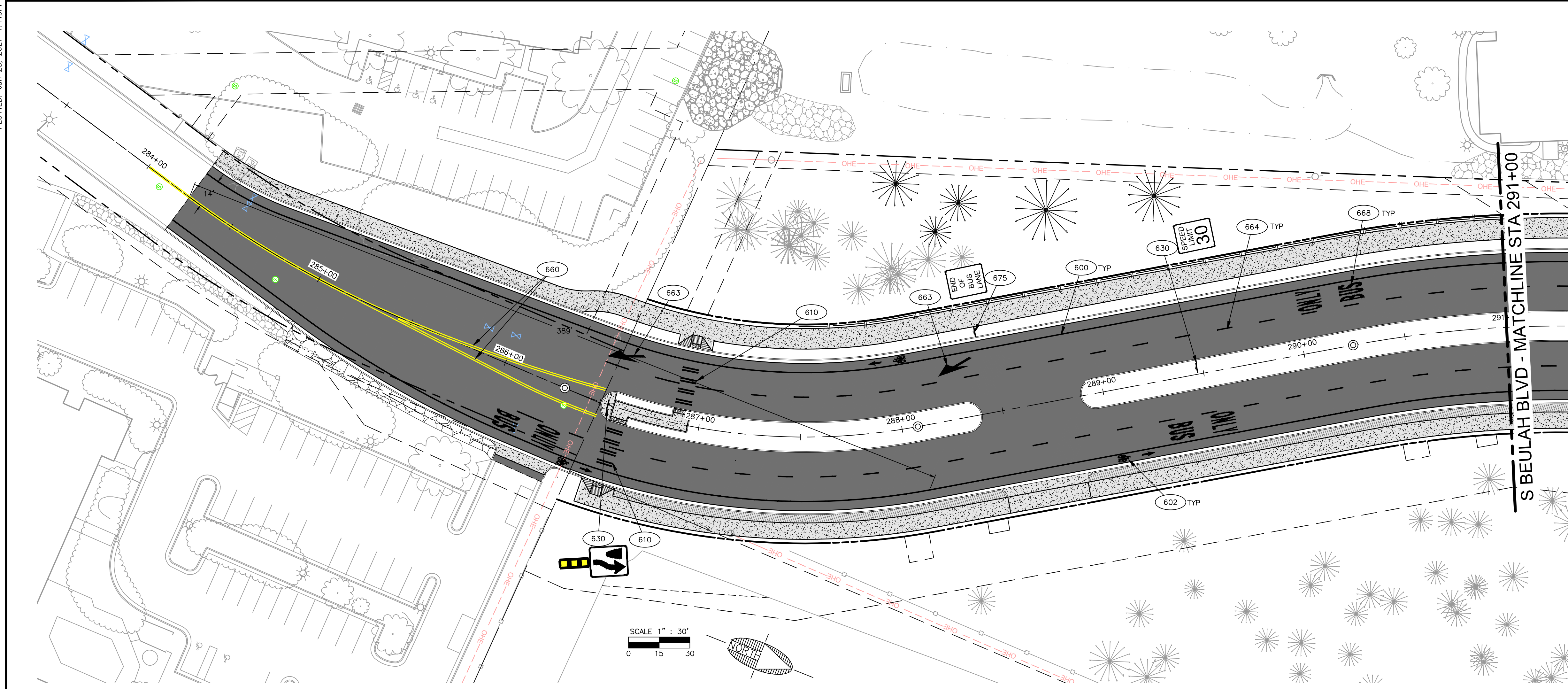
C.O.F. Project #PZ-XX-XXXX

JOB NO: 18121 DATE: JUN 21 SCALE: AS SHOWN DRAWN: SJV DESIGN: SJV CHECKED: SQJ		FLAGSTAFF ARIZONA
BEULAH & UNIVERSITY IMPROVEMENT PLANS		
SIGNAGE & STRIPING-UNIVERSITY (1)		
SHEPHARD WESNITZER, INC.		
110 W. Dole Avenue Flagstaff, AZ 86001 928.773.0354 928.774.8934 fax www.swicaz.com		
REVISIONS NO. DESCRIPTION DATE BY	DRAWING NO. <b>SS01</b>	
SHT NO. 33 OF 62	C.O.F. Project #PZ-XX-XXXX	









623	1 EA	INSTALL 30 MPH SPEED LIMIT SIGN (R2-1) PER MUTCD.
630	1 EA	INSTALL "NARROW KEEP RIGHT" SIGN (R04-07C) PER MUTCD WITH STANDARD DELINEATOR PER COF STD DTL 10-06-011
674	1 EA	INSTALL "BUS LANE AHEAD" SIGN (R3-12f) PER MUTCD.
675	1 EA	INSTALL "BUS LANE ENDS" SIGN (R3-12g) PER MUTCD.
682	1 EA	INSTALL ROUNDOABOUT SIGN (W2-6) WITH 15 MPH WARNING PLAQUE (W13-1P) PER MUTCD.
600	2,160 LF	INSTALL WHITE BIKE LANE STRIPING PER C.O.F. STD. DETAIL 16-06-010.
601	90 LF	INSTALL WHITE BIKE LANE DASHED STRIPING PER C.O.F. STD. DETAIL 16-06-010. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
602	4 EA	INSTALL WHITE BIKE LANE PAVEMENT MARKINGS PER C.O.F. STD. DETAIL 16-06-010.
603	125 LF	INSTALL 8" WHITE TURN LANE STRIPING PER C.O.F. STD. DETAIL 16-06-010 AND ADOT SPEC 709 FOR EPOXY. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
610	50 LF	INSTALL CROSSWALK MARKING PER C.O.F. STD. DETAIL 16-06-010.
660	370 LF	INSTALL 6" DOUBLE YELLOW CENTERLINE STRIPING PER ADOT DWG. M-2 AND C.O.F. STD. DTL. 16-06-010. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
663	2 EA	INSTALL 8" WHITE MERGING ARROW, PREFORMED PAVEMENT MARKING TYPE I PER ADOT DWGS. M-10 AND M-11. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
664	1,785 LF	INSTALL 6" WHITE STRIPING (SKIP LINE), 1' SEGMENT WITH 3' GAPS PER C.O.F. STD. DTL. 16-06-010. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
668	4 EA	INSTALL WHITE PREFORMED PAVEMENT MARKING "BUS ONLY" TYPE I PER ADOT DWGS. M-6, M-7 & M-8, HORIZONTAL PLACEMENT AS SHOWN ON THE PLANS.
789	2 EA	INSTALL PAVEMENT MARKING ARROW IN ACCORDANCE WITH ADOT STANDARD DETAILS M-10 & M-11 AND ADOT STANDARD SPECIFICATION 709 (EPOXY).

BEILLAH &amp; UNIVERSITY IMPROVEMENT PLANS

## SIGNAGE & STRIPING-BEULAH (3)

JOB NO: 18121

110 W Dale Avenue



## REVISIONS

Call at least two full working days

9

SH<sup>+</sup>

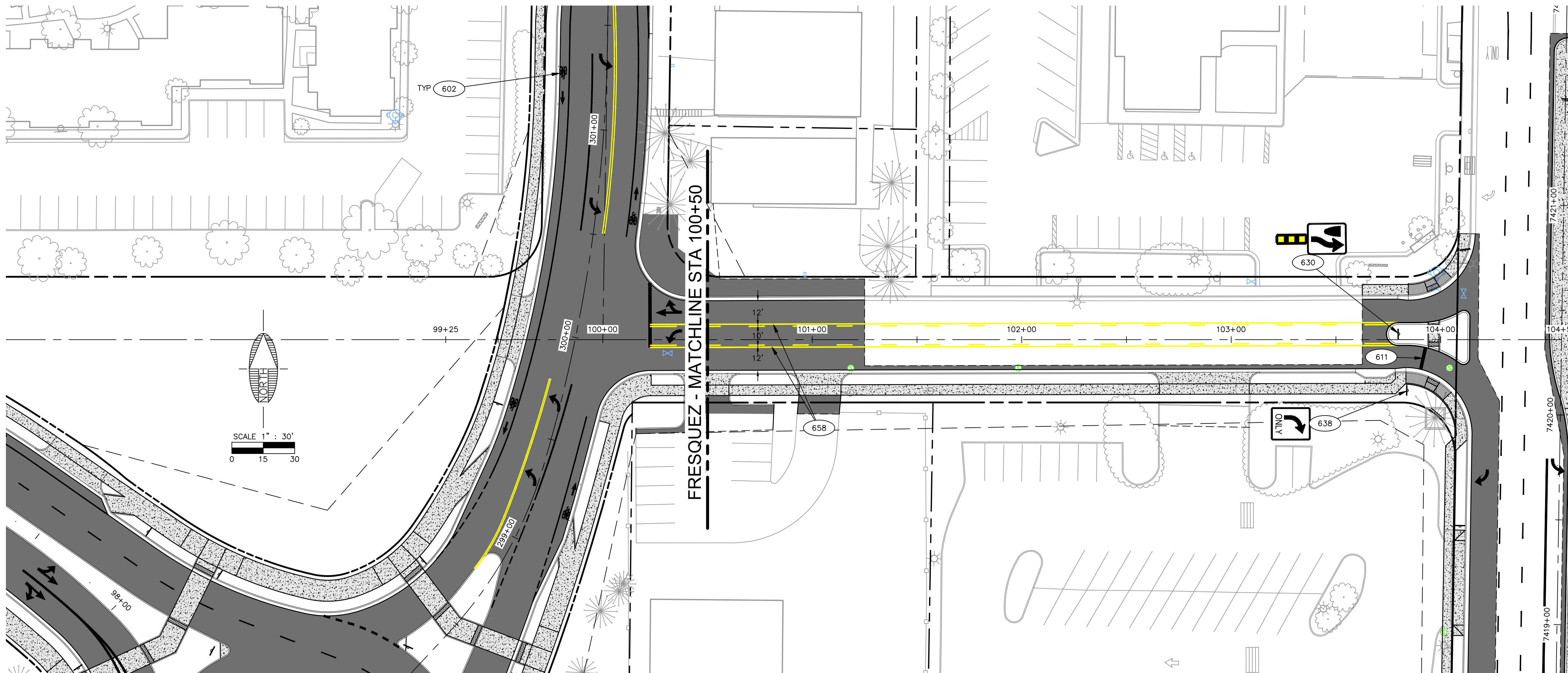
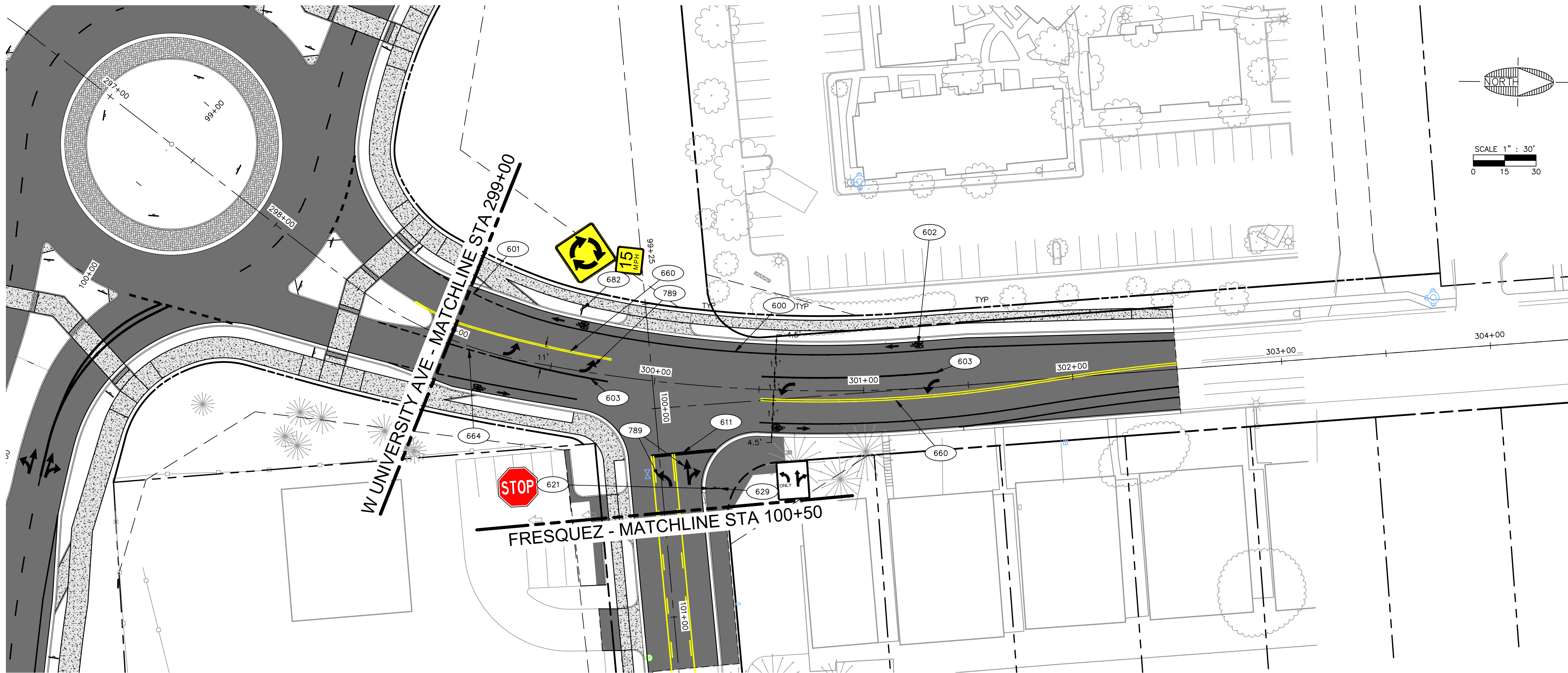
Shephard & Associates

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C.O.F. Project #PZ XX-XXXX

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621	1 EA	INSTALL STOP SIGN (R-1) PER MUTCD.
638	1 EA	INSTALL RIGHT TURN ONLY SIGN (R3-5R) PER MUTCD. HORIZONTAL PLACEMENT AS SHOWN ON PLANS
629	1 EA	INSTALL "ADVANCE INTERSECTION LANE CONTROL" SIGN (R3-) PER MUTCD AND AS SHOWN ON PLANS.
630	1 EA	INSTALL "NARROW KEEP RIGHT" SIGN (R04-07C) PER MUTCD WITH STANDARD DELINEATOR PER COF STD DTL 10-06-011
682	1 EA	INSTALL ROUNDABOUT SIGN (W2-6) WITH 15 MPH WARNING PLAQUE (W13-1P) PER MUTCD.
600	690 LF	INSTALL WHITE BIKE LANE STRIPING PER C.O.F. STD. DETAIL 16-06-010.
601	25 LF	INSTALL WHITE BIKE LANE DASHED STRIPING PER C.O.F. STD. DETAIL 16-06-010. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
602	4 EA	INSTALL WHITE BIKE LANE PAVEMENT MARKINGS PER C.O.F. STD. DETAIL 16-06-010.
603	140 LF	INSTALL 8" WHITE TURN LANE STRIPING PER C.O.F. STD. DETAIL 16-06-010 AND ADOT SPEC 709 FOR EPOXY. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
611	42 LF	INSTALL 18" WHITE STOP BAR PER C.O.F. STD. DETAIL 16-06-010. HORIZONTAL PLACEMENT AS SHOWN ON PLANS
658	720 LF	INSTALL 6" YELLOW SOLID / 6" YELLOW BROKEN STRIPE (10' SEGMENT WITH 30' GAPS), PER ADOT DWG. M-2. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
660	300 LF	INSTALL 6" DOUBLE YELLOW CENTERLINE STRIPING PER ADOT DWG. M-2 AND C.O.F. STD. DTL. 16-06-010. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
664	22 LF	INSTALL 6" WHITE STRIPING (SKIP LINE), 1' SEGMENT WITH 3' GAPS PER C.O.F. STD. DTL. 16-06-010. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
789	6 EA	INSTALL PAVEMENT MARKING ARROW IN ACCORDANCE WITH ADOT STANDARD DETAILS M-10 & M-11 AND ADOT STANDARD SPECIFICATION 709 (EPOXY).

BEILLAH &amp; UNIVERSITY IMPROVEMENT PLANS

JOB NO: 18121

110 W Dale Avenue

REVISIONS	

Call at least two full working days

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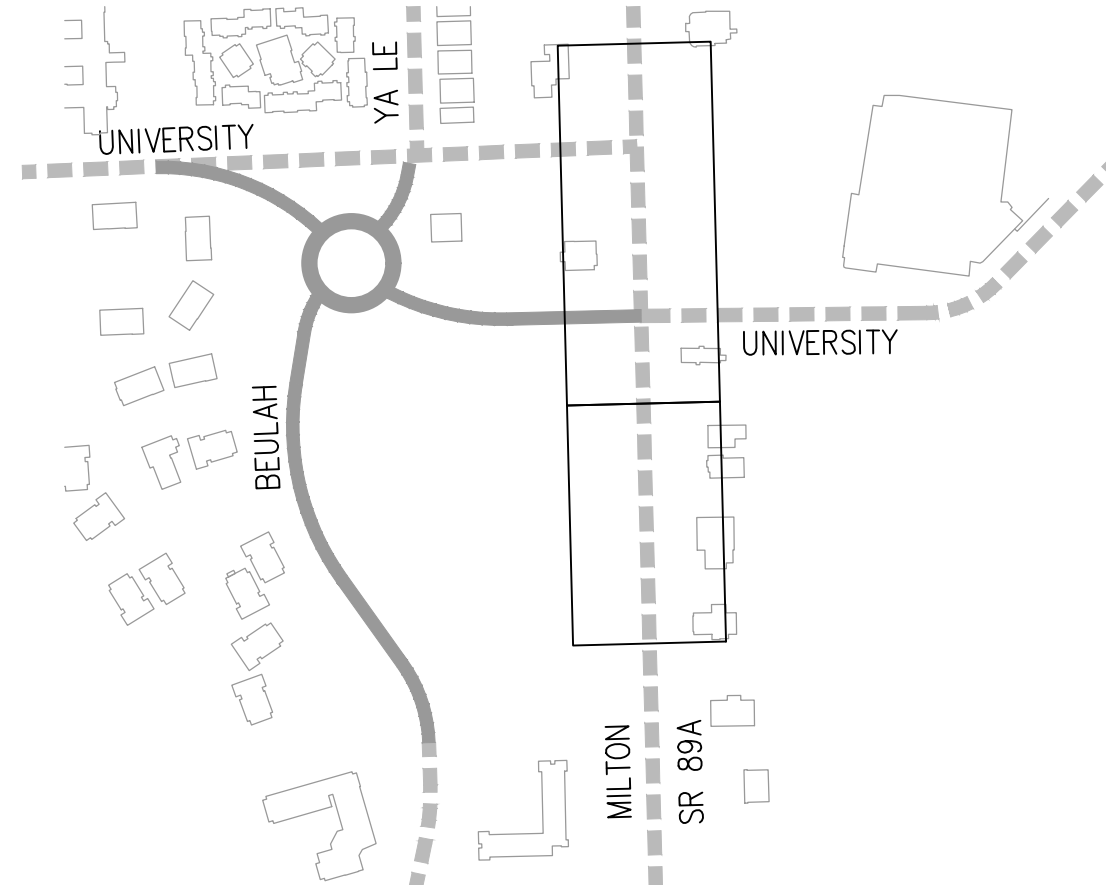
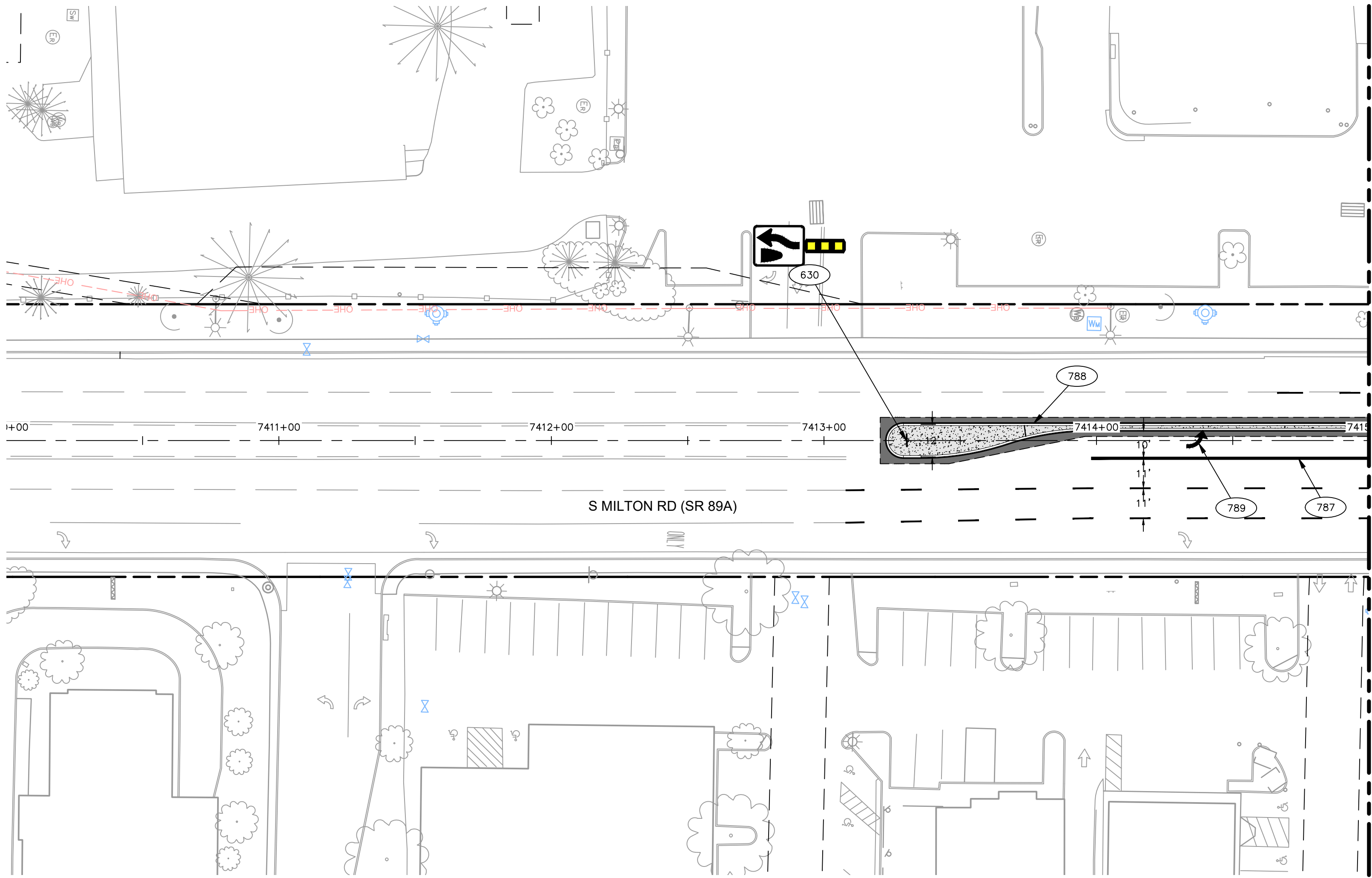
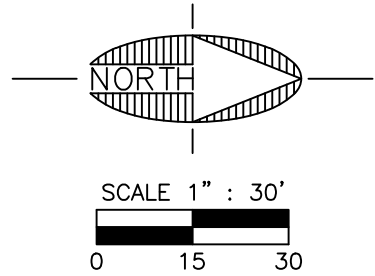
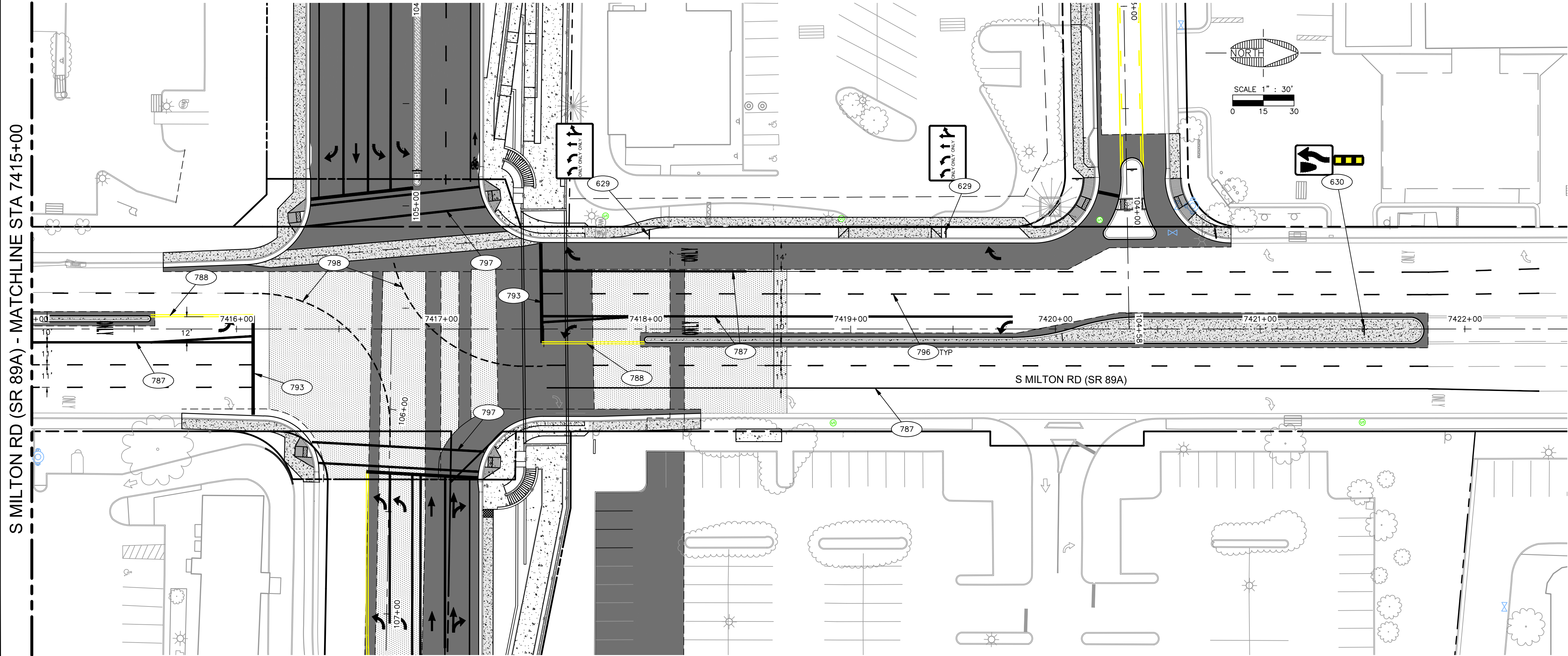
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C.O.F. Project #PZ XX-XXXX





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### ADOT IMPROVEMENTS - STRIPING & SIGNAGE

629	2 EA	INSTALL "ADVANCE INTERSECTION LANE CONTROL" SIGN (R3-) PER MUTCD AND AS SHOWN ON PLANS.
630	2 EA	INSTALL "NARROW KEEP RIGHT" SIGN (R04-07C) PER MUTCD WITH STANDARD DELINEATOR PER COF STD DTL 10-06-011
787	1,125 LF	INSTALL 12" SINGLE WHITE TURN LANE STRIPE IN ACCORDANCE WITH ADOT STANDARD SPECIFICATION 709 (EPOXY).
788	100 LF	INSTALL 6" DOUBLE YELLOW STRIPE IN ACCORDANCE WITH ADOT STANDARD SPECIFICATION 709 (EPOXY).
789	9 EA	INSTALL PAVEMENT MARKING ARROW IN ACCORDANCE WITH ADOT STANDARD DETAILS M-10 & M-11 AND ADOT STANDARD SPECIFICATION 709 (EPOXY).
793	201 LF	INSTALL 18" WHITE STOP BAR PER ADOTSTANDARD DETAIL M2. HORIZONTAL PLACEMENT AS SHOWN ON PLANS
796	1,930 LF	INSTALL 6" WHITE STRIPING CONSISTING OF 10' SEGMENTS WITH 30' GAPS PER ADOT DWG. M-4. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.
797	352 LF	INSTALL HIGH-VISIBILITY CROSSWALK MARKING PER ADOT STANDARD DETAIL M2.
798	210 LF	INSTALL 6" WHITE STRIPING (SKIP LINE), 1' SEGMENT WITH 3' GAPS PER ADOT DWG. M-2. HORIZONTAL PLACEMENT AS SHOWN ON PLANS.

NO.	DESCRIPTION	DATE	BY

REVISIONS	

NO.	DESCRIPTION	DATE	BY

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**ARIZONA811**  
Arizona Blue Stakes Inc.

Dist 8-1-1 or 1-800-514K-11 (782-5348)

DRAWING NO.	SS05
SHT NO.	37
OF	62

**SWI**  
Shephard Wesnitzer, Inc.

110 W. Dole Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swiaz.com

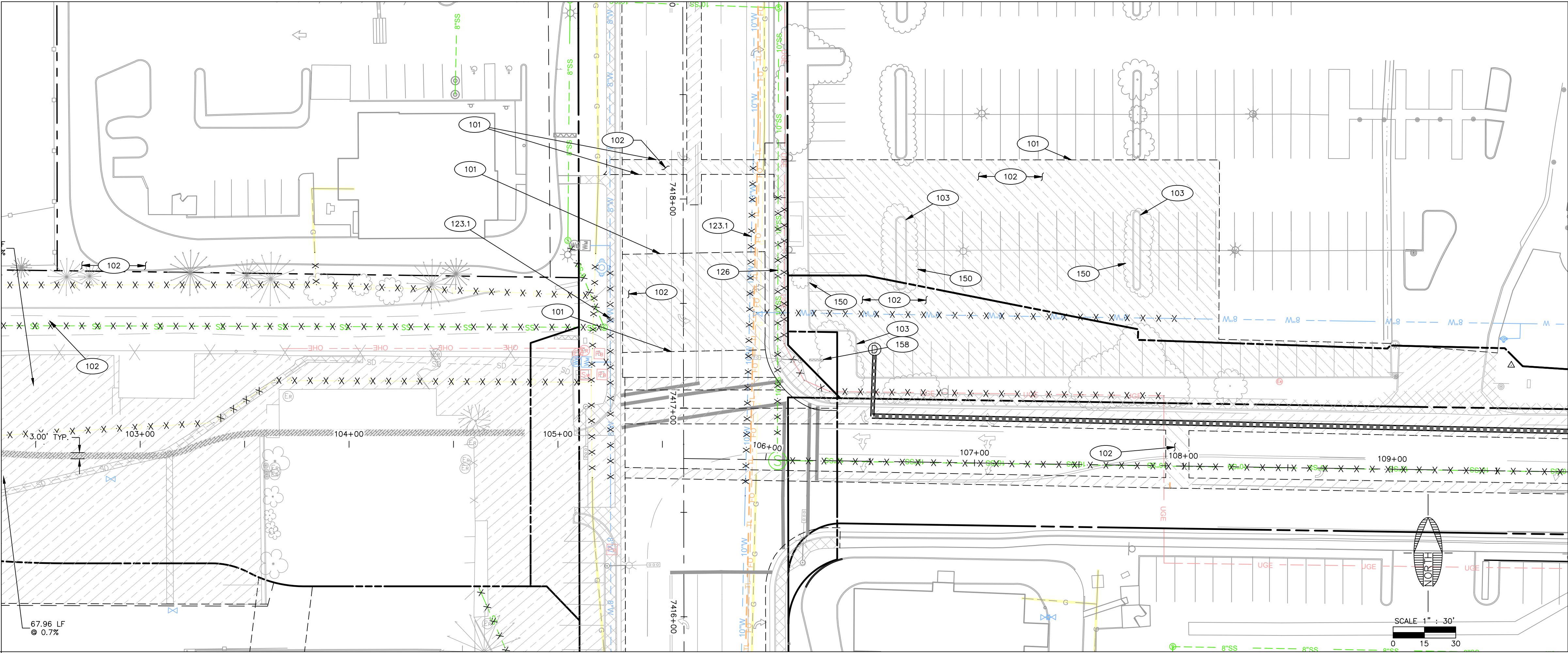
JOB NO.	18121
DATE:	JUN 21
SCALE:	AS SHOWN
DRAWN:	SWJ
DESIGN:	SWJ
CHECKED:	SCJ

BEULAH & UNIVERSITY IMPROVEMENT PLANS

FLAGSTAFF  
ARIZONA

SIGNAGE & STRIPING-MILTON (5) ADOT





CITY IMPROVEMENTS - PAVING & STORM

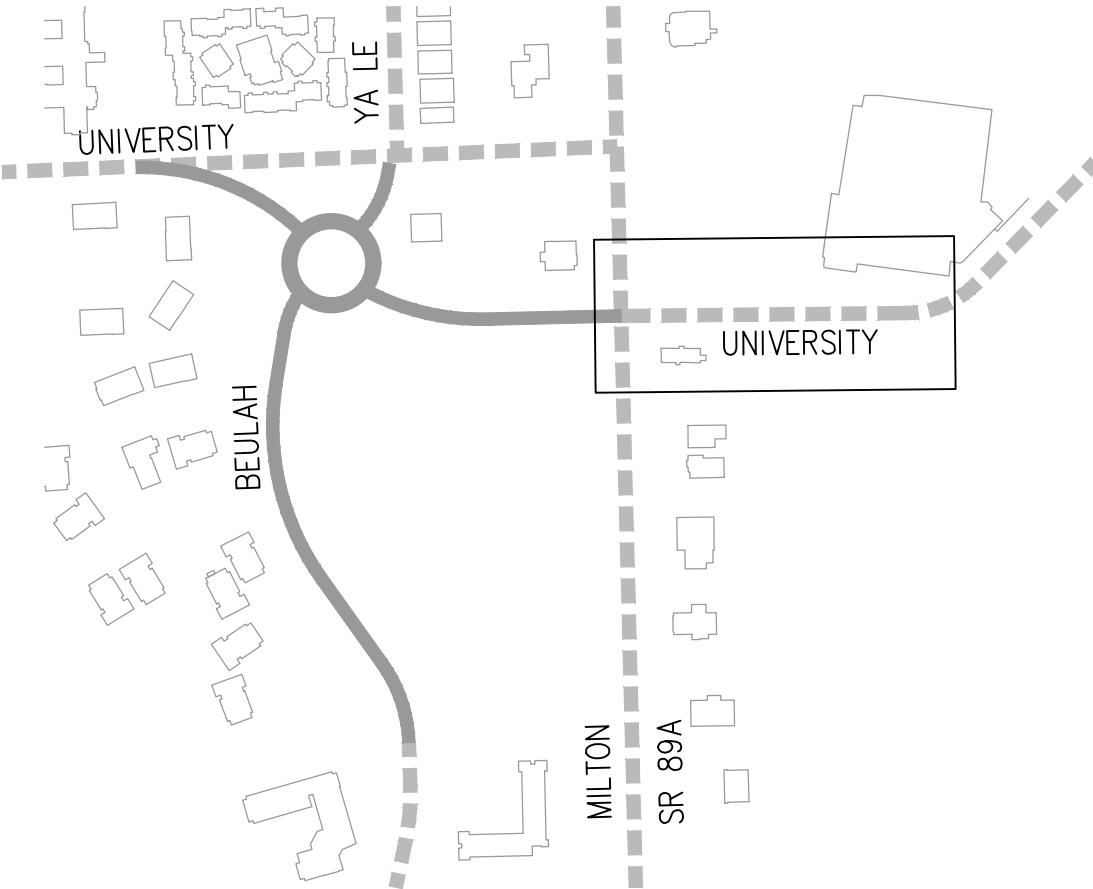
101	733	LF SAWCUT EXISTING PAVEMENT PER MAG SPECS 336 AND 350.
102	25,240	SF REMOVE EXISTING AC PAVEMENT PER MAG SPECS 336 AND 350.
103	390	LF REMOVE AND DISPOSE OF EXISTING CONCRETE CURB PER MAG SPECS 336 AND 350. CURB AND GUTTER SHALL BE REMOVED TO NEAREST JOINT.
110	1	EA REMOVE EXISTING WATER SERVICE LINE AND REMOVE AND SALVAGE EXISTING WATER METER(S) PER ADOT SPECIFICATIONS. CONTRACTOR TO COORDINATE WITH CITY WATER SERVICES DEPARTMENT ON WHERE TO STORE SALVAGED METER.
123.1	2	EA CUT, CAP, AND ABANDON EXISTING WATER MAIN IN PLACE PER M.A.G. SPECS. 336 & 350.
126	1	EA CUT, CAP, AND ABANDON EXISTING SEWER MAIN IN PLACE PER M.A.G. SPECS. 336 & 350.
150	3	EA REMOVE AND DISPOSE OF EXISTING TREE AND ROOTBALL PER M.A.G. SPECS. 336 & 350. CONTRACTOR TO REMOVE TREES FROM SITE THE SAME DAY THEY ARE DOWNED.
158	1	EA REMOVE AND RELOCATE MONUMENT SIGN TO LOCATION SHOWN ON PLAN.

NON-CITY DRY UTILITY CONFLICTS

- A APS (POWER) RELOCATION AND DESIGN BY OTHERS
- B NPG CABLE RELOCATION AND DESIGN BY OTHERS
- C QWEST RELOCATION AND DESIGN BY OTHERS
- D UNISOURCE (GAS) ENERGY RELOCATION AND DESIGN BY OTHERS

GENERAL SHEET NOTES

- HORIZONTAL CONTROL ON THIS PLAN IS TO BACK OF CURB BASED OFF THE PLAN CENTERLINE.
- VERTICAL ELEVATIONS SHOWN ON THIS PLAN ARE TO TOP OF CURB AT THE BACK OF CURB. CENTER MEDIAN ELEVATIONS CAN BE CALCULATED FROM THE TYPICAL SECTIONS AND CENTERLINE AND OFFSET ELEVATIONS SHOWN ON THE PLANS.
- ALL SIDEWALK AND FUTS TRAILS SHOWN ON THIS PLAN TO HAVE 1.5% CROSS SLOPE TOWARDS THE ROADWAY EXCEPT FOR CROSSINGS WITHIN THE ROADWAY.
- ALL RADI LISTED ON THIS PLAN ARE TO BACK OF CURB OR EDGE OF SIDEWALK.



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C.O.F. Project #PZ XX-XXXX

BEULAH & UNIVERSITY IMPROVEMENT PLANS

FLAGSTAFF  
ARIZONA

DEMO-UNDERPASS  
BOP TO STA 209+50

JOB NO:	18121
DATE:	JUN 21
SCALE:	AS SHOWN
DRAWN:	KMF/BH
DESIGN:	KMF
CHECKED:	SCJ

110 W. Dole Avenue  
Flagstaff, AZ 86001  
928.773.0354  
928.774.8934 fax  
www.swicaz.com

**SWI**  
**Shephard Wesnitzer, Inc.**

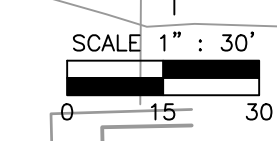
NO.	DESCRIPTION	DATE	BY

Call at least two full working days before you begin excavation.  
**ARIZONA 811**  
Arizona Blue Stakes, Inc.  
Dial 8-1-1 or 1-800-514E-11 (722-5348)

DRAWING NO.  
UP01

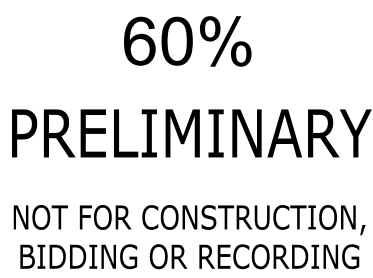
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200C	1,073	SY	CONSTRUCT ASPHALT PAVEMENT SECTION PER C.O.F. STD. DTL. 10-09-010 AND PER DETAIL '3' ON DWG DT03 OR MATCH EXISTING STRUCTURAL SECTION, WHICHEVER IS GREATER.
222B	400	LF	CONSTRUCT SINGLE CURB PER M.A.G. STD. DTL. 222 TYPE 'B' AND DETAIL '3' ON DWG DT03.
230	1,136	SF	CONSTRUCT CONCRETE SIDEWALK PER M.A.G. STD. DTL. 230 (WIDTH PER PLAN '5' TYPICAL).
231	3,970	SF	CONSTRUCT F.U.T.S. PATH PER C.O.F. STD. DTL. 14-01-010 (WIDTH PER PLAN '8' OR '10' TYPICAL).
255	1	EA	PEDESTRIAN UNDERPASS AND INSTALLATION PER DETAILS ON SHEET DT04. 10X' MAX. CONTECH CON/SPAN B-SERIES PRECAST CONCRETE UNDERPASS.
256	580	LF	RETAINING WALL PER PLAN BY OTHERS.
257	2	EA	CONSTRUCT STAIRS PER PLAN BY OTHERS.
258	1	EA	CONSTRUCT UNDERPASS ADA RAMP PER PLAN BY OTHERS.
512.1	183	LF	INSTALL 18" DIA GRPCP (CLASS 5) PER M.A.G. SPEC. SECTION 618. TRENCH, EXCAVATION, BACKFILLING, AND COMPACTION PER M.A.G. SPEC. SECTION 601 AND C.O.F. STD. DETAIL 09-01-031.
575	1	EA	CONSTRUCT PUMP ASSEMBLY PER DETAIL ON DWG DT03 AND AS SHOWN PER PLAN. 18" DIA CONCRETE PAVEMENT AROUND MANHOLE PER PLAN AND PER C.O.F. STD. DTL. 10-03-062.
703	675	SY	PERFORM 2" MILL PER ADOT SPECIFICATIONS 402-4 AND ASPHALT PAVEMENT OVERLAY PER ADOT SPECIFICATIONS 405. MILL LIMITS ARE TO THE NEAREST PROPOSED LANE STRIPE AS SHOWN ON THIS PLAN.
711	117	SY	CONSTRUCT ASPHALT PAVEMENT SECTION PER ADOT SPECIFICATIONS SECTION 406 AND PER DETAIL '1' ON DWG DT03.
752	100	FT	CONSTRUCT CONCRETE HALF BARRIER 32" TYPE F PER ADOT STANDARD DRAWING C-05.01 WITH BARRIER GUTTER AND PER ADOT SPEC SECTION 601.
753	1,107	SF	CONSTRUCT CONCRETE SIDEWALK PER ADOT STANDARD DRAWING C-05.20 AND PER ADOT SPECS SECTION 601.

1. HORIZONTAL CONTROL ON THIS PLAN IS TO BACK OF CURB BASED OFF THE PLAN CENTERLINE.
2. VERTICAL ELEVATIONS SHOWN ON THIS PLAN ARE TO TOP OF CURB AT THE BACK OF CURB CENTER MEDIAN ELEVATIONS CAN BE CALCULATED FROM THE TYPICAL SECTIONS AND CENTERLINE AND OFFSET ELEVATIONS SHOWN ON THE PLANS.
3. ALL SIDEWALK AND FUTS TRAILS SHOWN ON THIS PLAN TO HAVE 1.5% CROSS SLOPE TOWARDS THE ROADWAY EXCEPT FOR CROSSINGS WITHIN THE ROADWAY.
4. ALL RADI LISTED ON THIS PLAN ARE TO BACK OF CURB OR EDGE OF SIDEWALK.



C.O.F. Project #PZ XX-XXXX

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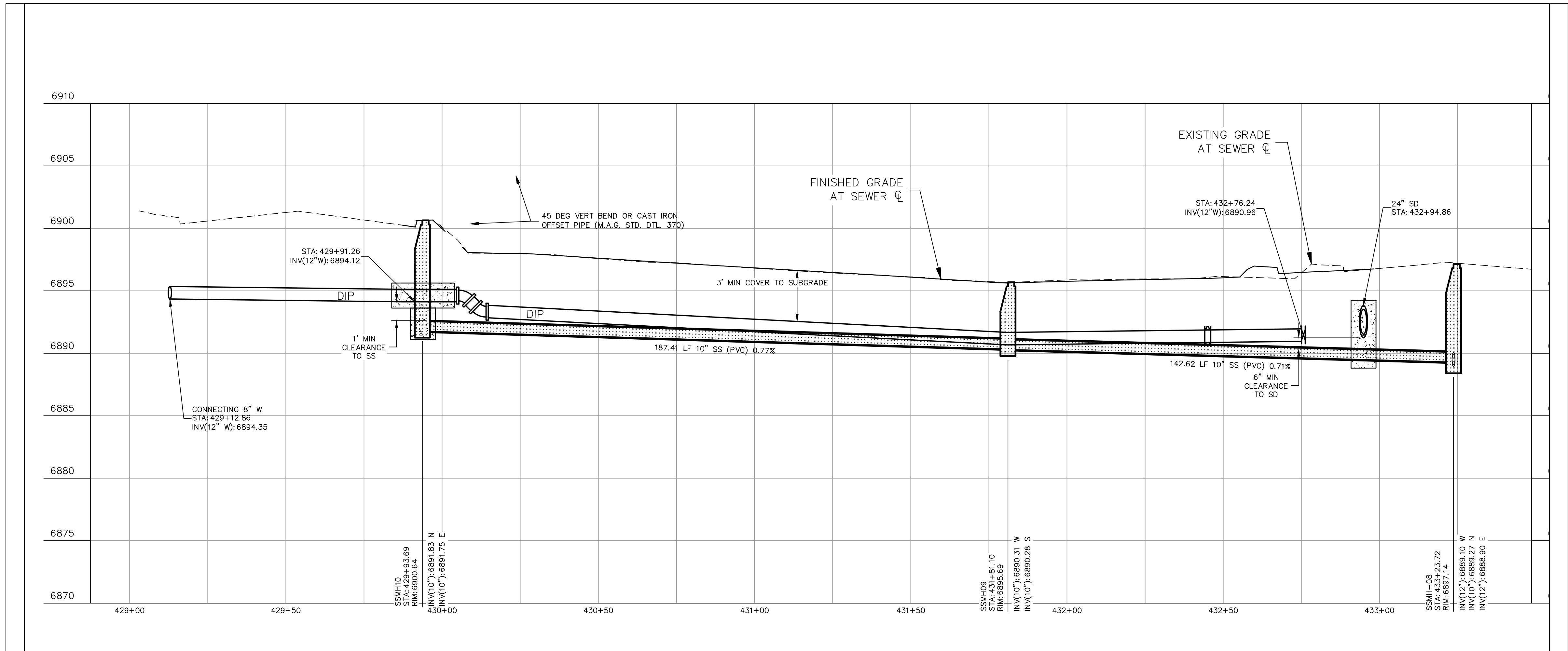
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SHT NO.	OF
39	62

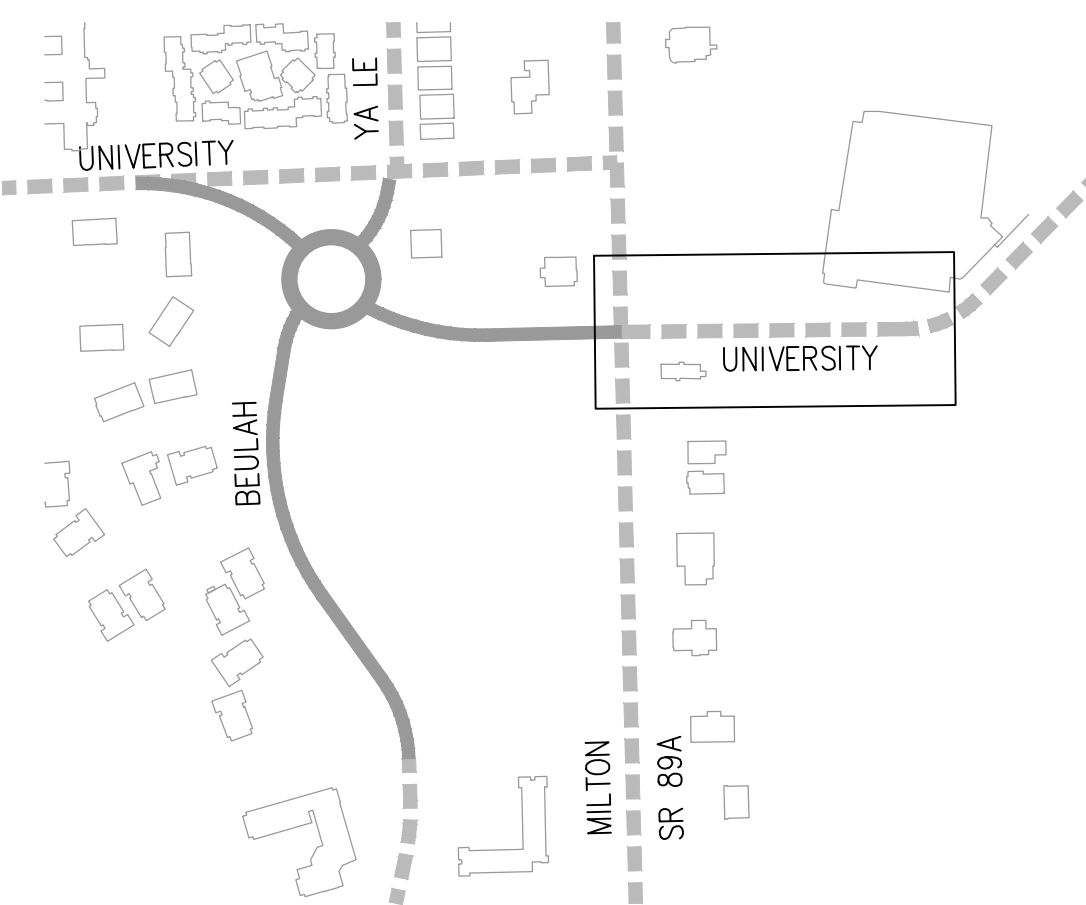




10.4.3	381	LF	INSTALL 12" WATERLINE (C-900/CL 305 PVC/DR14) INCLUDING ALL APPURTENANCES PER M.A.G. SPEC SECTION 601 AND 610 AND AS MODIFIED IN THE C.O.F. REVISIONS TO M.A.G. SECTION 13-21-001-0601. INSTALL TRACER WIRE ALONG WATERLINE PER C.O.F. STD. DTL. 301 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-09-001-0002. TRENCH EXCAVATION, BACKFILLING AND COMPACTION PER C.O.F. STD. DTLS. 9-01-030, 9-01-031, AND 9-01-032 ON DWG DT01.
10.4	2	EA	INSTALL 12", 45 DEG. HORIZONTAL BEND WITH JOINT RESTRAINT PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.
512	2	EA	INSTALL 12" GATE VALVE WITH CLASS 250 EPOXY-COATED RESILIENT SEAT (INCLUDING VALVE BOX AND COVER) PER MAG STD DTL 340 AND MAG SPEC 610. ADJUST BOX TO FINISH GRADE PER C OF STD DTL 9-03-060 AND 9-03-62 ON DWG DT01. THRUST BLOCK PER MAG STD DTL 301. AND AS MODIFIED BY COF REVISIONS TO MAG SECTION 13-21-002-0380. FLANGE TO TEE WHEN NEXT TO VALVE PER PLANS.
12.1	1	EA	INSTALL 8" GATE VALVE WITH CLASS 250 EPOXY-COATED RESILIENT SEAT (INCLUDING VALVE BOX AND COVER) PER MAG STD DTL 340 AND MAG SPEC 610. ADJUST BOX TO FINISH GRADE PER C OF STD DTL 9-03-060 AND 9-03-62 ON DWG DT01. THRUST BLOCK PER MAG STD DTL 301 AND AS MODIFIED BY COF REVISIONS TO MAG SECTION 13-21-002-0380. FLANGE TO TEE WHEN NEXT TO VALVE PER PLANS.
12.2	1	EA	INSTALL 10" GATE VALVE WITH CLASS 250 EPOXY-COATED RESILIENT SEAT (INCLUDING VALVE BOX AND COVER). PER MAG STD DTL 340 AND MAG SPEC 610. ADJUST BOX TO FINISH GRADE PER C OF STD DTL 9-03-060 AND 9-03-62 ON DWG DT01. THRUST BLOCK PER MAG STD DTL 301 AND AS MODIFIED BY COF REVISIONS TO MAG SECTION 13-21-002-0380.
13.1	1	EA	INSTALL 12", 90 DEG. HORIZONTAL BEND DIP CLASS 250, WITH JOINT RESTRAINT PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.
33.1	1	EA	INSTALL 12"x10" TEE DIP CLASS 250, WITH JOINT RESTRAINTS PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.
33.2	2	EA	INSTALL 12"x8" TEE DIP CLASS 250, WITH JOINT RESTRAINTS PER M.A.G. STD. DTL. 303 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-002-0380.
01-0.3	330	LF	INSTALL 10" POLYVINYL CHLORIDE (PVC), SDR-35, SEWER MAIN PER M.A.G. SPECS. 601 & 615 AND AS MODIFIED BY C.O.F. REVISIONS TO M.A.G. SECTION 13-21-001-0601. INSTALL TRACER WIRE ALONG SEWER PER C.O.F. STD. DTL. 9-01-031 ON DWG DT01 AND C.O.F. SECTION 13-09-001-0002. TRENCH EXCAVATION, BACKFILLING, AND COMPACTION PER C.O.F. STD. DTLS. 9-01-030, 9-01-031, AND 9-01-032 ON DWG DT01.
412	3	EA	INSTALL PIPE CROSSING ENCASUREMENT PER M.A.G. STD. DTL. 404-3.
420	2	EA	INSTALL 48" DIA. SEWER PNE-CAST (WATER-TIGHT) MANHOLE PER M.A.G. STD. DTL. 420 AND C.O.F. STD. DTL. 9-02-092 AND C.O.F. SECTION 13-09-0002-0007. INSTALL 24" (WATER-TIGHT) FRAME & COVER PER M.A.G. STD. DTL. 424 AND C.O.F. STD. DTL. 9-03-062. ROTATE CONE SO MANHOLE COVER IS NOT IN CURB AND ADJUST FRAME AND COVER TO FINISH GRADE PER M.A.G. DTL. 422.

A	APS (POWER) RELOCATION AND DESIGN BY OTHERS
B	NPG CABLE RELOCATION AND DESIGN BY OTHERS
C	QWEST RELOCATION AND DESIGN BY OTHERS
D	UNISOURCE (GAS) ENERGY RELOCATION AND DESIGN BY OTHERS

WATER LINES SHALL BE INSTALLED PER CITY OF FLAGSTAFF STANDARD DETAIL 09-01-010 AND HAVE A MINIMUM OF 3' OF COVER FROM THE SUBGRADE ELEVATION.



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C.O.F. Project #PZ XX-XXXX



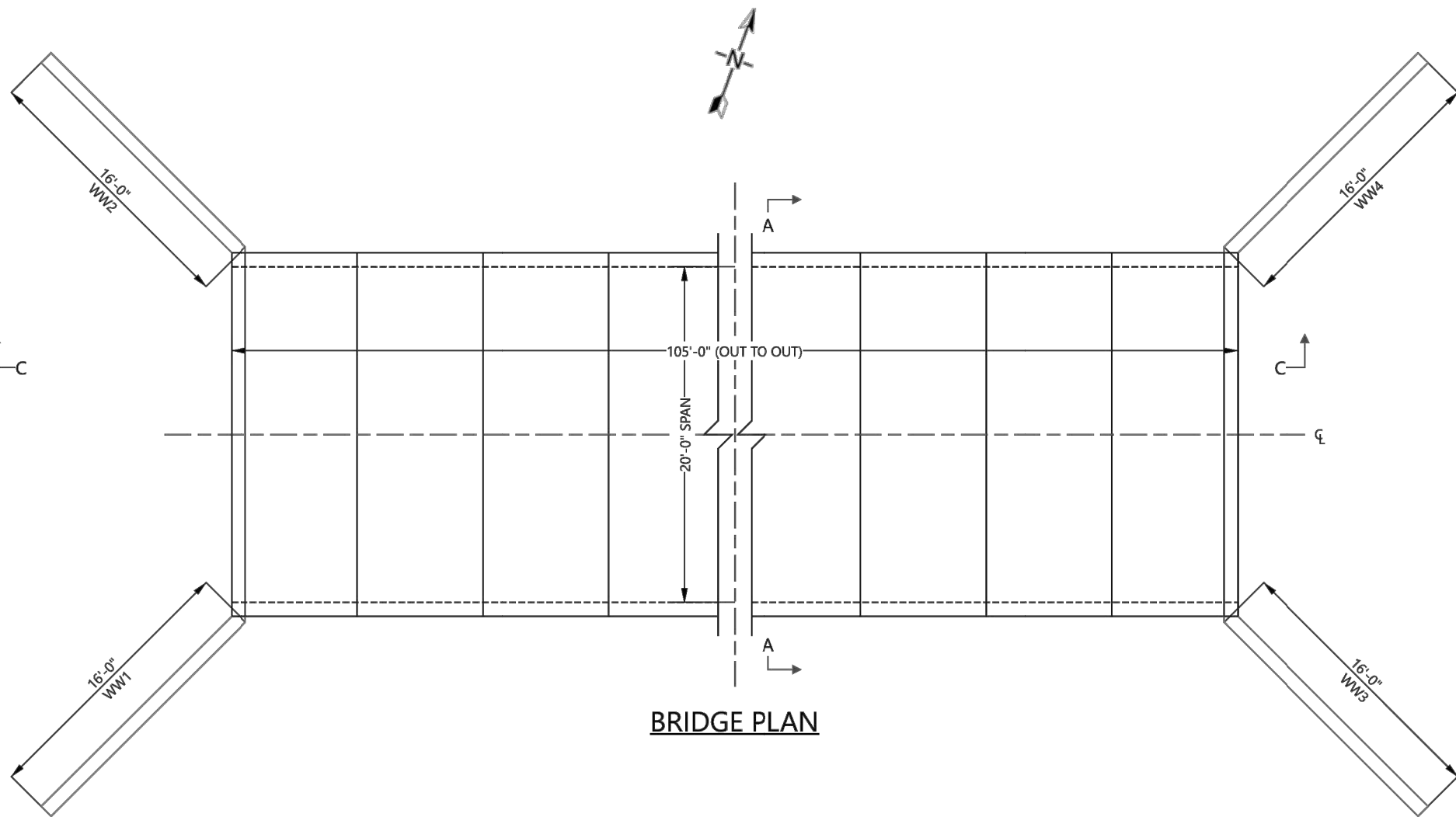
- NOTES  
GENERAL NOTES:
1. THIS BRIDGE HAS BEEN DESIGNED FOR GENERAL SITE CONDITIONS. THE PROJECT ENGINEER SHALL BE RESPONSIBLE FOR THE STRUCTURE'S SUITABILITY TO THE EXISTING SITE CONDITIONS AND FOR THE HYDRAULIC EVALUATION, INCLUDING SCOUR AND CONFIRMATION OF SOIL CONDITIONS.
  2. PRIOR TO CONSTRUCTION, CONTRACTOR MUST VERIFY ALL ELEVATIONS SHOWN THROUGH THE ENGINEER.
  3. ONLY CONTECH ENGINEERED SOLUTIONS LLC, THE CON/SPAN® APPROVED PRECASTER IN ALABAMA MAY PROVIDE THE STRUCTURE DESIGNED IN ACCORDANCE WITH THESE PLANS.
  4. THE USE OF ANOTHER PRECAST STRUCTURE WITH THE DESIGN ASSUMPTIONS USED FOR THE CON/SPAN® STRUCTURE MAY LEAD TO SERIOUS DESIGN ERRORS. USE ONLY OTHER PRECAST STRUCTURE WITH THIS DESIGN AND DRAWINGS VOIDS ANY CERTIFICATION OF THIS DESIGN AND WARRANTY. CONTECH Engineered Solutions, LLC ASSUMES NO LIABILITY FOR DESIGN OF ANY ALTERNATE OR SIMILAR TYPE STRUCTURES.
  5. ALTERNATE STRUCTURES MAY BE CONSIDERED, PROVIDED THAT DRAWINGS AND CALCULATIONS SIGNED AND SEALED BY A PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF ALABAMA, EMPLOYED BY THE PRECAST CONCRETE BRIDGE SUPPLIER, ARE SUBMITTED TO THE ENGINEER 2 WEEKS PRIOR TO THE BID DATE FOR REVIEW AND APPROVAL.
  6. ALTERNATE STRUCTURES MAY BE CONSIDERED, PROVIDED THAT THE ALTERNATE DESIGN DOES NOT REDUCE THE HYDRAULIC OPENING OF THE STRUCTURE AS SHOWN ON THE DRAWINGS. AT A MINIMUM THE ALTERNATE STRUCTURE MUST PROVIDE THE SAME OR LARGER SPAN AND RISE AS THE STRUCTURE SHOWN ON THE DRAWINGS.
  7. THE PRECAST ARCH SUPPLIER MUST ATTEND THE PRE-BID MEETING, IF ONE IS HELD.
  8. SUPPLIER OF PROPOSED ALTERNATES TO A CON/SPAN® BRIDGE SYSTEM MUST SUBMIT AT LEAST TWO (2) INDEPENDENTLY VERIFIED FULL SCALE LOAD TESTS THAT CONFIRM THE PROPOSED DESIGN METHODOLOGY OF THE THREE SDOCA/ARCH STRUCTURES. THE PROPOSED ALTERNATE, UPON SATISFACTORY CONFIRMATION OF DESIGN METHODOLOGY, MAY BE CONSIDERED AN ACCEPTABLE ALTERNATE.
  9. PROPOSED ALTERNATE STRUCTURES MAY BE CONSIDERED, PROVIDED THAT THE PRECAST CONCRETE BRIDGE STRUCTURES ARE PROVIDED BY A SUPPLIER THAT HAS A MINIMUM OF TWO (2) REGISTERED PROFESSIONAL ENGINEERS ON STAFF THAT ARE DEDICATED TO THE DESIGN OF THESE TYPES OF STRUCTURES. SUPPLIER MUST PROVIDE THESE NAMES, P.E. LICENSE NUMBERS AND DATES OF HIRE AT TIME OF ALTERNATE SUBMITTAL.

DESIGN DATA

DESIGN LOADING:  
BRIDGE UNITS: HS20  
HEADWALLS: NONE  
WINGWALLS: NONE  
DESIGN FILL HEIGHT: 1'-0" TO 4'-0"  
FROM TOP OF CROWN TO TOP OF RAVEMENT.  
DESIGN METHOD: LOAD RESISTANCE FACTOR DESIGN PER AASHTO LRFD SPECIFICATION ASSUMED NOMINAL BEARING RESISTANCE: 0 PSF  
ASSUMED FACTORED BEARING RESISTANCE: 0 PSF

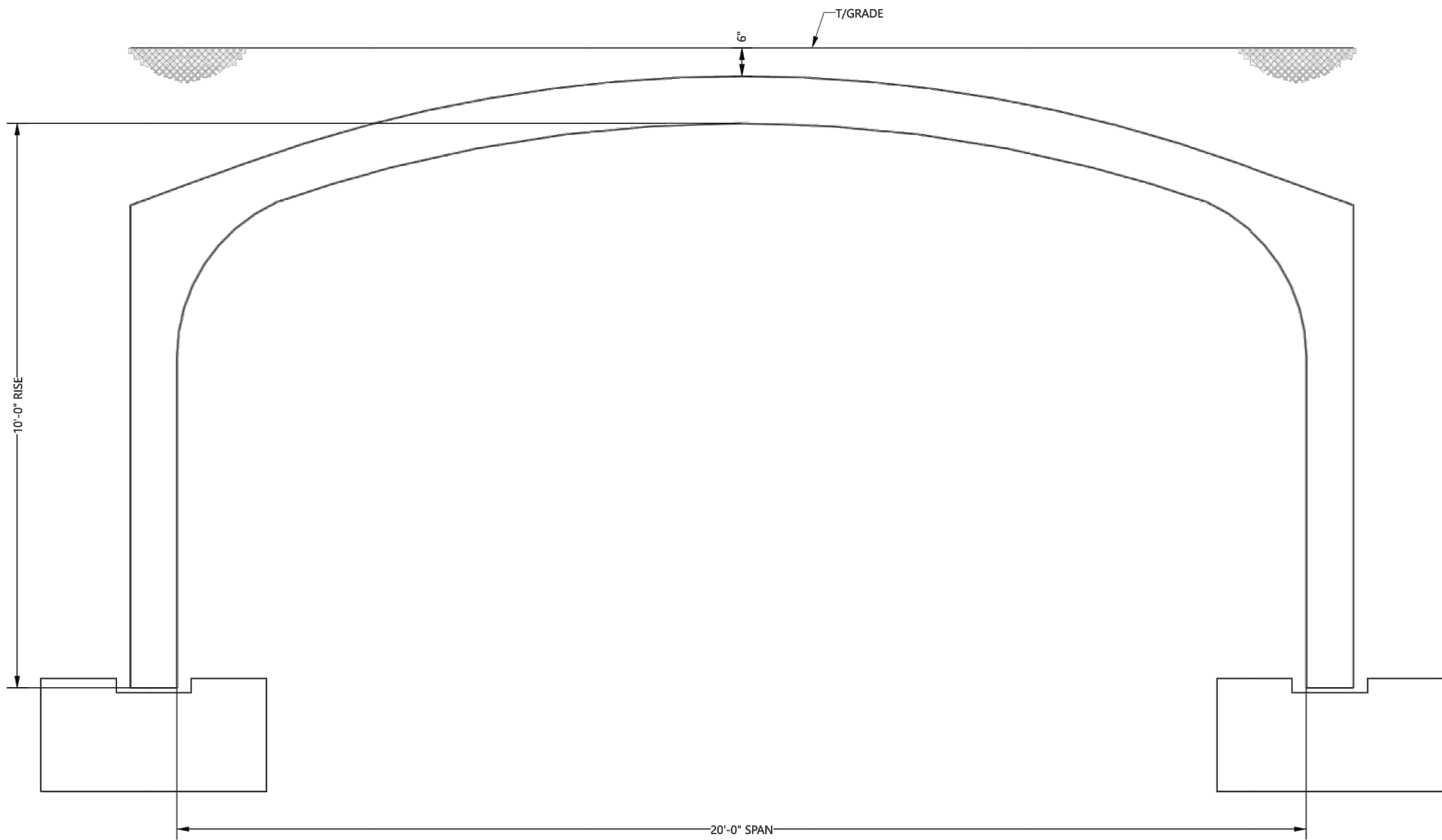
\*AT THE TIME OF DESIGN, A GEOTECHNICAL REPORT FOR THE PROJECT SITE WAS NOT AVAILABLE. IT IS THE PROJECT ENGINEER'S, OWNER'S AND/OR THE CONTRACTOR'S RESPONSIBILITY TO VERIFY THAT THE ACTUAL SITE CONDITIONS AT THE TIME OF CONSTRUCTION ARE CONSISTENT WITH THE ASSUMED ALLOWABLE SOIL BEARING PRESSURE WITH A GEOTECHNICAL INVESTIGATION FROM A QUALIFIED GEOTECHNICAL ENGINEER.

MATERIALS  
PRECAST UNITS SHALL BE CONSTRUCTED AND INSTALLED IN ACCORDANCE WITH CON/SPAN® SPECIFICATIONS. CONCRETE FOR FOOTINGS SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 PSF. REINFORCING STEEL FOR FOOTINGS SHALL CONFORM TO ASTM A615 OR A696-GRADE 60.



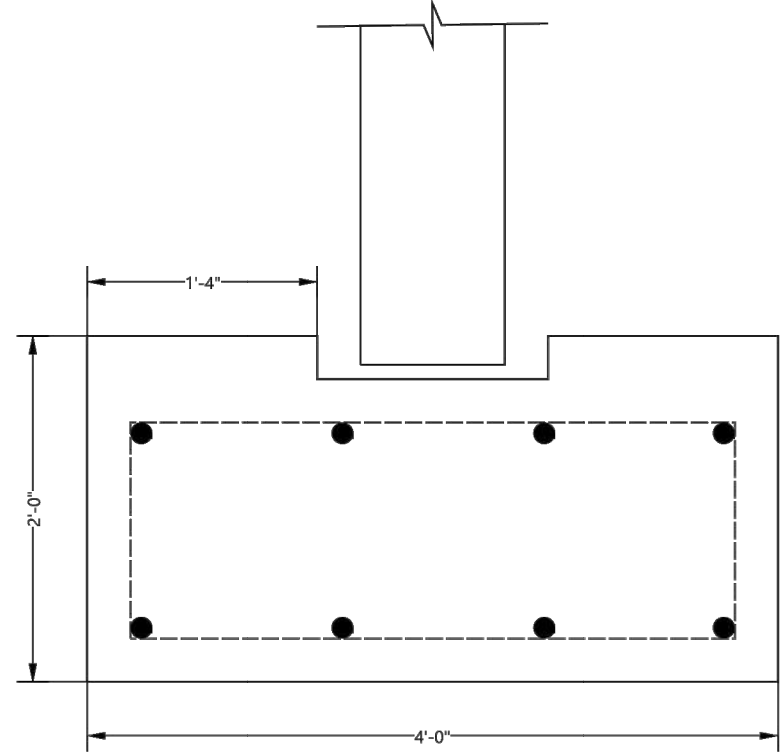
PRELIMINARY  
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060117	001	6/1/2017
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Sheet No:	1	OF 8



PRELIMINARY  
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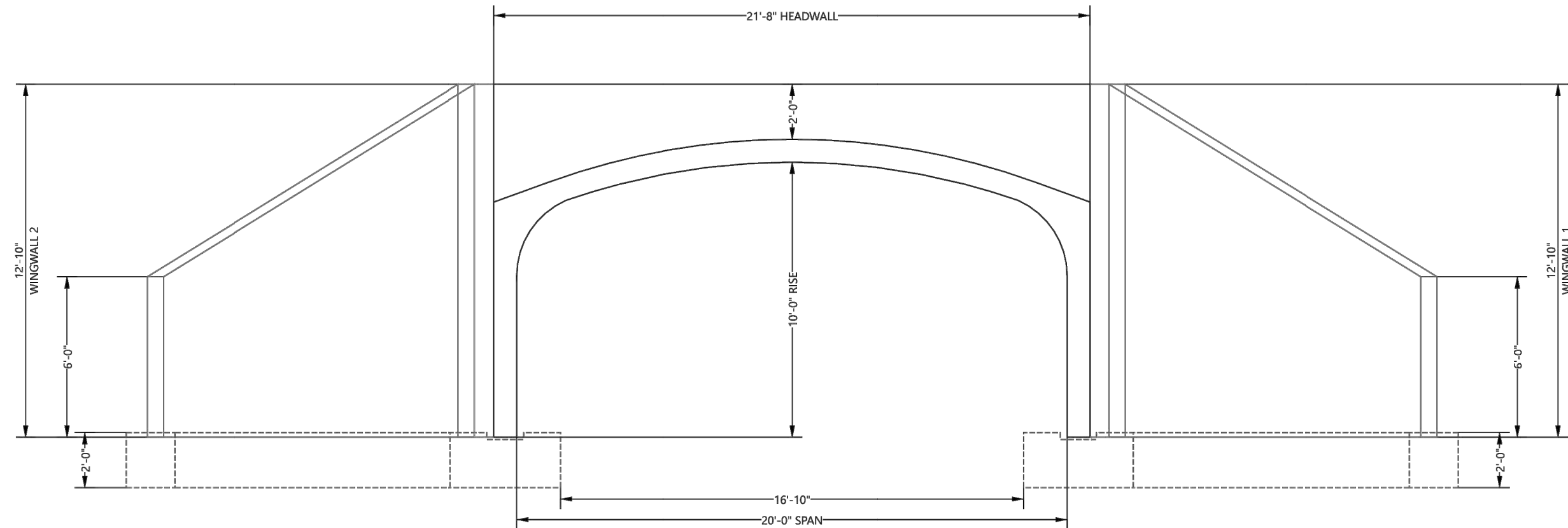
Project No:	Seq No:	Date:
060117	001	6/1/2017
Designed:	Drawn:	JDB
Checked:	Approved:	
Sheet No:	2	OF 8



- NOTES
- FOOTING DIMENSIONS AND DETAILS SHOWN ARE CONCEPTUAL ONLY
  - FINAL DIMENSIONS & DETAILS TO BE FURNISHED BY THE PROJECT ENGINEERS
  - FOUNDATION REINFORCING TO BE DETERMINED

PRELIMINARY  
NOT FOR CONSTRUCTION

Project No:	Seq No:	Date:
060117	001	6/1/2017
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Sheet No:	3	OF 8



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Project No:	Seq No:	Date:
060117	001	6/1/2017
Designed:	Drawn:	JDB
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Sheet No:	4	OF 8

60%  
PRELIMINARY  
NOT FOR CONSTRUCTION,  
BIDDING OR RECORDING

C.O.F. Project #PZ XX-XXXX

JOB NO:		18121	BEULAH & UNIVERSITY IMPROVEMENT PLANS		FLAGSTAFF ARIZONA	
DATE:		JUN 21	SCALE:		N/A	
DRAWN:		KMF/CNP	DESIGN:		KMF/CNP	
CHECKED:		SCJ	DETAILS CONTECH - 1			

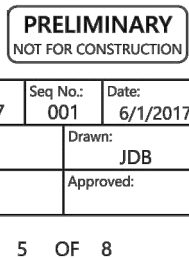
110 W. Dale Avenue  
Flagstaff, AZ 86001  
928.774.8934 fax  
928.774.8934  
www.swicz.com

**SWI**  
Shephard Wesnitzer, Inc.

REVISIONS	BY	DATE	
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Call at least two full working days before you begin excavation.  
**ARIZONA 811**  
Arizona Blue Stakes, Inc.  
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SHT NO.	OF	41 62



# PROPOSAL

## DRAWING

Project No: <b>060117</b>	Seq No: <b>001</b>	Date: <b>6/1/2017</b>
Designed:	Drawn: <b>JDB</b>	
Checked:	Approved:	
Sheet No: <b>5 OF 8</b>		

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# PROPOSAL

## DRAWING

Project No.: <b>060117</b>	Seq No.: <b>001</b>	Date: <b>6/1/2017</b>
Designed:	Drawn: <b>JDB</b>	
Checked:	Approved:	
Sheet No.: <b>7 OF 8</b>		

PROPOSAL  
DRAWING

Project No.: 060117	Seq No.: 001	Date: 6/1/2017
Designed:	Drawn: JDB	
Checked:	Approved:	
Sheet No.: 8 OF 8		

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42	62



FILE: P:\2018\18121\Drawings\Construction\Plans\DETAILS CONTECH.dwg SW-CSD-2021 PLOTTED: Jun 28, 2021 - 4:43pm

SPECIFICATIONS FOR MANUFACTURE AND INSTALLATION OF CON/SPAN® BRIDGE SYSTEMS

1. DESCRIPTION

- 1.1. TYPE - THIS WORK SHALL CONSIST OF FURNISHING AND CONSTRUCTING A CON/SPAN® BRIDGE SYSTEM IN ACCORDANCE WITH THESE SPECIFICATIONS AND IN REASONABLY CLOSE CONFORMITY WITH THE LINES, GRADES, DESIGN AND DIMENSIONS SHOWN ON THE PLANS OR AS ESTABLISHED BY THE ENGINEER. IN SITUATIONS WHERE TWO OR MORE SPECIFICATIONS APPLY TO THIS WORK, THE MOST STRINGENT REQUIREMENTS SHALL GOVERN.
- 1.2. DESIGNATION - PRECAST REINFORCED CONCRETE CON/SPAN® BRIDGE UNITS MANUFACTURED IN ACCORDANCE WITH THIS SPECIFICATION SHALL BE DESIGNATED BY SPAN AND RISE. PRECAST REINFORCED CONCRETE WINGWALLS AND HEADWALLS MANUFACTURED IN ACCORDANCE WITH THIS SPECIFICATION SHALL BE DESIGNATED BY LENGTH, HEIGHT, AND DEFLECTION ANGLE. PRECAST REINFORCED CONCRETE EXPRESS™ FOUNDATION UNITS MANUFACTURED IN ACCORDANCE WITH THIS SPECIFICATION SHALL BE DESIGNATED BY LENGTH, HEIGHT AND WIDTH.

2. DESIGN

- 2.1. SPECIFICATIONS - THE PRECAST ELEMENTS ARE DESIGNED IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" 17TH EDITION, ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002. A MINIMUM OF ONE FOOT OF COVER ABOVE THE CROWN OF THE BRIDGE UNITS IS REQUIRED IN THE INSTALLED CONDITION. (UNLESS NOTED OTHERWISE ON THE SHOP DRAWINGS AND DESIGNED ACCORDINGLY.)

3. MATERIALS

- 3.1. CONCRETE - THE CONCRETE FOR THE PRECAST ELEMENTS SHALL BE AIR-ENTRAINED WHEN INSTALLED IN AREAS SUBJECT TO FREEZE-THAW CONDITIONS, COMPOSED OF PORTLAND CEMENT, FINE AND COARSE AGGREGATES, ADMIXTURES AND WATER. AIR-ENTRAINED CONCRETE SHALL CONTAIN 6 ± 2 PERCENT AIR. THE AIR-ENTRAINING ADMIXTURE SHALL CONFORM TO AASHTO M154. THE MINIMUM CONCRETE COMPRESSIVE STRENGTH SHALL BE AS SHOWN ON THE SHOP DRAWINGS.
- 3.1.1. PORTLAND CEMENT - SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATIONS C150-TYPE I, TYPE II, OR TYPE III CEMENT.
- 3.1.2. COARSE AGGREGATE - SHALL CONSIST OF STONE HAVING A MAXIMUM SIZE OF 1 INCH. AGGREGATE SHALL MEET REQUIREMENTS FOR ASTM C33.
- 3.1.3. WATER-REDUCING ADMIXTURE - THE MANUFACTURER MAY SUBMIT, FOR APPROVAL BY THE ENGINEER, A WATER-REDUCING ADMIXTURE FOR THE PURPOSE OF INCREASING WORKABILITY AND REDUCING THE WATER REQUIREMENT FOR THE CONCRETE.
- 3.1.4. CALCIUM CHLORIDE - THE ADDITION TO THE MIX OF CALCIUM CHLORIDE OR ADMIXTURES CONTAINING CALCIUM CHLORIDE WILL NOT BE PERMITTED.
- 3.1.5. MIXTURE - THE AGGREGATES, CEMENT AND WATER SHALL BE PROPORTIONED AND MIXED IN A BATCH MIXER TO PRODUCE A HOMOGENEOUS CONCRETE MEETING THE STRENGTH REQUIREMENTS OF THIS SPECIFICATION. THE PROPORTION OF PORTLAND CEMENT IN THE MIXTURE SHALL NOT BE LESS THAN 564 POUNDS (6 SACKS) PER CUBIC YARD OF CONCRETE.
- 3.2. STEEL REINFORCEMENT
- 3.2.1. THE MINIMUM STEEL YIELD STRENGTH SHALL BE 60,000 PSI, UNLESS OTHERWISE NOTED ON THE SHOP DRAWINGS.
- 3.2.2. ALL REINFORCING STEEL FOR THE PRECAST ELEMENTS SHALL BE FABRICATED AND PLACED IN ACCORDANCE WITH THE DETAILED SHOP DRAWINGS SUBMITTED BY THE MANUFACTURER.
- 3.2.3. REINFORCEMENT SHALL CONSIST OF WELDED WIRE FABRIC CONFORMING TO ASTM SPECIFICATION A 185 OR A 497, OR DEFORMED BILLET STEEL BARS CONFORMING TO ASTM SPECIFICATION A 615, GRADE 60. LONGITUDINAL DISTRIBUTION REINFORCEMENT MAY CONSIST OF WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS.
- 3.3. STEEL HARDWARE
- 3.3.1. BOLTS AND THREADED RODS FOR WINGWALL CONNECTIONS SHALL CONFORM TO ASTM A 307. NUTS SHALL CONFORM TO AASHTO M292 (ASTM A194) GRADE 2H. ALL BOLTS, THREADED RODS AND NUTS USED IN WINGWALL CONNECTIONS SHALL BE MECHANICALLY ZINC COATED IN ACCORDANCE WITH ASTM B689 CLASS 50.
- 3.3.2. STRUCTURAL STEEL FOR WINGWALL CONNECTION PLATES AND PLATE WASHERS SHALL CONFORM TO AASHTO M 270 (ASTM A 709) GRADE 36 AND SHALL BE HOT DIP GALVANIZED AS PER AASHTO M111 (ASTM A123).
- 3.3.3. INSERTS FOR WINGWALLS SHALL BE 1" DIAMETER TWO-BOLT PRESET WINGWALL ANCHORS AS MANUFACTURED BY DAYTON SUPERIOR CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700 AND SHALL BE MECHANICALLY ZINC COATED IN ACCORDANCE WITH ASTM B689 CLASS 50.
- 3.3.4. FERRULE LOOP INSERTS SHALL BE F-64 FERRULE LOOP INSERTS AS MANUFACTURED BY DAYTON SUPERIOR CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700.
- 3.3.5. HOOK BOLTS USED IN ATTACHED HEADWALL CONNECTIONS SHALL BE ASTM A307.
- 3.3.6. INSERTS FOR DETACHED HEADWALL CONNECTIONS SHALL BE AISI TYPE 304 STAINLESS STEEL. EXPANDED COIL INSERTS AS MANUFACTURED BY DAYTON SUPERIOR

- CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700. COIL RODS AND NUTS USED IN HEADWALL CONNECTIONS SHALL BE AISI TYPE 304 STAINLESS STEEL. WASHERS USED IN HEADWALL CONNECTIONS SHALL BE EITHER AISI TYPE 304 STAINLESS STEEL PLATE WASHERS OR AASHTO M270 (ASTM A709) GRADE 36 PLATE WASHERS. HOT DIP GALVANIZED AS PER AASHTO M111 (ASTM A123).
- 3.3.7. MECHANICAL SPLICES OF REINFORCING BARS SHALL BE MADE USING THE DWEL BAR SPLICER SYSTEM AS MANUFACTURED BY DAYTON SUPERIOR CONCRETE ACCESSORIES, MIAMISBURG, OHIO, (800) 745-3700, AND SHALL CONSIST OF THE DWEL BAR SPLICER (DB-SAE) AND DWEL-IN (DI).

4. MANUFACTURE OF PRECAST ELEMENTS - SUBJECT TO THE PROVISIONS OF SECTION 5, BELOW, THE PRECAST ELEMENT DIMENSION AND REINFORCEMENT DETAILS SHALL BE AS PRESCRIBED IN THE PLAN AND SHOP DRAWINGS PROVIDED BY THE MANUFACTURER.

- 4.1. FORMS - THE FORMS USED IN MANUFACTURE SHALL BE SUFFICIENTLY RIGID AND ACCURATE TO MAINTAIN THE REQUIRED PRECAST ELEMENT DIMENSIONS WITHIN THE PERMISSIBLE VARIATIONS GIVEN IN SECTION 5 OF THESE SPECIFICATIONS. ALL CASTING SURFACES SHALL BE OF A SMOOTH MATERIAL.
- 4.2. PLACEMENT OF REINFORCEMENT
- 4.2.1. PLACEMENT OF REINFORCEMENT IN PRECAST BRIDGE UNITS - THE COVER OF CONCRETE OVER THE OUTSIDE CIRCUMFERENTIAL REINFORCEMENT SHALL BE 2" MINIMUM. THE COVER OF CONCRETE OVER THE INSIDE CIRCUMFERENTIAL REINFORCEMENT SHALL BE 1 1/2" MINIMUM, UNLESS OTHERWISE NOTED ON THE SHOP DRAWINGS. THE CURVE OR TIME SO THAT THE CONCRETE CIRCUMFERENTIAL WIRES SHALL NOT BE LESS THAN 1" NOR MORE THAN 2" FROM THE ENDS OF EACH SECTION. REINFORCEMENT SHALL BE ASSEMBLED UTILIZING SINGLE OR MULTIPLE LAYERS OF WELDED WIRE FABRIC (NOT TO EXCEED 3 LAYERS), SUPPLEMENTED WITH A SINGLE LAYER OF DEFORMED BILLET-STEEL BARS, WHEN NECESSARY.
- 4.2.2. BENDING OF REINFORCEMENT FOR PRECAST BRIDGE UNITS - THE OUTSIDE AND INSIDE CIRCUMFERENTIAL REINFORCING STEEL FOR THE CORNERS OF THE BRIDGE SHALL BE BENT TO SUCH AN ANGLE THAT THE CORNERS WILL BE APPROXIMATELY EQUAL TO THE CONFIGURATION OF THE BRIDGE'S OUTSIDE CORNER.
- 4.2.3. PLACEMENT OF REINFORCEMENT FOR PRECAST WINGWALLS AND HEADWALLS - THE COVER OF CONCRETE OVER THE LONGITUDINAL AND TRANSVERSE REINFORCEMENT SHALL BE 2" MINIMUM. THE CLEAR DISTANCE FROM THE END OF EACH PRECAST ELEMENT TO THE END OF REINFORCING STEEL SHALL NOT BE LESS THAN 1 1/2" NOR MORE THAN 3". REINFORCEMENT SHALL BE ASSEMBLED UTILIZING A SINGLE LAYER OF WELDED WIRE FABRIC, OR A SINGLE LAYER OF DEFORMED BILLET-STEEL BARS. WELDED WIRE FABRIC SHALL BE COMPOSED OF TRANSVERSE AND LONGITUDINAL WIRES MEETING THE SPACING REQUIREMENTS OF 4.3, BELOW, AND SHALL CONTAIN SUFFICIENT LONGITUDINAL WIRES EXTENDING THROUGH THE ELEMENT TO MAINTAIN THE SHAPE AND POSITION OF THE REINFORCEMENT. LONGITUDINAL REINFORCEMENT MAY BE WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS AND SHALL MEET THE SPACING REQUIREMENTS OF 4.3, BELOW.
- 4.2.4. PLACEMENT OF REINFORCEMENT FOR PRECAST FOUNDATION UNITS - THE COVER OF CONCRETE OVER THE BOTTOM REINFORCEMENT SHALL BE 3 INCHES MINIMUM. THE COVER OF CONCRETE FOR ALL OTHER REINFORCEMENT SHALL BE 2 INCHES MINIMUM. THE CLEAR DISTANCE FROM THE END OF EACH PRECAST ELEMENT TO THE END OF REINFORCING STEEL SHALL NOT BE LESS THAN 2 INCHES NOR MORE THAN 3 INCHES. REINFORCEMENT SHALL BE ASSEMBLED UTILIZING A SINGLE LAYER OF WELDED WIRE FABRIC OR A SINGLE LAYER OF DEFORMED BILLET-STEEL BARS. WELDED WIRE FABRIC SHALL BE COMPOSED OF TRANSVERSE AND LONGITUDINAL WIRES MEETING THE SPACING REQUIREMENTS OF 4.3, BELOW, AND SHALL CONTAIN SUFFICIENT LONGITUDINAL WIRES EXTENDING THROUGH THE ELEMENT TO MAINTAIN THE SHAPE AND POSITION OF THE REINFORCEMENT. LONGITUDINAL REINFORCEMENT MAY BE WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS AND SHALL MEET THE SPACING REQUIREMENTS OF 4.3, BELOW.
- 4.3. LAPS, WELDS, SPACING
- 4.3.1. LAPS, WELDS, AND SPACING FOR PRECAST BRIDGE UNITS - TENSION SPLICES IN THE CIRCUMFERENTIAL REINFORCEMENT SHALL BE MADE BY LAPPING. LAPS MAY BE TACK WELDED TOGETHER FOR ASSEMBLY PURPOSES. FOR SMOOTH WELDED WIRE FABRIC, THE

- OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.11.2.5.2 AND 5.11.6.2. FOR DEFORMED WELDED WIRE FABRIC, THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.11.2.5.1 AND 5.11.6.1. THE OVERLAP OF WELDED WIRE FABRIC SHALL BE MEASURED BETWEEN THE OUTER-MOST LONGITUDINAL WIRES OF EACH FABRIC SHEET. FOR DEFORMED BILLET-STEEL BARS, THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.11.2.1 FOR SPLICES OTHER THAN TENSION SPLICES, THE OVERLAP SHALL BE A MINIMUM OF 1'-0" FOR WELDED WIRE FABRIC OR DEFORMED BILLET-STEEL BARS. THE SPACING CENTER TO CENTER OF THE CIRCUMFERENTIAL WIRES IN A WIRE FABRIC SHEET SHALL BE NOT LESS THAN 2" NOR MORE THAN 4". THE SPACING CENTER TO CENTER OF THE LONGITUDINAL WIRES SHALL NOT BE MORE THAN 8". THE SPACING CENTER TO CENTER OF THE LONGITUDINAL DISTRIBUTION STEEL FOR EITHER LINE OF REINFORCING IN THE TOP SLAB SHALL BE NOT MORE THAN 1'-4".
- 4.3.2. LAPS, WELDS, AND SPACING FOR PRECAST WINGWALLS, HEADWALLS AND FOUNDATIONS - SPLICES IN THE REINFORCEMENT SHALL BE MADE BY LAPPING. LAPS MAY BE TACK WELDED TOGETHER FOR ASSEMBLY PURPOSES. FOR SMOOTH WELDED WIRE FABRIC, THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.11.2.5.2 AND 5.11.6.2. FOR DEFORMED WELDED WIRE FABRIC, THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.11.2.5.1 AND 5.11.6.1. FOR DEFORMED BILLET-STEEL BARS, THE OVERLAP SHALL MEET THE REQUIREMENTS OF AASHTO 5.11.2.1. THE SPACING CENTER-TO-CENTER OF THE WIRES IN A WIRE FABRIC SHEET SHALL BE NOT LESS THAN 2" NOR MORE THAN 8".
- 4.4. CURING - THE PRECAST CONCRETE ELEMENTS SHALL BE CURED FOR A SUFFICIENT LENGTH OF TIME SO THAT THE CONCRETE WILL DEVELOP THE SPECIFIED COMPRESSIVE STRENGTH IN 28 DAYS OR LESS. ANY ONE OF THE FOLLOWING METHODS OF CURING OR COMBINATIONS THERE OF SHALL BE USED.
- 4.4.1. STEAM CURING - THE PRECAST ELEMENTS MAY BE LOW-PRESSURE STEAM CURED BY A SYSTEM THAT WILL MAINTAIN A MOIST ATMOSPHERE.
- 4.4.2. WATER CURING - THE PRECAST ELEMENTS MAY BE WATER CURED BY ANY METHOD THAT WILL KEEP THE SECTIONS MOIST.
- 4.4.3. MEMBRANE CURING - A SEALING MEMBRANE CONFORMING TO THE REQUIREMENTS OF ASTM SPECIFICATION C309 MAY BE APPLIED AND SHALL BE LEFT INTACT UNTIL THE REQUIRED CONCRETE COMPRESSIVE STRENGTH IS ATTAINED. THE CONCRETE TEMPERATURE AT THE TIME OF APPLICATION SHALL BE WITHIN +/- 10 DEGREES F OF THE ATMOSPHERIC TEMPERATURE. ALL SURFACES SHALL BE KEPT MOIST PRIOR TO THE APPLICATION OF THE COMPOUNDS AND SHALL BE DAMP WHEN THE COMPOUND IS APPLIED.
- 4.5. STORAGE, HANDLING & DELIVERY
- 4.5.1. STORAGE - PRECAST CONCRETE BRIDGE ELEMENTS SHALL BE LIFTED AND STORED IN "AS-CAST" POSITION. PRECAST CONCRETE HEADWALL AND WINGWALL UNITS ARE CAST, STORED AND SHIPPED IN A FLAT POSITION. THE PRECAST ELEMENTS SHALL BE STORED IN SUCH A MANNER TO PREVENT CRACKING OR DAMAGE. STORE ELEMENTS USING TIMBER SUPPORTS AS APPROPRIATE. THE UNITS SHALL NOT BE MOVED UNTIL THE CONCRETE COMPRESSIVE STRENGTH HAS REACHED A MINIMUM OF 2500 PSI, AND THEY SHALL NOT BE STORED IN AN UPRIGHT POSITION.
- 4.5.2. HANDLING - HANDLING DEVICES SHALL BE PERMITTED IN EACH PRECAST ELEMENT FOR THE PURPOSE OF HANDLING AND SETTING. SPREADER BEAMS MAY BE REQUIRED FOR THE LIFTING OF PRECAST CONCRETE BRIDGE ELEMENTS TO PRECLUDE DAMAGE FROM BENDING OR TORSION FORCES.
- 4.5.3. DELIVERY - PRECAST CONCRETE ELEMENTS MUST NOT BE SHIPPED UNTIL THE CONCRETE HAS ATTAINED THE SPECIFIED DESIGN COMPRESSIVE STRENGTH, OR AS DIRECTED BY THE DESIGN ENGINEER. PRECAST CONCRETE ELEMENTS MAY BE UNLOADED AND PLACED ON THE GROUND AT THE SITE UNTIL INSTALLED. STORE ELEMENTS USING TIMBER SUPPORTS AS APPROPRIATE.
- 4.6. QUALITY ASSURANCE - THE PRECASTER SHALL DEMONSTRATE ADHERENCE TO THE STANDARDS SET FORTH IN THE NPCA QUALITY CONTROL MANUAL. THE PRECASTER SHALL MEET EITHER SECTION 4.6.1 OR 4.6.2
- 4.6.1. CERTIFICATION - THE PRECASTER SHALL BE CERTIFIED BY THE PRECAST/PRESTRESSED CONCRETE INSTITUTE PLANT CERTIFICATION PROGRAM OR THE NATIONAL PRECAST CONCRETE ASSOCIATION'S PLANT CERTIFICATION PROGRAM PRIOR TO AND DURING PRODUCTION OF THE PRODUCTS COVERED BY THIS SPECIFICATION.
- 4.6.2. QUALIFICATIONS, TESTING AND INSPECTION
- 4.6.2.1. THE PRECASTER SHALL HAVE BEEN IN THE BUSINESS OF PRODUCING PRECAST CONCRETE PRODUCTS SIMILAR TO THOSE SPECIFIED FOR A MINIMUM OF THREE YEARS. HE SHALL MAINTAIN A PERMANENT QUALITY CONTROL DEPARTMENT OR RETAIN AN INDEPENDENT TESTING AGENCY ON A CONTINUING BASIS. THE AGENCY SHALL ISSUE A REPORT, CERTIFIED BY A LICENSED ENGINEER, DETAILING THE ABILITY OF THE PRECASTER TO PRODUCE QUALITY PRODUCTS CONSISTENT WITH INDUSTRY STANDARDS.
- 4.6.2.2. THE PRECASTER SHALL SHOW THAT THE FOLLOWING TESTS ARE PERFORMED IN ACCORDANCE WITH THE ASTM STANDARDS INDICATED. TESTS SHALL BE PERFORMED AS

- INDICATED IN SECTION 6 OF THESE SPECIFICATIONS.
- 4.6.2.2.1. AIR CONTENT: C231 OR C173
- 4.6.2.2.2. COMPRESSIVE STRENGTH OF C31, C39, C497
- 4.6.2.3. THE PRECASTER SHALL PROVIDE DOCUMENTATION DEMONSTRATING COMPLIANCE WITH THIS SECTION TO CONTECH® ENGINEERED SOLUTIONS AT REGULAR INTERVALS OR UPON REQUEST.
- 4.6.2.4. THE OWNER MAY PLACE AN INSPECTOR IN THE PLANT WHEN THE PRODUCTS COVERED BY THIS SPECIFICATION ARE BEING MANUFACTURED.
- 4.6.3. DOCUMENTATION - THE PRECASTER SHALL SUBMIT PRECAST PRODUCTION REPORTS TO CONTECH® ENGINEERED SOLUTIONS AS REQUIRED.
5. PERMISSIBLE VARIATIONS
- 5.1. BRIDGE UNITS
- 5.1.1. INTERNAL DIMENSIONS - THE INTERNAL DIMENSION SHALL VARY NOT MORE THAN 1% FROM THE DESIGN DIMENSIONS NOR MORE THAN 1/4" WHEREVER REJECTED.
- 5.1.2. SLAB AND WALL THICKNESS - THE SLAB AND WALL THICKNESS SHALL NOT BE LESS THAN THAT SHOWN IN THE DESIGN BY MORE THAN 1/8". A THICKNESS MORE THAN THAT REQUIRED IN THE DESIGN SHALL NOT BE CAUSE FOR REJECTION.
- 5.1.3. LENGTH OF OPPOSITE SURFACES - VARIATIONS IN LAYING LENGTH OF TWO OPPOSITE SURFACES OF THE BRIDGE UNIT SHALL NOT BE MORE THAN 1/2" IN ANY SECTION, EXCEPT WHERE BEVELED ENDS FOR LAYING OF CURVES ARE SPECIFIED BY THE PURCHASER.
- 5.1.4. LENGTH OF SECTION - THE UNDERRUN IN LENGTH OF A SECTION SHALL NOT BE MORE THAN 1/2" IN ANY BRIDGE UNIT.
- 5.1.5. POSITION OF REINFORCEMENT - THE MAXIMUM VARIATION IN POSITION OF THE REINFORCEMENT SHALL BE ± 1/4". IN NO CASE SHALL THE COVER OVER THE REINFORCEMENT BE LESS THAN 1/2" FOR THE OUTSIDE CIRCUMFERENTIAL STEEL AS MEASURED TO THE EXTERNAL OR INTERNAL SURFACE OF THE BRIDGE. THESE TOLERANCES OR COVER REQUIREMENTS DO NOT APPLY TO MATING SURFACES OF THE JOINTS.
- 5.1.6. AREA OF REINFORCEMENT - THE AREAS OF STEEL REINFORCEMENT SHALL BE THE DESIGN STEEL AREAS AS SHOWN IN THE MANUFACTURER'S SHOP DRAWINGS. STEEL AREAS GREATER THAN THOSE REQUIRED SHALL NOT BE CAUSE FOR REJECTION. THE PERMISSIBLE VARIATION IN DIAMETER OF ANY REINFORCEMENT SHALL CONFORM TO THE TOLERANCES PRESCRIBED IN THE ASTM SPECIFICATION FOR THAT TYPE OF REINFORCEMENT.
- 5.2. WINGWALLS & HEADWALLS
- 5.2.1. WALL THICKNESS - THE WALL THICKNESS SHALL NOT VARY FROM THAT SHOWN IN THE DESIGN BY MORE THAN 1/8".
- 5.2.2. LENGTH/HEIGHT OF WALL SECTIONS - THE LENGTH AND HEIGHT OF THE WALL SHALL NOT VARY FROM THAT SHOWN IN THE DESIGN BY MORE THAN 1/8".
- 5.2.3. POSITION OF REINFORCEMENT - THE MAXIMUM VARIATION IN THE POSITION OF THE REINFORCEMENT SHALL BE ± 1/4". IN NO CASE SHALL THE COVER OVER THE REINFORCEMENT BE LESS THAN 1/2".
- 5.2.4. SIZE OF REINFORCEMENT - THE PERMISSIBLE VARIATION IN DIAMETER OF ANY REINFORCING SHALL CONFORM TO THE TOLERANCES PRESCRIBED IN THE ASTM SPECIFICATION FOR THAT TYPE OF REINFORCING. STEEL AREA GREATER THAN THAT REQUIRED SHALL NOT BE CAUSE FOR REJECTION.
- 5.3. FOUNDATION UNITS
- 5.3.1. WALL THICKNESS - THE WALL THICKNESS SHALL NOT VARY FROM THAT SHOWN IN THE DESIGN BY MORE THAN 1/8".
- 5.3.2. LENGTH/HEIGHT/WIDTH OF FOUNDATION SECTIONS - THE LENGTH, HEIGHT AND WIDTH OF THE FOUNDATION UNITS SHALL NOT VARY FROM THAT SHOWN IN THE DESIGN BY MORE THAN 1/8".
- 5.3.3. POSITION OF REINFORCEMENT - THE MAXIMUM VARIATION IN THE POSITION OF THE REINFORCEMENT SHALL BE ± 1/4". IN NO CASE SHALL THE COVER OVER THE REINFORCEMENT BE LESS THAN 1/2".
- 5.3.4. SIZE OF REINFORCEMENT - THE PERMISSIBLE VARIATION IN DIAMETER OF ANY REINFORCING SHALL CONFORM TO THE TOLERANCES PRESCRIBED IN THE ASTM SPECIFICATION FOR THAT TYPE OF REINFORCING. STEEL AREA GREATER THAN THAT REQUIRED SHALL NOT BE CAUSE FOR REJECTION.
6. TESTING/INSPECTION
- 6.1. TESTING
- 6.1.1. TYPE OF TEST SPECIMEN - CONCRETE COMPRESSIVE STRENGTH SHALL BE DETERMINED FROM COMPRESSION TESTS MADE ON CYLINDERS OR CORES. FOR CYLINDER TESTING, A MINIMUM OF 4 CYLINDERS SHALL BE TAKEN FOR EACH BRIDGE ELEMENT. EACH ELEMENT SHALL BE CONSIDERED SEPARATELY FOR THE PURPOSE OF TESTING AND ACCEPTANCE.
- 6.1.2. COMPRESSION TESTING - CYLINDERS SHALL BE MADE AND TESTED AS PRESCRIBED BY THE ASTM C39 SPECIFICATION. CYLINDERS SHALL BE CURED IN THE SAME ENVIRONMENT AS THE BRIDGE ELEMENTS. CORES SHALL BE OBTAINED AND TESTED FOR COMPRESSIVE STRENGTH IN ACCORDANCE WITH THE PROVISIONS OF THE ASTM C42 SPECIFICATION.
- 6.1.3. ACCEPTABILITY OF CYLINDER TESTS - WHEN THE AVERAGE COMPRESSIVE STRENGTH OF ALL CYLINDERS TESTED IS EQUAL TO OR GREATER THAN THE DESIGN COMPRESSIVE

- STRENGTH, AND NOT MORE THAN 10% OF THE CYLINDERS TESTED HAVE A COMPRESSIVE STRENGTH LESS THAN THE DESIGN CONCRETE STRENGTH, AND NO CYLINDER TESTED HAS A COMPRESSIVE STRENGTH LESS THAN 10% OF THE DESIGN COMPRESSIVE STRENGTH, THEN THE ELEMENT SHALL BE ACCEPTED. WHEN THE COMPRESSIVE STRENGTH OF THE CYLINDERS TESTED DOES NOT CONFORM TO THESE ACCEPTANCE CRITERIA, THE ACCEPTABILITY OF THE ELEMENT MAY BE DETERMINED AS DESCRIBED IN SECTION 6.1.4, BELOW.
- 6.1.4. ACCEPTABILITY OF CORE TESTS - THE COMPRESSIVE STRENGTH OF THE CONCRETE IN A BRIDGE ELEMENT IS ACCEPTABLE WHEN THE AVERAGE CORE TEST STRENGTH IS EQUAL TO OR GREATER THAN THE DESIGN CONCRETE STRENGTH. WHEN THE COMPRESSIVE STRENGTH OF A CORE TESTED IS LESS THAN THE DESIGN CONCRETE STRENGTH, THE PRECAST ELEMENT FROM WHICH THAT CORE WAS TAKEN MAY BE RE-CORED. WHEN THE COMPRESSIVE STRENGTH OF THE RE-CORE IS EQUAL TO OR GREATER THAN THE DESIGN CONCRETE STRENGTH, THE COMPRESSIVE STRENGTH OF THE CONCRETE IN THAT BRIDGE ELEMENT IS ACCEPTABLE.
- 6.1.4.1. WHEN THE COMPRESSIVE STRENGTH OF ANY RECORE IS LESS THAN THE DESIGN CONCRETE STRENGTH, THE PRECAST ELEMENT FROM WHICH CORE WAS TAKEN SHALL BE REJECTED.
- 6.1.4.2. PLUGGING CORE HOLES - THE CORE HOLES SHALL BE PLUGGED AND SEALED BY THE MANUFACTURER IN A MANNER SUCH THAT THE ELEMENTS WILL MEET ALL OF THE TEST REQUIREMENTS OF THIS SPECIFICATION. PRECAST ELEMENTS SO SEALED SHALL BE CONSIDERED SATISFACTORY FOR USE.
- 6.1.4.3. WHEN THE COVER OVER THE REINFORCEMENT IS FURNISHING PRECAST ELEMENTS UNDER THIS SPECIFICATION SHALL FURNISH ALL FACILITIES AND PERSONNEL NECESSARY TO CARRY OUT THE TEST REQUIRED.
- 6.2. INSPECTION - THE QUALITY OF MATERIALS, THE PROCESS OF MANUFACTURE, AND THE FINISHED PRECAST ELEMENTS SHALL BE SUBJECT TO INSPECTION BY THE PURCHASER.

7. JOINTS

- THE BRIDGE UNITS SHALL BE PRODUCED WITH FLAT BUTT ENDS. THE ENDS OF THE BRIDGE UNITS SHALL BE SUCH THAT WHEN THE SECTIONS ARE LAID TOGETHER THEY WILL MAKE A CONTINUOUS LINE WITH A SMOOTH INTERIOR FREE OF APPRECIABLE IRREGULARITIES, ALL COMPATIBLE WITH THE PERMISSIBLE VARIATIONS IN SECTION 5, ABOVE. THE JOINT WIDTH BETWEEN ADJACENT PRECAST UNITS SHALL NOT EXCEED 1/4".

8. WORKMANSHIP/FINISH

- THE BRIDGE UNITS, WINGWALLS, HEADWALLS AND FOUNDATION UNITS SHALL BE SUBSTANTIALLY FREE OF FRACTURES. THE ENDS OF THE BRIDGE UNITS SHALL BE NORMAL TO THE WALLS AND CENTERLINE OF THE BRIDGE SECTION, WITHIN THE LIMITS OF THE VARIATIONS GIVEN IN SECTION 5, ABOVE, EXCEPT WHERE BEVELED ENDS ARE SPECIFIED. THE FACES OF THE WINGWALLS AND HEADWALLS SHALL BE PARALLEL TO EACH OTHER, WITHIN THE LIMITS OF VARIATIONS GIVEN IN SECTION 5, ABOVE. THE SURFACE OF THE PRECAST ELEMENTS SHALL BE A SMOOTH STEEL FORM OR TROWELED SURFACE. TRAPPED AIR POCKETS CAUSING SURFACE DEFECTS SHALL BE CONSIDERED AS PART OF A SMOOTH, STEEL FORM FINISH.

9. REPAIRS

- PRECAST ELEMENTS MAY BE REPAIRED, IF NECESSARY, BECAUSE OF IMPERFECTIONS IN MANUFACTURE OR HANDLING DAMAGE AND WILL BE ACCEPTABLE IF, IN THE OPINION OF THE PURCHASER, THE REPAIRS ARE SOUND, PROPERLY FINISHED AND CURED, AND THE REPAIRED SECTION CONFORMS TO THE REQUIREMENTS OF THIS SPECIFICATION.

10. REJECTION

- THE PRECAST ELEMENTS SHALL BE SUBJECT TO REJECTION ON ACCOUNT OF ANY OF THE SPECIFICATION REQUIREMENTS. INDIVIDUAL PRECAST ELEMENTS MAY BE REJECTED BECAUSE OF ANY OF THE FOLLOWING:
- 10.1. FRACTURES OR CRACKS PASSING THROUGH THE WALL, EXCEPT FOR A SINGLE END CRACK THAT DOES NOT EXCEED ONE HALF THE THICKNESS OF THE WALL.
- 10.2. DEFECTS THAT INDICATE IMPROPER CURE, CURE, MIXING, AND MOLDING NOT IN COMPLIANCE WITH SECTION 4 OF THESE SPECIFICATIONS.
- 10.3. HONEYCOMBED OR OPEN TEXTURE.
- 10.4. DAMAGED ENDS, WHERE SUCH DAMAGE WOULD PREVENT MAKING A SATISFACTORY JOINT.

RY

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DRAWING

CONSPAN B SERIES 20'-0" SPAN  
PEDESTRIAN UNDERPASS

FLAGSTAFF, AZ

Project No.: 060117	Seq No.: 001	Date: 6/1/2017
Designed:	Drawn: JDB	
Checked:	Approved:	
Sheet No.: 6	OF 8	

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GENERAL NOTES FOR CONSTRUCTION

- AT LEAST ONE INTERNATIONAL MUNICIPAL SIGNAL ASSOCIATION (IMSA) LEVEL I AND ONE LEVEL II CERTIFIED TRAFFIC SIGNAL TECHNICIAN ON SITE DURING ALL PHASES OF ANY TRAFFIC SIGNAL WORK. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE VERIFICATION OF CERTIFICATION. IF A JOB IS INSPECTED AND A CERTIFIED TECHNICIAN IS NOT ON SITE, THE JOB WILL BE SHUT DOWN.
- TRAFFIC CONTROL SHALL CONFORM TO THE CITY OF FLAGSTAFF TRAFFIC BARRICADE STANDARDS AND/OR AS DIRECTED BY THE CITY OR ADOT INSPECTOR.
- UTILITY LOCATIONS SHOWN ARE BASED UPON THE BEST AVAILABLE INFORMATION AT THE TIME. LOCATION OF UTILITIES SHOWN ON THIS PLAN ARE FOR REFERENCE ONLY. THE ENGINEER DOES NOT GUARANTEE THESE LOCATIONS NOR THE FACT THAT SOME MAY BE LEFT OUT. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONTACT BLUE STAKE AND ALL INVOLVED AGENCIES PRIOR TO CONSTRUCTION.
- CONTACT APPROPRIATE UTILITIES FOR UTILITY LOCATION PRIOR TO START OF CONSTRUCTION.
- ALL TRAFFIC EQUIPMENT AND CONSTRUCTION SHALL CONFORM TO THE ADOT STANDARDS, STANDARD SPECIFICATIONS, DRAWINGS AND REQUIREMENTS.
- ALL EXISTING TRAFFIC CONTROL DEVICES (INCLUDING STOP SIGNS) AND STREET LIGHTS SHALL REMAIN IN OPERATION UNTIL NEW INSTALLATIONS ARE ENERGIZED AND OPERATIONAL.
- ALL UNDERGROUND MATERIALS (INCLUDING CONDUIT, FOUNDATIONS, PULL BOXES, SIDEWALK, AND CURB AND GUTTER) SHALL BE PROVIDED AND INSTALLED BY THE CONTRACTOR UNLESS OTHERWISE NOTED ON PLANS OR IN THE SPECIFICATIONS.
- PRIOR TO THE START OF CONSTRUCTION THE CONTRACTOR SHALL CONTACT THE CITY TRAFFIC DEPARTMENT TO COORDINATE INSPECTION REQUIREMENTS AND THE PRE-CONSTRUCTION MEETING.
- PRIOR TO START OF WORK, CONTRACTOR TO NOTIFY ADOT TRAFFIC SIGNAL SUPERVISOR A MINIMUM OF 72 HOURS IN ADVANCE.
- ALL SURFACE MATERIALS, INCLUDING LANDSCAPING AND SPRINKLER SYSTEMS, THAT ARE DISTURBED BY EXCAVATING AND BACKFILLING OPERATIONS SHALL BE REPLACED IN KIND EQUAL TO OR EXCEEDING ORIGINAL CONDITIONS.
- THE CONTRACTOR SHALL OBTAIN ALL PERMITS PRIOR TO CONSTRUCTION.
- ANY WORK PERFORMED WITHOUT THE APPROVAL OF THE ADOT INSPECTOR AND/OR ALL WORK AND MATERIAL NOT IN CONFORMANCE WITH THE SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.
- ADOT IS NOT RESPONSIBLE FOR LIABILITY ACCRUED DUE TO DELAYS AND/OR DAMAGES TO UTILITIES IN CONJUNCTION WITH THIS CONSTRUCTION.
- THE CONTRACTOR SHALL INSTALL "TRAFFIC CONTROL CHANGE AHEAD" SIGN ON U-CHANNEL POSTS ON EACH APPROACH TO THE INTERSECTION. SIGNS SHALL BE REMOVED BY THE CONTRACTOR AFTER 45 DAYS.
- ALL SIGNS AND STRIPING SHALL BE INSTALLED PRIOR TO THE DAY OF SIGNAL TURN ON.
- ALL QUESTIONS CONCERNING TRAFFIC SIGNAL DESIGN SHOULD BE DIRECTED TO CIVTECH INC., 10605 N. HAYDEN RD., SUITE 140, SCOTTSDALE AZ, 480-659-4250, ATTN: JAY YENERICH.

GENERAL NOTES FOR TRAFFIC SIGNALS

- ALL MATERIAL AND INSTALLATION SHALL CONFORM TO THE 2008 STANDARD SPECIFICATIONS AND ADOT'S MOST CURRENT TRAFFIC SIGNALS AND LIGHTING STANDARD DRAWINGS.
- THE LOCATIONS OF UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE. ALL INVOLVED UTILITIES MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE, PER SECTION 730-6 OF THE STANDARD SPECIFICATIONS, FOR CONTACTING ALL UTILITIES FOR EXACT LOCATIONS PRIOR TO ANY CONSTRUCTION ACTIVITY.
- FOR ELECTRICAL SERVICE, THE CONTRACTOR SHALL COORDINATE WITH DANNY CAPLES OF CITIZENS ELECTRIC COMPANY AT (928) 692-2760. ALL APPLICATIONS FEES AND CONNECTIONS FEES WILL BE PAID BY THE CONTRACTOR TO CITIZENS ELECTRIC COMPANY AFTER REVIEW BY THE ADOT ENGINEER. THE CONTRACTOR WILL THEN SUBMIT THE PAID INVOICES TO THE RESIDENT ENGINEER FOR REIMBURSEMENT THROUGH ITEM NUMBER 9240015, PROVIDE ELECTRICAL SERVICES. SEE SPECIAL PROVISIONS.
- SEE STRIPING PLANS TO VERIFY ACTUAL LANE DIMENSIONS AND STOP BAR LOCATIONS.
- ALL BACK PLATES FOR SIGNAL FACES SHALL BE LOUVERED.
- ALL PULL BOXES SHALL BE LEFT IN A CLEAN CONDITION, FREE OF DIRT AND DEBRIS UPON COMPLETION OF THE WORK.
- EXTEND CONDUITS TO NEW PULL BOX LOCATIONS AS SHOWN ON THE PLANS.
- THE CONTRACTOR SHALL FIELD VERIFY ALL POLE LOCATIONS WITH THE ENGINEER, PRIOR TO ANY CONSTRUCTIONS ACTIVITY.
- TOP OF POLE FOUNDATION SHALL BE THE SAME ELEVATION AS THE TOP OF THE FINISHED SIDEWALK RAMP, OR THE ADJACENT FINISHED ROADWAY SURFACE, IN SLOPED AREAS. CONSTRUCT COMPACTED FILL AROUND FOUNDATIONS FOR FULL STRUCTURAL SUPPORT AT POLES.
- NEW TRAFFIC SIGNAL EQUIPMENT SHALL BE OPERATIONAL BEFORE EXISTING TRAFFIC SIGNAL EQUIPMENT IS TAKEN OUT OF SERVICE AND REMOVED.
- NEW CONDUIT UNDER ROADWAY SHALL BE PLACED BY HORIZONTAL DRILLING METHOD. CONTRACTOR SHALL NOT TRENCH EXISTING PAVEMENT WITHOUT PRIOR APPROVAL OF ADOT INSPECTOR.
- APPLICABLE SIGNAL INDICATIONS SHALL BE WIDE ANGLE LED TYPE LAMPS IN ACCORDANCE WITH THE ADOT STANDARD DETAILS.
- ALL PEDESTRIAN INDICATIONS SHALL BE LEDS. PEDESTRIAN INDICATORS SHALL BE COUNTDOWN STYLE.
- THE EMERGENCY VEHICLE PRE-EMPTION SHALL BE PER ADOT REQUIREMENTS. THE CONTRACTOR AND ADOT ARE TO TEST THE SYSTEM AND SHALL HAVE A REPRESENTATIVE FROM THE EMERGENCY VEHICLE PRE-EMPTION SYSTEM ON SITE FOR TESTING WITH ADOT ON THE SIGNAL TURN ON DATE.
- ALL POLES, PULLBOX LOCATIONS, AND FOUNDATIONS SHALL BE FIELD LOCATED BY THE CONTRACTOR AND VERIFIED BY THE ADOT INSPECTOR PRIOR TO CONSTRUCTION.
- ALL SIGNAL FOUNDATIONS SHALL BE FLAT, NOT DISHED OR BLOCKED/OUT. FOUNDATIONS SHALL BE NO LOWER THAN BACK OF SIDEWALK AND/OR 6 ½ INCH ABOVE THE EDGE OF THE ROAD AND SHALL NOT BE GROUTED.
- THE VIDEO DETECTION CABLE SHALL RUN UN-SPLICED FROM THE CONTROL CABINET TO THE CAMERA.
- REFER TO POLE SCHEDULE, DETAILS, TABLES, AND EQUIPMENT NOTES FOR ADDITIONAL INFORMATION.
- THE CONTRACTOR SHALL CONTACT ADOT 48 HOURS BEFORE DRILLING POLES FOR NEW ADA PUSH BUTTON ASSEMBLIES AND TRAFFIC SIGNAL MOUNTING ASSEMBLIES FOR EXACT LOCATIONS. MOUNTING AND NIPPLES SHALL HAVE SUFFICIENT LENGTH TO ACCOMPLISH INTENDED FACE VISIBILITY.
- THE CONTRACTOR SHALL PROVIDE AND USE "3M SEAL PACKS" FOR ALL CONDUCTOR SPLICES IN PULL BOXES. THE CONTRACTOR SHALL PROVIDE AND USE SPLIT-BOLTS FOR SPLICING ALL NEUTRALS AND GROUNDING CONDUCTORS IN PULL BOXES.
- THE CONTRACTOR SHALL CONTACT ADOT TO SCHEDULE THE WIRING OF THE SIGNAL CABINET, A MINIMUM OF 5 WORKING DAYS IN ADVANCE.

ABBREVIATIONS

C	CONCRETE
COF	CITY OF FLAGSTAFF
DET	DETAIL
EG	EXISTING GRADE
EX	EXISTING
FG	FINISHED GRADE
FL	FLOWLINE
GB	GRADE BREAK
NTS	NOT TO SCALE
OC	ON CENTER
PB	PUSHBUTTON
PED	PEDESTRIAN
PROP	PROPOSED
R	RADIUS
SHT	SHEET
STD	STANDARD
TF	TOP OF FOOTING
TW	TOP OF WALL
TYP	TYPICAL
WWF	WELDED WIRE FABRIC

LEGEND

	CENTERLINE
	RIGHT OF WAY
	NEW TRAFFIC SIGNAL CONDUIT
	NEW FIBER OPTIC CONDUIT
	NEW INTERCONNECT CONDUIT
	EXISTING TRAFFIC SIGNAL CONDUIT
	EXISTING FIBER OPTIC CONDUIT
	EXISTING INTERCONNECT CONDUIT
	NEW TRAFFIC SIGNAL "A" POLE
	NEW TRAFFIC SIGNAL POLE
	EXISTING TRAFFIC SIGNAL "A" POLE
	EXISTING TRAFFIC SIGNAL POLE
	TRAFFIC SIGNAL HEAD
	EXISTING TRAFFIC SIGNAL HEAD
	CIRCULAR RAPID FLASHING BEACONS
	METER PEDESTAL
	CONTROLLER CABINET
	NO. 5 PULL BOX
	NO. 7 PULL BOX
	NO. 7 PULL BOX WITH EXTENSION
	NO. 9 PULL BOX
	PEDESTRIAN SIGNAL HEAD
	PEDESTRIAN PUSH BUTTON
	CCTV CAMERA
	VIDEO DETECTION UNIT
	EMERGENCY VEHICLE PRE-EMPTION
	STREET NAME SIGN
	POINT OF ELECTRICAL SERVICE
	TRAFFIC SIGNAL EQUIPMENT IDENTIFIER (SEE POLE SCHEDULE)
	CONDUIT RUN NUMBER (SEE CONDUCTOR SCHEDULE)
	PULL BOX IDENTIFIER
	CONSTRUCTION NOTE IDENTIFIER

CAUTION  
OVERHEAD POWER &  
UNDERGROUND UTILITIES

THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN IN AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR ITS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK, AND AGREES TO BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MIGHT BE OCCASIONED BY THE CONTRACTOR'S FAILURE TO EXACTLY LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE:

CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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3RD SUBMITTAL	
DESIGN	S. PEÑA
DRAWN	S. PEÑA
CHECKED	J. YENERICH

MILTON & BEULAH

TRAFFIC SIGNALS

FLAGSTAFF, ARIZONA

Traffic Signal

General Notes

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TS-01

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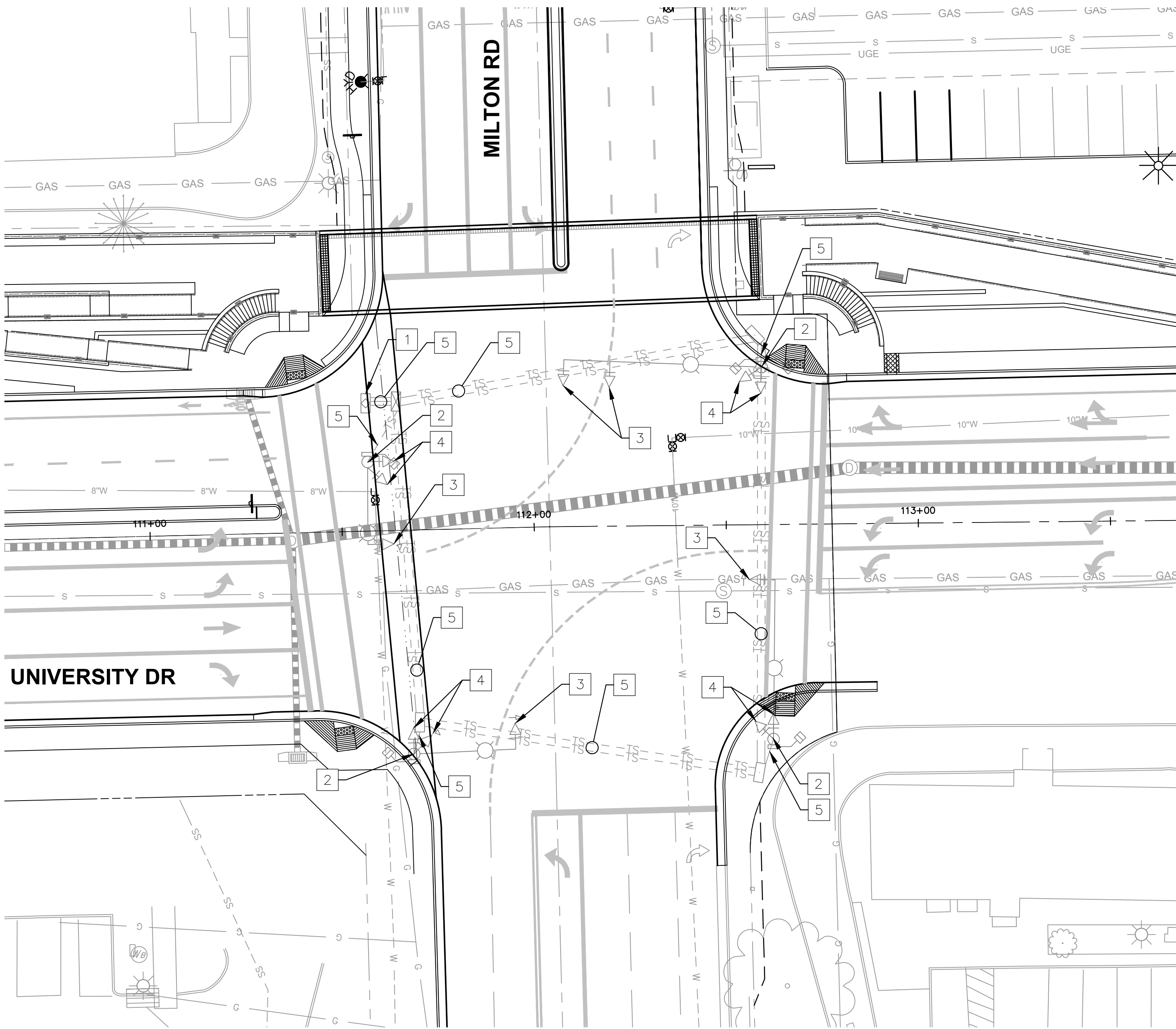
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- ANY WORK PERFORMED WITHOUT THE APPROVAL OF THE CITY OF FLAGSTAFF & ADOT ENGINEER AND/OR ALL WORK AND MATERIAL NOT IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.

EXISTING SIGNALS NOTES (REMOVE & SALVAGE)

1. REMOVE AND SALVAGE EXISTING POLES, MAST ARMS, LUMINAIRES, MOUNTING ASSEMBLIES, CONTROL CABINET AND SIGNAL FACES. THE SALVAGED EQUIPMENT SHALL BE DELIVERED TO THE ADOT TRAFFIC OPERATIONS SUPPLY CENTER, XXXXXXXXXXXX, FLAGSTAFF, ARIZONA. WHEN IT IS READY FOR DELIVERY THE CONTRACTOR SHALL CONTACT XXXXXXXX AT XXX-XXX-XXXX.
2. ALL EXISTING PULL BOXES AND FOUNDATIONS (NOT BEING USED) SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AS PER SECTIONS 202-3.04 AND SECTIONS 737-3.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
3. REMOVE AND DISPOSE OF THE EXISTING CONDUITS AND CONDUCTORS NOT BEING USED, PER SECTION 737-3.03 OF THE STANDARD SPECIFICATIONS, OR AS DIRECTED BY THE ENGINEER.

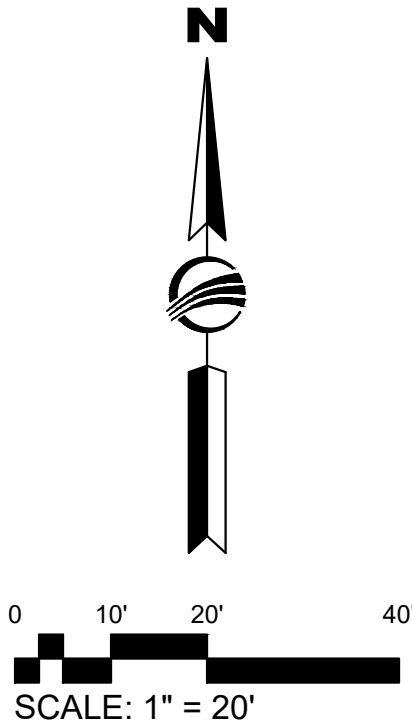
CONSTRUCITON NOTES

1. REMOVE EXISTING CONTROL CABINET AND METER PEDESTAL.
2. EXISTING TRAFFIC SIGNAL POLE AND EQUIPMENT TO BE REMOVED.
3. REMOVE AND SALVAGE EXISTING TYPE F AND TYPE R TRAFFIC SIGNAL HEAD AND TYPE II MOUNT AND DELIVER TO ADOT.
4. REMOVE AND SALVAGE EXISTING TYPE F TRAFFIC SIGNAL HEADS AND TYPE V/VII MOUNTS AND DELIVER TO ADOT.
5. REMOVE PULL BOXES AND ABANDON EXISTING CONDUIT IN PLACE.



LEGEND

- CENTERLINE  
RIGHT OF WAY  
NEW TRAFFIC SIGNAL CONDUIT  
NEW FIBER OPTIC CONDUIT  
NEW INTERCONNECT CONDUIT  
EXISTING TRAFFIC SIGNAL CONDUIT  
EXISTING FIBER OPTIC CONDUIT  
EXISTING INTERCONNECT CONDUIT
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DESIGN	S. PEÑA
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**MILTON & BEULAH  
TRAFFIC SIGNALS**  
FLAGSTAFF, ARIZONA

Traffic Signal Removal Plan  
Milton Road and University Drive

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GENERAL NOTES FOR TRAFFIC SIGNALS

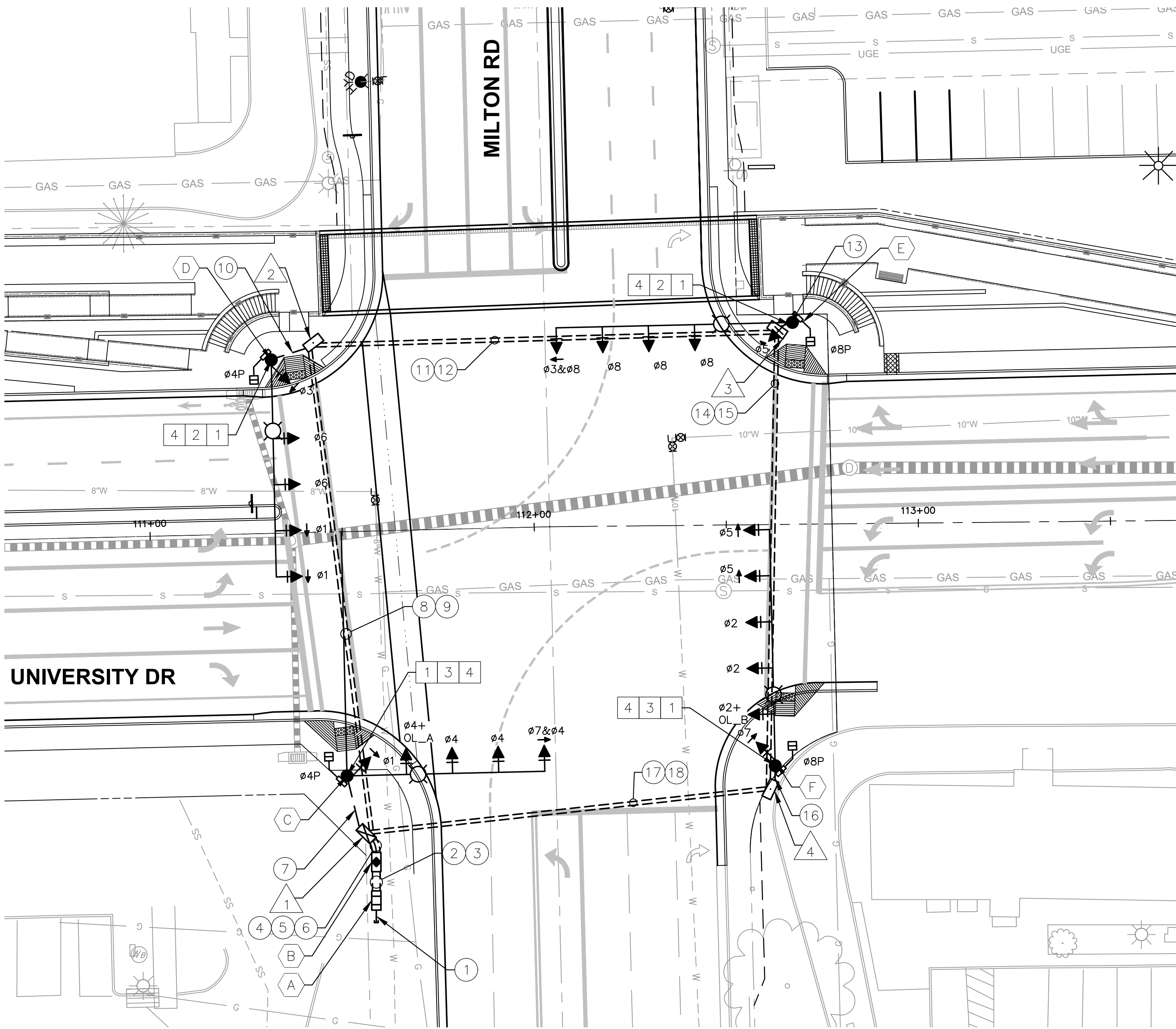
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10. NEW TRAFFIC SIGNAL EQUIPMENT SHALL BE OPERATIONAL BEFORE EXISTING TRAFFIC SIGNAL EQUIPMENT IS TAKEN OUT OF SERVICE AND REMOVED.
11. NEW CONDUIT UNDER ROADWAY SHALL BE PLACED BY HORIZONTAL DRILLING METHOD. CONTRACTOR SHALL NOT TRENCH EXISTING PAVEMENT WITHOUT PRIOR APPROVAL OF ADOT INSPECTOR.
12. APPLICABLE SIGNAL INDICATIONS SHALL BE WIDE ANGLE LED TYPE LAMPS IN ACCORDANCE WITH THE ADOT STANDARD DETAILS.
13. ALL PEDESTRIAN INDICATIONS SHALL BE LEDS. PEDESTRIAN INDICATORS SHALL BE COUNTDOWN STYLE.
14. THE EMERGENCY VEHICLE PRE-EMPTION SHALL BE PER ADOT REQUIREMENTS. THE CONTRACTOR AND ADOT ARE TO TEST THE SYSTEM AND SHALL HAVE A REPRESENTATIVE FROM THE EMERGENCY VEHICLE PRE-EMPTION SYSTEM ON SITE FOR TESTING WITH ADOT ON THE SIGNAL TURN ON DATE.
15. ALL POLES, PULLBOX LOCATIONS, AND FOUNDATIONS SHALL BE FIELD LOCATED BY THE CONTRACTOR AND VERIFIED BY THE ADOT INSPECTOR PRIOR TO CONSTRUCTION.
16. ALL SIGNAL FOUNDATIONS SHALL BE FLAT, NOT DISHED OR BLOCKED/OUT. FOUNDATIONS SHALL BE NO LOWER THAN BACK OF SIDEWALK AND/OR 6 1/2 INCH ABOVE THE EDGE OF THE ROAD AND SHALL NOT BE GROUTED.
17. THE VIDEO DETECTION CABLE SHALL RUN UN-SPLICED FROM THE CONTROL CABINET TO THE CAMERA.
18. REFER TO POLE SCHEDULE, DETAILS, TABLES, AND EQUIPMENT NOTES FOR ADDITIONAL INFORMATION.
19. THE CONTRACTOR SHALL CONTACT ADOT 48 HOURS BEFORE DRILLING POLES FOR NEW ADA PUSH BUTTON ASSEMBLIES AND TRAFFIC SIGNAL MOUNTING ASSEMBLIES FOR EXACT LOCATIONS. MOUNTING AND NIPPLES SHALL HAVE SUFFICIENT LENGTH TO ACCOMPLISH INTENDED FACE VISIBILITY.
20. THE CONTRACTOR SHALL PROVIDE AND USE "3M SEAL PACKS" FOR ALL CONDUCTOR SPLICES IN PULL BOXES. THE CONTRACTOR SHALL PROVIDE AND USE SPLIT-BOLTS FOR SPLICING ALL NEUTRALS AND GROUNDING CONDUCTORS IN PULL BOXES.
21. THE CONTRACTOR SHALL CONTACT ADOT TO SCHEDULE THE WIRING OF THE SIGNAL CABINET, A MINIMUM OF 5 WORKING DAYS IN ADVANCE.

**CAUTION**  
OVERHEAD POWER &  
UNDERGROUND UTILITIES

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NOTICE:

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CONSTRUCITON NOTES

1. INSTALL R9-3 ON POLE, SEE POLE SCHEDULE.
2. INSTALL R9-3bL ON POLE, SEE POLE SCHEDULE.
3. INSTALL R9-3bR ON POLE, SEE POLE SCHEDULE.
4. INSTALL R9-2 ON POLE, SEE POLE SCHEDULE.



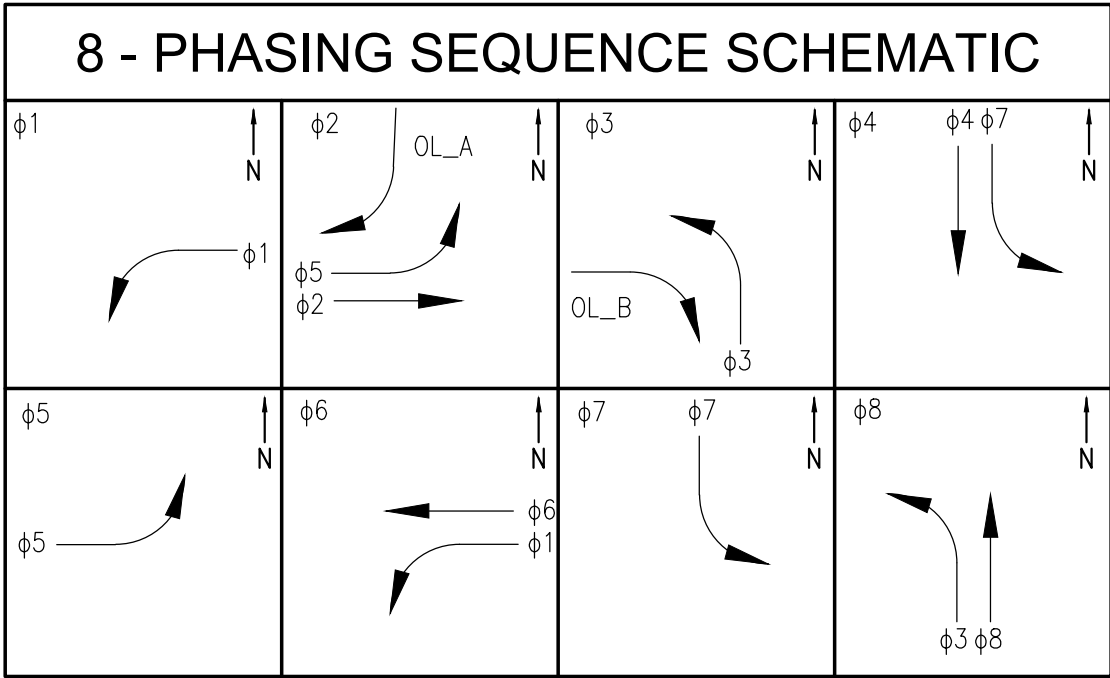
Sign R9-3  
18" x 18"

Sign R9-2  
12" x 18"

Sign R9-3L  
18" x 12"

Sign R9-3R  
18" x 12"

PULL BOX SCHEDULE			
NO.	TYPE	LOCATION*	REMARKS
1	NO. 7 W/ EXTENSION	111+79, 79' RT	INSTALL NEW
2	NO. 7	111+43, 49' LT	INSTALL NEW
3	NO. 7	112+63, 51' LT	INSTALL NEW
4	NO. 7	112+62, 69' RT	INSTALL NEW



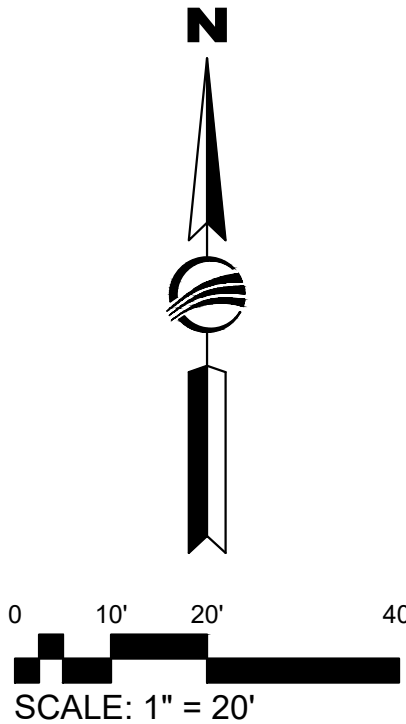
- \* ALL STATIONING FROM MILTON ROAD FOR THIS SHEET. STATIONS AND OFFSETS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS ARE TO BE FIELD VERIFIED BY THE SIGNAL INSPECTOR PRIOR TO SIGNAL POLE AND EQUIPMENT INSTALLATION.
- \* ANY WORK PERFORMED WITHOUT THE APPROVAL OF THE CITY OF FLAGSTAFF & ADOT ENGINEER AND/OR ALL WORK AND MATERIAL NOT IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.

SERVICE ADDRESS

XXXX S. MILTON RD  
FLAGSTAFF, AZ 86001

LEGEND

- CENTERLINE  
--- RIGHT OF WAY  
--- NEW TRAFFIC SIGNAL CONDUIT  
---FO--- NEW FIBER OPTIC CONDUIT  
---IC--- NEW INTERCONNECT CONDUIT  
--- EXISTING TRAFFIC SIGNAL CONDUIT  
---FO--- EXISTING FIBER OPTIC CONDUIT  
--- IC--- EXISTING INTERCONNECT CONDUIT
- NEW TRAFFIC SIGNAL "A" POLE  
● NEW TRAFFIC SIGNAL POLE  
○ EXISTING TRAFFIC SIGNAL "A" POLE  
○ EXISTING TRAFFIC SIGNAL POLE
- ⬆ TRAFFIC SIGNAL HEAD  
⬆ EXISTING TRAFFIC SIGNAL HEAD
- ▲▲ CIRCULAR RAPID FLASHING BEACONS
- ▢ METER PEDESTAL  
▢ CONTROLLER CABINET
- NO. 5 PULL BOX  
□ NO. 7 PULL BOX  
▣ NO. 7 PULL BOX WITH EXTENSION  
▣ NO. 9 PULL BOX
- ⬆ PEDESTRIAN SIGNAL HEAD  
⬆ PEDESTRIAN PUSH BUTTON  
CCTV CAMERA  
VIDEO DETECTION UNIT
- ⬆ EMERGENCY VEHICLE PRE-EMPTION
- PS POINT OF ELECTRICAL SERVICE
- XX TRAFFIC SIGNAL EQUIPMENT IDENTIFIER (SEE POLE SCHEDULE)
- XX CONDUIT RUN NUMBER (SEE CONDUCTOR SCHEDULE)
- XX PULL BOX IDENTIFIER
- XX CONSTRUCTION NOTE IDENTIFIER



**CivTech Inc.**  
10605 N. Hayden Rd.  
Suite 140  
Scottsdale, AZ 85260  
480.659.4250 p  
480.659.0566 f  
info@civtech.com

REVIDATE	DESC.

CALL AT LEAST TWO FULL WORKING DAYS BEFORE YOU BEGIN EXCAVATION.

**ARIZONA 811**  
Arizona 811 Service, Inc.  
DIAL 8-1-1 OR 1-800-STATE-IT (762-5348)  
IN MARICOPA COUNTY: (602) 953-1100

JOB NO.	19-1140
1ST SUBMITTAL	03/15/2021
2ND SUBMITTAL	
3RD SUBMITTAL	
DESIGN	S. PEÑA
DRAWN	S. PEÑA
CHECKED	J. YENERICH

**MILTON & BEULAH**  
**TRAFFIC SIGNALS**  
FLAGSTAFF, ARIZONA

Traffic Signal Plan  
Milton Road and University Drive

PRELIMINARY  
**90%**  
Review

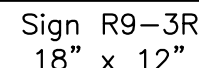
NOT FOR  
CONSTRUCTION  
OR RECORDING

SHEET  
**TS-03**  
03 OF 06

1. THE CONTROL CABINET SHALL BE WIRED AND LABELED WITH THE SAME PHASE NUMBER DESIGNATIONS FOR INITIAL AND FUTURE PHASES AS SHOWN IN THE PHASE MOVEMENT DIAGRAM, OR AS NOTED ON THE PLANS. ANY CONTROL CABINET NOT WIRED ACCORDINGLY WILL BE REJECTED BY THE ENGINEER.
2. THE CONTRACTOR SHALL FIELD VERIFY ALL POLE LOCATIONS WITH THE ENGINEER PRIOR TO ANY CONSTRUCTION ACTIVITY.
3. ALL EXPOSED CONDUIT AND FITTINGS INSTALLED ABOVE GROUND SHALL BE RIGID METAL PER THE STANDARD SPECIFICATIONS.
4. THE CONTRACTOR SHALL CONTACT XXXXXXXX OF ADOT AT (XXX) XXX-XXXX BEFORE DRILLING POLES FOR PUSH BUTTON ASSEMBLIES AND TRAFFIC SIGNAL MOUNTING ASSEMBLIES, FOR EXACT LOCATION.
5. THE CONTRACTOR SHALL CONTACT XXXXXXXX OF ADOT AT (XXX) XXX-XXXX TO SCHEDULE THE WIRING OF THE SIGNAL CABINET.
6. THE CONTRACTOR SHALL CONTACT XXXXXXXX OF ADOT AT (XXX) XXX-XXXX TO SCHEDULE THE SIGNAL TURN-ON. THE ADOT ELECTRICAL INSPECTOR SHALL SCHEDULE THE SIGNAL TURN-ON WITH ADOT TRAFFIC OPERATIONS, A MINIMUM OF 10 DAYS IN ADVANCE.
7. THE LOOP DETECTORS SHALL EACH HAVE A SEPARATE CHANNEL IN THE CONTROL CABINET AND THE DETECTOR RACK. THE CABINET AND THE RACK SHALL BE WIRED FOR DELAY TIMING CAPABILITY.
8. ALL STRIPING SHALL BE INSTALLED PRIOR TO THE DAY OF TURN-ON.
9. ALL LOOP DETECTORS SHALL BE INSTALLED AND FUNCTIONAL BEFORE THE DAY OF TURN-ON.
10. THE CONTROL CABINET SHALL BE DELIVERED TO ADOT TRAFFIC OPERATIONS CENTER AT XXXXXXXXXXXXXXXX, FLAGSTAFF, ARIZONA FOR TESTING PER SECTION 734-2.01 (E) & (F) OF THE STANDARD SPECIFICATIONS.
11. A RAISED PCC PAD 48" X 4" X 48" SHALL BE PLACED IN FRONT OF CABINET FOUNDATION. PAD SHALL BE SET 2" BELOW THE FOUNDATION ELEVATION. SLOPE PAD AWAY FROM CABINET (2% MIN.). FOUNDATION AND RAISED PCC PAD SHALL BE INCLUDED AS PART OF CONTROLLER CABINET (TYPE V). SEE ADOT STD DWG T.S. 2-4.
12. IT WILL BE THE RESPONSIBILITY OF THE CONTROLLER MANUFACTURER TO PROVIDE TRAFFIC SIGNAL PHASING THAT WILL SUPPORT THE PHASE DIAGRAM NOTED ON THE TRAFFIC SIGNAL DESIGN. THE TRAFFIC SIGNAL CONTROLLER CABINET SHALL HAVE A 16 POSITION MAIN PANEL.
13. THE STATIONS AND OFFSET FOR TRAFFIC SIGNAL POLES WHICH ARE SHOWN ON THE PLANS AND IN THE POLE/EQUIPMENT SCHEDULE ARE APPROXIMATE. THE FINAL LOCATION OF EACH POLE SHALL BE STAKED IN THE FIELD BY THE CONTRACTOR TO ENSURE THAT PEDESTRIAN PUSH BUTTON ASSEMBLIES ARE ACCESSIBLE TO WHEELCHAIR-BOUND PEDESTRIANS.
14. ALL PEDESTRIAN HEADS SHALL BE COUNTDOWN TYPE PER ADOT STD DWG T.S. 8-7.
15. INSTALL VIDEO DETECTION CAMERA ON LUMINAIRE MAST ARM AS SHOWN.
16. INSTALL ADA COMPLIANT AUDIBLE PEDESTRIAN PUSH BUTTON PER ADOT SPECIFICATIONS.

CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR; NEITHER THE OWNER NOR THE ENGINEER SHALL BE EXPECTED TO ASSUME ANY RESPONSIBILITY FOR SAFETY OF THE WORK, OF PERSONS ENGAGED IN THE WORK, OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

—— — — — —	CENTERLINE
=====	RIGHT OF WAY
-----	NEW TRAFFIC SIGNAL CONDUIT
——FO——	NEW FIBER OPTIC CONDUIT
——IC——	NEW INTERCONNECT CONDUIT
-----	EXISTING TRAFFIC SIGNAL CONDUIT
——FO——	EXISTING FIBER OPTIC CONDUIT
——IC——	EXISTING INTERCONNECT CONDUIT
●	NEW TRAFFIC SIGNAL "A" POLE
—●—	NEW TRAFFIC SIGNAL POLE
○	EXISTING TRAFFIC SIGNAL "A" POLE
—○—	EXISTING TRAFFIC SIGNAL POLE
◀▶	TRAFFIC SIGNAL HEAD
◀▶	EXISTING TRAFFIC SIGNAL HEAD
△△    ▲▲	CIRCULAR RAPID FLASHING BEACONS
□□    □□	METER PEDESTAL
◇◇    ◇◇	CONTROLLER CABINET
□    □	NO. 5 PULL BOX
▢    ▢	NO. 7 PULL BOX
⊠    ⊠	NO. 7 PULL BOX WITH EXTENSION
▣    ▣	NO. 9 PULL BOX
◻◻    ◻◻	PEDESTRIAN SIGNAL HEAD
↓◻    ↓◻	PEDESTRIAN PUSH BUTTON
◻◻    ◻◻	CCTV CAMERA
◻◻    ◻◻	VIDEO DETECTION UNIT
◁    ▷	EMERGENCY VEHICLE PRE-EMPTION
————	STREET NAME SIGN
PS	POINT OF ELECTRICAL SERVICE
⊗⊗    ⊗⊗	TRAFFIC SIGNAL EQUIPMENT IDENTIFIER (SEE POLE SCHEDULE)
⊗⊗    ⊗⊗	CONDUIT RUN NUMBER (SEE CONDUCTOR SCHEDULE)
△⊗⊗    △⊗⊗	PULL BOX IDENTIFIER
⊗⊗    ⊗⊗	CONSTRUCTION NOTE IDENTIFIER



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XXXX S. MILTON RD  
FLAGSTAFF, AZ 86001

JOB NO:	19-1140
1ST SUBMITTAL:	03/15/2021
2ND SUBMITTAL:	
3RD SUBMITTAL:	
DESIGN:	S. PEÑA
DRAWN:	S. PEÑA
CHECKED:	J. YENERICH

FLAGSTAFF, ARIZONA

NOT FOR  
CONSTRUCTION  
OR RECORDING

04 OF 06

CONDUCTOR SCHEDULE																				
		CONDUIT RUN NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
		CONDUIT SIZE (IN)	3	2	2	4	4	4	3	3	3	3	3	3	3	3	3	3	3	3
AWG																				
IMSA	NUMBER OF CABLES					2			4	2	2		2	3	2		3	2	2	2
	NUMBER OF CONDUCTORS					20			4	7	20		4	7	20		4	7	20	20
	SIGNAL φ1					4			4		4		4							4
	SIGNAL φ2					3												6		
	SIGNAL φ3					4				4			8			4	4			4
	SIGNAL φ4					3			9		3									3
	SIGNAL φ5					4										4	1		8	
	SIGNAL φ6					3				3		6								3
	SIGNAL φ7					4				4	4								4	4
	SIGNAL φ8					3										9		3		
	SIGNAL OL_A					3		3											3	
	SIGNAL OL_B					3														
	SIGNAL COMMON								4	2		2	3			3	2		2	3
	SIGNAL SPARES					9				3	4	22	0	6	40	0	4	32	0	6
#8	SIGNAL COMMON					1					1				1				1	
EVP	EVP POLE C						1			1										1
	EVP POLE D						1					1	1							
	EVP POLE E						1								1					
	EVP POLE F						1										1	1		1
Video Detection	POLE C						1		1											1
	POLE D						1				1	1								
	POLE E						1								1					
	POLE F						1										1	1		1
#12	LIGHTING 240V			2					2	2		2	2		2	2		2	2	
#6	SERVICE 120/240V				3															
#8	INSULATED BOND(GREEN)		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	SERVICE ● 120/240V ●																			
		CONDUIT RUN NO.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
		CONDUIT SIZE (IN)	3	2	2	4	4	3	3	3	3	3	3	3	3	3	3	3	3	3

E – EXISTING CONDUIT  
• – INSTALLED BY APS  
\* – NEW CONDUCTOR BY OTHERS

CONDUCTOR NOTES:  
(1) MINIMUM NUMBER OF CONDUCTORS REQUIRED (NON–I.M.S.A. TYPE)  
(2) MINIMUM NUMBER OF CABLES REQUIRED (INCLUDING I.M.S.A. TYPES)

**CAUTION**  
OVERHEAD POWER &  
UNDERGROUND UTILITIES

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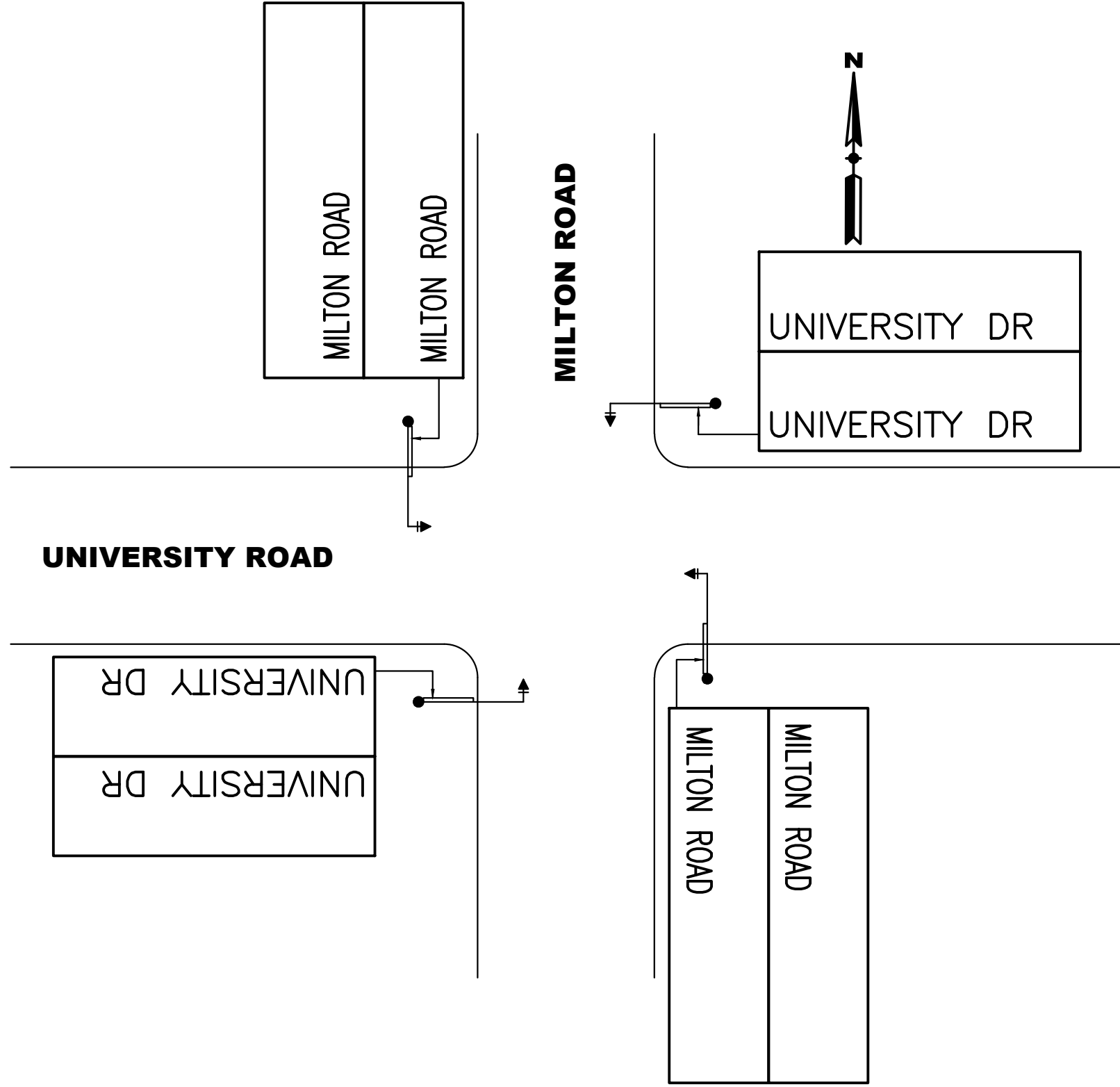
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IMSA CABLE 19-1, #14 AWG HI-TEMP, 20 CONDUCTOR				
CABLE #1	CABLE #2	CONDUCTOR BASIC COLOR	COLOR TRACER STRIPE	SIGNAL INTERVAL
Ø1	Ø5 OR OVERLAP A	RED	WHITE	RED
		BLACK	WHITE	YELLOW
		GREEN	WHITE	GREEN
Ø2	Ø6 OR OVERLAP B	RED	–	RED
		ORANGE	–	YELLOW
		GREEN	–	GREEN
Ø3	Ø7 OR OVERLAP C	BLACK	RED	RED
		ORANGE	RED	YELLOW
		BLUE	RED	GREEN
Ø4	Ø8 OR OVERLAP D	RED	BLACK	RED
		ORANGE	BLACK	YELLOW
		GREEN	BLACK	GREEN
Ø2 PED.	Ø6 PED.	BLUE	–	WALK
		BLACK	–	DON'T WALK
		WHITE	BLACK	PUSH BUTTON
Ø4 PED.	Ø8 PED.	BLUE	WHITE	WALK
		RED	GREEN	DON'T WALK
		WHITE	RED	PUSH BUTTON
COMMON	COMMON	WHITE	–	PUSH BUTTON COM
SPARE	SPARE	BLUE	BLACK	SPARE

IMSA CABLE 19-1, #14 AWG, 4 CONDUCTOR & 7 CONDUCTOR							
SIGNAL HEADS OUTBOARD & FAR LEFT		SIGNAL HEADS INBOARD & SIDEMOUNT		PEDESTRIAN HEADS		PUSH BUTTON	
7 CONDUCTOR CABLE		4 CONDUCTOR CABLE		4 CONDUCTOR CABLE		4 CONDUCTOR CABLE	
BASIC COLOR	SIGNAL INTERVAL	BASIC COLOR	SIGNAL INTERVAL	BASIC COLOR	SIGNAL INTERVAL	BASIC COLOR	PUSH BUTTON
RED	RED	RED	RED	RED	DON'T WALK	RED	PUSH BUTTON
BLACK	YELLOW	BLACK	YELLOW	GREEN	WALK	WHITE	P.B. COM.
GREEN	GREEN	GREEN	GREEN	WHITE	PED. COM.	GREEN	SPARE
ORANGE	YELLOW ARROW	WHITE	VEH. COM.	BLACK	SPARE	BLACK	SPARE
BLUE	GREEN ARROW						
WHITE	VEH. COM.						
WHT/BLK TR	VEH. COM.						

THE CABLE SHALL BE TAGGED AS TO ASSIGNED PHASE.



TRAFFIC SIGNAL STREET NAME SIGNS

PER CITY OF FLAGSTAFF ENGINEERING DETAIL 16–05–020

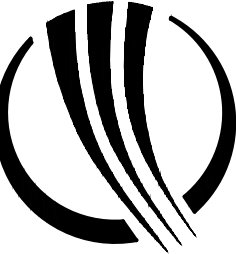
\* ROUTE 66 SIGN BACKGROUND TO BE WHITE LETTERING ON BROWN

- ALL STATIONING FROM MILTON ROAD FOR THIS SHEET. STATIONS AND OFFSETS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS ARE TO BE FIELD VERIFIED BY THE SIGNAL INSPECTOR PRIOR TO SIGNAL POLE AND EQUIPMENT INSTALLATION.
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FLAGSTAFF, AZ 86001

**CivTech Inc.**  
10605 N. Hayden Rd.  
Suite 140  
Scottsdale, AZ 85260  
480.659.4250 p  
480.659.0566 f  
info@civtech.com



REVIDATE	DESC.



JOB NO.	19-1140
1ST SUBMITTAL	03/15/2021
2ND SUBMITTAL	
3RD SUBMITTAL	
DESIGN	S. PEÑA
DRAWN	S. PEÑA
CHECKED	J. YENERICH

MILTON & BEULAH  
TRAFFIC SIGNALS  
FLAGSTAFF, ARIZONA

Traffic Signal Conductor Schedule  
Milton Road and University Drive

PRELIMINARY

90%  
Review

NOT FOR  
CONSTRUCTION  
OR RECORDING

SHEET

TS-05

05 OF 06



GENERAL NOTES FOR TRAFFIC SIGNALS

1. ALL MATERIAL AND INSTALLATION SHALL CONFORM TO THE 2008 STANDARD SPECIFICATIONS AND ADOT'S MOST CURRENT TRAFFIC SIGNALS AND LIGHTING STANDARD DRAWINGS.
2. THE LOCATIONS OF UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE. ALL INVOLVED UTILITIES MAY NOT BE SHOWN ON THE PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE, PER SECTION 730-6 OF THE STANDARD SPECIFICATIONS, FOR CONTACTING ALL UTILITIES FOR EXACT LOCATIONS PRIOR TO ANY CONSTRUCTION ACTIVITY.
3. FOR ELECTRICAL SERVICE, THE CONTRACTOR SHALL COORDINATE WITH DANNY CAPLES OF CITIZENS ELECTRIC COMPANY AT (928) 692-2760. ALL APPLICATIONS FEES AND CONNECTIONS FEES WILL BE PAID BY THE CONTRACTOR TO CITIZENS ELECTRIC COMPANY AFTER REVIEW BY THE ADOT ENGINEER. THE CONTRACTOR WILL THEN SUBMIT THE PAID INVOICES TO THE RESIDENT ENGINEER FOR REIMBURSEMENT THROUGH ITEM NUMBER 9240015, PROVIDE ELECTRICAL SERVICES. SEE SPECIAL PROVISIONS.
4. SEE STRIPING PLANS TO VERIFY ACTUAL LANE DIMENSIONS AND STOP BAR LOCATIONS.
5. ALL BACK PLATES FOR SIGNAL FACES SHALL BE LOUVERED.
6. ALL PULL BOXES SHALL BE LEFT IN A CLEAN CONDITION, FREE OF DIRT AND DEBRIS UPON COMPLETION OF THE WORK.
7. EXTEND CONDUITS TO NEW PULL BOX LOCATIONS AS SHOWN ON THE PLANS.
8. THE CONTRACTOR SHALL FIELD VERIFY ALL POLE LOCATIONS WITH THE ENGINEER, PRIOR TO ANY CONSTRUCTIONS ACTIVITY.
9. TOP OF POLE FOUNDATION SHALL BE THE SAME ELEVATION AS THE TOP OF THE FINISHED SIDEWALK RAMP, OR THE ADJACENT FINISHED ROADWAY SURFACE, IN SLOPED AREAS. CONSTRUCT COMPACTED FILL AROUND FOUNDATIONS FOR FULL STRUCTURAL SUPPORT AT POLES.

PULL BOX SCHEDULE			
NO.	TYPE	LOCATION*	REMARKS
1	NO. 5	201+53, 45' LT	INSTALL NEW
2	NO. 5	201+47, 2' RT	INSTALL NEW
3	NO. 5	201+19, 1' LT	INSTALL NEW
4	NO. 5	201+14, 44' RT	INSTALL NEW

CONDUCTOR SCHEDULE									
	CONDUIT RUN NO.	1	2	3	4	5	6	7	
	CONDUIT SIZE (IN)	3	3	3	3	3	3	3	
AWG									
IMSA	NUMBER OF CABLES	1			1			1	
	NUMBER OF CONDUCTORS	4		4		4		4	
	SIGNAL HEADS	1	1	1	1	1	1	1	1
	SIGNAL COMMON	1	1	1	1	1	1	1	1
#8	SIGNAL SPARES	1	1	1	1	1	1	1	1
	SIGNAL COMMON	1	1	1	1	1	1	1	1
#12	LIGHTING	240V	1	1					1
#8	INSULATED BOND(GREEN)	1	1	1	1	1	1	1	1
	CONDUIT RUN NO.	1	2	3	4	5	6	7	
	CONDUIT SIZE (IN)	3	3	3	3	3	3	3	

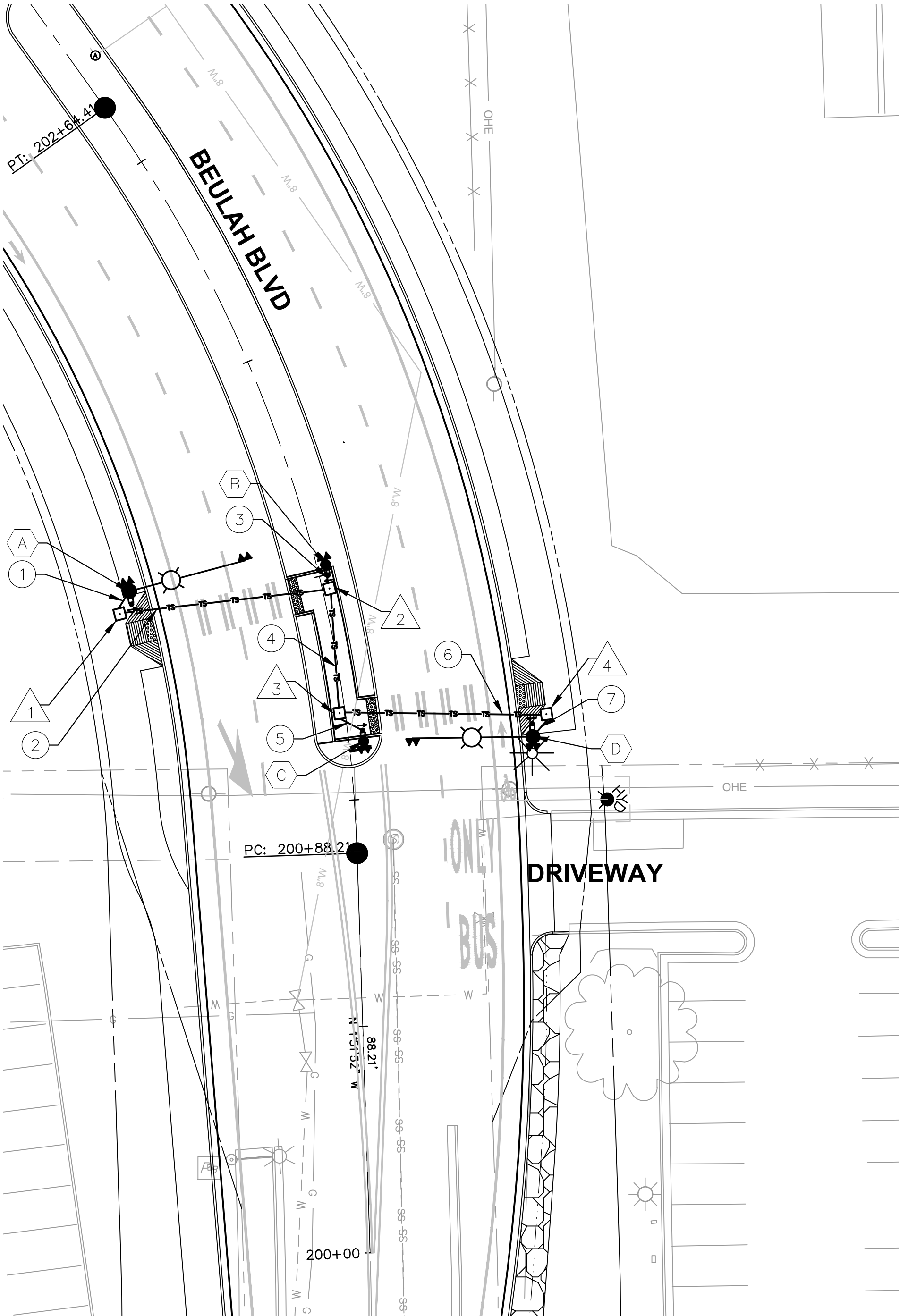
8 - PHASING SEQUENCE SCHEMATIC			

POLE SCHEDULE									
POLES		TYPE	MAST ARMS		SIGNALS		PED P.B. SIGN	REMARKS	LOCATION
NO.			SIG.	LUM.	MTG.	FACE			
(A)(D)	NEW ADOT TYPE "Q" POLE (T.S. 4-13) (C.O.F. DTL 16-04-010)	Q	25'	10'	1-VII 1-VII	1-D 1-D	R10-3e(R)	INSTALL NEW	STA 201+58, 41' LT STA 201+10, 40' RT
(B)(C)	NEW ADOT TYPE "A" POLE (T.S. 4-1)	A	15'	-	1-VII	1-D	R10-3e(L)	INSTALL NEW	STA 201+52, 2' RT STA 201+13, 3' RT

**CAUTION**  
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**NOTICE:**  
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**LEGEND**

--- CENTERLINE  
--- RIGHT OF WAY  
--- NEW TRAFFIC SIGNAL CONDUIT  
---FO--- NEW FIBER OPTIC CONDUIT  
---IC--- NEW INTERCONNECT CONDUIT  
--- EXISTING TRAFFIC SIGNAL CONDUIT  
---FO--- EXISTING FIBER OPTIC CONDUIT  
--- IC--- EXISTING INTERCONNECT CONDUIT

● NEW TRAFFIC SIGNAL "A" POLE  
● NEW TRAFFIC SIGNAL POLE  
○ EXISTING TRAFFIC SIGNAL "A" POLE  
○ EXISTING TRAFFIC SIGNAL POLE

⬅➡ TRAFFIC SIGNAL HEAD  
⬅➡ EXISTING TRAFFIC SIGNAL HEAD

▲▲ CIRCULAR RAPID FLASHING BEACONS

▢▢ METER PEDESTAL  
▢▢ CONTROLLER CABINET

□ NO. 5 PULL BOX  
□ NO. 7 PULL BOX  
▢ NO. 7 PULL BOX WITH EXTENSION  
▢ NO. 9 PULL BOX

⬇ PEDESTRIAN SIGNAL HEAD  
⬇ PEDESTRIAN PUSH BUTTON

📹 CCTV CAMERA  
📹 VIDEO DETECTION UNIT

⚡ EMERGENCY VEHICLE PRE-EMPTION  
STREET NAME SIGN

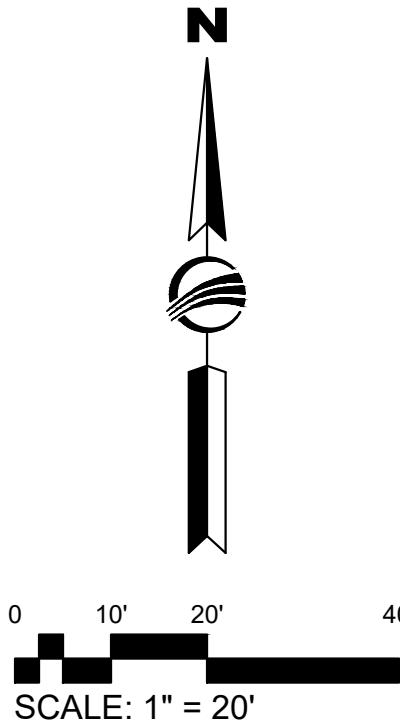
PS POINT OF ELECTRICAL SERVICE

XX XX TRAFFIC SIGNAL EQUIPMENT IDENTIFIER (SEE POLE SCHEDULE)

XX XX CONDUIT RUN NUMBER (SEE CONDUCTOR SCHEDULE)

XX XX PULL BOX IDENTIFIER

XX XX CONSTRUCTION NOTE IDENTIFIER



- \* ALL STATIONING FROM MILTON ROAD FOR THIS SHEET. STATIONS AND OFFSETS SHOWN ARE APPROXIMATE. ACTUAL LOCATIONS ARE TO BE FIELD VERIFIED BY THE SIGNAL INSPECTOR PRIOR TO SIGNAL POLE AND EQUIPMENT INSTALLATION.
- \* ANY WORK PERFORMED WITHOUT THE APPROVAL OF THE CITY OF FLAGSTAFF & ADOT ENGINEER AND/OR ALL WORK AND MATERIAL NOT IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTOR'S EXPENSE.

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XXXX S. MILTON RD  
FLAGSTAFF, AZ 86001

**CivTech Inc.**  
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Suite 140  
Scottsdale, AZ 85260  
480.659.4250 p  
480.659.0566 f  
info@civtech.com

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Arizona Statewide  
Arizona Statewide  
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IN MARICOPA COUNTY: (602) 953-1100

JOB NO.	19-1140
1ST SUBMITTAL	03/15/2021
2ND SUBMITTAL	
3RD SUBMITTAL	
DESIGN	S. PEÑA
DRAWN	S. PEÑA
CHECKED	J. YENERICH

**MILTON & BEULAH**  
**TRAFFIC SIGNALS**  
FLAGSTAFF, ARIZONA

Traffic Signal Plan  
Beulah Blvd Pedestrian Signal

PRELIMINARY

**90%**  
Review

NOT FOR  
CONSTRUCTION  
OR RECORDING

SHEET

TS-11

06 OF 06

## Appendix F - Bus Rapid Transit Traffic Analysis & Model Results Memo

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**Project name: NAIPTA BRT Design**

**Project ref: 60568704**

**To: Bizzy Collins**

**From: Travis Bailey**

**CC: Kate Morley; Lori Labrum; Jodi Pearson**

**Date:**  
August 1, 2019

# Memo

## Introduction

As part of the traffic analysis for the NAIPTA Bus Rapid Transit project, the AECOM team has prepared a detailed VISSIM model of the BRT corridor for existing (2018) and future (2040) conditions. These models are also being used as a base for the Arizona Department of Transportation's (ADOT) evaluation of the Milton Road and US-180 corridor. The existing conditions model was calibrated and provided to ADOT's consultant, Michael Baker International, for review and comment. Comments were received, addressed and incorporated into the existing and future conditions models.

The AECOM team estimated the volumes for the future (2040) models by applying calculated growth rates to current traffic counts using the methodology documented in the email dated January 16, 2019, which was sent to ADOT, NAIPTA, and FMPO. Michael Baker International was also provided the opportunity to comment on the no-build model. Comments were received and incorporated. Existing and future conditions models were provided to Michael Baker International for use on ADOT's project. The purpose of this memo is to formally document the process used to estimate future traffic volumes and present resulting volumes for key intersections in the project area.

## Methodology

The Flagstaff Metropolitan Planning Organization (FMPO) maintains a travel demand model for the Flagstaff area. FMPO provided volumes from their travel demand models for the years 2015 and 2040. The 2040 travel demand model includes programmed improvements including the Lone Tree Road overpass and Beulah Boulevard extension, which are expected to divert traffic away from otherwise congested corridors. The AECOM team used these volumes to calculate the ADT annual growth rate at each roadway segment with the following formula:

$$\left( \frac{2040 \text{ MPO Volume} - 2015 \text{ MPO Volume}}{2015 \text{ MPO Volume}} \right) \div 2040 - 2015$$

We applied the ADT annual growth rates to recent ADT counts to estimate 2040 No-Build ADT throughout the network. We then used 2017/2018 traffic counts to calculate the peak hour K and D factors at each intersection, by approach. We applied the K factors to estimate the peak hour traffic for each approach and applied the D factor to estimate directional split yielding 2040 peak hour directional, approach volumes at each intersection. We then estimated the 2040 turning movement counts based on 2017/2018 turning percentages. We balanced our turning movement estimates by applying the Furness method, which is an iterative method of balancing traffic, at each intersection. After applying the Furness method, we further balanced turning movement volumes, as needed, based on engineering judgement. We then balanced the traffic volumes between intersections as needed.

## Results



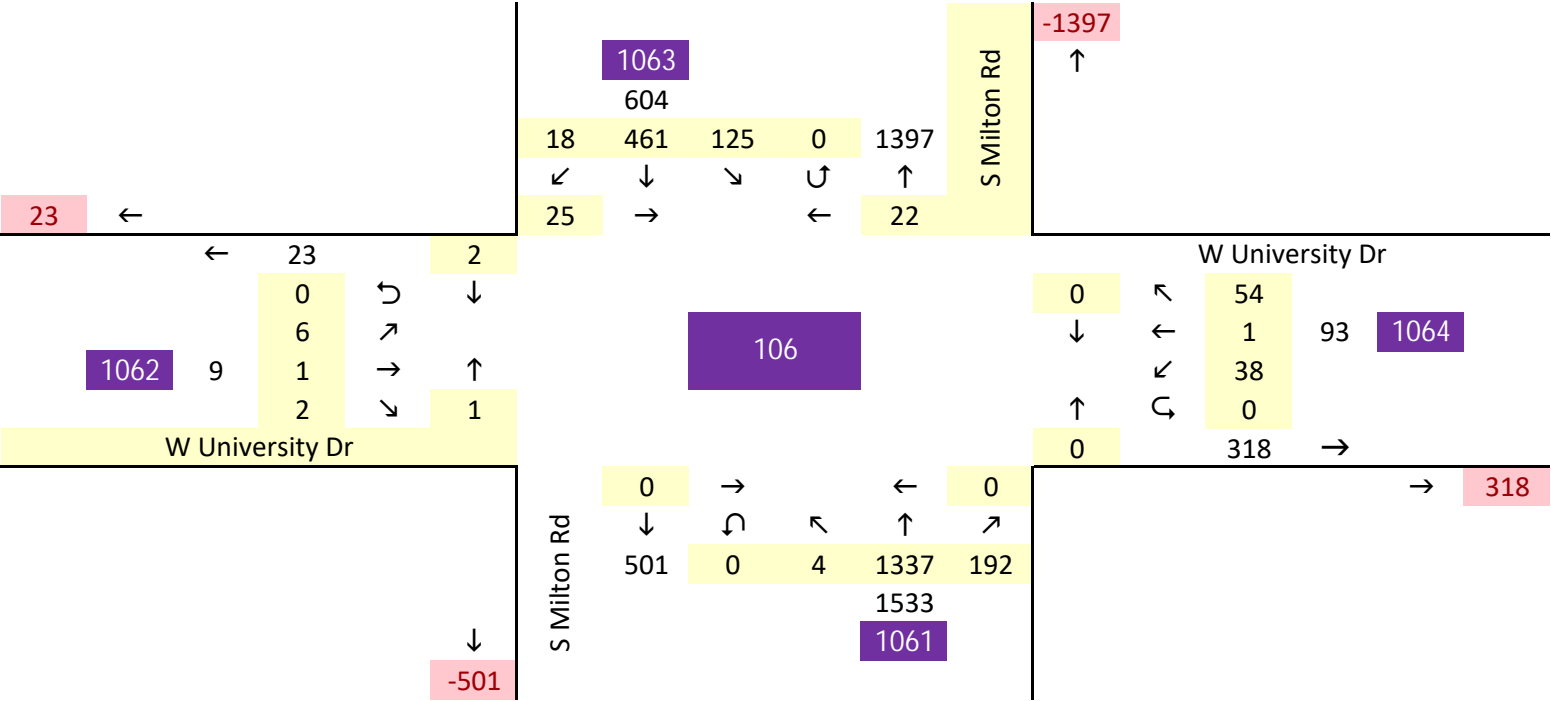
Table 1 displays the calculated growth rates at each leg of key intersections in the project corridor. Typical growth rates at these key intersections ranged between 0.5% and 2.5% with two notable exceptions: the west leg of the intersection of Clay Ave and Milton Rd and the south leg of the intersection of Rte. 66 and Beaver St. The growth rates at these locations were 5.5% and 12.7%, respectively. Appendix A contains a more detailed display of the current turning movement counts and projected traffic volumes at each of the intersections listed in Table 1.

**Table 1. Calculated growth rates at each leg of key intersections.**

Intersection Name	Intersection Number	South Approach	North Approach	West Approach	East Approach
University Dr / Milton Rd	106	1.7%	1.7%	1.8%	1.9%
Rte. 66 / Milton Rd	109	0.9%	0.5%	0.9%	1.0%
Clay Ave / Milton Rd	111	0.3%	1.0%	5.5%	0.4%
Rte. 66 / Humphreys St	115	N/A	0.3%	0.7%	0.7%
Rte. 66 / Beaver St	116	12.7%	2.0%	0.7%	1.6%
Columbus Ave / Humphreys St	324	0.9%	1.0%	0.2%	1.5%
Columbus Ave / Beaver St	325	1.8%	1.2%	1.5%	2.5%

## Appendix A

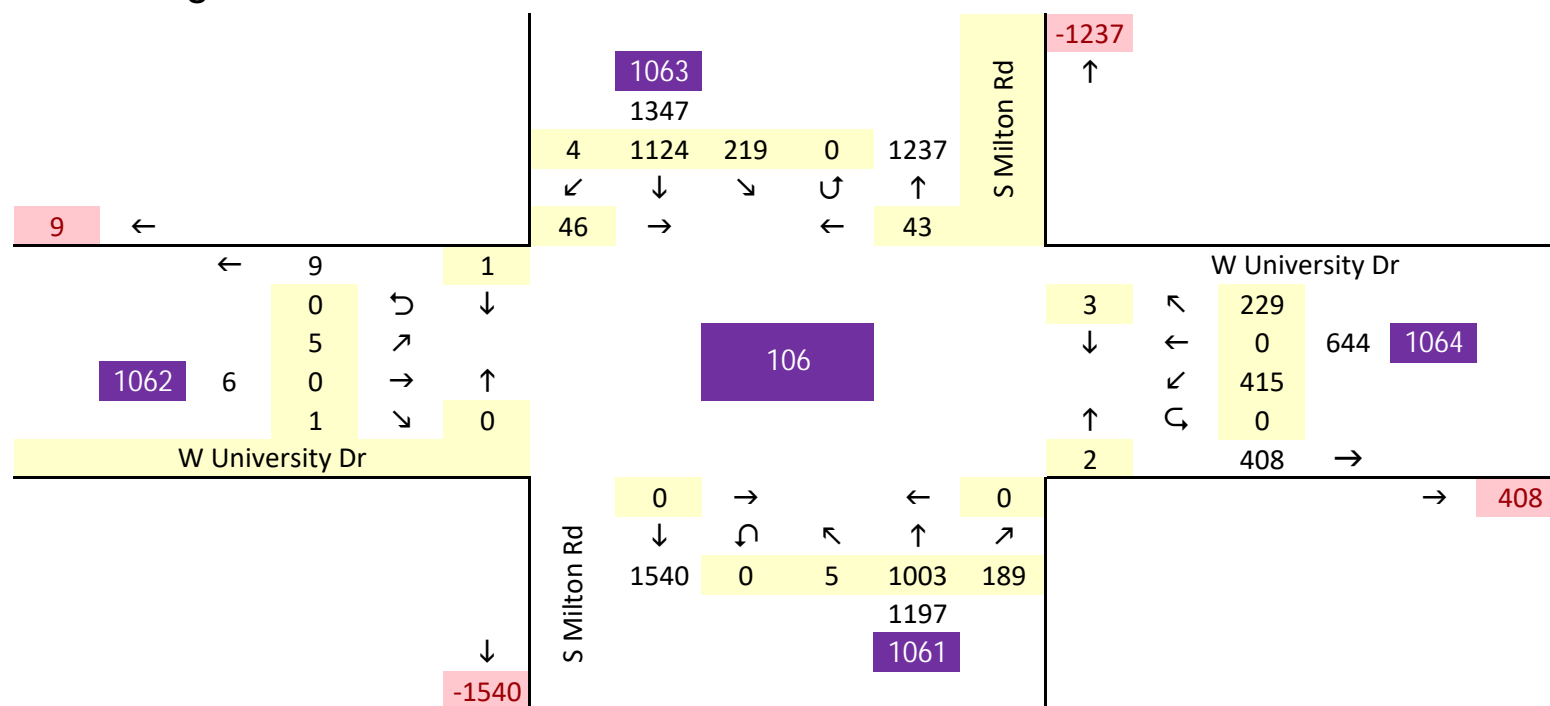
Intersection 106  
2018 Existing AM O-D



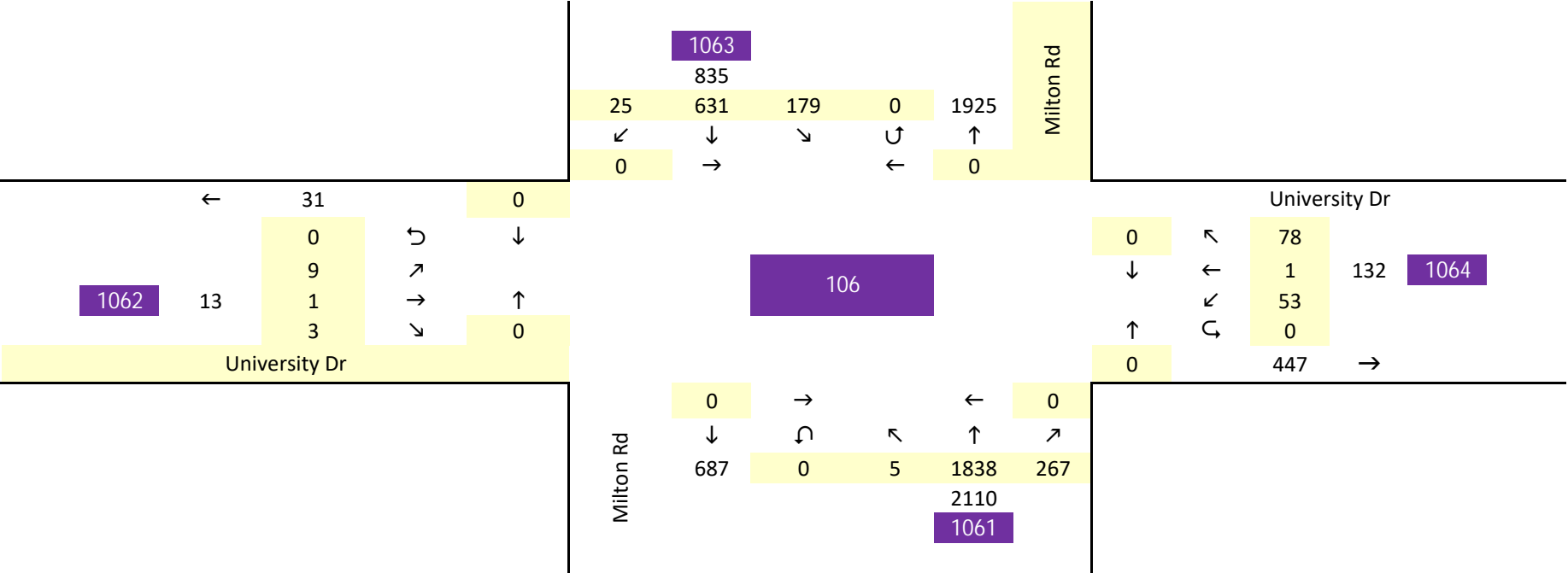


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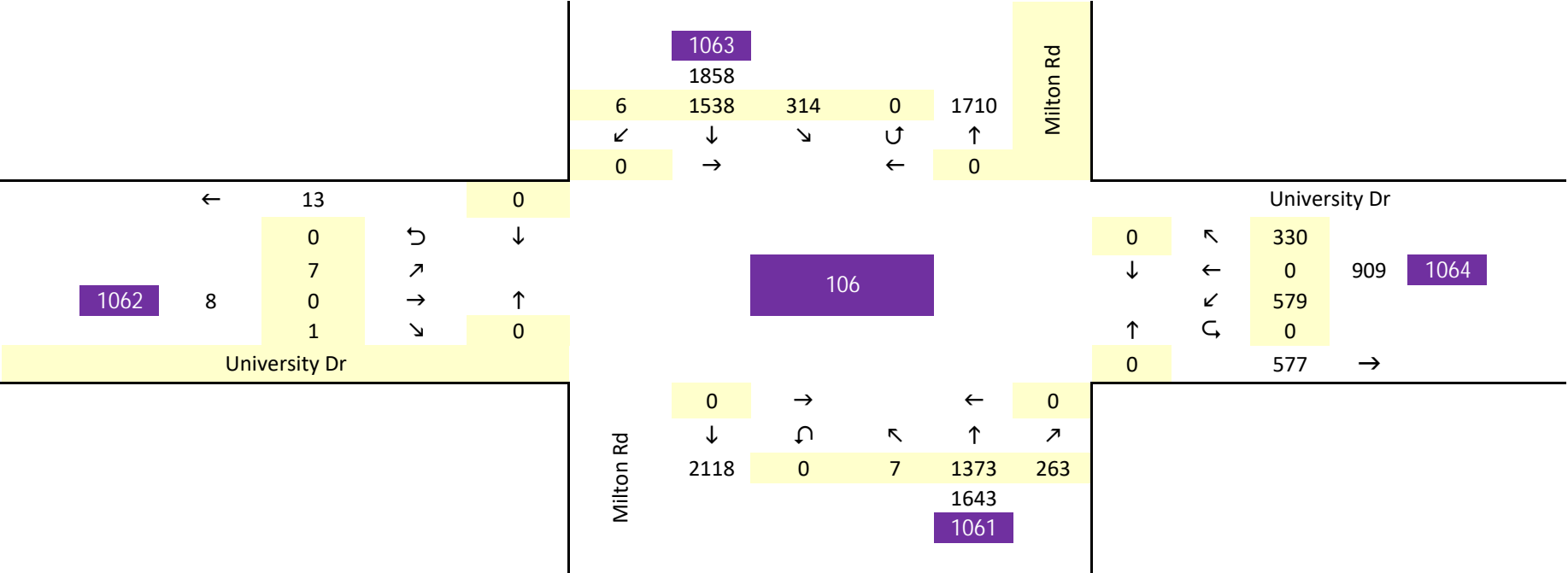
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Intersection 106  
2040 AM Forecast

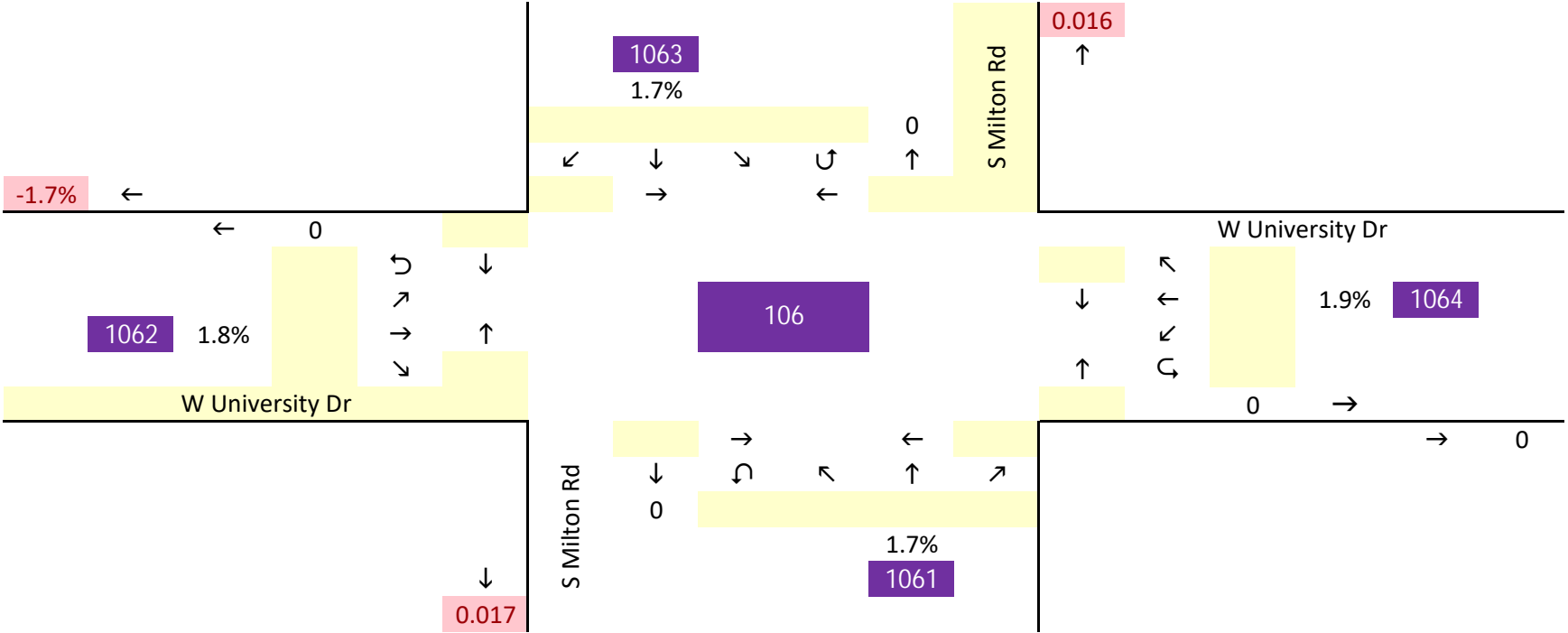


Intersection 106  
2040 PM Forecast

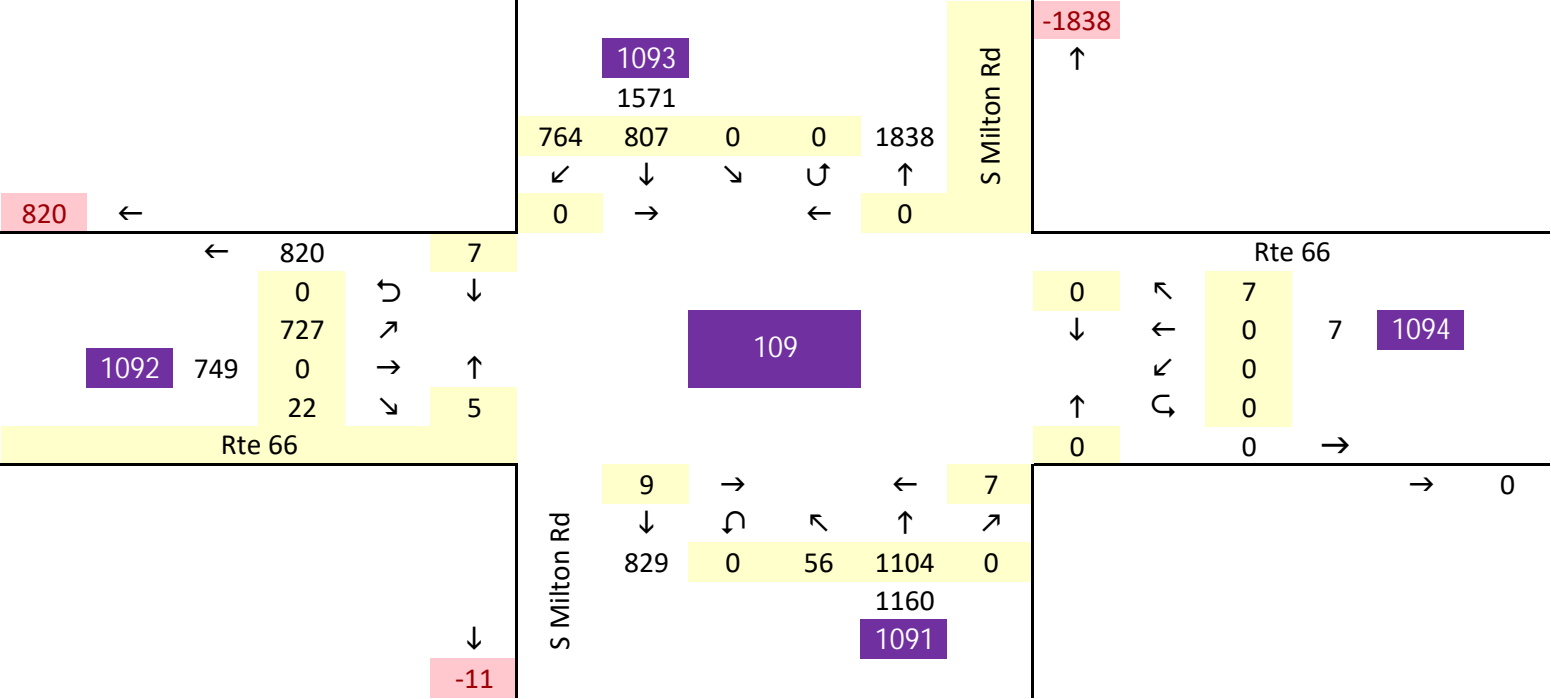




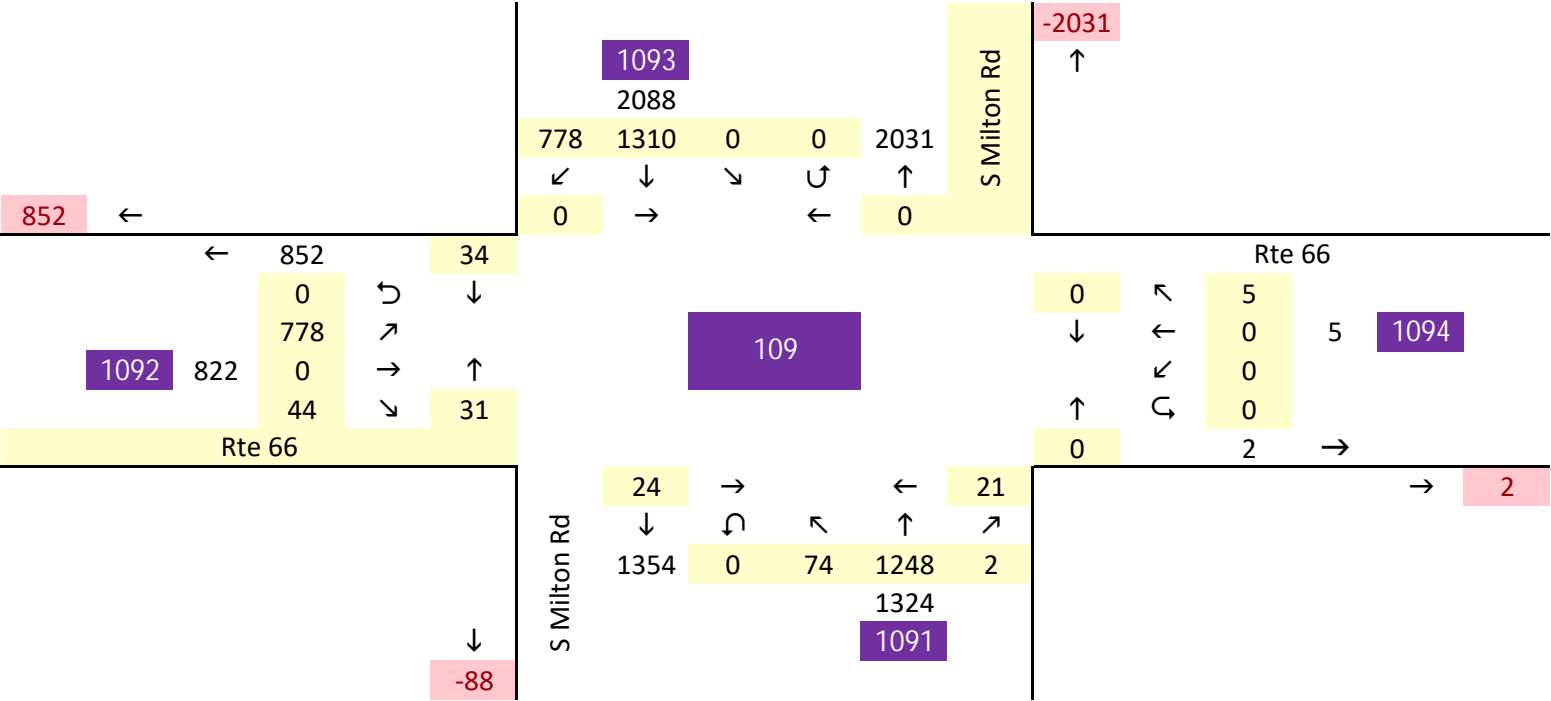
Intersection 106  
Growth Rate



Intersection 109  
2018 Existing AM O-D

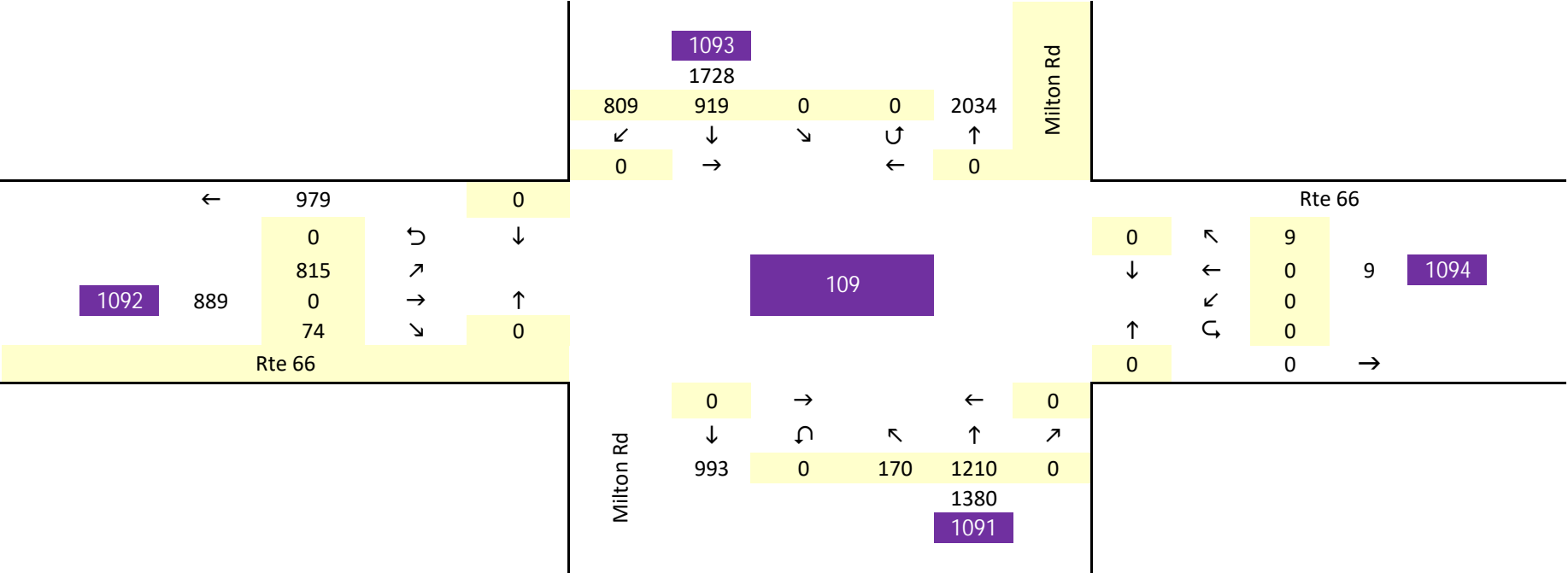


Intersection 109  
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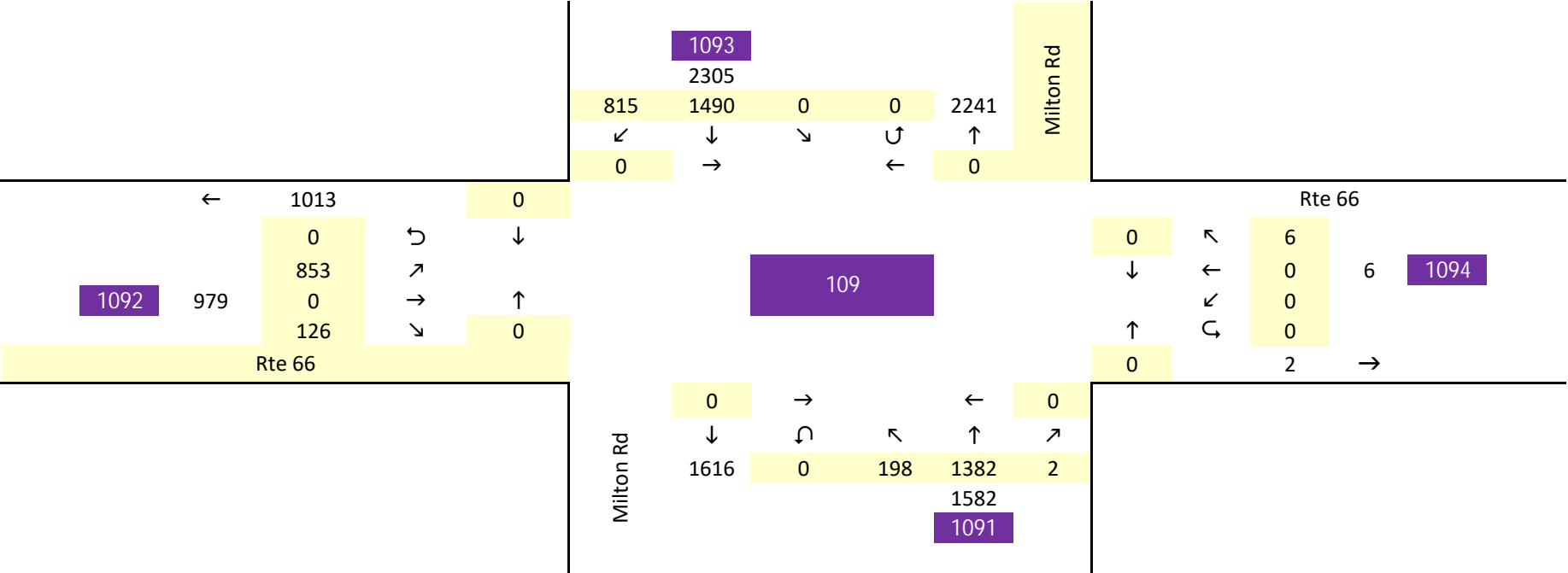




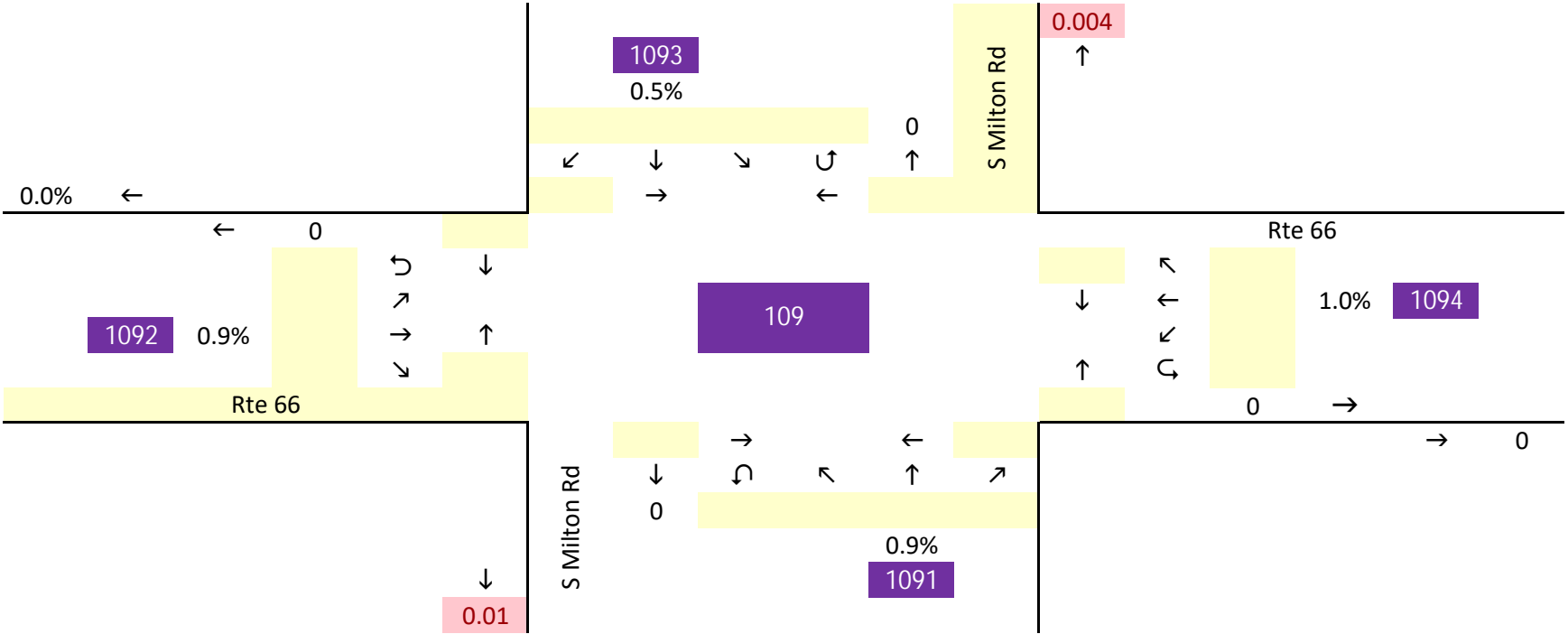
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2040 AM Forecast



Intersection 109  
2040 PM Forecast



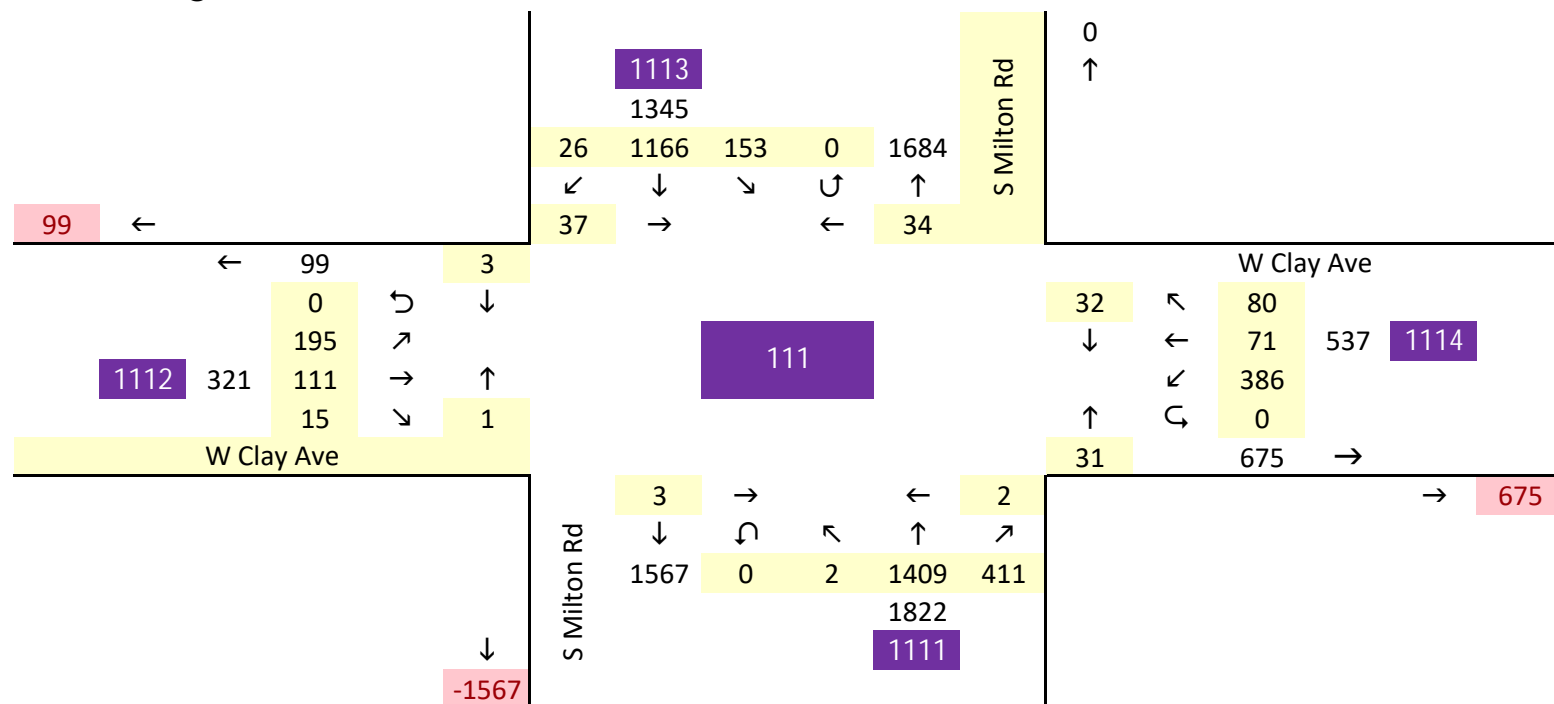
Intersection 109  
Growth Rate



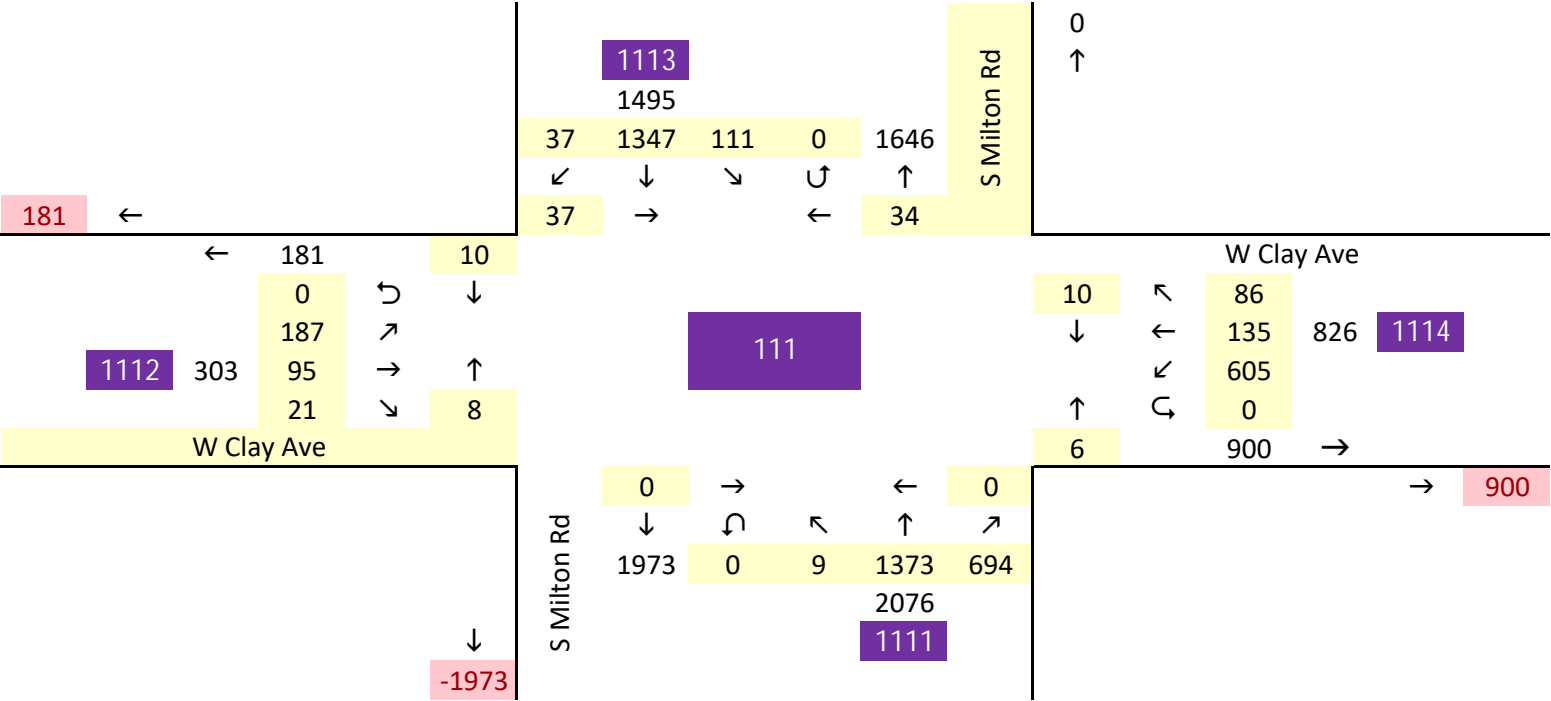


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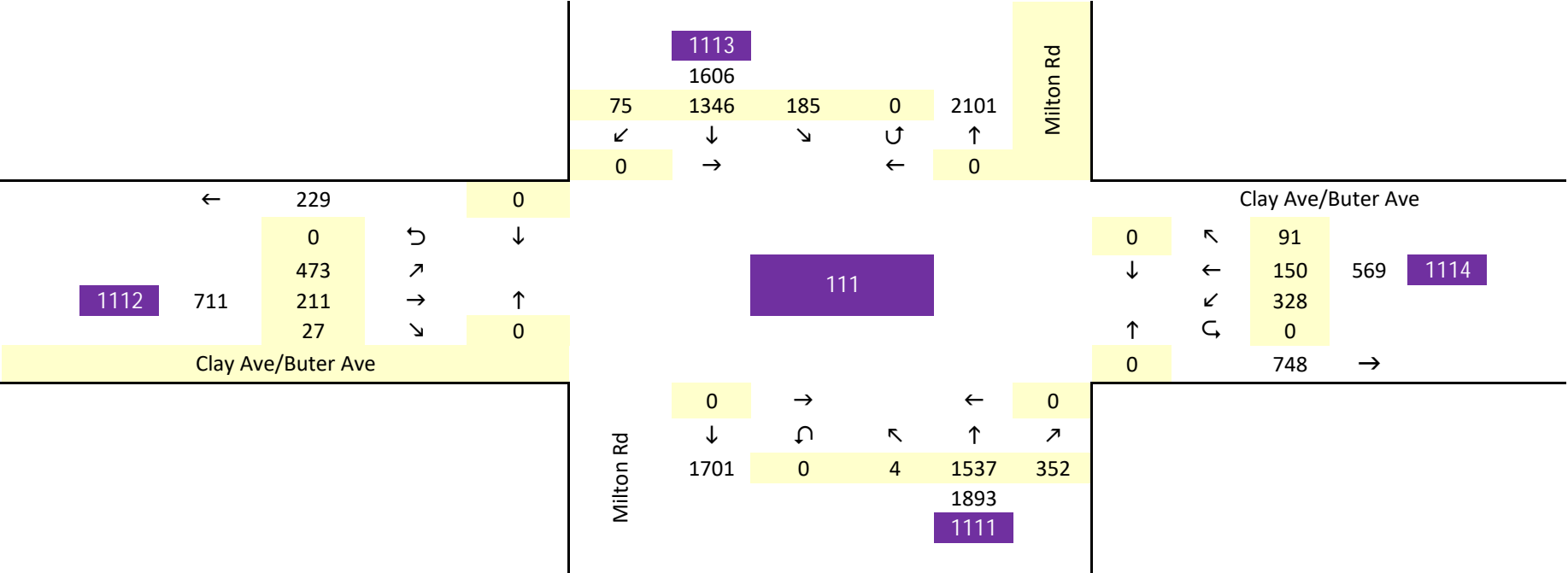
### 2018 Existing AM O-D



Intersection 111  
2018 Existing PM O-D

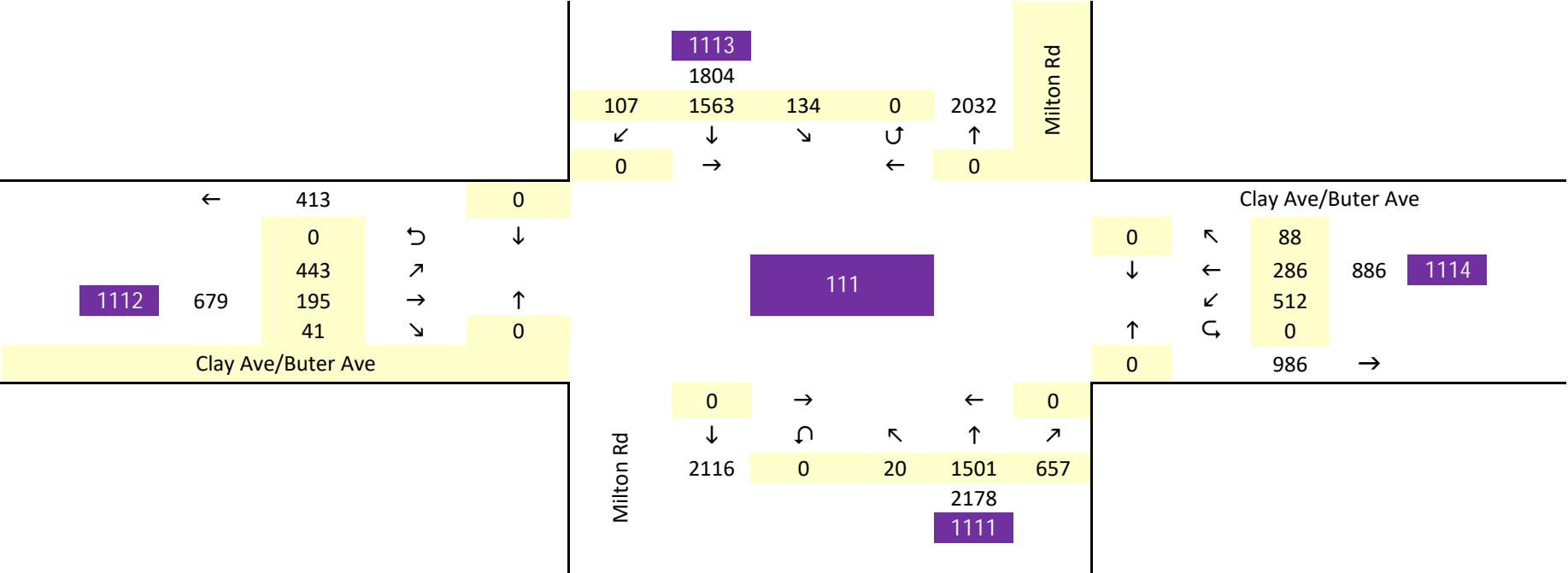


Intersection 111  
2040 AM Forecast

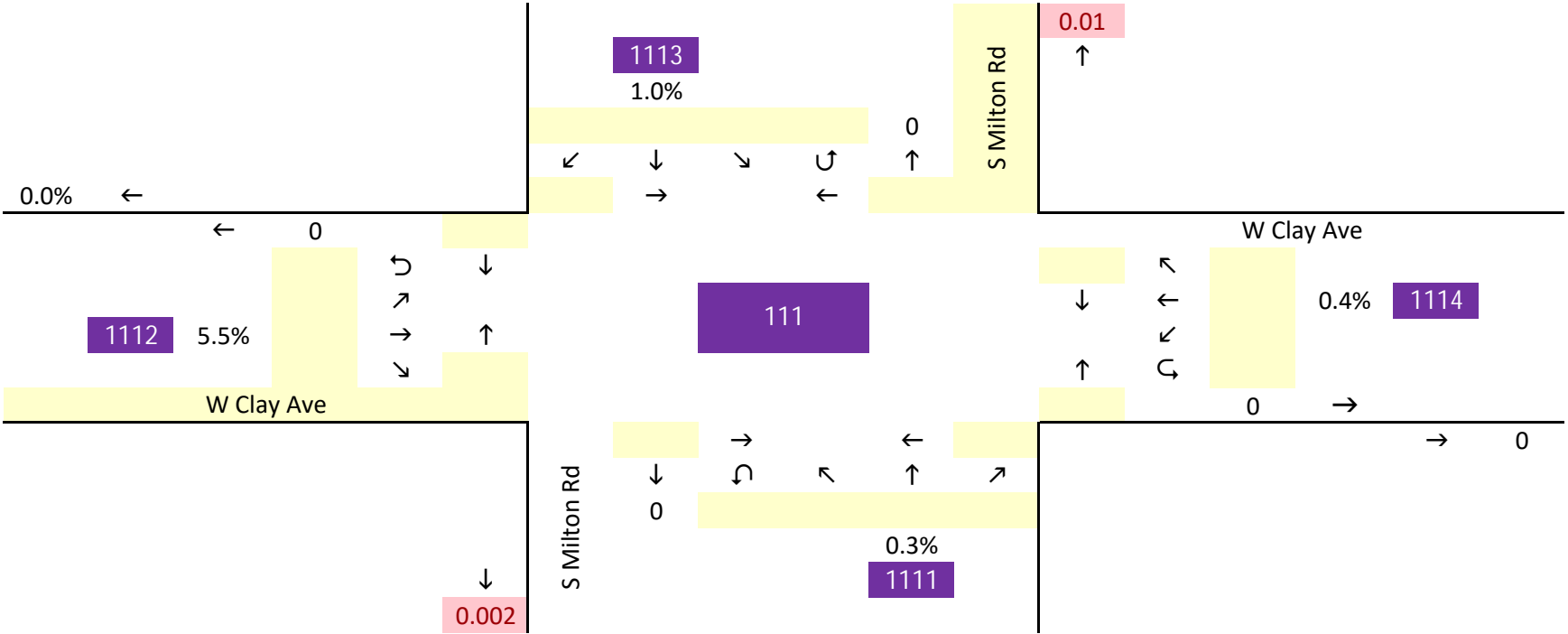




Intersection 111  
2040 PM Forecast

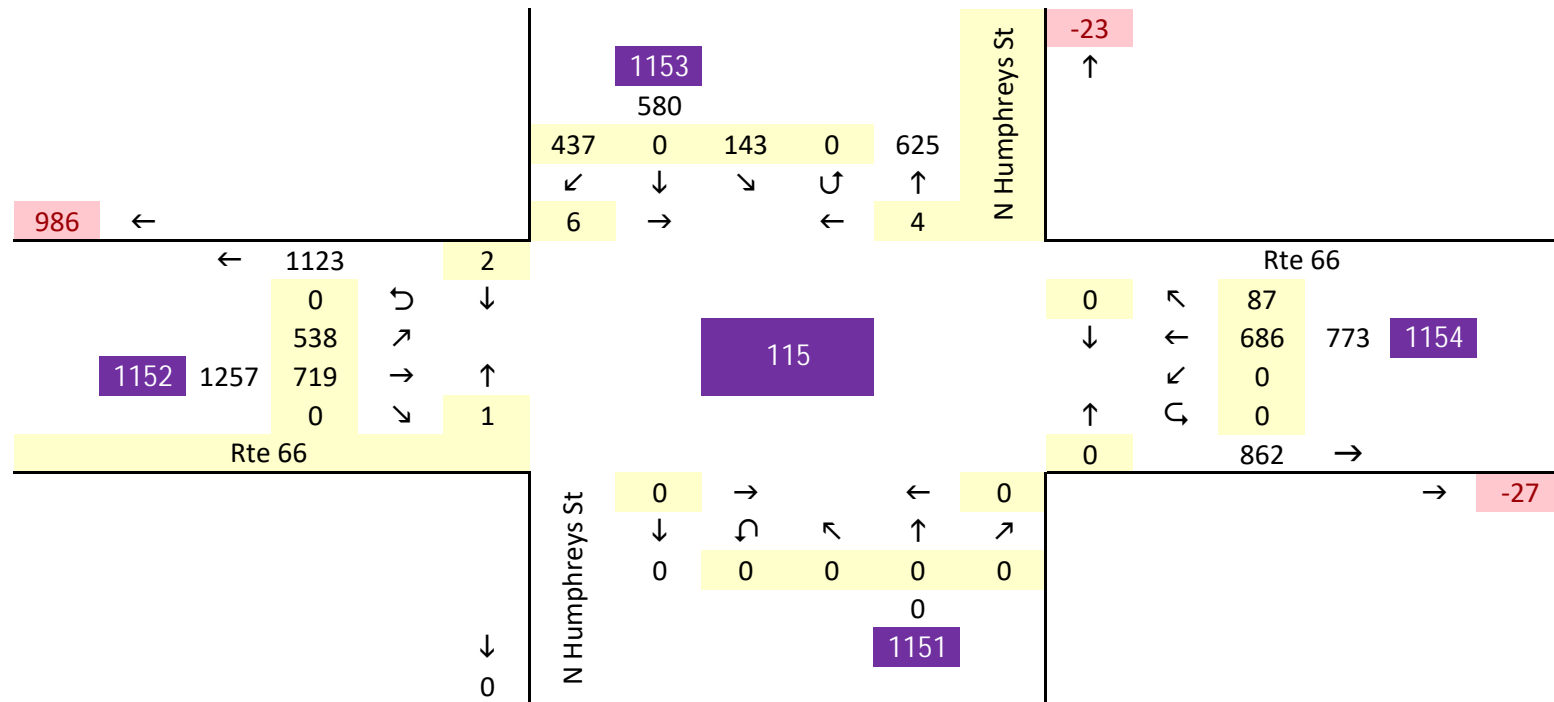


Intersection 111  
Growth Rate



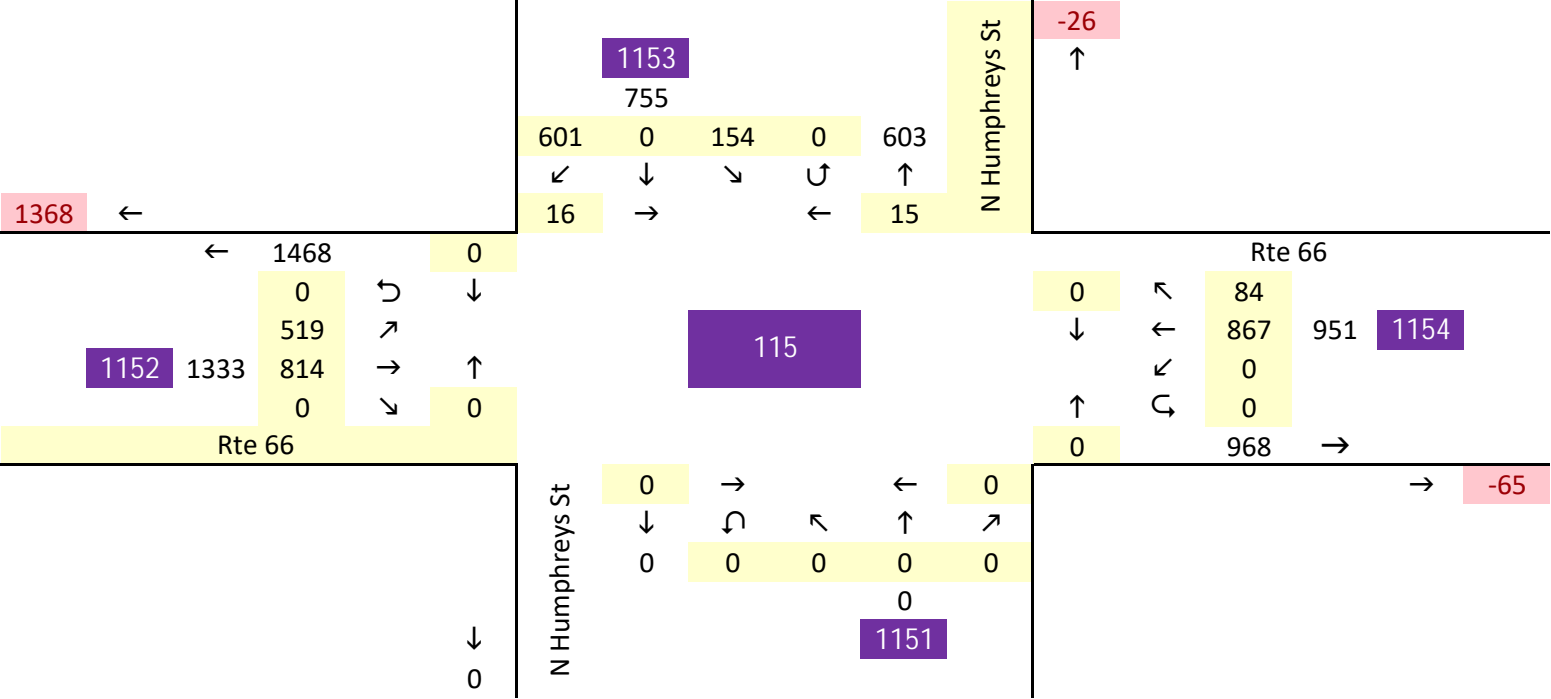
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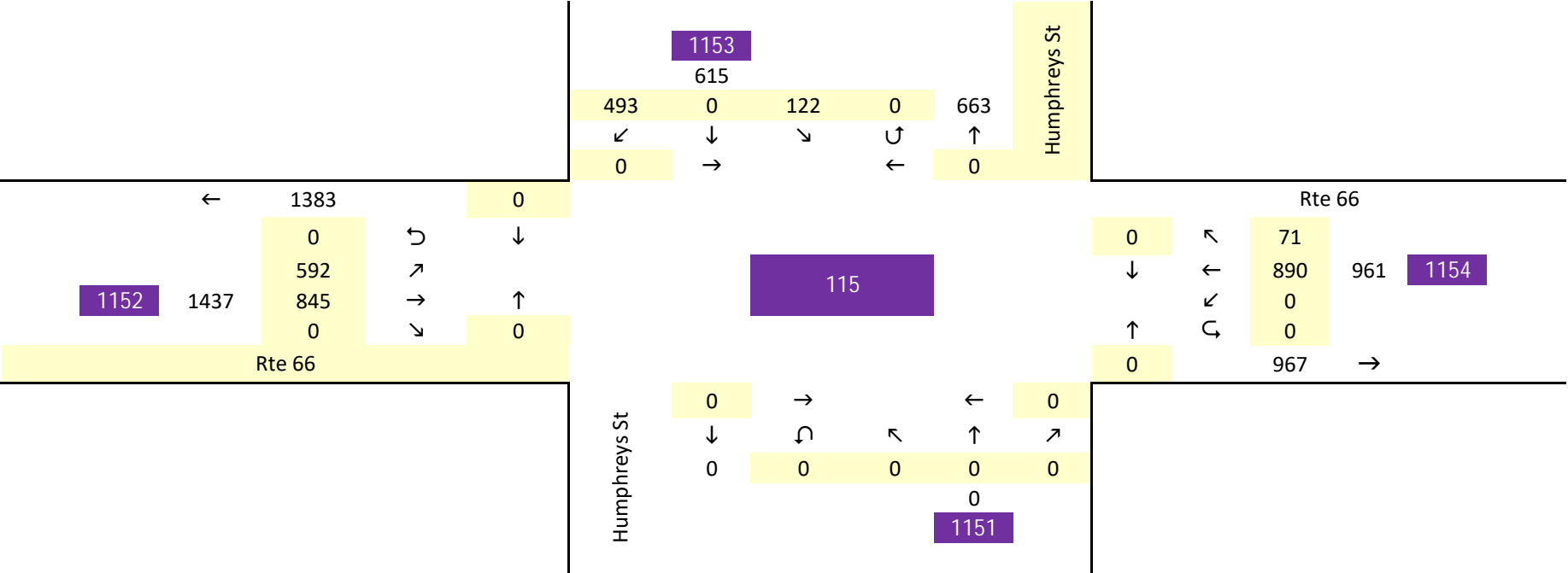




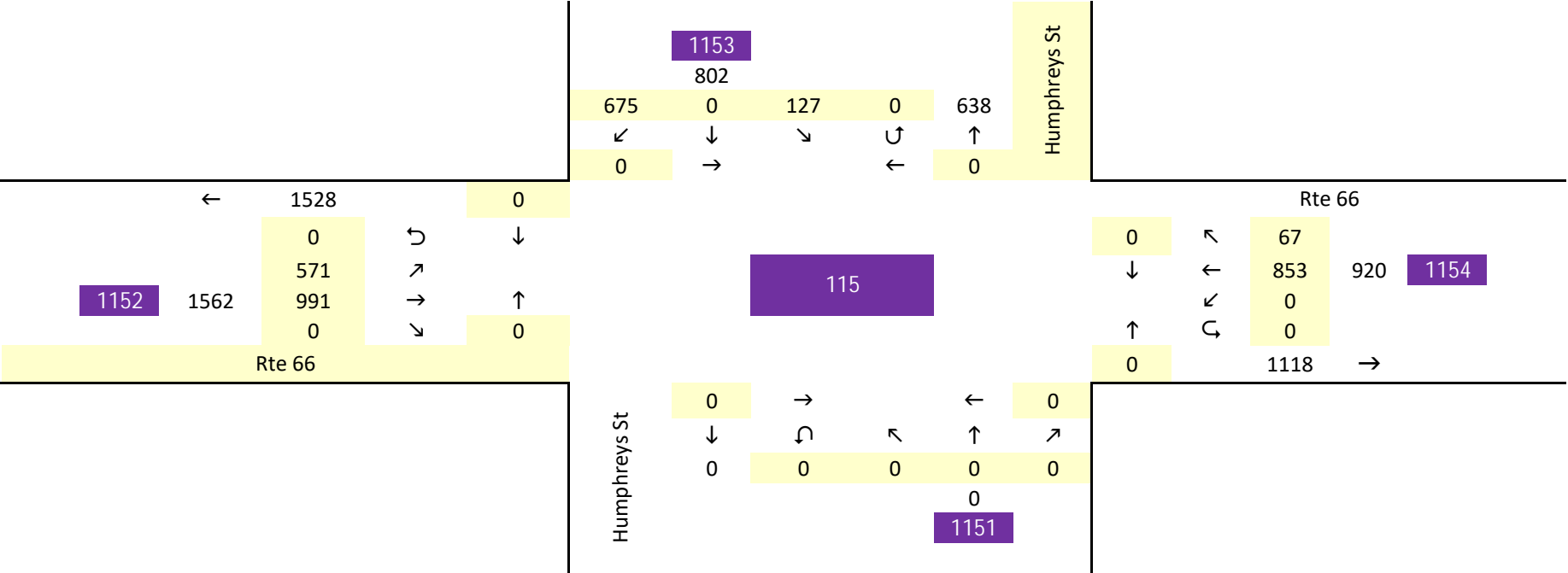
Intersection 115  
2018 Existing PM O-D



Intersection 115  
2040 AM Forecast

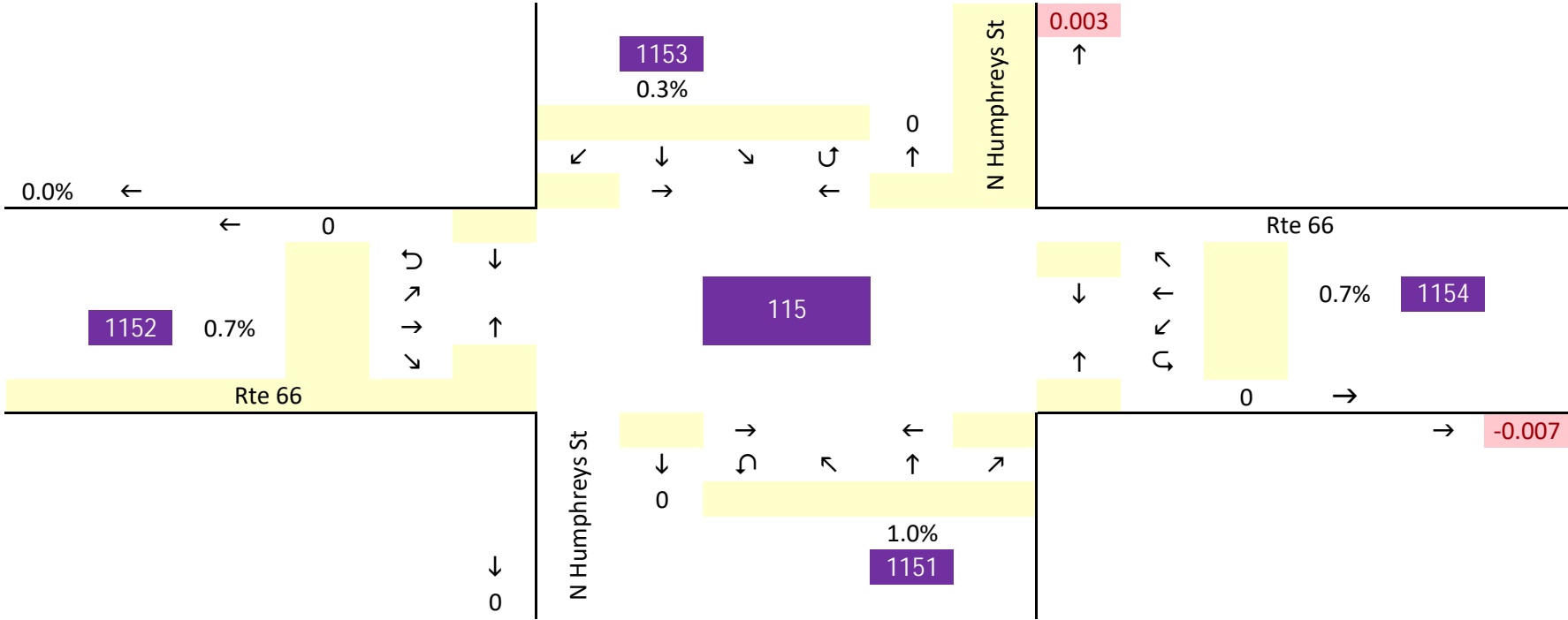


Intersection 115  
2040 PM Forecast

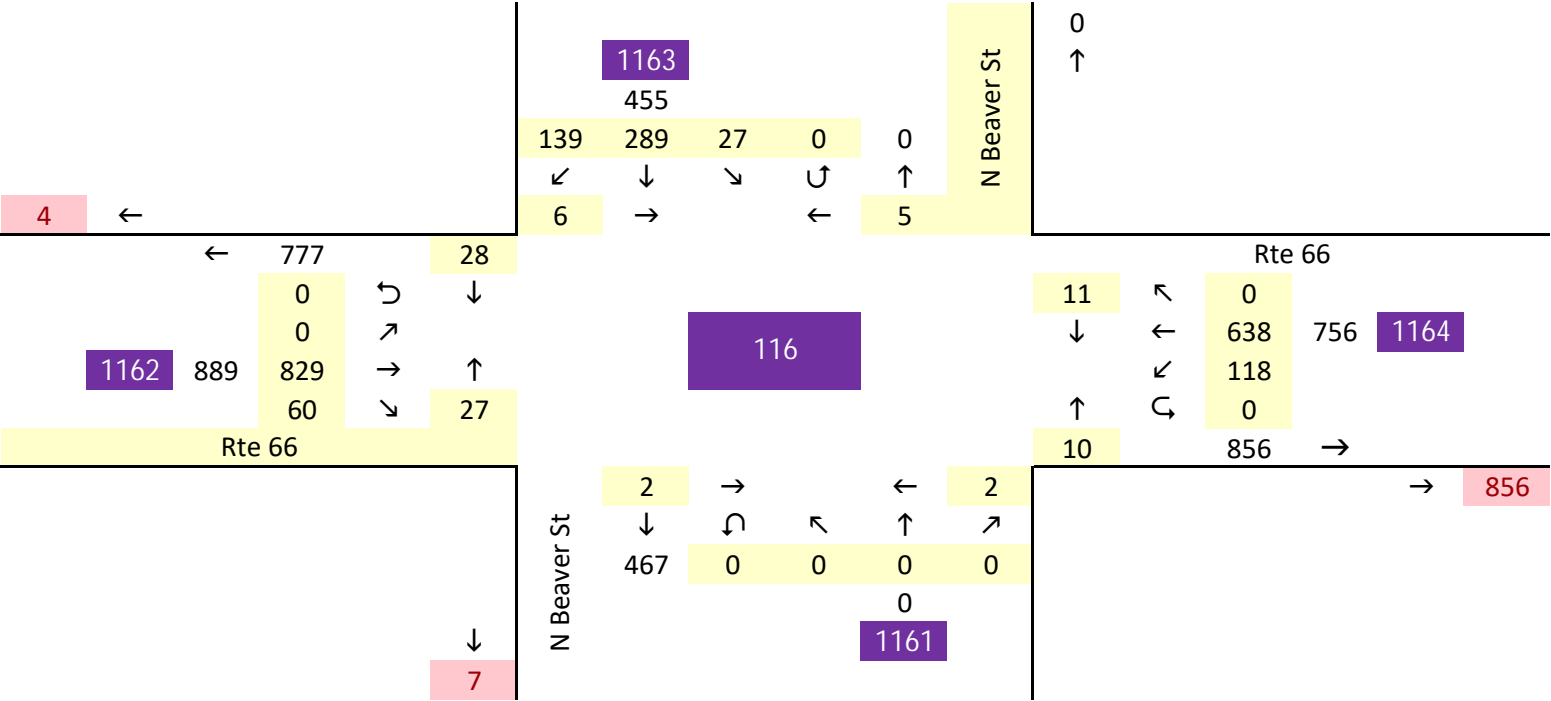




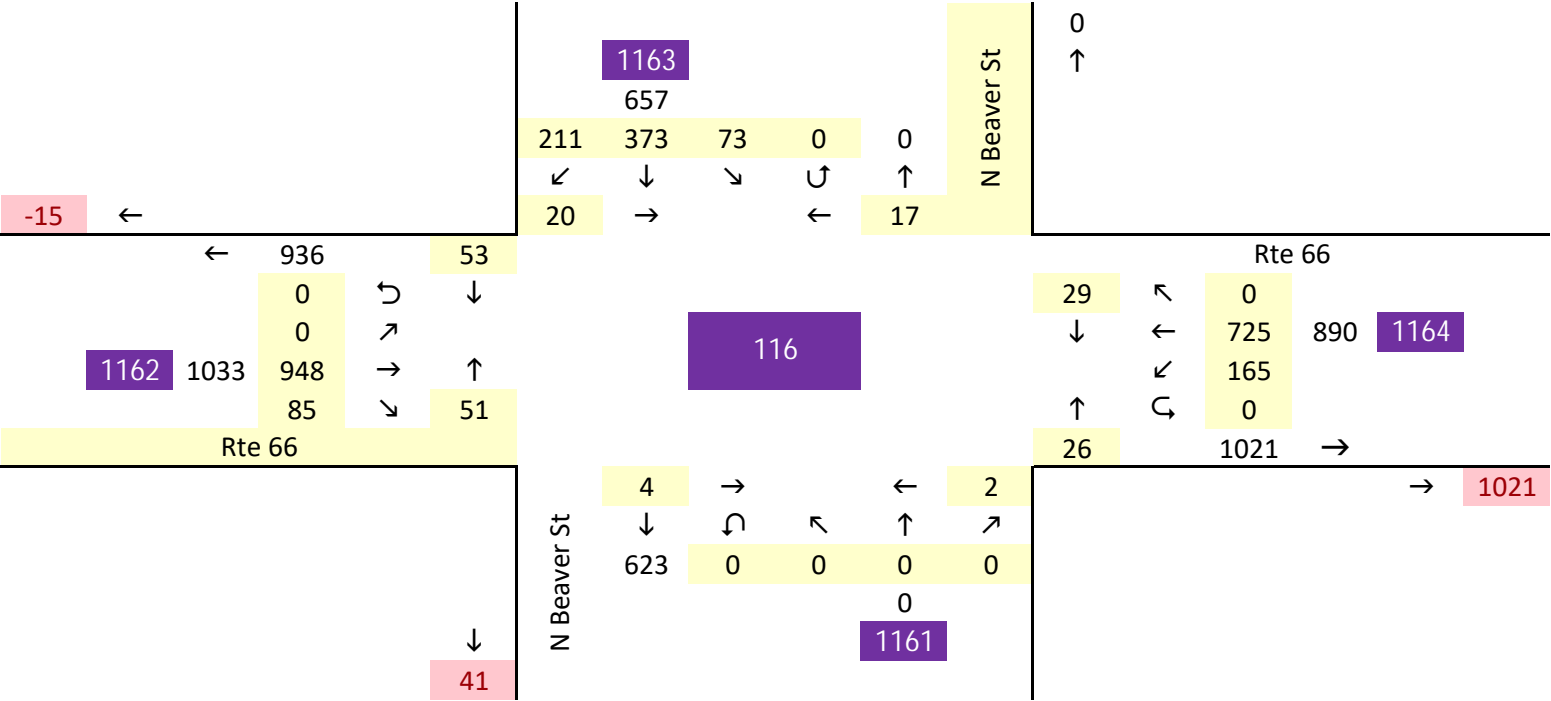
Intersection 115  
Growth Rate



Intersection 116  
2018 Existing AM O-D

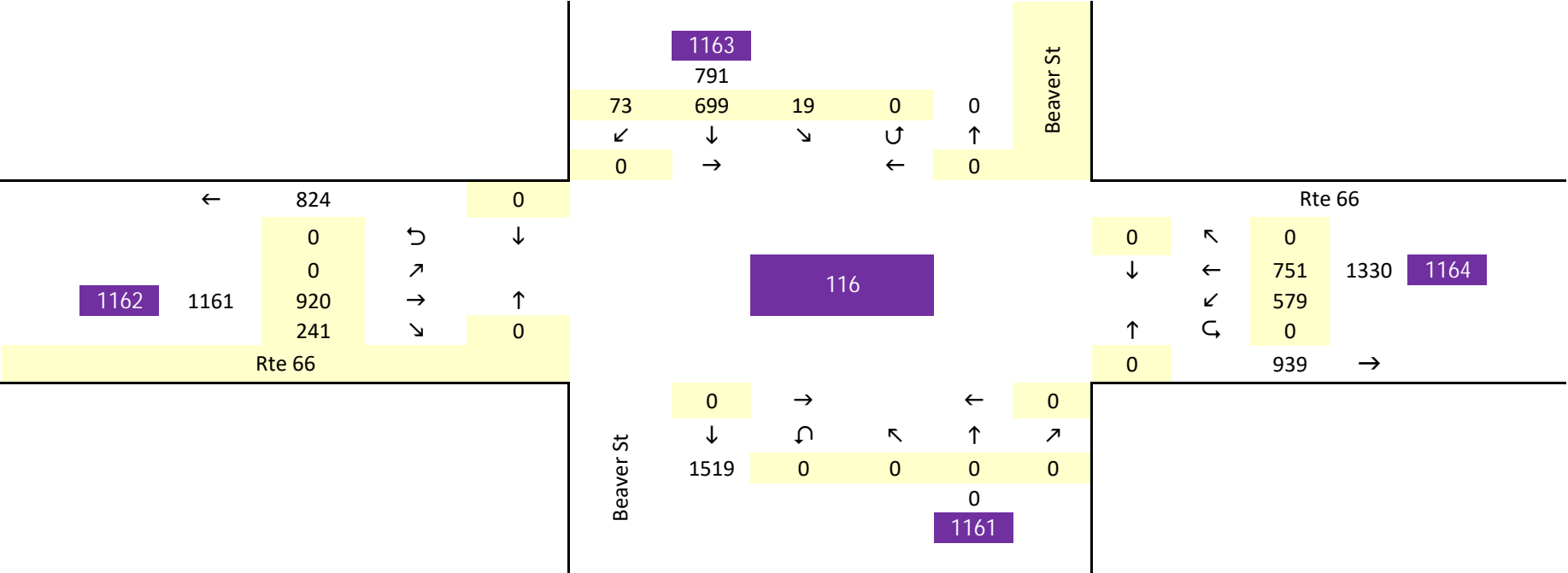


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2018 Existing PM O-D

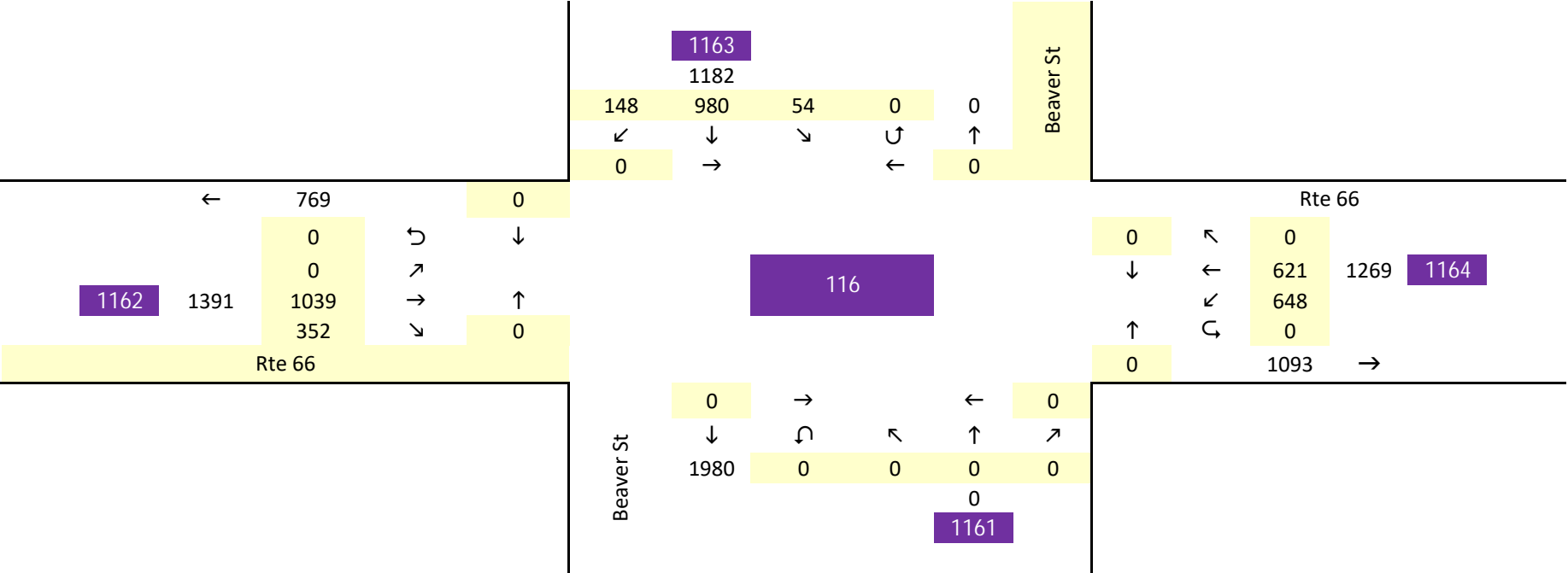




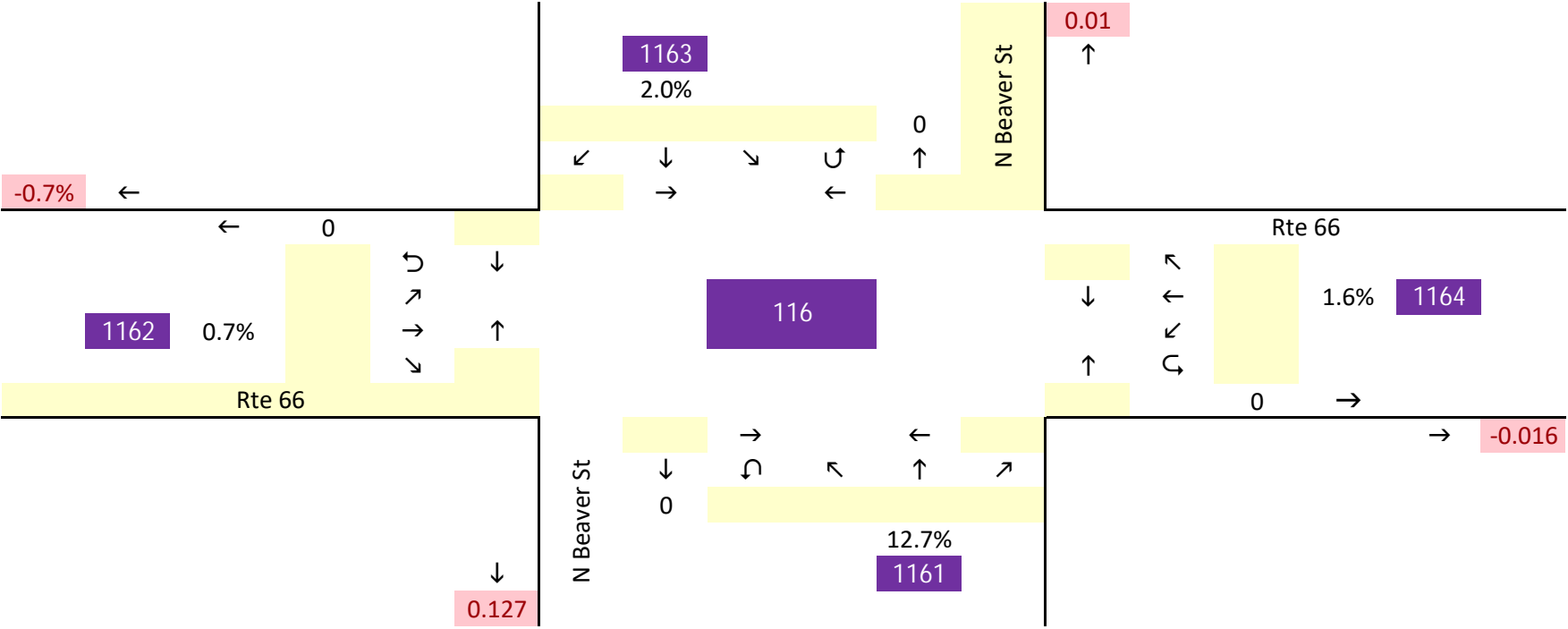
Intersection 116  
2040 AM Forecast



Intersection 116  
2040 PM Forecast

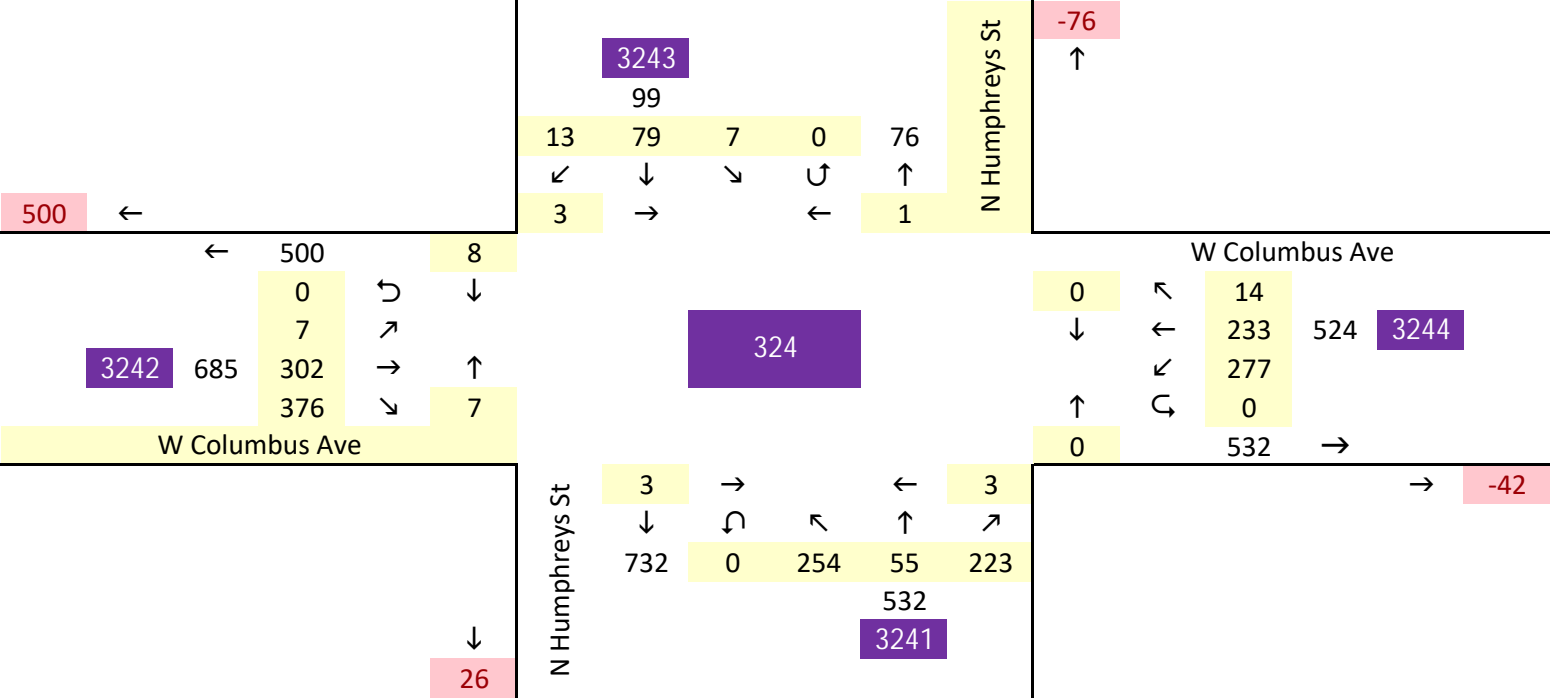


Intersection 116  
Growth Rate

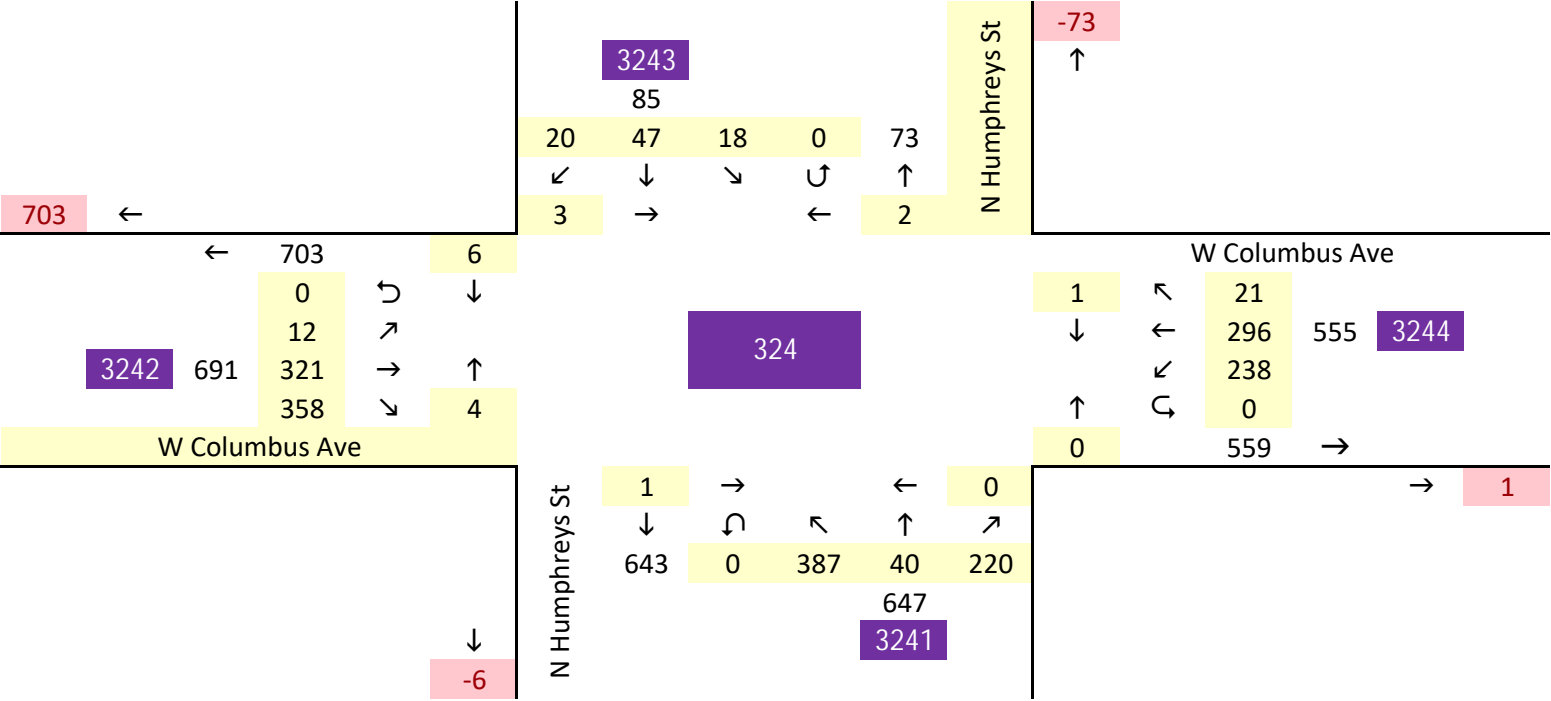




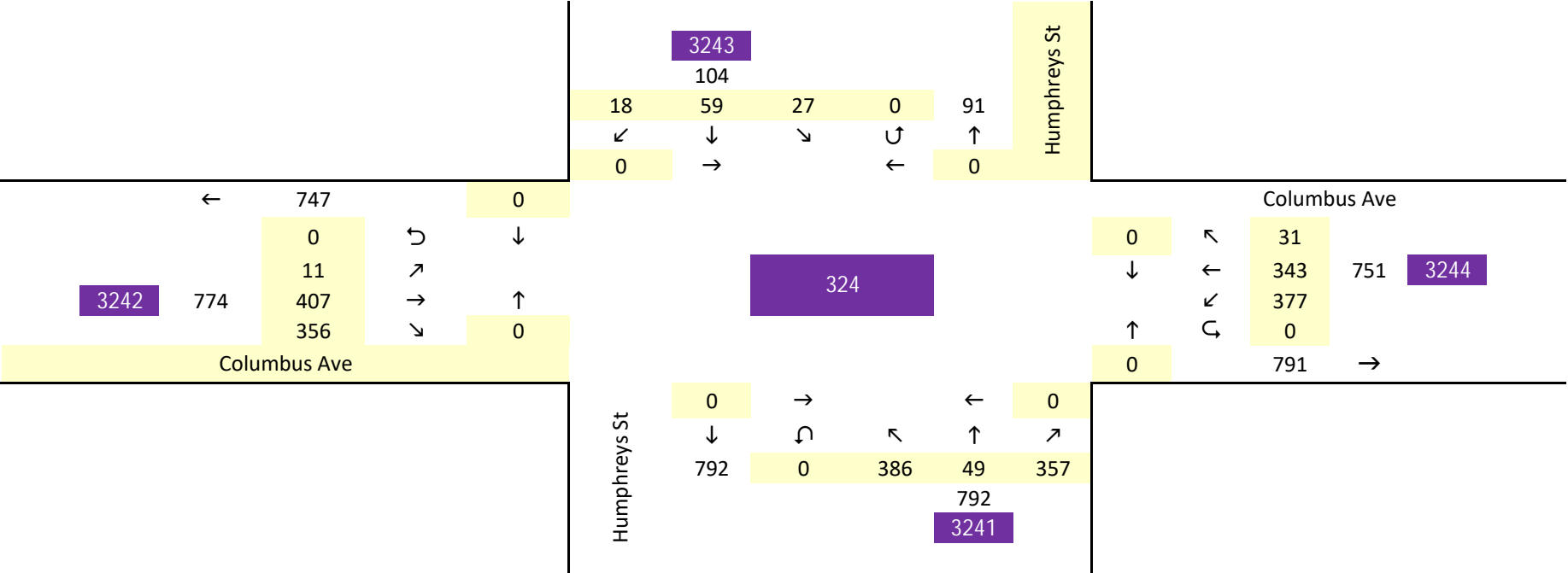
Intersection 324  
2018 Existing AM O-D



Intersection 324  
2018 Existing PM O-D

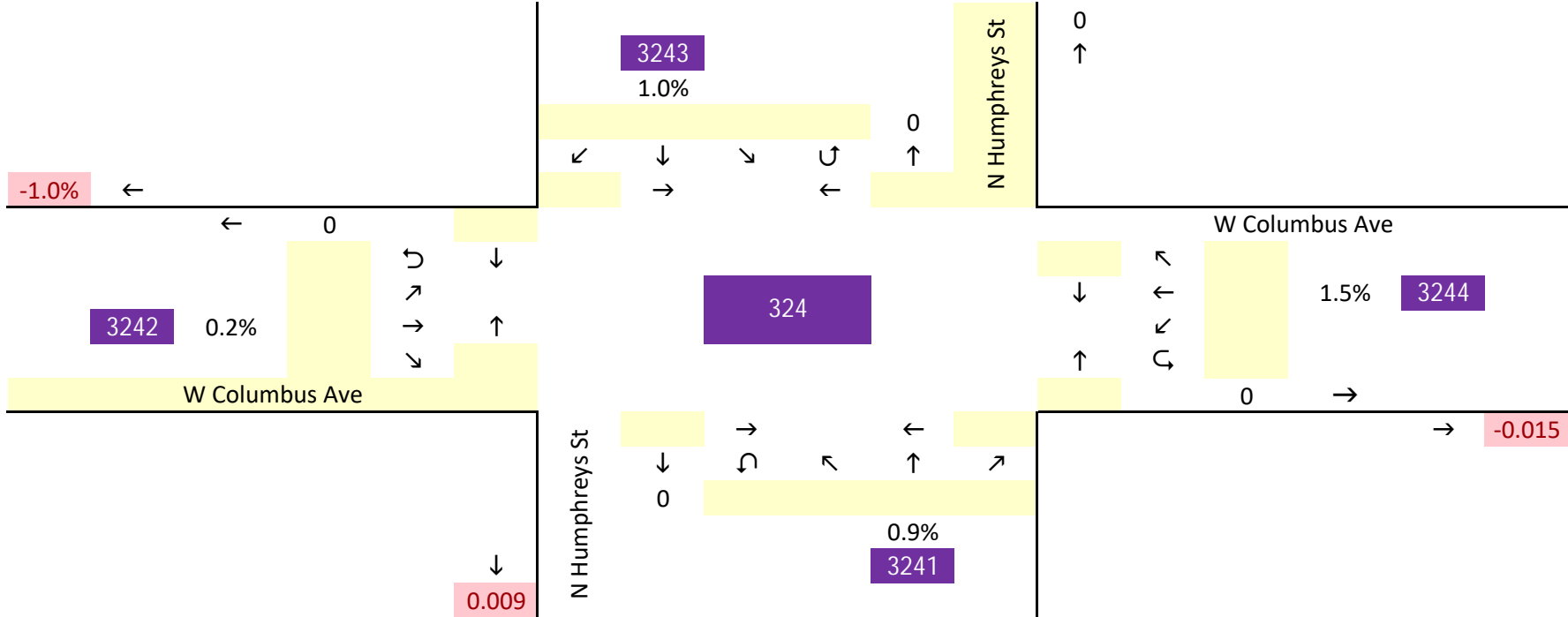


Intersection 324  
2040 PM Forecast

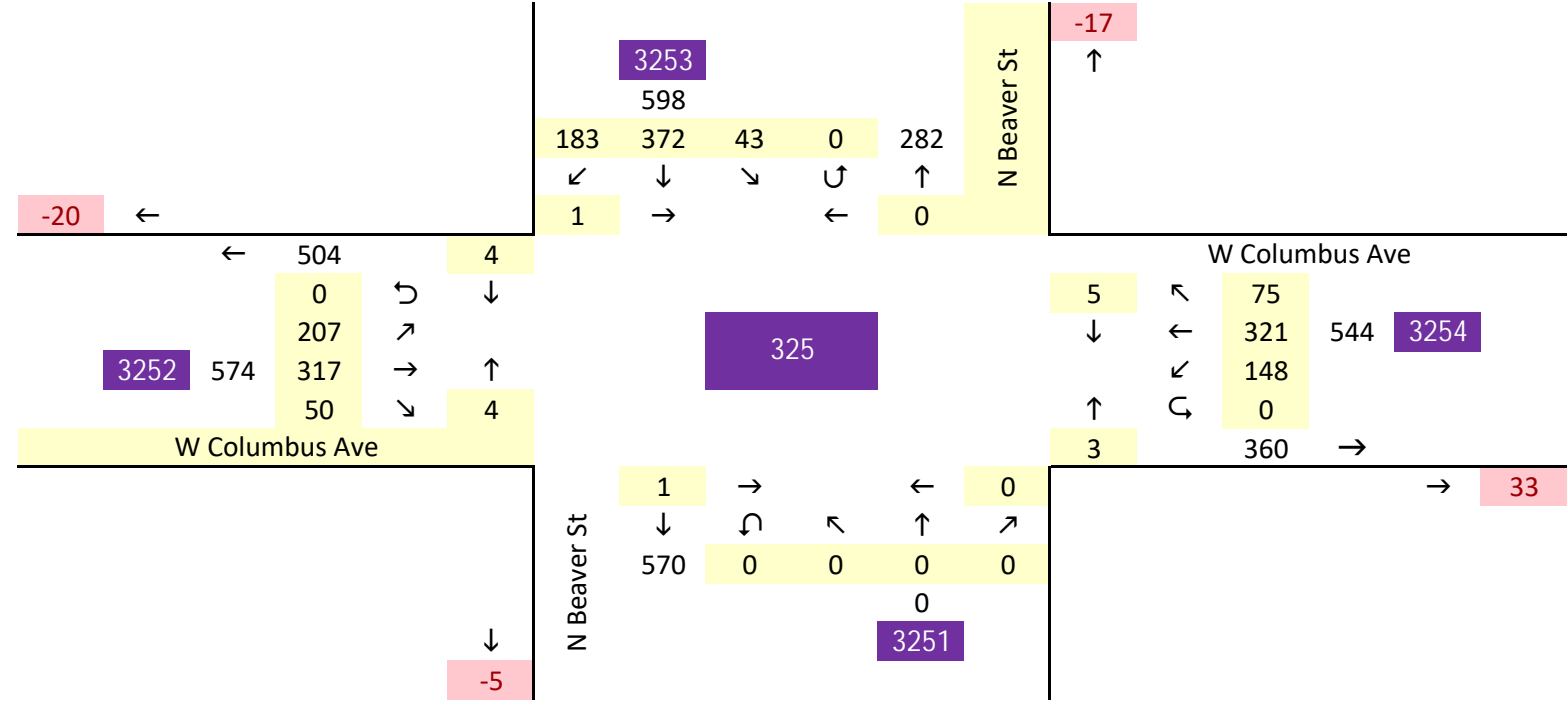




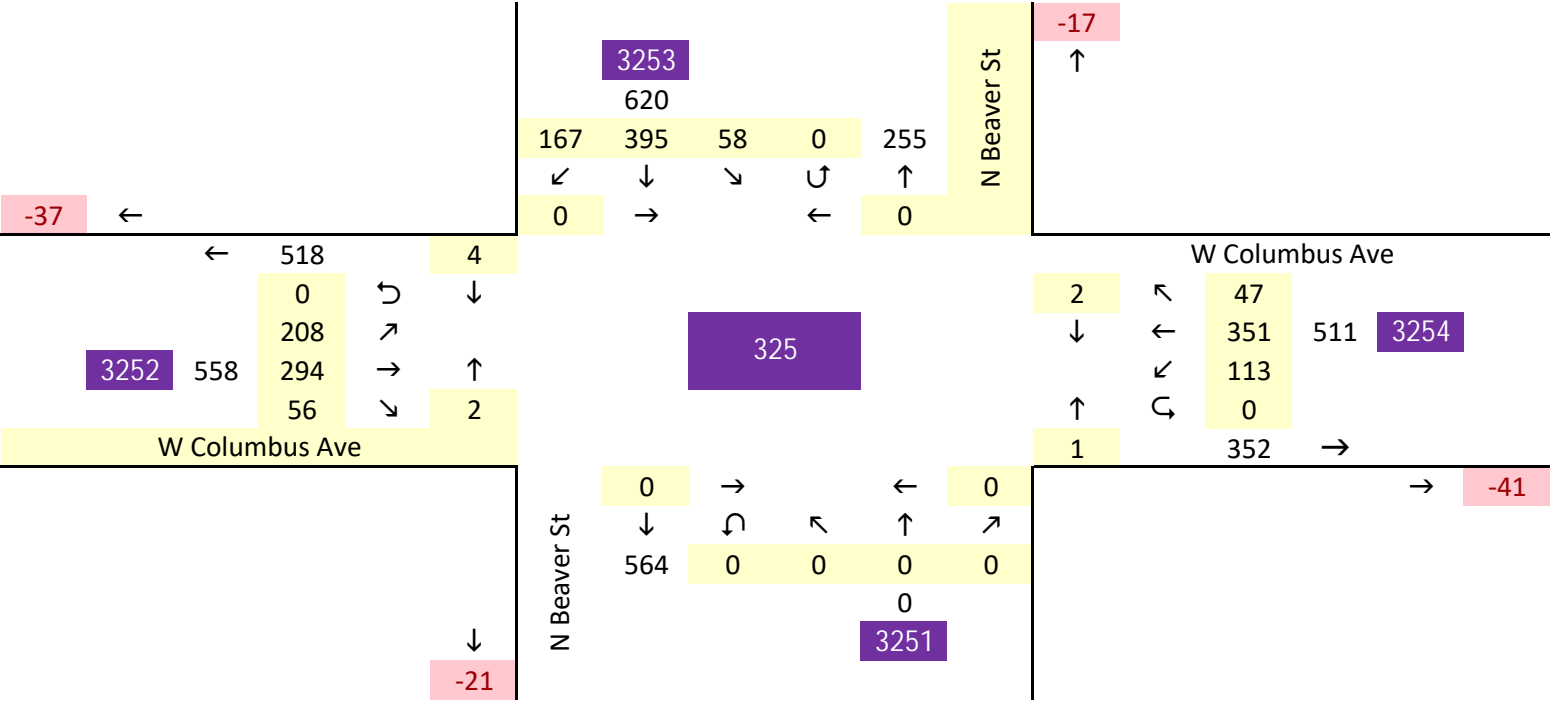
Intersection 324  
Growth Rate



Intersection 325  
2018 Existing AM O-D

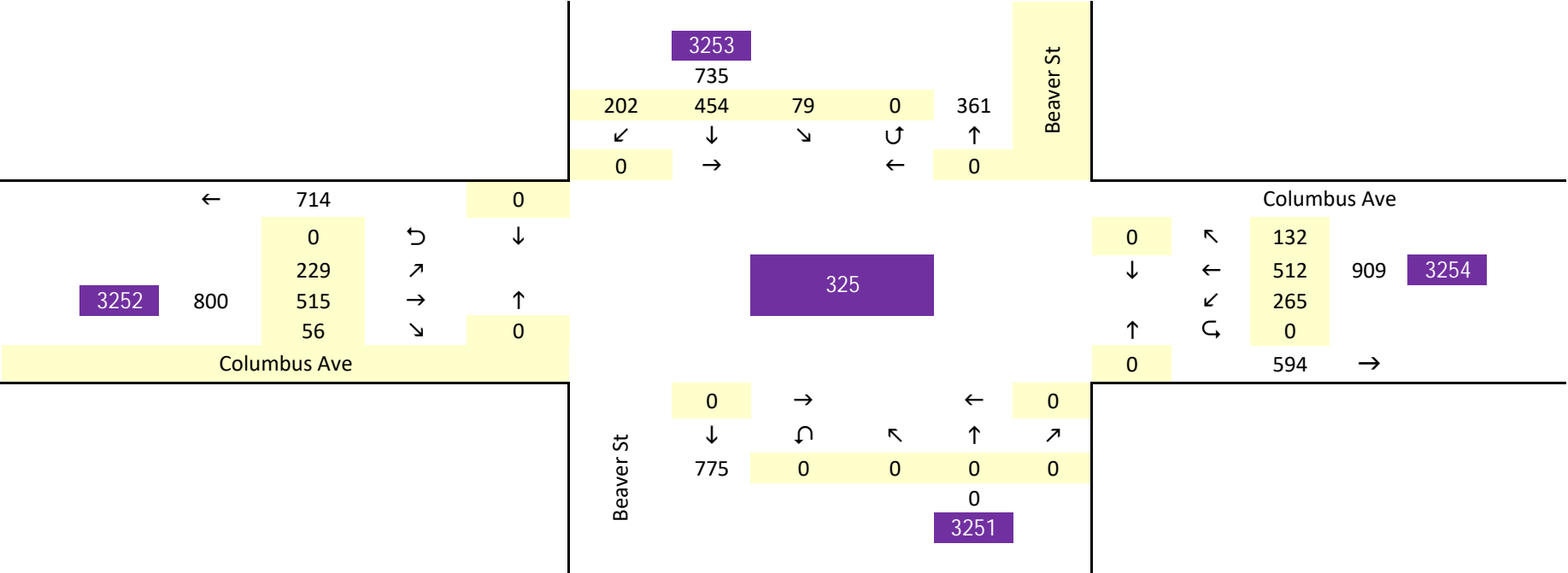


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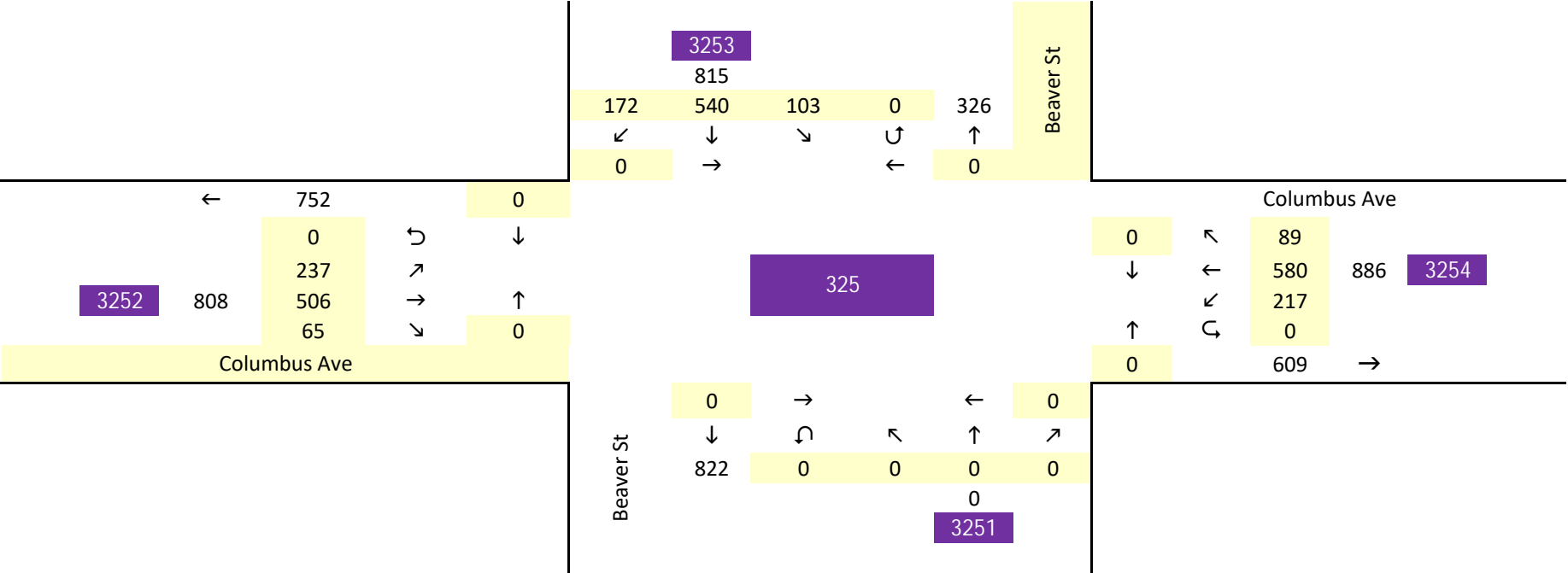




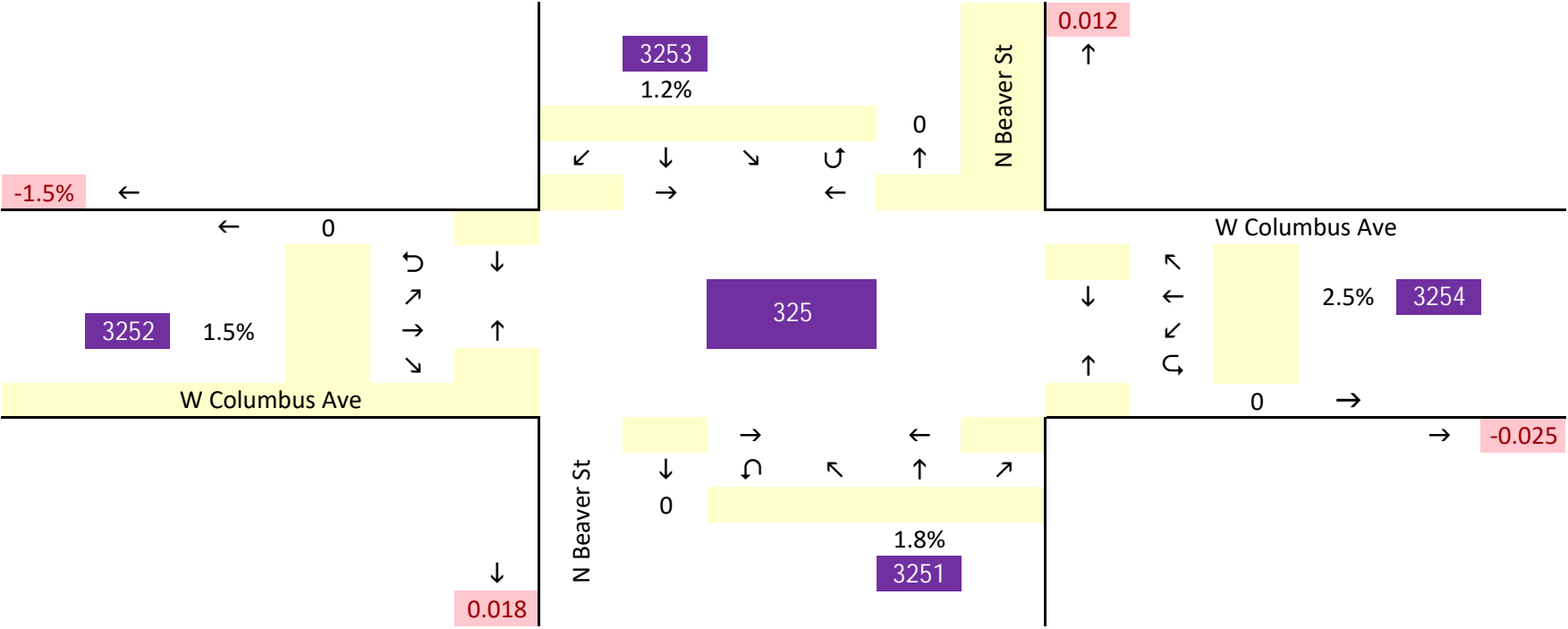
Intersection 325  
2040 AM Forecast



Intersection 325  
2040 PM Forecast



Intersection 325  
Growth Rate





## Appendix G - Controlling Design Criteria

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Table 4-2: Controlling Design Criteria

Roadway Feature	FHWA Standard	ADOT Standard	Flagstaff/FMPO/NAIPTA Standard	Flagstaff/FMPO/NAIPTA Preferred Standard	Notes
General Purpose Lane Width	<u>Urban:</u> <ul style="list-style-type: none"> <li>*Arterial Minimum - 10' with low truck and bus volumes</li> <li>Arterial desired – 12' (AASHTO 7.3 Urban Arterials)</li> </ul> <p>* Anything below 12' has to obtain <a href="#">an</a> variance from the Assistant State Engineer over Roadway Engineering Group.</p>	<u>Urban:</u> <ul style="list-style-type: none"> <li>*Through lane Min – 11'</li> <li>Through lane Max – 16'</li> </ul> <u>Rural:</u> <ul style="list-style-type: none"> <li>Through lane Min – 12'</li> <li>Through lane Max – 12'</li> </ul> <p>* Anything below 12' has to obtain <a href="#">an</a> variance from the Assistant State Engineer over Roadway Engineering Group.</p>	<u>Urban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>12'</li> </ul> <u>Suburban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>12'</li> </ul> <u>Rural US 180:</u> <ul style="list-style-type: none"> <li>12'</li> </ul>	<u>Urban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>11'</li> </ul> <u>Suburban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>11'</li> </ul> <u>Rural US 180:</u> <ul style="list-style-type: none"> <li>12'</li> </ul>	<p>**For these categories, the preferred widths are less than the minimums, in contexts where the City/NAIPTA/FMPO have allowed for narrower lanes to improve multimodal functionality. In urban areas in particular, the Regional Plan supports this strategy based on a case by case assessment.</p>
Left Turn Lane	<u>Urban:</u> <ul style="list-style-type: none"> <li>*Auxiliary lane Min. – 10'</li> <li>Auxiliary lane Max. – 16'</li> </ul> <p>* Anything below 12' has to obtain <a href="#">an</a> variance from the Assistant State Engineer over Roadway Engineering Group.</p>	<u>Urban:</u> <ul style="list-style-type: none"> <li>*Auxiliary (turn) lane Min – 10'</li> <li>Auxiliary lane Max = none</li> </ul> <u>Rural:</u> <ul style="list-style-type: none"> <li>Auxiliary lane Min – 12'</li> <li>Auxiliary lane Max – 12'</li> </ul> <p>* Anything below 12' has to obtain <a href="#">an</a> variance from the Assistant State Engineer over Roadway Engineering Group.</p>	<u>Urban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>12'</li> </ul> <u>Suburban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>12'</li> </ul> <u>Rural US 180:</u> <ul style="list-style-type: none"> <li>11'</li> </ul>	<u>Urban Milton:</u> <ul style="list-style-type: none"> <li>11'</li> </ul> <u>Urban US 180:</u> <ul style="list-style-type: none"> <li>10'</li> </ul> <u>Suburban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>12'</li> </ul> <u>Rural US 180:</u> <ul style="list-style-type: none"> <li>11'</li> </ul>	<p>**</p>
Right Turn Lane	<u>Urban:</u> <ul style="list-style-type: none"> <li>*Auxiliary lane Min. – 10'</li> <li>Auxiliary lane Max. – 16'</li> </ul> <p>* Anything below 12' has to obtain <a href="#">an</a> variance from the Assistant State Engineer over Roadway Engineering Group.</p>	<u>Urban:</u> <ul style="list-style-type: none"> <li>*Auxiliary (turn) lane Min – 10'</li> <li>Auxiliary lane Max = none</li> </ul> <u>Rural:</u> <ul style="list-style-type: none"> <li>Auxiliary lane Min – 12'</li> <li>Auxiliary lane Max – 12'</li> </ul> <p>* Anything below 12' has to obtain <a href="#">an</a> variance from the Assistant State Engineer over Roadway Engineering Group.</p>	<u>Urban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>12'</li> </ul> <u>Suburban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>12'</li> </ul> <u>Rural US 180:</u> <ul style="list-style-type: none"> <li>11'</li> </ul>	<u>Urban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>11' - Regional Plan policy supports no RT lanes, except at major intersections</li> </ul> <u>Suburban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>12'</li> </ul> <u>Rural US 180:</u> <ul style="list-style-type: none"> <li>11'</li> </ul>	<p>**</p>
Median Width	<u>Urban:</u> <ul style="list-style-type: none"> <li>Arterial minimum Median Width – 4'</li> <li>Arterial minimum Median Width for pedestrian refuge – 6'</li> <li>*Auxiliary lane Min. – 10'</li> <li>Auxiliary lane Max. – 16'</li> </ul> <u>Rural:</u> <p>Not applicable on US 180 cross sections</p> <p>* Anything below 12' has to obtain <a href="#">an</a> variance from the Assistant State Engineer over Roadway Engineering Group.</p>	<u>Urban:</u> <ul style="list-style-type: none"> <li><b>Raised</b> <ul style="list-style-type: none"> <li>- 16' Through lane</li> <li>- 4' with a turn lane</li> </ul> </li> </ul> <u>Rural:</u> <p>Not applicable on US 180 cross sections</p>	<u>Urban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>4'</li> </ul> <u>Suburban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>4'</li> </ul> <u>Rural US 180:</u> <p>Not Applicable</p>	<u>Urban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>4'</li> </ul> <u>Suburban Milton &amp; US 180:</u> <ul style="list-style-type: none"> <li>4'</li> </ul> <u>Rural US 180:</u> <p>Not Applicable</p>	

Roadway Feature	FHWA Standard	ADOT Standard	Flagstaff/FMPO/NAIPTA Standard	Flagstaff/FMPO/NAIPTA Preferred Standard	Notes
Median Width (With Plantings)			<u>Urban Milton &amp; US 180:</u> • 8' <u>Suburban Milton &amp; US 180:</u> • 8' <u>Rural US 180:</u> Not Applicable	<u>Urban Milton:</u> • 12' <u>Urban US 180:</u> • 11' <u>Suburban Milton &amp; US 180:</u> • 12' <u>Rural US 180:</u> Not Applicable	Same as left turn lane - would be wider when combined with a median separating the turn lane from oncoming traffic
Median Width (With Turn Lane)			<u>Urban Milton &amp; US 180:</u> • 15' <u>Suburban Milton &amp; US 180:</u> • 15' <u>Rural US 180:</u> Not Applicable	<u>Urban Milton &amp; US 180:</u> • 15' <u>Suburban Milton &amp; US 180:</u> • 16' <u>Rural US 180:</u> Not Applicable	This assumes 4-foot median with no plantings. Can be narrowed up to 1 foot.
Two Way Left Turn Lane	<ul style="list-style-type: none"> <li>Raised Max –</li> <li>- *TWLT Min – 10'</li> <li>- TWLT Max – 12'</li> </ul> <p>• Anything below 12' has to obtain <u>an</u> variance from the Assistant State Engineer over Roadway Engineering Group.</p>	<ul style="list-style-type: none"> <li>Raised Max –</li> <li>- *TWLT Min – 10'</li> <li>- TWLT Max – 12'</li> </ul> <p>• Anything below 12' has to obtain <u>an</u> variance from the Assistant State Engineer over Roadway Engineering Group.</p>	• 11'	• 11' (12' for Suburban US 180)	Urban contexts have narrower turn lanes to slow truck/bus traffic and because they are not preferred in this context for loading and unloading
Landscape Buffer/Parkway	Desired - 6' Minimum - 3' if a 5' sidewalk is provided	Desired = 5' Minimum = back of curb  The location of the sidewalk should be coordinated with the local government and with the Roadside Development Section when the highway project involves landscaping.	<u>Urban Milton &amp; US 180:</u> • 5' <u>Suburban Milton &amp; US 180:</u> • 5' <u>Rural US 180:</u> Not applicable	<u>Urban Milton &amp; US 180:</u> • 7' <u>Suburban Milton &amp; US 180:</u> • 8' <u>Rural US 180:</u> Not applicable	Furnishing strips and tree grates are preferred for the urban context associated with Milton and US 180 because it is consistent with the existing urban design
Utility Setback			<u>Urban Milton &amp; US 180:</u> • 1' <u>Suburban Milton &amp; US 180:</u> • 2' <u>Rural US 180:</u> Not applicable	<u>Urban Milton &amp; US 180:</u> • 1' <u>Suburban Milton &amp; US 180:</u> • 2' <u>Rural US 180:</u> Not applicable	Used for poles, signage, utilities, etc. Used for sidewalk stabilization
Shoulder	<u>Rural Shoulder:</u> Desirable – 8' <u>Minimum – 4'</u>	<u>Rural Shoulder:</u> Desirable – 8' DHV > 200 yph <u>Minimum – 6' DHV &lt; 200 yph</u>	<u>Rural US 180:</u> Not applicable within Flagstaff City Limits	<u>Rural US 180:</u> Not applicable within Flagstaff City Limits	



Roadway Feature	FHWA Standard	ADOT Standard	Flagstaff/FMPO/NAIPTA Standard	Flagstaff/FMPO/NAIPTA Preferred Standard	Notes
Bike Lane	<p><u>Urban:</u> Desirable – 5’ <u>Minimum</u> – 4’</p> <p><u>Rural Shoulder:</u> Desirable – 8’ <u>Minimum</u> – 4’</p>	<p><u>Urban:</u> <u>See ADOT Bicycle Policy –</u> (1.f) incremental costs for construction and maintenance are funded by a local agency AND 2) the bicycle lane is included as a part of a bicycle facilities plan adopted by a local agency.)</p> <p>Desirable – 5’ <u>Minimum</u> – 4’</p> <p><u>Rural Shoulder:</u> Desirable – 8’ DHV &gt; 200 vph <u>Minimum</u> – 6’ DHV &lt; 200 vph</p>	<p><i>Measurements do not include gutter pan</i></p> <p><u>Urban Milton &amp; US 180:</u> • 4.5’</p> <p><u>Suburban Milton &amp; US 180:</u> • 4.5’</p> <p><u>Rural US 180:</u> • 4’</p>	<p><i>Measurements do not include gutter pan</i></p> <p><u>Urban Milton &amp; US 180:</u> • 6’ with Buffer</p> <p><u>Suburban Milton &amp; US 180:</u> • 6’ with Buffer</p> <p><u>Rural US 180:</u> • 8’</p>	buffer is a double stripe with crosshatch 1.5 foot wide
Sidewalk	Desired – 8’ Minimum – 4’ with a 5’ passing section every 200’.	5’ (unless local standards require greater and locals agree to pay additional cost of design, construction and agree to maintain the sidewalks.)	<p><u>Urban Milton &amp; US 180:</u> • 10’</p> <p><u>Suburban Milton:</u> • 10’</p> <p><u>Suburban US 180:</u> • 6’ (one-side - if paired with FUTs on other side)</p> <p><u>Rural US 180:</u> Not applicable on US 180 cross sections</p>	<p><u>Urban Milton &amp; US 180:</u> • 10’</p> <p><u>Suburban Milton:</u> • 10’</p> <p><u>Suburban US 180:</u> • 6’ (one-side - if paired with FUTs on other side)</p> <p><u>Rural US 180:</u> Not applicable on US 180 cross sections</p>	A sidewalk is preferred over a multi-use path on Milton Road.
Multi-Use Path/Offset (parkway)			<p><u>Urban Milton &amp; US 180:</u> Not applicable</p> <p><u>Suburban Milton:</u> Not applicable</p> <p><u>Suburban US 180:</u> • 20’</p> <p><u>Rural US 180:</u> • 15’</p>	<p><u>Urban Milton &amp; US 180:</u> Not applicable</p> <p><u>Suburban Milton:</u> Not applicable</p> <p><u>Suburban US 180:</u> • 20’</p> <p><u>Rural US 180:</u> • 15’</p>	Dimension includes the parkway/buffer
Pedestrian Island Refuge (Pedestrian Islands at a Right Turn must meet ADA std)	6’ (info from NACTO), when 6 ft cannot be attained, narrower raised median is preferred, refuge is ideally 40 ft in length	ADOT does not have a standard for this so minimum would be AASHTO	<p><u>Urban Milton &amp; US 180:</u> • 6’</p> <p><u>Suburban Milton &amp; US 180:</u> • 6’</p> <p><u>Rural US 180:</u> • 6’</p>	<p><u>Urban Milton:</u> • 11’</p> <p><u>Urban US 180:</u> • 10’</p> <p><u>Suburban Milton &amp; US 180:</u> • 12’</p> <p><u>Rural US 180:</u> • 11’</p>	For preferred, a pedestrian island refuge can be as wide as the center lane, if one is present.

NOVEMBER 2, 2018

Roadway Feature	FHWA Standard	ADOT Standard	Flagstaff/FMPO/NAIPTA Standard	Flagstaff/FMPO/NAIPTA Preferred Standard	Notes
Bus Bay/Pullouts		<p>Bus pullouts may be required under any one of the following conditions:</p> <ol style="list-style-type: none"> <li>1) Posted speed limit is 35 mph or higher; and</li> <li>2) There are less than three through-travel lanes in the direction that the bus is traveling</li> <li>3) There is an identified bicycle facility adjacent to the travel lane.</li> </ol> <p>If a bus stop is to be located at an intersection where the traffic on the State highway is controlled by a traffic signal or stop sign, the bus stop must be located on the far side of the intersection. A bus stop sign, denoting the front of the location of a stopped bus, must be located 85 feet from the intersection's radius return</p> <p>ADOT construction detail C-05.50 has dimensions for a bus pullout.</p>	<p><u>Urban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 12'</li> </ul> <p><u>Suburban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 12'</li> </ul> <p><u>Rural US 180:</u></p> <p>Not applicable</p>	<p><u>Urban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 12' (NAIPTA does not prefer in this context, very site specific)</li> </ul> <p><u>Suburban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 12'</li> </ul> <p><u>Rural US 180:</u></p> <ul style="list-style-type: none"> <li>• 12'</li> </ul>	<p>NAIPTA will not stop in ROW in a rural context, only stop will be Snowbowl lower parking lot.</p> <p>Bus Bays will not be used in BRT Alternatives.</p>
Side running shared bus bike lane (SBBL) (with right turns)			<p><u>Urban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 12'</li> </ul> <p><u>Suburban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 12'</li> </ul> <p><u>Rural US 180:</u></p> <ul style="list-style-type: none"> <li>• 12'</li> </ul>	<p><u>Urban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 16'</li> </ul> <p><u>Suburban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 16'</li> </ul> <p><u>Rural US 180:</u></p> <ul style="list-style-type: none"> <li>• 16'</li> </ul>	Based on NACTO standards
Side running bus lane (with right turns)			<p><u>Urban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 12'</li> </ul> <p><u>Suburban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 12'</li> </ul> <p><u>Rural US 180:</u></p> <ul style="list-style-type: none"> <li>• 12'</li> </ul>	<p><u>Urban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 12'</li> </ul> <p><u>Suburban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 12'</li> </ul> <p><u>Rural US 180:</u></p> <ul style="list-style-type: none"> <li>• 12'</li> </ul>	Based on NACTO standards
Bus Stop (Back of Curb)			<p><u>Urban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 8'</li> </ul> <p><u>Suburban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 8'</li> </ul> <p><u>Rural US 180:</u></p> <ul style="list-style-type: none"> <li>• 8'</li> </ul>	<p><u>Urban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 10'</li> </ul> <p><u>Suburban Milton &amp; US 180:</u></p> <ul style="list-style-type: none"> <li>• 10'</li> </ul> <p><u>Rural US 180:</u></p> <ul style="list-style-type: none"> <li>• 8'</li> </ul>	This standard can vary when topography is in play due to ADA standards
Center Running transit - 2 lanes + buffer			<p><u>Urban &amp; Suburban Milton:</u></p> <ul style="list-style-type: none"> <li>• 25' (2, 11' lanes with 2, 1.5' buffers)</li> </ul> <p><u>Urban, Suburban, &amp; Rural US 180:</u></p> <p>Not Applicable</p>	<p><u>Urban &amp; Suburban Milton:</u></p> <ul style="list-style-type: none"> <li>• 28' (2, 12' lanes with 2, 2' buffers)</li> </ul> <p><u>Urban, Suburban, &amp; Rural US 180:</u></p> <p>Not Applicable</p>	See Assumptions for details

Roadway Feature	FHWA Standard	ADOT Standard	Flagstaff/FMPO/NAIPTA Standard	Flagstaff/FMPO/NAIPTA Preferred Standard	Notes
Center Running Transit - Intersection Transit Station			<u>Urban &amp; Suburban Milton:</u> <ul style="list-style-type: none"><li>33' (2, 11' lanes with 2, 1.5' buffers and an 8' Platform)</li></ul> <u>Urban, Suburban, &amp; Rural US 180:</u> Not Applicable	<u>Urban &amp; Suburban Milton:</u> <ul style="list-style-type: none"><li>34' (2, 11' lanes with 2, 2' buffers and an 8' Platform)</li></ul> <u>Urban, Suburban, &amp; Rural US 180:</u> Not Applicable	See Assumptions for details  Option A: Scissors Platforms  Options B: Offset Platforms
Center Running Transit - Mid-Block Transit Station			<u>Urban &amp; Suburban Milton:</u> <ul style="list-style-type: none"><li>33' (2, 11' lanes with 2, 1.5' buffers and an 8' Platform)</li></ul> <u>Urban, Suburban, &amp; Rural US 180:</u> Not Applicable	<u>Urban &amp; Suburban Milton:</u> <ul style="list-style-type: none"><li>34' (2, 11' lanes with 2, 2' buffers and an 8' Platform)</li></ul> <u>Urban, Suburban, &amp; Rural US 180:</u> Not Applicable	See Assumptions for details  Option A: Scissors Platforms  Options B: Offset Platforms
Clear Recovery Zone	<u>Urban:</u> 4' - 6'  <u>Rural:</u> 14' - 18'	14' – 18'. Can be adjusted for right of way constraints in urban areas.			

**The Controlling Design Criteria would be used as a reference for each Alternative to ensure:**

- a. Minimum ADOT/FHWA standards are being met
- b. If any variances or design exceptions would require FHWA approval
- c. Once min standards are met, which FMPO/City/NAIPTA standard is preferred
- d. Understanding that if max ADOT standards are exceeded, it would be the local agency's responsibility to fund such enhancements
- e. Ensure that we do not recommend enhancements that exceed FMPO/City/NAIPTA policy/standards
- f. Prior to Tier 2 Analysis, we could review each alternative to ensure and reach consensus on a spec that meets the Controlling Design Criteria

**FMPO/City/NAIPTA Assumptions:**

- Widths include the curb to its face
- Assumptions about widths of BRT center running features
- Center lane breakdown
- Side running lane
- Buffers could be added at for safety/ landscape + beautification – approximate 2' each side (4' total)
- Some of the Preferred Minimum and Maximum Standards do not meet the City of Flagstaff's current engineering standards. The City of Flagstaff is in the process of updating its engineering standards and requested that the Preferred Minimum/Maximum standards, as shown in the Controlling Design Criteria be utilized.



## Appendix H - Tier 3 Evaluation Criteria Task Force Notes & Outcomes

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**ADOT Milton Road & US 180 Corridor Master Plan**  
Tier 3 Evaluation Criteria  
Project Partner Meeting Minutes  
July 28, 2020

**Meeting Agenda**

- I. Final confirmation of the Tier 3 Evaluation Criteria and Metrics
- II. Introduction and overview of the Project Partner pairwise survey to determine Tier 3 Evaluation Criteria weighting
- III. Discussion of upcoming public involvement activities and possible approaches

**Meeting Attendees**

Name	Agency/Organization
Dan Gabiou	ADOT
Nate Reisner	ADOT
John Wennes	ADOT
Dan Folke	City of Flagstaff
Tiffany Antol	City of Flagstaff
Sara Dechter	City of Flagstaff
Rick Barrett	City of Flagstaff
Jeff Bauman	City of Flagstaff
Shane Dille	City of Flagstaff
Ed Stillings	FHWA
Dave Wessel	MetroPlan
Martin Ince	MetroPlan
Kate Morley	Mountain Line
Anne Dunno	Mountain Line
Bizzy Collins	Mountain Line
Greg Mace	NAU
Kevin Kugler	Michael Baker International
Alex Thomas	Michael Baker International
Brian Snider	Michael Baker International

**Attachments**

1. Tier 3 Evaluation Criteria
2. Level of Service (Volume/Capacity) Criterion Calculations
3. Implementation Opportunities Criterion Calculations
4. Tier 3 Evaluation Criteria Partner Weighting Survey

After roll call was completed, Dan Gabiou turned the presentation over to Kevin Kugler to present the Agenda Item I – Tier 3 Evaluation Criteria and Metrics.

## I. Tier 3 Evaluation Criteria and Metrics

Utilizing Cisco WebEx, Kevin Kugler began presenting the Tier 3 Evaluation Criteria (attached) to reach final concurrence on all 17 of the Evaluation Criteria with all Project Partners. Mr. Kugler reminded the Project Partners that consensus had been reached for the majority of the Evaluation Criteria at the previous Project Partner meeting; however, Mr. Kugler thought it would be best to review all criterion during the meeting so that all the Project Partners were up to speed. Mr. Kugler reminded the Project Partners - as a result of the previous Project Partner meeting - a small working group of Project Partners was formed to address the four remaining Evaluation Criteria that were continuing to be refined and were in need of Project Partner updating and consensus. The four Evaluation Criteria include:

- A. Level of Service (Volume/Capacity);
- B. Implementation Opportunities; and
- C. Neighborhood Impacts, and
- D. Title VI Impacts

Mr. Kugler provided a brief overview and reminder of each of the T3 Evaluation Criteria where previous Project Partner discussion and decision had occurred. It should be noted here that this Meeting Summary focuses on discussions pertaining to the four Evaluation Criteria listed above that needed discussion and consensus among Project Partners.

### A. Level of Service (Volume/Capacity) Criterion

Mr. Kugler began by reminding the Project Partners that a secondary excel-based tool (attached) sourced from ADOT is used to calculate the Level of Service (Volume/Capacity) criterion – previously known as Congestion Needs Score, in the Tier 2 analysis.

Mr. Kugler shared the excel-based tool with the Project Partners using Cisco WebEx. Mr. Kugler indicated that the Project Partner Task Force has met periodically since the previous Project Partner meeting to verify the data and metrics within the tool. The small work group, consultant and ADOT reviewed and verified the formulas within the tool and made some adjustments and included some new assumptions to ensure an accurate representation of the characteristics of the study corridor. The newly added adjustments and assumptions include:

- The Future AADT is now derived from traffic volume projections sourced from the FMPO Model instead of the AADTs captured in *Working Paper #1 Existing & Future Conditions*;
- The Capacity Threshold (2040) Formula uses 14.5 hours of traffic instead of 24 hours of traffic as a more practical representation of local conditions.
- An assumption of increasing capacity by 5% for the alternatives with dedicated bus/right-turn lanes was added to account for the right-turning vehicles in that lane. This assumption was sourced from Florida Department of Transportation's research; and
- An assumption was added to decrease volumes (AADTs) by 1,628 for the alternatives that include dedicated bus lanes to account for the mode shift resulting in a reduction in anticipated vehicles. This value is based on mode shift projections from the FMPO Model. Mountain Line was helpful in providing guidance with assistance from the FTA STOPS model.

Mr. Kugler concluded the presentation of the Level of Service (Volume/Capacity) by sharing the results.



***Project Partner Discussion and Decision***

No concerns or issues were expressed among the Project Partners pertaining to the adjustments made or the assumptions added. As a result, consensus was achieved to use the results from the excel-based tool as the Tier 3 Evaluation Criteria Level of Service (Volume/Capacity) metric.

**B. Implementation Opportunities Criterion**

Mr. Kugler began by reminding the Project Partners that the previous Project Meeting had no time remaining to discuss a method to calculate the Implementation Opportunities criterion. Since then, the small work group had met periodically to produce an excel-based tool (attached) to measure the criterion. Mr. Kugler and Dan Gabiou thanked Dave Wessel for talking a solid stab at developing a tool for this criterion. Kevin then asked David Wessel to walk the Project Partners through the excel-tool to measure the criterion, as some of them were being introduced to it for the first time. Mr. Wessel proceeded with introducing the tool to the Project Partner utilizing Cisco WebEx and showcasing that the tool included four different variations or methodologies on how to measure the Implementation Opportunities criterion. The variations are separated by the different tabs of the excel file and include:

- Odds 1 of 3;
- Odds 1 of 5;
- Grant Odds Only; and
- Local and Grant Odds.

***Project Partner Discussion and Decision***

After group discussion on the four variations of the tool, and how the challenges in determining potential agency funding (at this juncture in the process) complicate that element of the tool, consensus was reached by role call vote (Dan F., Rick B., Dave W., Bizzy C., Kate M., and Greg M.) to use the Grant analysis section of the table only. The Agency funding portion section would be removed from the metric equation.

**C. Title VI and Neighborhood Impacts**

Mr. Kugler started by reminding the Project Partners that these two criteria are new to Tier 3 Analysis. He then went to further explain that the outputs from the FMPO Model would be the source on how the measure/calculate these two criteria for each alternative. Mr. Kugler went further to add that any Title VI-related policy language brought forth by Sara D. from the La Plaza Vieja planning study would be addressed in Working Paper #2.

***Project Partner Discussion & Decision***

There was unanimous consensus achieved among the Project Partners to use the FMPO Model Output as metrics to measure the Title VI and the Neighborhood Impacts criteria.

Martin and Kate expressed concerns about the impacts of the Milton Rd. alternatives with additional lanes on Title VI communities. Dave clarified the model outputs pertained to the side street impacts and noted that the small work group felt that the pedestrian overpasses were included as spot improvements for all alternatives, thus mitigating the concern. Dan confirmed Dave's comments and added that additional forthcoming Title VI community outreach was committed, but the model output is proposed as the Tier 3 Evaluation Criteria metric.

As a result, Dan F., Greg M., Kate M., Bizzy C., and Dave W. offered consensus agreement to use the MetroPlan Model output as the metric.

## II. Tier 3 Evaluation Criteria Partner Weighting Survey

Kevin turned the presentation over to Brian to present the Tier 3 Evaluation Criteria Weighting Project Partner Survey.

Brian informed the Project Partners that since we have reached consensus on the Tier 3 Evaluation Criteria Categories and Measures, the next step is to develop the weights for each category and criterion/measure. Brian noted that the survey process itself would be similar to the exercise conducted in Tier 2 - a survey of the Project Partners to select their desired weight (level of proportional importance/preference) for each of the Tier 3 Evaluation Criteria Category and Measures.

Brian reminded the group that the Project Partners requested the Tier 3 Evaluation Criteria utilize a pair-wise comparison mathematical analysis. Brian continued by explain the pair-wise comparison tool and survey process. The excel-based tool (attached) allows each respondent to systematically evaluate each Tier 3 Evaluation Criteria Category and Measure against each other by comparing them to each other (two at a time) relative to their impact in achieving the project goals. Brian continued to show the Project Partners that in this survey they will compare each Tier 3 Evaluation Criteria Category and Criterion/Measure against one another based on your respective agency/organization's perceived magnitude of importance/preference. Brian continued by giving the Project Partners a virtual demonstration over the WebEx on how to populate the survey. Brian informed the Partners that the survey includes detailed instructions on how to properly navigate the survey, and noted that he would be happy to answer any questions that arise or help anyone through the survey.

Dave W. asked if we would have one tool/survey for Milton Rd. and another for US 180. Brian noted that the two are essentially the same, but US 180 has the additional Environmental criterion (wildlife). Dan agreed to allow one survey to weight Milton Rd. and one to weight US 180 separately. Dan informed the Project Partners that the surveys would be distributed following the meeting. Similar to the Tier 2 survey process, we are asking each Project Partner agency/organization to please provide two responses for each survey. In other words, each agency/organization is asked to provide two responses for the Milton Road CMP Survey and two responses for the US 180 CMP Survey – a total of four responses. In the event an agency/organization only provides one response for a given survey, we will double count the singular response when we aggregate the results in order to ensure an equitable distribution among all agencies/organizations. Also, if an agency/organization decides to opt out of a specific survey (for whatever reason), that agency/organization's input will not be included in the aggregated results.

In order to stay on schedule, **we are asking Project Partners to please complete the survey and send your responses back to** Dan Gabiou ([dgabiou@azdot.gov](mailto:dgabiou@azdot.gov)) and/or Brian Snider ([brian.snider@mbakerintl.com](mailto:brian.snider@mbakerintl.com)) **within two weeks from the distribution of this email – August 12, 2020.**

## III. 3) Public Involvement Plan (PIP)

Dan informed the Project Partners that there is going to be expanded public engagement activities to solicit public input on the Tier 3 Evaluation Criteria and Tier 3 Alternatives. Dan reviewed a second draft public survey - prepared by Dave Wessel and Sara Dechter - which would allow the public to provide input on the T3 Evaluation Criteria for Milton and US 180. This public survey will be posted on the City of

Flagstaff's Community Forum which gives residents a convenient way to have a voice in Flagstaff decisions. Dan informed the Project Partners that the survey has the ability to reach approximately 1,900 people once it is launched on the Community Forum. Dan noted that before the launch of the public survey, we would like to provide an opportunity for all Project Partners to review and provide comments to the questions on the survey. See attached PDF for your review and comments of the survey.

Dan informed the Project Partners that we are trying to work expeditiously to get the survey live on the Flagstaff Community Forum as soon as possible, asking for review comments back by August 4<sup>th</sup> in order to hopefully review the results at the August Project Partner meeting.

Dan concluded the meeting by reviewing the remaining Milton Road/US 180 CMP schedule noting the critical path items for Working Paper #2 and immediate PIP steps for the online survey. Dan also informed the Project Partners that a PIP Subcommittee had identified numerous issues and recommendations to improve our PIP process. Dan invited other Project Partners to join in on the PIP Subcommittee. No new representatives were identified.



## Attachment 1: Tier 3 Evaluation Criteria

Final T3 Evaluation Criteria					Criteria Considerations: 1) Is it duplicative? 2) Is it objective (data-driven)? 3) Feasible/reasonable to evaluate?	Result
Category	Criteria / Measure	Scoring Formula	Acceptance Threshold	Weight (TBD)	Notes	Notes
Traffic Operations	Level of Service (Volume / Capacity Ratio)	Formula = (Best Result / Alternative Result) * Weight * 100 Ex - Alt 4: (6.25/11.03) * 5.25% * 100 = 2.97	N/A	TBD	Project Partners agreed to keep this criterion and that a separate Task Force would verify the data and metrics for this criterion.	Keep
	<del>Travel Speed as % of Base-Free Flow Speed (AM)</del>	<del>Formula = ((Alternative Result * 100) / Best Result) * Weight * 100 / 2</del>	<del>N/A</del>	<del>TBD</del>	See meeting notes for details.	Remove
	<del>Travel Speed as % of Base-Free Flow Speed (PM)</del>	<del>Ex - Alt 4: ((46.1%*100)/62)* 3.32% * 100 /2 = 1.24</del>				
	<del>Improved Intersection LOS (AM)</del>	<del>Formula = (Best Result / Alternative Result) * Weight * 100 / 2</del>	<del>N/A</del>	<del>TBD</del>	See meeting notes for details.	Remove
	<del>Improved Intersection LOS (PM)</del>	<del>Ex - Alt 4: (2/3) * 6.04% * 100 /2 = 3.02</del>				
	<del>Signal/Stop Control Delay (AM)</del>	<del>Formula = (Best Result / Alternative Result) * Weight * 100 / 2</del>	<del>N/A</del>	<del>TBD</del>	Model output to be documented in final report, but Project Partners agreed to remove. See meeting notes for details.	Remove
	<del>Signal/Stop Control Delay (PM)</del>	<del>Ex - Alt 4: (29.5/41.6) * 3.29% * 100 /2 = 1.17</del>		<del>TBD</del>		
	Travel Time (AM/PM, both directions)	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (339/560) * 4.79% * 100 /2 = 1.45	Average of NB (AM/PM) & SB (AM/PM) must be positive.  No direction / timeframe may exceed -5% of existing.	TBD	See meeting notes for details.	Keep
	NEW: Network Delay	Model output of VISSIM	TBD - After review model output	TBD	See meeting notes for details.	Keep
Safety	<del>Reduction in Total Crashes (Based on CMFs)</del>	<del>Formula = (Alternative Result / Best Result) * Weight * 100</del> <del>Ex - Alt 4: (19.4/28.98) * 7.13% * 100 = 4.77</del>	<del>TBD</del>	<del>TBD</del>	See meeting notes for details.	Remove
	<del>Reduced Injury Crashes (Based on CMFs)</del>	<del>Formula = (Alternative Result / Best Result) * Weight * 100</del> <del>Ex - Alt 5: (21.78/28.78) * 8.18% * 100 = 6.19</del>	<del>TBD</del>	<del>TBD</del>	See meeting notes for details.	Remove
	<del>Reduced Bicycle Crashes (Based on CMFs)</del>	<del>Formula = (Alternative Result / Best Result) * Weight * 100</del> <del>Ex - Alt 5: (14/14) * 7.10% * 100 = 7.10</del>	<del>TBD</del>	<del>TBD</del>	See meeting notes for details.	Remove
	<del>NEW: HSM or FMPO Safety Tool(s)?</del>			<del>TBD</del>	See meeting notes for details.	Remove
	NEW: Reduction in Conflict Points	Formula: (Alternative Result / Best Result) * Weight * 100	N/A	TBD	See meeting notes for details.	Keep
Expand Travel Mode Choices	<del>Pedestrian – Sidewalk Conditions</del>	<del>Meets or Exceeds both ADOT’s minimum standard and the City/FMPO/NAIPTA’s (PP) preferred standards-</del>		<del>TBD</del>	See meeting notes for details.	Remove
		<del>Meets or Exceeds ADOT’s minimum standard OR the City/FMPO/NAIPTA’s (PP) preferred standards, but not both-</del>				
		<del>Maintains Existing Condition</del>				
	<del>NEW: Bike &amp; Pedestrian – Average Crossing Distance</del>	<del>Formula = (Best Result / Alternative Result) * Weight * 100</del>	<del>N/A</del>	<del>TBD</del>	See meeting notes for details.	Remove
	Bicycle Environmental Quality Index	Subtotal Score from index	N/A	TBD	Keep with minor revision. Refer to Bike & Pedestrian Index and meeting notes for details.	Keep
	Pedestrian Environmental Quality Index	Subtotal Score from index	N/A	TBD	Keep with minor revision. Refer to Bike & Pedestrian Index and meeting notes for details.	Keep
	<del>Bicycle</del>	<del>Meets or Exceeds both ADOT’s minimum standard and the City/FMPO/NAIPTA’s preferred standards-</del>		<del>TBD</del>	See meeting notes for details.	Remove
		<del>Meets or Exceeds ADOT’s minimum standard OR the City/FMPO/NAIPTA’s preferred standards, but not both-</del>				
		<del>Maintains Existing Condition</del>				
	Transit Travel Time (AM/PM, both directions)	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (250/371) * 6.27% * 100 /2 = 2.11	Average of NB (AM/PM) & SB (AM/PM) must be positive.  No direction / timeframe may exceed -5% of existing.	TBD	See meeting notes for details.	Keep
	NEW: Transit Ridership	Formula = (Best Result / Alternative Result) * Weight * 100	N/A	TBD	See meeting notes for details.	Keep
Public Acceptance	Public Support	# of Public Support Formula = (Best Result / Alternative Result) * Weight * 100	Majority of public support (>51%)	TBD	Keep as a placeholder. See meeting notes for details.	Keep
Cost / Implementation	Construction Cost	Formula = (Best Result / (Alternative Result/10M)) * Weight * 100 Ex - Alt 4: (1/(40.542M/10M)) * 4.68% * 100 = 1.15	N/A	TBD	See meeting notes for details.	Keep
	ROW Impact (Square Feet)	Formula = (Best Result / (Alternative Result/10K)) * Weight * 100 Ex - Alt 4: (1/(26,326/10K)) * 4.98% * 100 = 1.89	N/A	TBD	See meeting notes for details.	Keep
	<del>NEW: Maintenance Cost</del>	<del>(Cost to Maintain 1 mile of road X 20 years X # of lanes) + (Sq. ft cost of landscaping)</del> <del>Formula = Best Result / Alternative Result * Weight * 100</del>	<del>N/A</del>	<del>TBD</del>	See meeting notes for details.	Remove
	NEW: Implementation Opportunities	Formula = Best Result / Alternative Result	N/A	TBD	Project Partners agreed to keep, but consensus on a measure/metric is pending. See meeting notes for details.	Keep
	<del>NEW: Cost / Benefit Analysis</del>	<del>TBD</del>	<del>TBD</del>	<del>TBD</del>	See meeting notes for details.	Remove
Environmental Impacts	NEW: Neighborhood Impacts	FMPO Model	TBD	TBD	Project Partners agreed to keep. Sara Dechter proposed to consider additional metrics. Consensus on additional metrics pending. See meeting notes for details.	Keep
	NEW: Title VI Impacts	FMPO Model	TBD	TBD	Project Partners agreed to keep. Sara Dechter proposed to consider additional metrics. Consensus on additional metrics pending. See meeting notes for details.	
	NEW: Air Quality	Same output as Network Delay	TBD	TBD	See meeting notes for details.	Keep
	<del>NEW: Stormwater Impacts</del>		<del>TBD</del>	<del>TBD</del>	See meeting notes for details.	Remove
	NEW (US180 only): Wildlife Mitigation	TBD - Will compare AGFD recommended mitigation sites with animal crash data	TBD	TBD	See meeting notes for details.	Keep
	<del>Others (not recommended)</del>	<del>See Notes</del>	<del>N/A</del>	<del>N/A</del>	See meeting notes for details.	Remove
Community Character	Great Street	50% - Meets *City 2030 Regional Plan Policy 50% - Public Survey Output  *Formula for City 2030 Policy: % of corridor able to accommodate trees + % of corridor with "wide" sidewalks	TBD	TBD	See meeting notes for details.	Keep
Aggregate Score				100.00%		

### Pedestrian Comfort Index Evaluation Criteria

Pedestrian Evaluation Criteria	Thresholds	Score	Weight
Sidewalk Width	6' wide or less	0.0	
	6' – 7' wide	1.0	
	7' – 9' wide	1.5	
	Greater than 9' wide	2.0	
Horizontal Buffer Width (select all):	No buffer	0.0	
	0' – 3' buffer	0.5	
	3' – 6' buffer	1.0	
	6' - 9' buffer	1.5	
	Greater than 9' buffer	2.0	
Number of Total Vehicle Though Lanes	8	0.0	
	6	1.0	
	4	1.5	
	2	2.0	
Traffic Volume: (Curb Lane)	> 12,000	0	
	9,000 - 12,000	0.5	
	6,000 - 9,000	1	
	3,000 - 6,000	1.5	
	< 3,000	2	
Presence of Median:	No median	0.0	
	TWLTL / Left Turn Lane (no median)	1.0	
	Left turn Lane with median (>5)	1.5	
	Left turn Lane with planted median (<5)	2.0	
		/10	Total Score

### Bicycle Comfort Index Evaluation Criteria

Bicycle Evaluation Criteria	Thresholds	Score	Weight
Bicycle Facility Type	No bike facility	0.0	
	Shared-lane facility	0.5	
	Bike lane	1.0	
	Buffered bike lane	2.0	
Number of Total Vehicle Though Lanes	8	0.0	
	6	1.0	
	4	1.5	
	2	2.0	
Traffic Volume: (Curb Lane)	> 12,000	0	
	9,000 - 12,000	0.5	
	6,000 - 9,000	1	
	3,000 - 6,000	1.5	
	< 3,000	2.0	
Presence of Median:	No median	0.0	
	TWLTL / Left Turn Lane (no median)	1.0	
	Left turn Lane with median	1.5	
	Left turn Lane with planted median	2.0	
		/8	Total Score



## Attachment 2: Level of Service (Volume/Capacity) Criterion Calculations

Tier 3 Volume to Capacity Score							
ID #	Length	Future AADT (2040)	Adjusted Future AADT - Mode Shift (2040)	Capacity Threshold (2040)	Percent of Threshold (2040)	Tier 3 V/C Score (out of 100)	Fcntrl Class
No-Build / No Build +					0.89	77.41	4-lanes, Urban, Principal Arterial
No-Build - Segment A	0.10	38,395	38,395	46,400	82.7%		
No-Build - Segment B	0.24	51,339	51,339	46,400	110.6%		
No-Build - Segment C	1.00	39,323	39,323	46,400	84.7%		
Alt 5					0.75	92.26	6-lanes, Urban, Principal Arterial
Alt 5 - Segment A	0.10	50,552	50,552	69,600	72.6%		
Alt 5 - Segment B	0.24	67,047	67,047	69,600	96.3%		
Alt 5 - Segment C	1.00	48,677	48,677	69,600	69.9%		
Alt 6a					0.69	100.00	6-lanes, Urban, Principal Arterial
Alt 6a - Segment A	0.10	50,552	48,924	73,080	66.9%		
Alt 6a - Segment B	0.24	67,047	65,419	73,080	89.5%		
Alt 6a - Segment C	1.00	48,677	47,049	73,080	64.4%		
Alt 6b					0.82	84.44	4-lanes, Urban, Principal Arterial
Alt 6b - Segment A	0.10	39,198	37,570	48,720	77.1%		
Alt 6b - Segment B	0.24	50,035	48,407	48,720	99.4%		
Alt 6b - Segment C	1.00	39,659	38,031	48,720	78.1%		
Alt 13					0.86	80.42	4-lanes, Urban, Principal Arterial
Alt 13 - Segment A	0.10	39,198	37,570	46,400	81.0%		
Alt 13 - Segment B	0.24	50,035	48,407	46,400	104.3%		
Alt 13 - Segment C	1.00	39,659	38,031	46,400	82.0%		

Notes

decreased volume based on mode shift by 1,628  
increased capacity 5% for outside bus lane/right turn lane

decreased volume based on mode shift by 1,628  
increased capacity 5% for outside bus lane/right turn lane

decreased volume based on mode shift by 1,628

	From	To
Segment A	Sitgreaves	Phoenix
Segment B	Butler	Rte 66
Segment C	Rte 66	Forest Meadows

**Notes**

a) Future AADT (2040): Projected traffic volumes provided from FMPO Model  
Based on mode shift projections from FMPO model, AADT's for BRT alternatives were adjusted to account for reduction in anticipated vehicles.

b) Capacity Threshold (2040) Formula: Capacity X Number of Lanes X 14.5 Hours of Traffic  
Multiply the # of lanes within the corridor by the corresponding figure in Table 1, then Multiply by 14.5 (hours) to calculate the facility's capacity threshold.  
Increase capacity 5% for alternatives with dedicated bus/right-turn lane - per FDOT tables ([https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/systems/programs/sm/los/pdfs/fdot\\_2012\\_generalized\\_service\\_volume\\_tables.pdf?sfvrsn=cf17ad0a\\_0](https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/content/planning/systems/programs/sm/los/pdfs/fdot_2012_generalized_service_volume_tables.pdf?sfvrsn=cf17ad0a_0) )

c) V/C Score Formula: Lowest % Threshold receives maximum score; any % above 100% represents Level of Service F and receives a Score of 0.

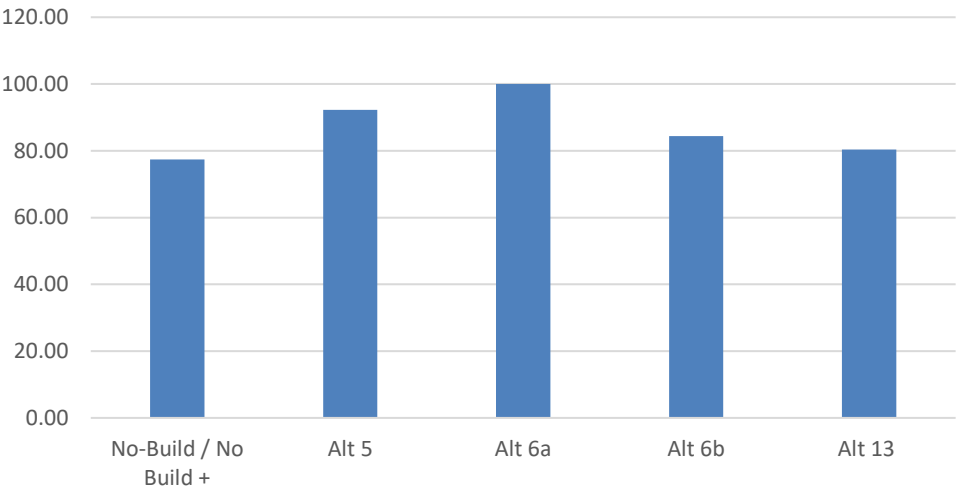
Table 1: ADOT Hourly Roadway Capacity Threshold Table

facility_code	facility_type	1-CBD	2-Urban	3-Suburban	4-Rural	5-SmTownCBD	6-OutOfState
0	HOV	2000	2000	2000	2000	2000	99999
1	Freeway	1000	1000	1000	1000	1000	99999
2	Major Arterial	700	800	900	1000	900	99999
3	Minor Arterial	550	625	700	800	700	99999
4	Major Collector	400	450	500	600	500	99999
5	Minor Collector	300	350	400	500	400	99999
7	Ramp	1000	1100	1200	1200	1200	99999
8	Metered Ramp	1000	1100	1200	1200	1200	99999
9	Centroid Connector	99999	99999	99999	99999	99999	99999

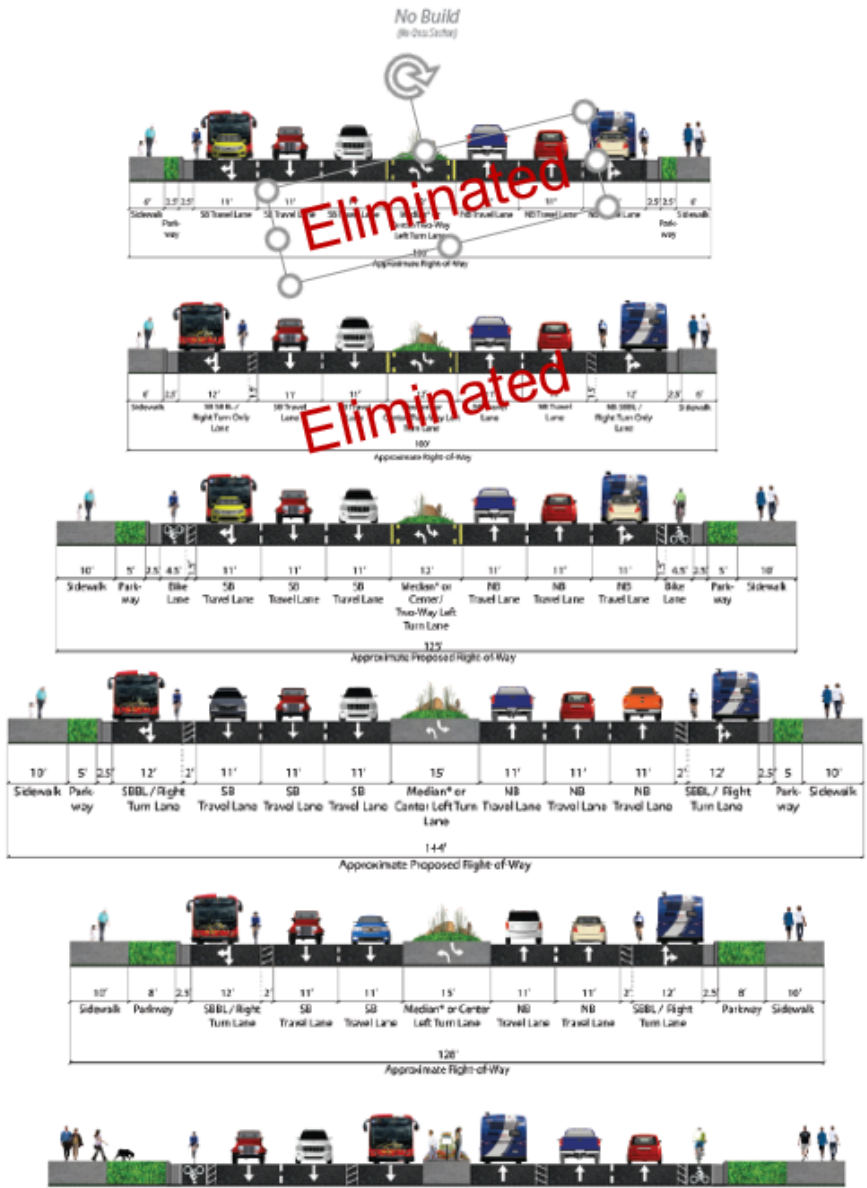


Scenario	Tier 3 V/C Score (out of 100)	
No-Build / No Build +	77.41	4-lanes, Urban, Principal Arterial
Alt 5	92.26	6-lanes, Urban, Principal Arterial
Alt 6a	100.00	6-lanes, Urban, Principal Arterial
Alt 6b	84.44	4-lanes, Urban, Principal Arterial
Alt 13	80.42	4-lanes, Urban, Principal Arterial

Tier 3 V/C Score (out of 100)



# Milton Rd Alternatives



No Build / No Build + (Spot Improvements)

Recommended for further study

Alternative 3

Eliminated from further study

Alternative 4

Eliminated from further study

Alternative 5

Recommended for further study

Alternative 6a

Recommended for further study

Alternative 6b

Recommended for further study

Alternative 13

Recommended for further study

## Attachment 3: Implementation Opportunities Criterion Calculations

Funding Source	Max Available	Alternative: No Build			Alternative 3 - 6GP			Alternative 5 - 6GP			Alternative 6a - 6GP, bbtI			Alternative 6b - 4GP, bbtI			Alternative 13 - 4GP, CRL		
		Size (mills)	Odds	Raw S*O	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw
Agency																			
Mountain Line (40% match)	2	1.0	3	3.0	2.0	1	2.0	2.0	1	2.0	2.0	3	6.0	2.0	3	6.0	2.0	3	6.0
Flagstaff	15	2.0	3	6.0	7.0	2	14.0	7.0	2	14.0	4.0	2	8.0	13.0	2	26.0	10.0	2	20.0
ADOT	0	0.0	3	0.0	1.0	2	2.0	1.0	2	2.0	1.0	1	1.0	0.0	1	0.0	0.0	1	0.0
NAU	0	0.0	3	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0
Coconino		0.0	3	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0
Sum Size		3.0			10.0			10.0			7.0			15.0			12.0		

Grant																			
HSIP		0.0	1	0.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0
BUILD (Max 25)	25	0.0	1	0.0	10.0	1	10.0	10.0	1	10.0	20.0	2	40.0	20.0	2	40.0	20.0	2	40.0
INFRA (Min 100)		0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	3	0.0	0.0	3	0.0	0.0	3	0.0
CIG (Max total award 50)) (60% grant	50	0.0	1	0.0	7.0	1	7.0	7.0	1	7.0	17.0	3	51.0	35.6	2	71.3	36.7	2	73.4
State 5307/5339* (max 10)	10	0.0	1	0.0	2.9	2	5.8	2.9	2	5.8	10.0	2	20.0	10.0	3	30.0	10.0	3	30.0
ATCMTD		0.0	1	0.0	3.0	2	6.0	3.0	2	6.0	3.0	2	6.0	3.0	2	6.0	3.0	2	6.0

\* Use only for raising federal share of CIG grant to up to 80%. Maximum reasonably available funds for Mountain Line is \$10M

Score (Raw) Total All Sources				9.0			48.8			48.8			134.0			181.3			177.4
Cost (mills) - includes R/W				1.0			40.5			60.9			73.7			55.1			57.7
Score/Cost				9.0			1.2			0.8			1.8			3.3			3.1
Normalized (highest = 100)				100.0			13.4			8.9			20.2			36.6			34.2

Match Required		0.0			11.7			11.7			23.5			35.9			36.6		
Match Test		SUCCESS			FAIL			FAIL			FAIL			FAIL			FAIL		

BRT costs																			
TSP (mills)	2						2			2			2			2			2
Lanes	6.6												6.6			7			6.6
Sidewalks	3						3			3			3			3			3
Stations	1.2						1.2			1.2			1.2			1			1.2
Crossings	0.8						0.8			0.8			0.8			1			0.8
R/W	40% of total cost except 0% when no bus lane, 20% when bus and GP						0			0			14.74			22			23.08
BRT costs							7.0			7.0			28.3			36			36.7

Max Available: Each agency identifies how much money it could bring to this project

Size (agency):

Each agency selects its level of investment. Should be based on dollars available now. Expressed in millions of dollars. Should be influenced by policy alignment and priority of alternative to other potential investments

What would you recommend to your governing body.

Maybe qualify agency source as "match only"

Size by agency for each alternative cannot exceed "Max Available" for that respective agency

Size (grant):

Max grant size is based on historic NOFO, generally. Transit grant size is tied to total of BRT improvements for the alternative

Odds:

Each agency sets the odds of investing based on alignment with policy and/or speculative approval by governing body. A "would if I could" approach. Score a 1, 2 or 3

Grant levels and odds may climb on eligibility of the investment (subjective). Based on historic award patterns and past discussions with awarding agency. Score a 1, 2 or 3.

Commentary

Still subjective on many fronts. Governing bodies, not staff, make decisions on availability and preference. The amount to ask for in a grant is dependent on match as well as scope.

The 1-3 scale for grant odds may be too sharp. Odds are low for all grants, so an increase of 100% from 1 to 2 or 50% from 2 to 3 is far from accurate. Maybe a 5 scale?

HSIP and ATCMTD and INFRA likely don't change per alternative.

How to compare No-build. Can it be measured? Yes. Is it relevant? No-build should be easiest to implement, so have the highest score, so compare to cost.

Is this adaptable to US 180?

Set INFRA size to 0 for all alternatives as grant focuses on freight on the NHS

BUILD - "sweet spot" per City lobbyist is \$10-15M



5307/5339 - use only to reduce match on CIG? Assume that there are not additional eligible transit projects outside of BRT eligible elements that would "allow" use of additional 5307 funds

However, may wish to permit ped/bike costs above and beyond Milton project costs or at least acknowledge possibility/probability

CIG grant should show total project cost (up to 50 million) for each alternative. Our approach would be for CIG federal portion to cover the BRT aspects of the project (bus real estate, TSP, etc.) and look to local partners for overmatch to cover aspects that aren't transit-supportive, such as the additional GP lane in alt 6a.

Mountain Line local match would be equal among the alternatives

Mountain Line can use other federal grants to go as high as 80% federal share on CIG supported project

CIG must include TSP to be eligible

For other agencies assume match against only of BUILD, INFRA, and 50% of ATCMTD. HSIP is 100%

Assume if they get grant they will find the match OR

Set grant to amount of match available

**Fully matching grant is not required. Other options can be explored or money shifted. Land and other assets may be used. Future funding that is reasonably expected should be considered. A successful transit tax in the near future is not unreasonable. An increase in the state gas tax may not be.**

Up to 50 million but includes San Fran/Beaver, but these are small

Problem in that it allows an agency to favor an alternative that does not meet with partner consensus, support in word but not deed

The consensus alternative may not align as well with individual agency priorities and so fall down those respective priority lists for funding

Local agency funds must be available to match all grants

How does one address a 20-30 year horizon and the odds of receiving one or more grants over time?

What remains to be done:

1. Refine BRT costs
2. Individual agency set maximum available and odds of having those approved by governing body

NOTE: All Agency Funding Sources Max Available limits are hypothetical with the exception of Mountain Line.

Funding Source	Max Available	Alternative: No Build			Alternative: No Build Plus			Alternative 5 - 6GP			Alternative 6a - 6GP, bbtI			Alternative 6b - 4GP, bbtI			Alternative 13 - 4GP, CRL		
		Size (mills)	Odds	Raw S*O	Size **	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw
		Agency																	
Mountain Line (40% match)	2	1.0	5	5.0	2.0	2	4.0	2.0	2	4.0	2.0	3	6.0	2.0	5	10.0	2.0	5	10.0
Flagstaff	15	2.0	5	10.0	7.0	2	14.0	7.0	3	21.0	4.0	2	8.0	13.0	4	52.0	10.0	3	30.0
ADOT	5	0.0	5	0.0	1.0	1	1.0	1.0	2	2.0	1.0	1	1.0	0.0	1	0.0	0.0	1	0.0
NAU	0	0.0	5	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0
Coconino		0.0	5	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0
Sum Size		3.0			10.0			10.0			7.0			15.0			12.0		
Grant																			
HSIP	5	0.0	1	0.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0	2.0	1	2.0
BUILD (Max 25)	25	0.0	1	0.0	10.0	1	10.0	10.0	1	10.0	20.0	2	40.0	20.0	2	40.0	20.0	2	40.0
INFRA (Min 100)	100	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	3	0.0	0.0	3	0.0	0.0	3	0.0
CIG (Max total award 50)) (60% grant	50	0.0	1	0.0	7.0	1	7.0	7.0	1	7.0	42.5	3	127.4	35.0	3	105.0	36.1	4	144.2
State 5307/5339* (max 10)	10	0.0	1	0.0	2.9	2	5.8	2.9	2	5.8	10.0	2	20.0	10.0	4	40.0	10.0	4	40.0
ATCMTD - technology deployment	12	0.0	1	0.0	2.0	2	4.0	2.0	2	4.0	2.0	2	4.0	2.0	2	4.0	2.0	2	4.0
CRISI - rail safety & infrastructure																			
* Use only for raising federal share of CIG grant to up to 80%. Maximum reasonably available funds for Mountain Line is \$10M																			
** Size cannot exceed Max Available																			

Score (Raw) Total All Sources	15.0	47.8	55.8	208.4	253.0	270.2
Cost (mills) - includes R/W	1.0	40.5	60.9	73.7	55.1	57.7
Score/Cost (potential to pay)	15.0	1.2	0.9	2.8	4.6	4.7
Normalized (highest = 100)	100.0	7.9	6.1	18.8	30.6	31.2

BRT costs* (if Baker has better breakdown, please provide)							7.0	7.0	42.5	35.0	36.1
TSP (mills) required per CIG	2						2	2	2	2	2
Bus Lanes @ \$2.2M/mile	6.0								6.0	6	6.0
Sidewalks	3						3	3	3	3	3
Stations @ \$300k ea	1.2						1.2	1.2	1.2	1	1.2
Crossings @ \$200k ea	0.8						0.8	0.8	0.8	1	0.8
R/W	40% of cost. BRT = % of alternative R/W needed for S/W, Bike, bus						0.0	0.0	29.5	22.0	23.1
BRT costs							7.0	7.0	42.5	35	36.1

Match Test										
Match Required (all grants)	0.0		10.7		10.7		39.5		34.5	35.2
Match Test	SUCCESS		FAIL		FAIL		FAIL		FAIL	FAIL

**Guidance**

**Max Available:** Each agency identifies how much money it could bring to this project

**Size (agency):**

Each agency selects its level of investment. Should be based on dollars available now. Expressed in millions of dollars. Should be influenced by policy alignment and priority of alternative to other potential investments

The estimate does not represent a commitment.

What would you recommend to your governing body.

Maybe qualify agency source as "match only"

Size by agency for each alternative cannot exceed "Max Available" for that respective agency

**Size (grant):**

Max grant size is based on historic NOFO, generally. Transit grant size is tied to total of BRT improvements for the alternative

**Odds:**

Each agency sets the odds of investing based on alignment with policy and/or speculative approval by governing body. A "would if I could" approach. Score a 1, 2 or 3

Grant levels and odds may climb on eligibility of the investment (subjective). Based on historic award patterns and past discussions with awarding agency. Score a 1, 2 or 3.

Grant sponsors may have greater input on setting the odds

Commentary

This exercise and criteria represents the potential to pay, not the absolute ability to pay  
Still subjective on many fronts. Governing bodies, not staff, make decisions on availability and preference. The amount to ask for in a grant is dependent on match as well as scope.  
The 1-3 scale for grant odds may be too sharp. Odds are low for all grants, so an increase of 100% from 1 to 2 or 50% from 2 to 3 is far from accurate. Maybe a 5 scale?  
HSIP and ATCMTD and INFRA likely don't change per alternative.  
How to compare No-build. Can it be measured? Yes. Is it relevant? No-build should be easiest to implement, so have the highest score, so compare to cost.  
Is this adaptable to US 180?

Set INFRA size to 0 for all alternatives as grant focuses on freight on the NHS  
BUILD - "sweet spot" per City lobbyist is \$10-15M  
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However, may wish to permit ped/bike costs above and beyond Milton project costs or at least acknowledge possibility/probability  
CIG grant should show total project cost (up to 50 million) for each alternative. Our approach would be for CIG federal portion to cover the BRT aspects of the project (bus real estate, TSP, etc.) and look to local partners for overmatch to cover aspects that aren't transit-supportive, such as the additional GP lane in alt 6a.  
Mountain Line local match would be equal among the alternatives

Mountain Line can use other federal grants to go as high as 80% federal share on CIG supported project  
For other agencies assume match against only of BUILD, INFRA, and 50% of ATCMTD. HSIP is 100%  
Assume if they get grant they will find the match OR  
Set grant to amount of match available

Match Test: Adds up required match for all grants and determines if the local agency funds are adequate. Don't have to meet all match. Not likely to receive all grants

Up to 50 million but includes San Fran/Beaver, but these are small

Problem in that it allows an agency to favor an alternative that does not meet with partner consensus, support in word but not deed  
The consensus alternative may not align as well with individual agency priorities and so fall down those respective priority lists for funding  
Local agency funds must be available to match all grants  
How does one address a 20-30 year horizon and the odds of receiving one or more grants over time?



NOTE: All Agency Funding Sources Max Available limits are hypothetical with the exception of Mountain Line.

Funding Source	Max Available	Alternative: No Build			Alternative: No Build Plus			Alternative 5 - 6GP			Alternative 6a - 6GP, bbtI			Alternative 6b - 4GP, bbtI			Alternative 13 - 4GP, CRL		
		Size (mills)	Odds	Raw S*O	Size **	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw	Size	Odds	Raw

<u>Grant</u>																			
HSIP	5	0.0	1.6	0.0	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6
BUILD (Max 25)	25	0.0	0.4	0.0	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8
INFRA (Min 100)	100	0.0	0.6	0.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0
CIG (Max total award 50)) (60% gran	50	0.0	1	0.0	7.0	1	7.0	7.0	1.5	10.5	42.5	2	84.9	35.0	2	70.0	36.1	3	108.2
State 5307/5339* (max 10)	10	0.0	0.7	0.0	2.9	0.7	2.0	2.9	0.7	2.0	10.0	0.7	7.0	10.0	0.7	7.0	10.0	0.7	7.0
ATCMTD - technology deployment	12	0.0	1.2	0.0	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6
CRISI - rail safety & infrastructure																			

\* Use only for raising federal share of CIG grant to up to 80%. Maximum reasonably available funds for Mountain Line is \$10M

\*\* Size cannot exceed Max Available

Score (Raw) Total All Sources				15.0			49.0			52.5			131.9			117.0			155.2
Cost (mills) - includes R/W				1.0			40.5			60.9			73.7			55.1			57.7
Score/Cost (potential to pay)				15.0			1.2			0.9			1.8			2.1			2.7
Normalized (highest = 100)				100.0			8.1			5.8			11.9			14.2			17.9

<u>BRT costs*</u> (if Baker has better breakdown, please provide)							7.0			7.0			42.5			35.0			36.1
TSP (mills) required per CIG	2						2			2			2			2			2
Bus Lanes @ \$2.2M/mile	6.0												6.0			6			6.0
Sidewalks	3						3			3			3			3			3
Stations @ \$300k ea	1.2						1.2			1.2			1.2			1			1.2
Crossings @ \$200k ea	0.8						0.8			0.8			0.8			1			0.8
R/W	40% of cost. BRT = % of alternative R/W needed for S/W, Bike, bus						0.0			0.0			29.5			22.0			23.1
BRT costs							7.0			7.0			42.5			35			36.1

<u>Match Test</u>																			
Match Required (all grants)		0.0			45.7			45.7			71.1			66.2			66.9		
Match Test		SUCCESS			FAIL			FAIL			FAIL			FAIL			FAIL		

Guidance  
Agency funding is not considered and blocked out. The score only includes grant awards.

**Size (grant):**  
Max grant size is based on historic N The estimate does not represent a commitment.  
Size is based on average award or ge What would you recommend to your governing body.

**Odds:** Maybe qualify agency source as "match only"  
Grant level odds are based on an average of number of awards divided by number of applications and dollars awarded divided by dollars requested.

Commentary  
This exercise and criteria represents the potential to pay, not the absolute ability to pay  
HSIP and ATCMTD and INFRA likely don't change per alternative.  
No build base is problematic. Earlier version effectively assumed local dollars were available for other means and used those to set base line

Is this adaptable to US 180?

Might further recommend changing odds based on general eligiblity. For instance, INFRA is freight oriented. HSIP required fatalities and severe injuries. Both of these might have lower odds.

5307/5339 - use only to reduce match on CIG? Assume that there are not additional eligble transit projects outside of BRT eligible elements that would "allow" use of additional 5307 funds

However, may wish to permit ped/bike costs above and beyond Milton project costs or at least acknowledge possibility/probability

CIG grant should show total project cost (up to 50 million) for each alternative. Our approach would be for CIG federal portion to cover the BRT aspects of the project (bus real estate, TSP, etc.) and look to local partners for overmatch to cover aspects that aren’t transit-supportive, such as the additional GP lane in alt 6a.

Mountain Line local match would be equal among the alternatives

Mountain Line can use other federal grants to go as high as 80% federal share on CIG supported project

Up to 50 million but includes San Fran/Beaver, but these are small

Problem in that it allows an agency to favor an alternative that does not meet with partner consensus, support in word but not deed

The consensus alternative may not align as well with individual agency priorities and so fall down those respective priority lists for funding

Local agency funds must be available to match all grants

How does one address a 20-30 year horizon and the odds of receiving one or more grants over time?

Set grant to amount of match available

Match Test: Adds up required match for all grants and determines if the local agency funds are adequate. Don't have to meet all match. Not likely to receive all grants

Up to 50 million but includes San Fran/Beaver, but these are small

Problem in that it allows an agency to favor an alternative that does not meet with partner consensus, support in word but not deed

The consensus alternative may not align as well with individual agency priorities and so fall down those respective priority lists for funding

Local agency funds must be available to match all grants

How does one address a 20-30 year horizon and the odds of receiving one or more grants over time?

NOTE: All Agency Funding Sources Max Available limits are hypothetical with the exception of Mountain Line.

Funding Source	Max Available	Alternative: No Build			Alternative: No Build Plus			Alternative 5 - 6GP			Alternative 6a - 6GP, bbtI			Alternative 6b - 4GP, bbtI			Alternative 13 - 4GP, CRL			
		Agency	Raw		Agency			Agency			Agency			Agency			Agency			
		Size (mills)	Rating	S*O	Size **	Rating	Raw	Size	Rating	Raw	Size	Rating	Raw	Size	Rating	Raw	Size	Rating	Raw	
Agency																				
Mountain Line (40% match)		2	2.0	0	0.0	2.0	2	4.0	2.0	2	4.0	2.0	3	6.0	2.0	4	8.0	2.0	5	10.0
Flagstaff	15	15.0	0	0.0	15.0	3	45.0	15.0	2	30.0	15.0	1	15.0	15.0	3	45.0	15.0	4	60.0	
ADOT	5	5.0	1	5.0	5.0	3	15.0	5.0	4	20.0	5.0	3	15.0	5.0	2	10.0	5.0	1	5.0	
NAU	0	0.0	5	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	0.0	1	0.0	
Coconino	0	0.0	1	0.0	0.0	3	0.0	0.0	3	0.0	0.0	1	0.0	0.0	2	0.0	0.0	1	0.0	
Sum Size		22.0			22.0			22.0			22.0			22.0			22.0			

<u>Grant</u>																			
HSIP	5	0.0	1.6	0.0	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6	1.0	1.6	1.6
BUILD (Max 25)	25	0.0	0.4	0.0	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8	12.0	0.4	4.8
INFRA (Min 100)	100	0.0	0.6	0.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0	50.0	0.6	30.0
CIG (Max total award 50)) (60% gran	50	0.0	1	0.0	7.0	1	7.0	7.0	1.5	10.5	42.5	2	84.9	35.0	2	70.0	36.1	3	108.2
State 5307/5339* (max 10)	10	0.0	0.7	0.0	2.9	0.7	2.0	2.9	0.7	2.0	10.0	0.7	7.0	10.0	0.7	7.0	10.0	0.7	7.0
ATCMTD - technology deployment	12	0.0	1.2	0.0	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6	3.0	1.2	3.6

CRISI - rail safety & infrastructure

\* Use only for raising federal share of CIG grant to up to 80%. Maximum reasonably available funds for Mountain Line is \$10M

\*\* Size cannot exceed Max Available

Score (Raw) Total All Sources				5.0			49.0			52.5			131.9			117.0			155.2
Cost (mills) - includes R/W				1.0			40.5			60.9			73.7			55.1			57.7
Score/Cost (potential to pay)				5.0			1.2			0.9			1.8			2.1			2.7
Normalized (highest = 100)				100.0			24.2			17.3			35.8			42.5			53.8

<u>BRT costs*</u> (if Baker has better breakdown, please provide)							7.0			7.0			42.5			35.0			36.1
TSP (mills) required per CIG	2						2			2			2			2			2
Bus Lanes @ \$2.2M/mile	6.0												6.0			6			6.0
Sidewalks	3						3			3			3			3			3
Stations @ \$300k ea	1.2						1.2			1.2			1.2			1			1.2
Crossings @ \$200k ea	0.8						0.8			0.8			0.8			1			0.8
R/W	40% of cost. BRT = % of alternative R/W needed for S/W, Bike, bus						0.0			0.0			29.5			22.0			23.1
BRT costs							7.0			7.0			42.5			35			36.1

Guidance

Agency: Max available - Each agency identifies the total amount of funds available for the project. This remains constant for every alternative.

Agency Rating: Each agency rates the alternatives 1-5. All could be 1 if unsatisfactory or all 5 if all very satisfactory.

Agency score: this is the product of funds available times score.

Size (grant):

Max grant size is based on historic NOFO, generally. Transit grant size is tied to total of BRT improvements for the alternative

Size is based on average award or general eligibility in the case of CIG.

Odds:

Grant level odds are based on an average of number of awards divided by number of applications and dollars awarded divided by dollars requested.

Commentary

This exercise and criteria represents the potential to pay, not the absolute ability to pay

HSIP and ATCMTD and INFRA likely don't change per alternative.

No build base is problematic. Earlier version effectively assumed local dollars were available for other means and used those to set base line

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How does one address a 20-30 year horizon and the odds of receiving one or more grants over time?

HSIP									Odds on 5 scale	Eligiblity (3L to 1H)	Avg Award
	2019-20	24	59	41% 41%	21.4	95	23% 23%	32% 32%	1.6	2 eligibility 0.8 odds/elig	0.9
BUILD	Awards		Application Odds		\$ Awarded \$ Requeste		Odds		Average		
	2018	91	850	11%	0.8	10.9	7%	9%			8.8
	2019	55	665	8% 9%	0.9	9.6	9% 8%	9% 9%	0.4	2 eligibility 0.2 odds/elig	16.4 12.58
INFRA	2018										
	2019	20	170	12% 12%	1	9	11% 11%	11% 11%	0.6	3 eligibility 0.2 odds/elig	50.0 50.00
ATCMTD	2018	10	51	20%							
	2019	10	33	30% 25%				30% 25%	1.2	1 eligibility 1.2 odds/elig	3 informed guess
5307 Instate		1	4	25% 25%				25% 25%	1.3	1 eligibility 1.3 odds/elig	
5339 in state		1	8	13% 13%				13% 13%	0.6	1 eligibility 0.6 odds/elig	
5339 National		139	453	31%	0.264	2	13%	22%			1.9
	2019	94	270	35% 33%	0.423	1.9	22% 18%	29% 25%	1.3	1 eligibility 1.3 odds/elig	4.5 3.20

CIG

CIG is a a transit program. Once a project has been accepted into "Project Development," such as NAIPTA's BRT, it is then eligible to receive a certain percentage of its costs bases on how well the final design and services meet certain criteria.

## Attachment 4: Tier 3 Evaluation Criteria Partner Weighting Survey





Milton Road Corridor Master Plan

Tier 3 Alternative Evaluation

Project Partner Evaluation Criteria Weighting Survey

Introduction:

The purpose of the Tier 3 Alternative Evaluation Criteria analysis is to expand upon efforts conducted in the Tier 2 Alternative Evaluation Criteria & Analysis Phase to further analyze the remaining Milton Road CMP Alternatives through a refined series of evaluation criteria and methodologies.

The objective of this Tier 3 Alternative Evaluation Criteria Weighting Survey is to develop and assign Project Partner weighting to each of the tier 3 evaluation criterion in a comprehensive and equitable fashion by integrating a consensus-based pairwise comparison exercise for all of the Tier 3 Evaluation Criterion.

The survey is conducted through an excel-based tool. This page provides a brief explanation while the following tab - "Instructions" - includes detailed step-by-step instructions to complete this survey.

Objective:

The objective of this survey is to develop weights for both the Tier 3 Evaluation Criteria Categories and Measures. Refer to the "T3 Evaluation Criteria" Tab for the complete list of Tier 3 Evaluation Criteria.

The first portion of the survey is to develop weights through a pairwise comparison exercise for the seven Tier 3 Evaluation Criteria Categories:

- Traffic Operations
- Safety
- Expand Travel Mode Choices
- Public Acceptance
- Cost / Implementation
- Environmental Impacts
- Community Character

This portion of the survey is conducted on the green tab labeled - "T3 EC Category Survey"

The second portion of the survey is to develop weights for the criteria for each of the T3 Evaluation Criteria Categories. However, the weighting survey is only necessary for the categories with more than one criterion. Those categories include:

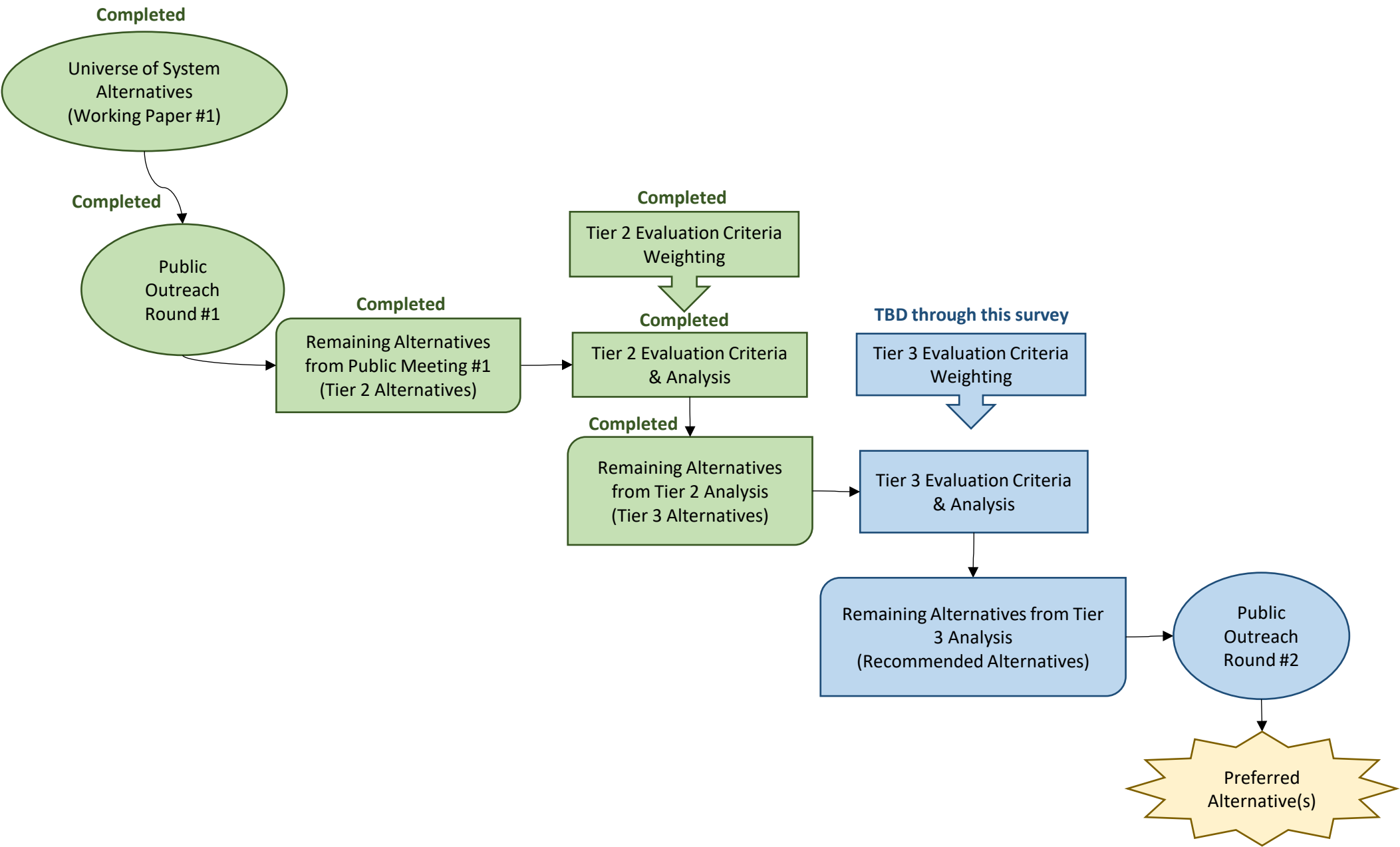
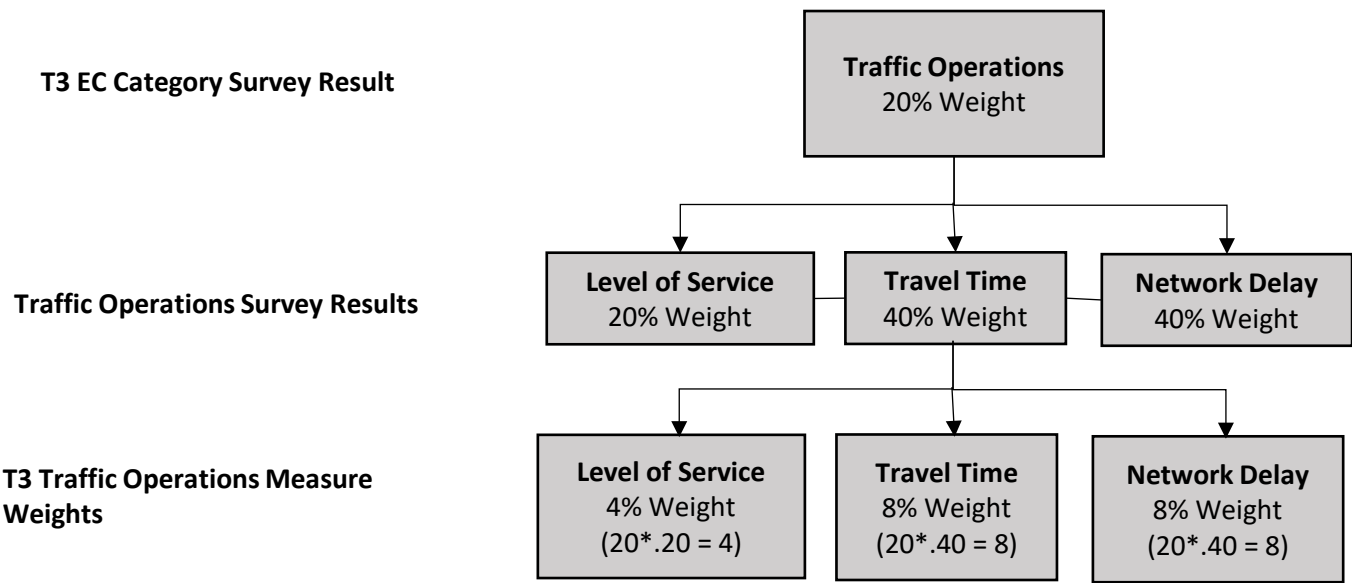
- Traffic Operations
- Expand Travel Mode Choices
- Cost / Implementation
- Environmental Impacts

This portion of the survey is conducted in each of the corresponding blue tabs labeled- "Traffic Ops Criteria Survey", "Mode Choices Criteria Survey", "Implementation Criteria Survey", and "Environmental Criteria Survey".

Implementation:

Each agency represented by the Project Partners will be permitted of two responses each. Once all responses have been received, the Project Team will compile the pairwise comparison results from each tab and calculate a geometric mean among all responses provided by the Project Partners. This calculation will arrive at an equitable and a quantitatively constructed, Project Partner-defined weights for both the Tier 3 Evaluation Criteria Categories and the Tier 3 Evaluation Criteria Measures.

Here is an example of how the relationship between the weights for the Tier 3 Evaluation Criteria Category and the Tier 3 Evaluation Criteria Measures. The weights are derived as a percentage that sum up to 100%. For example, if the Traffic Operations category receives a weight of 20% among the six other categories. The survey results for weight of the criteria within the Traffic Operations Category will make up a portion of the 20%. See the example below for illustration.



Questions:

For questions or assistance with populating the survey please contact:

**Dan Gabiou**  
602-712-7025  
dgabiou@azdot.gov

or

**Brian Snider**  
847-650-7214  
brian.snider@mbakerintl.com

Credits:

Author: Klaus D. Goepel, BPMSG

<https://bpmsg.com/contact-form/>



Milton Road Corridor Master Plan  
Tier 3 Alternative Evaluation

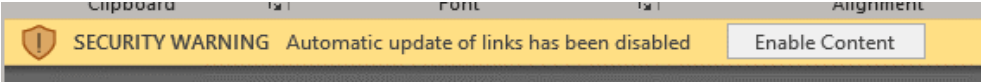
Instructions for using this Survey

Quick Start:

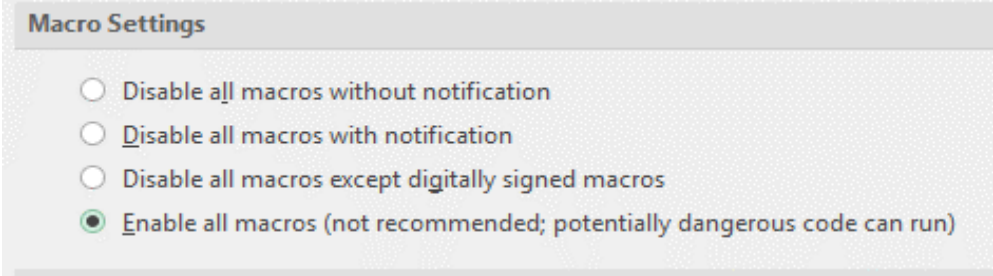
Setup

To ensure full workbook capabilities of the survey, contents of the workbook and macros must be enabled

**Enable Contents:** The use of this survey causes the 'Enable Contents' button to display when opening this workbook. Click the button to allow functions within the survey to work.

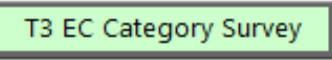


**Enable Macros:** The survey relies on macros to auto populate calculations, be sure to enable macros (File --> Options --> Trust Center --> Trust Center Settings --> Macro Settings --> Enable macros



Tier 3 Evaluation Criteria Category Survey:

Click on the green tab below - "T3 EC Category Survey"



Setup

To ensure the survey works correctly, please only populate information and edit the worksheet using the light green cells

Step 1:

To ensure the Project Team can determine which agency the respondent is from, please populate the name of your Agency and the Date in which you completed the survey - Row 18



Conducting the Pairwise Comparison For the Tier 3 Evaluation Criteria Categories

To ensure the survey works correctly, please only populate information and edit the worksheet using the light green cells

Step 1:

Before conducting the pairwise comparison survey, pleas take note of the table in Rows 6 - 13.



6	n	T3 Evaluation Criteria Categories	RGMM	+/-
7	1	Traffic Operations	14.3%	
8	2	Safety	14.3%	
9	3	Expand Travel Mode Choices	14.3%	
10	4	Public Acceptance	14.3%	
11	5	Cost / Implementaion	14.3%	
12	6	Environmental Impacts	14.3%	
13	7	Community Character	14.3%	

In this table, you will see the seven Tier 3 Evaluation Categories identified in the "T3 Evaluation Criteria Tab"  
Before populating the survey, the table will include an equally distributed weight among the seven categories - 14.3%.  
The 14.3% weight is the calculated weight for the seven categories equally:  $100\% / 7 = 14.3\%$

We will refer to this value as the "Value of Equilibrium"

As you continue populating the pairwise comparison survey (instructions below), this table will automatically adjust the weights in real-time for each category based on your responses. You can use this table as a guide while you populate the preference survey.

Step 2:

In Rows 20 - 48, you will see a four-column table that lists all seven on the Tier 3 Evaluation Criteria Categories. The table is constructed to allow you to compare each Tier 3 Evaluation Criteria Category against teach other on a numerical scale of importance, or preference. This is where you will be conducting the pairwise comparison survey for each of the T3 Evaluation Criteria Categories.



In this table, you will use the two columns most further to the righ,t highlighted in light green, to populate your preferences to determine which categories are more important to you. You need to look at the T3 Evaluation Category in Column A and B and determine which one of each pair is more important, A or B, and how much more on a scale 1-9 as given below.

Use a drop down menu in the "A or B" column to determine if the category in A or B column is more important category to you



		T3 Evaluation Criteria Categories	more important ?	Scale
i	j	A	B	A or B (1-9)
1	2	Traffic Operations	Safety	B 2
1	3		Expand Travel Mode Choices	A 1
1	4		Public Acceptance	B 3
1	5		Cost / Implementaion	A 5
1	6		Environmental Impacts	A 6
1	7		Community Character	A 8
1	8			

20			T3 Evaluation Criteria Categories	more important ?	Scale
21	i	j	A	B	A or B (1-9)
22	1	2	Traffic Operations	Safety	
23	1	3		Expand Travel Mode Choices	
24	1	4		Public Acceptance	
25	1	5		Cost / Implementaion	
26	1	6		Environmental Impacts	
27	1	7		Community Character	
28	1	8			
29	2	3	Safety	Expand Travel Mode Choices	
30	2	4		Public Acceptance	
31	2	5		Cost / Implementaion	
32	2	6		Environmental Impacts	
33	2	7		Community Character	
34	2	8			
35	3	4	Expand Travel Mode Choices	Public Acceptance	
36	3	5		Cost / Implementaion	
37	3	6		Environmental Impacts	
38	3	7		Community Character	
39	3	8			
40	4	5	Public Acceptance	Cost / Implementaion	
41	4	6		Environmental Impacts	
42	4	7		Community Character	
43	4	8			
44	5	6	Cost / Implementaion	Environmental Impacts	



Then, in the next column, reading "Scale", type a number 1 - 9 in that cell that determines the level of importance between the two categories using the scale listed below:

		T3 Evaluation Criteria Categories		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Traffic Operations	Safety	B	3
1	3		Expand Travel Mode Choices	A	4
1	4		Public Acceptance	A	3
1	5		Cost / Implementaion	A	5
1	6		Environmental Impacts	A	6
1	7		Community Character	A	8
1	8				

In this example, the respondent believes that the Safety Category is ***Moderately More Important*** than the Traffic Operations Category, or on other words, the Traffic Operations Category and the Safety Category have a pairwise preference that, ***experiences and judgement lightly favor one element over another***, favoring the Safety Category.

This determination is based on the Pairwise Comparison Preference Numerical scale listed below:

Pairwise Comparison Preference Numerical Scale (1 - 9)		
Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

Use the Pairwise Comparison Preference Numerical Scale (1 - 9) to help determine the order of magnitude when deciding the level of importance of other Tier 3 Evaluation Criteria Categories compared to Traffic Operations

		T3 Evaluation Criteria Categories		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Traffic Operations	Safety	B	3
1	3		Expand Travel Mode Choices	A	4
1	4		Public Acceptance	A	3
1	5		Cost / Implementaion	A	5
1	6		Environmental Impacts	A	6
1	7		Community Character	A	8
1	8				

You will note that the summary table in Rows 6 - 13 mentioned earlier will have adjusted to reflect your responses.

Step 3:

Using the process described in Step 2, continue populating the pairwise comparison survey by determining which Tier 3 Evaluation Criteria Category is more important than the other.



		T3 Evaluation Criteria Categories		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Traffic Operations	Safety	B	3
1	3		Expand Travel Mode Choices	A	4
1	4		Public Acceptance	A	3
1	5		Cost / Implementaion	A	5
1	6		Environmental Impacts	A	6
1	7		Community Character	A	8
1	8				
2	3	Safety	Expand Travel Mode Choices	A	2
2	4		Public Acceptance	A	3
2	5		Cost / Implementaion	A	5
2	6		Environmental Impacts	A	6
2	7		Community Character	A	8
2	8				
3	4	Expand Travel Mode Choices	Public Acceptance	A	2
3	5		Cost / Implementaion	A	4
3	6		Environmental Impacts	A	5
3	7		Community Character	A	8
3	8				
4	5	Public Acceptance	Cost / Implementaion	A	2
4	6		Environmental Impacts	A	4
4	7		Community Character	A	8
4	8				
5	6	Cost / Implementaion	Environmental Impacts	B	2
5	7		Community Character	A	5
5	8				
6	7	Environmental Impacts	Community Character	A	5
6	8				
7	8				

Step 4:

Once completed, you may, at your discretion, adjust highlighted comparisons 1 to 3 to improve consistency.

This is an indication of inconsistent inputs. The most inconsistent judgment is marked with “1”. The text field after the marking shows the ideal, most consistent judgment (A4, A9 and A3 in the example above). Participants might slightly modify the highlighted judgments in direction of the ideal judgment, in order to improve consistency.



A	9	1	A4
A	8		
A	7	3	A9
A	6	2	A3
A	5		

After reviewing all answers, ideally no line will be highlighted and consistency is within the given threshold to make the result reliable. In addition to the consistency ratio, errors for each weights are indicated. It can happen that even with a consistency ratio below 10%, errors are significant, and some weights are overlapping within the error range

$\alpha$ : 0.1 CR 32%  
Consistency Ratio

Step 5:

The final step is to check your results once you've completed populated the pairwise comparison survey and adjusted your inputs to fix any potential inconsistencies (as mentioned in Step 4). Review the table in Rows 6 - 13 mentioned earlier to confirm that the final results of the weight of each Tier 3 Evaluation Criteria Category reflects your intuition.



n	T3 Evaluation Criteria Categories	RGMM	+/-
1	Traffic Operations	30.0%	15.7%
2	Safety	29.8%	11.6%
3	Expand Travel Mode Choices	16.4%	7.8%
4	Public Acceptance	11.1%	3.5%
5	Cost / Implementaion	5.3%	2.1%
6	Environmental Impacts	5.6%	2.6%
7	Community Character	1.9%	1.0%

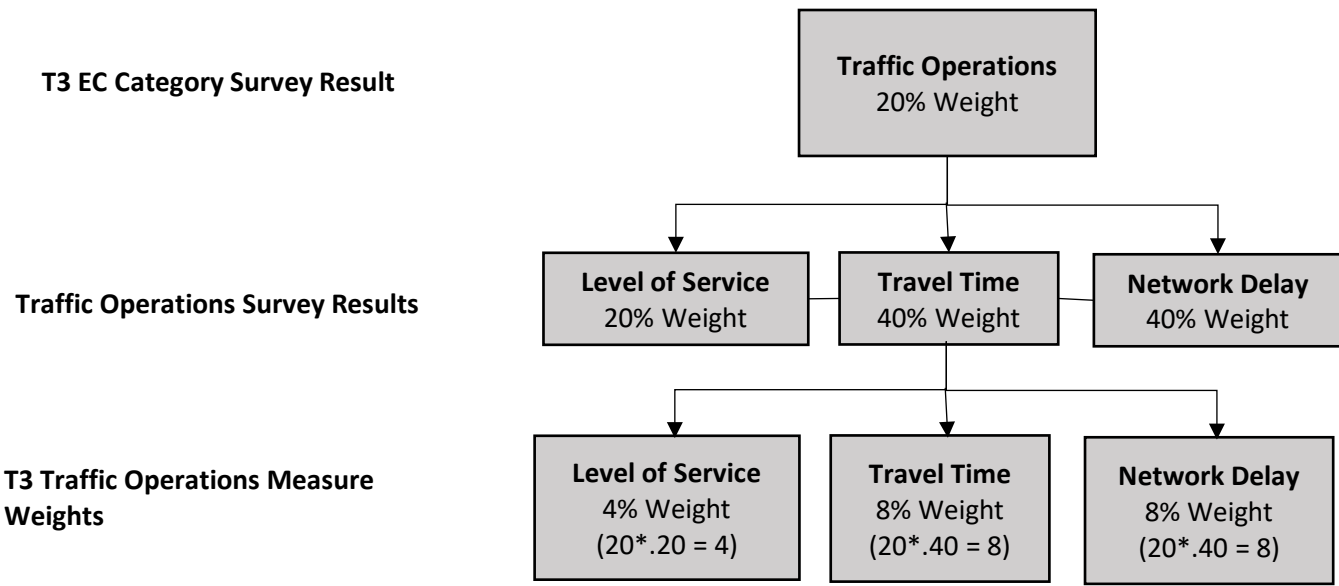
Tier 3 Evaluation Criteria Category Survey:

Repeat Steps 1 - 5 for each of the Tier 3 Evaluation Crtieta Category criteriom/measure in the blue Tabs.



Traffic Ops Criteria Survey	Mode Choices Criteria Survey	Implementation Criteria Survey	Environmental Criteria Survey
-----------------------------	------------------------------	--------------------------------	-------------------------------

As described in the *Overview Tab*, here is an example of how the relationship between the weights for the Tier 3 Evaluation Criteria Category and the Tier 3 Evaluation Criteria Measures. The weights are derived as a percentage that sum up to 100%. For example, if the Traffic Operations category receives a weight of 20% among the six other categories. The survey results for weight of the criteria within the Traffic Operations Category will make up a portion of the 20%. See the example below for illustration.



## Milton Road Corridor Master Plan

n= 7

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

### Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A** or **B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	T3 Evaluation Criteria Categories	RGMM	+/-
1	Traffic Operations	14.3%	
2	Safety	14.3%	
3	Expand Travel Mode Choices	14.3%	
4	Public Acceptance	14.3%	
5	Cost / Implementaion	14.3%	
6	Environmental Impacts	14.3%	
7	Community Character	14.3%	

INSERT Agency Name 1 INSERT DATE

$\alpha$ : 0.1 CR: 0%

1

Name Weight Date Consistency Ratio

		T3 Evaluation Criteria Categories		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Traffic Operations	Safety		
1	3		Expand Travel Mode Choices		
1	4		Public Acceptance		
1	5		Cost / Implementaion		
1	6		Environmental Impacts		
1	7		Community Character		
1	8				
2	3	Safety	Expand Travel Mode Choices		
2	4		Public Acceptance		
2	5		Cost / Implementaion		
2	6		Environmental Impacts		
2	7		Community Character		
2	8				
3	4	Expand Travel Mode Choices	Public Acceptance		
3	5		Cost / Implementaion		
3	6		Environmental Impacts		
3	7		Community Character		
3	8				
4	5	Public Acceptance	Cost / Implementaion		
4	6		Environmental Impacts		
4	7		Community Character		
4	8				
5	6	Cost / Implementaion	Environmental Impacts		
5	7		Community Character		
5	8				
6	7	Environmental Impacts	Community Character		
6	8				
7	8				

A  
B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another



5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, its dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

## Milton Road Corridor Master Plan

n= 3

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

### Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A** or **B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Traffic Operations Criteria	RGMM	+/-
1	Level of Service (V/C)	33.3%	
2	Travel Time	33.3%	
3	Network Delay	33.3%	

INSERT Agency Name 1 INSERT DATE

 $\alpha$ : 0.1

CR: 0%

1

Name Weight Date Consistency Ratio

		Criteria		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Level of Service (V/C)	Travel Time		
1	3		Network Delay		
1	4				
1	5				
1	6				
1	7				
1	8				
2	3	Travel Time	Network Delay		
2	4				
2	5				
2	6				

A  
B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, its dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation

2,4,6,8 can be used to express intermediate values

## Milton Road Corridor Master Plan

n= 4

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

### Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A** or **B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Expand Tavel Mode Choices	Comment	RGMM	+/-
1	Bicycle Comfort Index		25.0%	
2	Pedestrian Comfort Index		25.0%	
3	Transit Travel Time		25.0%	
4	Transit Ridership		25.0%	

INSERT Agency Name 1 INSERT DATE

$\alpha$ : 0.1 CR: 0%

1

Name Weight Date Consistency Ratio

		Criteria		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Bicycle Comfort Index	Pedestrian Comfort Index		
1	3		Transit Travel Time		
1	4		Transit Ridership		
1	5				
1	6				
1	7				
1	8				
2	3	Pedestrian Comfort Index	Transit Travel Time		
2	4		Transit Ridership		
2	5				
2	6				
2	7				
2	8				
3	4	Transit Travel Time	Transit Ridership		
3	5				
3	6				
3	7				
3	8				

A  
B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, its dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		



## Milton Road Corridor Master Plan

n= 3

Objective: The purpose of the Milton Road & US 180 Corridor Master Plans (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

### Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A** or **B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Cost / Implementation	Comment	RGMM	+/-
1	Construction Cost		33.3%	
2	ROW Impact		33.3%	
3	Implementation Opportunities		33.3%	

INSERT Agency Name 1 INSERT DATE

$\alpha$ : 0.1

CR: 0%

1

Name Weight Date Consistency Ratio

		Criteria		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Construction Cost	ROW Impact		
1	3		Implementation Opportunities		
1	4				
1	5				
1	6				
1	7				
1	8				
2	3	ROW Impact	Implementation Opportunities		
2	4				
2	5				
2	6				
2	7				
2	8				

A

B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, its dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

## Milton Road Corridor Master Plan

n= 3

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

### Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A** or **B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Environmental Impacts	Comment	RGMM	+/-
1	Neighborhood Impacts		33.3%	
2	Title VI Impacts		33.3%	
3	Air Quality		33.3%	

INSERT Agency Name 1 INSERT DATE

 $\alpha$ :

0.1

CR:

0%

1

Name

Weight

Date

Consistency Ratio

		Criteria		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Neighborhood Impacts	Title VI Impacts		
1	3		Air Quality		
1	4				
1	5				
1	6				
1	7				
1	8				
2	3	Title VI Impacts	Air Quality		
2	4				
2	5				
2	6				
2	7				
2	8				

A

B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, its dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

**ADOT Milton Road & US 180 Corridor Master Plan**  
Tier 3 Modeling and Survey Results  
Project Partner Meeting Minutes  
August 25, 2020

**Meeting Agenda**

- I. Review Milton Rd. Tier 3 Traffic Model results
- II. Review Tier 2 US 180 model results – decision on US 180 (No-Build Plus or delay analysis)
- III. Review Public Survey Results
- IV. Review Project Partner Survey Results
- V. Revise/Finalize Milton Rd. Tier 3 Evaluation Criteria Weighting
- VI. Revise/Finalize US 180 Tier 3 Evaluation Criteria Weighting
- VII. Next Steps

**Meeting Attendees**

Name	Agency/Organization
Dan Gabiou	ADOT
Nate Reisner	ADOT
John Wennes	ADOT
Steve Orosz	ADOT
Rick Barrett	City of Flagstaff
Patrick McGervey	USFS
Ed Stillings	FHWA
Dave Wessel	MetroPlan
Martin Ince	MetroPlan
Kate Morley	Mountain Line
Greg Mace	NAU
Kevin Kugler	Michael Baker International
Alex Thomas	Michael Baker International
Jessica Belowich	Michael Baker International
Brian Snider	Michael Baker International

**Attachments**

1. Final Project Partner Approved Tier 3 Evaluation Criteria
2. Project Partner Meeting PowerPoint Presentation
3. Tier 3 Evaluation Criteria Weighting Public Survey Results
4. Tier 3 Evaluation Criteria Partner Weighting Survey Results
5. Options for Merging Public Survey and Project Partner Survey Results

After roll call was completed, Dan Gabiou turned the presentation over to Kevin Kugler to present the Agenda Item I – Tier 3 Milton Rd. traffic model results



## **I. Review Milton Rd. Tier 3 Traffic Model results**

Utilizing Cisco WebEx, Kevin Kugler began by briefly reviewing the meeting agenda and how there were many important items on today's meeting. He reminded the Partners that the information being presented today was distributed to the Partners last week in order to review the traffic model results prior to the meeting. Mr. Kugler also noted that continuing project momentum was important and as such, it was hopeful that the Partners would confirm the T3 Evaluation Criteria and decide on US 180 preferred alternative by the conclusion of this meeting.

Using slide #4, Mr. Kugler briefly reminded the Partners of the Milton Rd. Tier 3 alternatives and then turned the presentation over to Jessica Belowich to discuss the Milton Rd. T3 traffic model results.

### **A. Milton Rd. T3 Travel Times & Transit Travel Times**

Ms. Belowich began by reminding the Project Partners that the primary difference between the Tier 2 and Tier 3 analysis was the introduction of the spot improvements for each alternative. The inventory of spot improvements was developed and agreed to by the Project Partners. Ms. Belowich noted that not all suggested spot improvements offer improved operations to the system, as there were items like dual left turn lanes, the addition of two new traffic signals, and the inclusion of two HAWKS that have more negative impacts on certain metrics such as travel times. Transit Signal Priority (TSP) was also added at select intersections.

Ms. Belowich continued to review the Travel Time results (slide 5) while also reviewing the findings for transit travel times (slide 6). Ms. Belowich then concluded the portion of the presentation on Travel Time results.

#### ***Project Partner Discussion***

No concerns or issues were expressed among the Project Partners on the Travel Time information presented, other than clarify the number of HAWKS and location of the two proposed signals. No additional questions or concerns were expressed by the Partners.

### **B. Network Delay**

Ms. Belowich explained that network delay was defined as the total number of hours of delay in the model as a whole, including US 180. Latent delay represents the delay of vehicles that can't make it into the model. She went on to review the network delay results (slide 7), noting that generally speaking, spot improvements were effective across all alternatives in the AM peak hour, but less effective in the PM peak hour.

#### ***Project Partner Discussion***

Dave Wessel asked Jessica to describe, "what is in the network"? Ms. Belowich and Alex Thomas responded with a description of the approximate model network parameters. No additional questions or concerns were expressed by the Partners.

### C. Intersection Delay and LOS

Ms. Belowich reminded the Partners that intersection delay and LOS were not a Tier 3 Evaluation Criteria per se, but noted that these metrics were an important measure of operational effectiveness that the Partners had requested to see and be reported upon in Working Paper #2. She then went on to identify the fact that Phoenix Ave. and Santa Fe greatly improve with the introduction of a signal (except No-Build) and that Mikes Pike continues to perform poorly.

#### ***Project Partner Discussion***

Dave Wessel noted that he would like to see this information (slide 8) color coded to express the number of “steps of improvement” over the No-Build alternative. Ms. Belowich confirmed that this can be done. Rick Barrett asked for a clarification on the reasoning behind the Mikes Pike LOS results. Alex Thomas responded that the LOS results for Mike Pike were largely a byproduct of some modeling spill-over affect from Butler Avenue since the Mikes Pike intersection is in close proximity to Butler Ave. In modeling terms, this was thought to be a bit of a false negative as this metric is measured from vehicle flow. Ms. Belowich offered that the traffic modeling team would like to offer some suggestions to improve the performance of the Butler Clay and University Drive intersections in the future. No additional questions or concerns were expressed by the Partners.

### D. HAWK Signal Comparisons

MS. Belowich reviewed slides 9, 10, 11 and 12 that illustrate a comparison of with and without HAWKs for travel time and transit travel time comparing the No-Build and Alt 5 alternatives. She noted that when compared to the travel times without the HAWK application, the difference in travel times (with and without the HAWK application) was negligible and thus not a significant impact on travel times in general. Ms. Belowich also reviewed the HAWK impact on network delay (slide 11) noting that there is no significant impact on the Milton Rd. corridor. Finally, she reviewed slide 12 comparing the intersection delay/LOS comparison of with and without HAWKs, noting that there was very little difference between the two.

#### ***Project Partner Discussion***

Martin Ince asked about the information contained in the last row on slides 9 and 10. Ms. Belowich responded that this information was an oversight and should not have been included on the slide and apologized for the confusion. Dave Wessel asked to confirm the number of HAWKs included in the model. Ms. Belowich responded that there were two HAWKs identified. Dave Wessel asked if any of the intersection LOS F results were made more severe by the inclusion of the HAWKs. Ms. Belowich responded that no there was not. Dave Wessel asked about if the model witnessed any negative impacts to the proposed signals at Phoenix Ave. and Santa Fe. Ms. Belowich responded that the model did show some platooning, but not to the level where there was a cause for concern. Nate Reisner noted that the HAWKs did not have a significant impact, but offered that other spot improvements identified might have a negative impacts and that we may wish to modify those when evaluating the preferred alternative in the future. Ms. Belowich agreed and offered that we will be looking at additional refinements when applying to the preferred alternative. Dan Gabiou suggested that we should highlight this point in Working Paper #2.

## **II. Review Tier 2 US 180 Model Results – Decision on US 180 (No-Build Plus or delay analysis)**

Ms. Belowich continued the presentation by providing a brief overview and reminder of the US 180 modeling packages that were prepared and presented to the Partners in the Tier 2 modeling process. She briefly reviewed slides 13-19 that illustrate the various Tier 2, US 180 modeling packages with corresponding cross sections. Ms. Belowich concluded that, just as was identified in the Tier 2 analysis, there is a significant correlation to the delay on US 180 to the operations on Milton Rd. Moreover, if there is no significant travel time improvements on Milton Rd., the potential to see an improvement on US 180 is non-existent. In other words, Milton Rd. operations are a significant contributor to the impacts to operation on US 180. She reminded the Partners that per the previous slides, the T3 analysis suggests that there was no significant improvement to travel time on Milton Rd.

### ***Project Partner Discussion and Decision***

Dan Gabiou noted that comparing the results shown in slide 5, if there is no significant improvement to Milton Rd. travel time and that the build alternatives offered worse to negligible travel time change. He noted that Milton Rd. southbound in particular showed worsened southbound travel time change. Mr. Gabiou noted that as a result, there is really no need to increase capacity on US 180, and as such, he was recommending the Partners consider the No-Build Plus as the preferred alternative for US 180. He noted that this observation was first mentioned at a Partner meeting in December of 2019.

In reviewing slide 23, Dan Gabiou stated that staff's recommendation for US 180; 1) identify the No Build Plus as the recommended alternative for US 180 in Working Paper #2, and 2) If the public agrees, no further analysis was needed for US 180. He reminded the Partners that the No Build Plus alternative on US 180 still offers bike, pedestrian, wildlife and intersection safety improvements on US 180 per the previously identified spot improvement inventory.

Martin Ince inquired about the northbound direction on US 180 and was there an opportunity to close any existing sidewalk gaps? Mr. Kugler asked for clarification on location of the gaps and said that closing existing sidewalk gaps were not currently included in the spot improvement inventory for US 180. Dan Gabiou suggested that we could expand the US 180 preferred alternative as a "No-Build Plus Plus" per se so as to expand or modify the previous No-Build Plus alternative to also include a select number of additional spot improvements (not requiring additional right-of-way) that were not previously identified.

Nate Reisner noted that we need to keep the dual left turns at Humphrey's since ADOT was building a new bridge at the Rio de Flag to accommodate this second left turn lane. Steve Orosz asked if we included a dual left for No-Build Plus on Milton Rd. Dan Gabiou reminded the Partners that the intent of the No-Build Plus alternative was to avoid any additional right-of-way that would be needed to accommodate the suggested improvement. Mr. Kugler went on to review the listing of approved spot improvements for the intersection of Humphrey's and Route 66 (Milton Rd.).

Dave Wessel said he was ok with the recommendation for the No-Build Plus Plus alternative for US 180, noting that he would like to see bike and ped gaps included and that these may require some additional right-of-way.

Greg Mace asked how he would explain this recommendation to friends and neighbors who live off US 180. Dan Gabiou responded that he could review the T3 and T2 modeling results and that the previous bypass



alternatives presented in Tier 2 offered no additional travel time savings. Mr. Kugler added that much of the public feedback received also suggested that many residents along US 180 did not support a widening of the roadway, feeling that it would just invite more cars and traffic. Greg Mace then confirmed he would support the No-Build Plus Plus as the preferred alternative for US 180.

Pat McGervey offered that he would like to see US 180 be carried forward in the Tier 3 modeling process to do everything we could on US 180 before making a final decision.

Nate Reisner said that he supports the No-Build Plus Plus as the preferred alternative for US 180.

Kate Morley said she recalls the limited travel time savings on US 180, but wondered how this would be presented to the public. Dan Gabiou said the public will consider the No Build Plus and No-Build Plus Plus options for US 180 (noting that we will develop a new term to replace “plus-plus”).

Pat McGervey said the fact that both options will be presented to the public addressed his initial concern and noted that he would also support the No-Build Plus Plus as the preferred alternative for US 180.

Rick Barrett had a question about the southbound results on Milton Rd, asking why they had worsened? Dan Gabiou responded by re-confirming the results conveyed on slide 5. Mr. Barrett said that he now understands and agreed that he can support the No-Build Plus Plus as the preferred alternative for US 180.

Dan Gabiou offered that we will ensure that the information presented at the public meeting will highlight non-capital improvements that have helped the operations of the corridors.

Kate Morley asked if we would apply the T3 evaluation criteria to US 180 or would we show the difference between the No-Build Plus and No-Build Plus Plus alternatives? Martin Ince suggested that we should compare the two alternatives for the public. Kevin Kugler responded that we can show the differences between the two alternatives in Working Paper #2 and receive public input at the public meeting. Dan Gabiou went on to say that we will take the public input receive and in the draft final report include a final recommendation for US 180.

Rick Barret said he desires to capture this fact in Working Paper #2, and how this result/recommendation is similar to the Winter Needs Congestion Study for US 180. He was not sure that the City Engineers office can make this recommendation without broader input from others. Dan Gabiou said that he would follow up with staff on this.

Kate Morley asked how the Partners were going to weed out the spot improvements on US 180. Dan Gabiou responded that the draft final report will include a likely refined alternative with adjustments resulting from Partner and public inputs received.

**Partner Decision** – each Partner agreed that US 180 will not require Tier 3 modeling and that we will carry forward the No-Build Plus and No-Build Plus Plus alternatives for US 180.

### **III., IV., V. and VI. Review of Public Survey and Project Partner Survey Results and Finalize the Milton Rd. and US 180 Tier 3 Evaluation Criteria Weighting**

Brian Snider began the discussion with an overview of the Project Partner pairwise surveys for Milton Rd. and US 180 that was created to assist in of weights to each of the T3 evaluation criteria and sub-criteria. Referring to slides 25 and 26, Mr. Snider reviewed the results of the pairwise survey. He noted that the 53% consensus rating was considered a low to moderate rating. He underscored the results that the top three weighted criteria are; 1) Expand travel Mode Choices (22.9%), 2) Safety (18.5%), and 3) Community Character (14.2%).

Dan Gabiou then reviewed a spreadsheet that he prepared that day (since the public survey only closed the day before this meeting) in an effort to show a comparison between the public survey and Project partner survey results. This information was shown on the WebEx. Mr. Gabiou noted that in the comparison of the two survey results, Cost/Implementation, Expand Travel Mode Choices, and Community Character represented the criteria where the biggest difference in responses between the two surveys. Mr. Gabiou reminded the Partners that the bike and ped index and Community Character criteria have some redundancies and that 1/3 of the Environmental Impact criteria (Air Quality) is somewhat duplicative with the Network Delay criteria. He also noted that the percentages shown reflect a simple averaging of the responses and do not reflect an increase or decrease in any categories. The group suggested that there may be still a few paper copies of the survey out there from Title VI communities.

Mr. Gabiou then referred to the two options for the Partners to consider. These options were intended to define an approach to achieve consensus on the most appropriate and equitable method to blend the public survey and Partner pairwise survey results in order to establish/determine one weighting for each criterion. Mr. Gabiou presented the two options identified on the spreadsheet.

#### ***Project Partner Discussion and Decision***

##### ***Partner Pairwise Survey***

Dave Wessel asked what the percent difference column represented. Mr. Snider responded that it represented the percent difference from equilibrium (for each individual category) of 14.3% for this exercise. Dave Wessel added that he liked the academic nature of the exercise, thought it was clean and that he was not surprised by the results. Nate Reisner added that he was surprised that the Safety criteria scored so high considering that the Safety criteria has only one sub-criteria. Dave Wessel asked, and the group confirmed that the survey specified “vehicular safety”.

##### ***Public Survey Results/Consensus on Establishing Criteria Weighting***

After Mr. Gabiou completed his review and findings on his spreadsheet, Dave Wessel asked why he used the responses with the “5-priority” responses. Dan Gabiou responded that he used these responses since they reflect the top priorities for survey respondents. Mr. Wessel responded that he was concerned that using the top priorities only (#5 responses) that did not include the plurality and he did not want to see extra weight given for just the top picks. He went on to state that he felt that perhaps we should consider using the top two rows (#4 and #5 responses) as be a preferred way to approach this to not give extra weight to the top picks. Mr. Wessel went on to review the public survey responses regarding the priorities

of bike and ped users and also referred to a Denver-area study about the perception of traffic in comparison to the quality of urban design.

Kate Morley commented that she did not understand the rationale of why the Partners were attempting to make adjustments (up or down) to reconcile these two survey responses. Martin Ince noted that he wasn't sure that tweaking survey inputs received was a valid exercise. Greg Mace noted that he liked to use the raw data received and not do an exercise to average the weighting. After some additional discussion on general approach, Dave Wessel suggested that we identify a third option for consideration.

This third option became the "Average of All Responses - Project Partner Survey and Public Survey". Dan Gabiou suggested that we could include a fourth option that included making the Traffic Operations and Safety criteria the same weight by increasing Expand Travel Mode Choices by 5.4% and decreasing safety by 5.4%. Option 4 was categorized as the "Modified Average of All Responses - Project Partner Survey and Public Survey".

### **Project Partner Decision**

The Partners then took a vote on what option to use to reconcile the Partner survey responses and the public survey responses to determine the T3 evaluation criteria weighting. The vote was to select either Option 3 or Option 4. The results were:

Option 3:

Yes – Greg M., Kate M., Pat M., Dave W., Martin I., Rick B.

No – Nate R.

Option 4:

Yes – Nate R.

No – Greg M., Kate M., Pat M., Dave W., Martin I., Rick B.

Option 3 prevails.

Dave Wessel then thanked Dan Gabiou for facilitating the issue escalation meetings and agreeing to conduct the public survey. He felt the project was better served as a result.

## **VIII. Next Steps**

Mr. Kugler reviewed the content on slide 29 denoting the project next steps. He said now that the Partners have confirmed an approach to the weighting of the T3 evaluation criteria, the Michael Baker team would apply the Milton Rd. T3 model results to the Milton Rd. alternatives. Brian Snider reminded the group that the weighting of the T3 sub-criteria were being established using the results of Partner pairwise survey. Mr. Snider displayed a graphic on WebEx showing how the percentage weights for the sub-criteria were derived from the pairwise survey tool.

Mr. Kugler then explained that the results of the T3 analysis will include a draft prioritization of the Milton Rd. alternatives. This information will be included in Working Paper #2 that the Michael Baker team is currently drafting. Once the draft of Working Paper #2 is completed, it will be distributed to the Project Partners for their review and comment. Mr. Kugler concluded his comments by noting that, as Working



Paper #2 is being reviewed and finalized with the Partners, Michael Baker will begin to plan and prepare for the roll out of the public involvement activities that will consist of City Council and Board of Supervisor project briefings, a community open house meeting, a second public survey and outreach activities with the business community.

Dave Wessel asked if the Partners will receive a summary table of the T3 Evaluation Criteria with weightings. Mr. Kugler responded that Michael Baker could prepare this summary sheet and distribute that to the Partners. Dave Wessel closed the meeting by noting that he was going to look at the public survey results in a little more detail.

## **Attachment 1:**

### **Final Project Partner Approved Tier 3 Evaluation Criteria**

Table 5-2: Evolution of the Tier 3 Evaluation Criteria

Final T3 Evaluation Criteria					Criteria Considerations: 1) Is it duplicative? 2) Is it objective (data-driven)? 3) Feasible/reasonable to evaluate?	Result
Category	Criteria / Measure	Scoring Formula	Acceptance Threshold	Weight (TBD)	Notes	Notes
Traffic Operations	Level of Service (Volume / Capacity Ratio)	Formula = (Best Result / Alternative Result) * Weight * 100 Ex - Alt 4: (6.25/11.03) * 5.25% * 100 = 2.97	N/A	TBD	Project Partners agreed to keep this criterion and that a separate Task Force would verify the data and metrics for this criterion.	Keep
	<del>Travel Speed as % of Base-Free Flow Speed (AM)</del>	<del>Formula = ((Alternative Result * 100) / Best Result) * Weight * 100 / 2 Ex - Alt 4: ((46.1% * 100) / 62) * 3.32% * 100 / 2 = 1.24</del>	<del>N/A</del>	<del>TBD</del>	See meeting notes for details.	Remove
	<del>Travel Speed as % of Base-Free Flow Speed (PM)</del>	<del>Formula = ((Alternative Result * 100) / Best Result) * Weight * 100 / 2 Ex - Alt 4: ((46.1% * 100) / 62) * 3.32% * 100 / 2 = 1.24</del>	<del>N/A</del>	<del>TBD</del>	See meeting notes for details.	Remove
	<del>Improved Intersection LOS (AM)</del>	<del>Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (2/3) * 6.04% * 100 / 2 = 3.02</del>	<del>N/A</del>	<del>TBD</del>	See meeting notes for details.	Remove
	<del>Improved Intersection LOS (PM)</del>	<del>Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (2/3) * 6.04% * 100 / 2 = 3.02</del>	<del>N/A</del>	<del>TBD</del>	See meeting notes for details.	Remove
	<del>Signal/Stop Control Delay (AM)</del>	<del>Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (20.5/41.6) * 3.20% * 100 / 2 = 1.17</del>	<del>N/A</del>	<del>TBD</del>	Model output to be documented in final report, but Project Partners agreed to remove. See meeting notes for details.	Remove
	<del>Signal/Stop Control Delay (PM)</del>	<del>Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (20.5/41.6) * 3.20% * 100 / 2 = 1.17</del>	<del>N/A</del>	<del>TBD</del>	See meeting notes for details.	Remove
Safety	Travel Time (AM/PM, both directions)	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (339/560) * 4.79% * 100 / 2 = 1.45	Average of NB (AM/PM) & SB (AM/PM) must be positive.  No direction / timeframe may exceed -5% of existing.	TBD	See meeting notes for details.	Keep
	NEW: Network Delay	Model output of VISSIM	TBD - After review model output	TBD	See meeting notes for details.	Keep
	<del>Reduction in Total Crashes (Based on CMFs)</del>	<del>Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 4: (19.4/28.98) * 7.13% * 100 = 4.77</del>	<del>TBD</del>	<del>TBD</del>	See meeting notes for details.	Remove
	<del>Reduced Injury Crashes (Based on CMFs)</del>	<del>Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 5: (21.78/28.78) * 8.18% * 100 = 6.19</del>	<del>TBD</del>	<del>TBD</del>	See meeting notes for details.	Remove
	<del>Reduced Bicycle Crashes (Based on CMFs)</del>	<del>Formula = (Alternative Result / Best Result) * Weight * 100 Ex - Alt 5: (14/14) * 7.10% * 100 = 7.10</del>	<del>TBD</del>	<del>TBD</del>	See meeting notes for details.	Remove
Expand Travel Mode Choices	<del>NEW: HCM or FMPO Safety Tool(s)</del>			<del>TBD</del>	See meeting notes for details.	Remove
	<del>NEW: Reduction in Conflict Points</del>	Formula: (Alternative Result / Best Result) * Weight * 100	N/A	TBD	See meeting notes for details.	Keep
	<del>Pedestrian – Sidewalk Conditions</del>	<del>Meets or Exceeds both ADOT's minimum standard and the City/FMPO/NAIPTA's (PP) preferred standards. Meets or Exceeds ADOT's minimum standard OR the City/FMPO/NAIPTA's (PP) preferred standards, but not both. Maintains Existing Condition</del>		<del>TBD</del>	See meeting notes for details.	Remove
	<del>NEW: Bike &amp; Pedestrian – Average Crossing Distance</del>	<del>Formula = (Best Result / Alternative Result) * Weight * 100</del>	<del>N/A</del>	<del>TBD</del>	See meeting notes for details.	Remove
	Bicycle Environmental Quality Index	Subtotal Score from index	N/A	TBD	Keep with minor revision. Refer to Bike & Pedestrian Index and meeting notes for details.	Keep
	Pedestrian Environmental Quality Index	Subtotal Score from index	N/A	TBD	Keep with minor revision. Refer to Bike & Pedestrian Index and meeting notes for details.	Keep
	<del>Bicycle</del>	<del>Meets or Exceeds both ADOT's minimum standard and the City/FMPO/NAIPTA's preferred standards. Meets or Exceeds ADOT's minimum standard OR the City/FMPO/NAIPTA's preferred standards, but not both. Maintains Existing Condition</del>		<del>TBD</del>	See meeting notes for details.	Remove
	Transit Travel Time (AM/PM, both directions)	Formula = (Best Result / Alternative Result) * Weight * 100 / 2 Ex - Alt 4: (250/371) * 6.27% * 100 / 2 = 2.11	Average of NB (AM/PM) & SB (AM/PM) must be positive.  No direction / timeframe may exceed -5% of existing.	TBD	See meeting notes for details.	Keep
Public Acceptance	NEW: Transit Ridership	Formula = (Best Result / Alternative Result) * Weight * 100	N/A	TBD	See meeting notes for details.	Keep
	Public Support	# of Public Support Formula = (Best Result / Alternative Result) * Weight * 100	Majority of public support (>51%)	TBD	Keep as a placeholder. See meeting notes for details.	Keep
Cost / Implementation	Construction Cost	Formula = (Best Result / (Alternative Result/10M)) * Weight * 100 Ex - Alt 4: (1/(40.542M/10M)) * 4.68% * 100 = 1.15	N/A	TBD	See meeting notes for details.	Keep
	ROW Impact (Square Feet)	Formula = (Best Result / (Alternative Result/10K)) * Weight * 100 Ex - Alt 4: (1/(26,326/10K)) * 4.98% * 100 = 1.89	N/A	TBD	See meeting notes for details.	Keep
	<del>NEW: Maintenance Cost</del>	<del>(Cost to Maintain 1 mile of road X 20 years X # of lanes) + (Sq. Ft cost of landscaping) Formula = Best Result / Alternative Result * Weight * 100</del>	<del>N/A</del>	<del>TBD</del>	See meeting notes for details.	Remove
	NEW: Implementation Opportunities	Formula = Best Result / Alternative Result	N/A	TBD	Project Partners agreed to keep, but consensus on a measure/metric is pending. See meeting notes for details.	Keep
	<del>NEW: Cost / Benefit Analysis</del>	<del>TBD</del>	<del>TBD</del>	<del>TBD</del>	See meeting notes for details.	Remove
Environmental Impacts	NEW: Neighborhood Impacts	FMPO Model	TBD	TBD	Project Partners agreed to keep. Sara Dechter proposed to consider additional metrics. Consensus on additional metrics pending. See meeting notes for details.	Keep
	NEW: Title VI Impacts	FMPO Model	TBD	TBD	Project Partners agreed to keep. Sara Dechter proposed to consider additional metrics. Consensus on additional metrics pending. See meeting notes for details.	Keep
	NEW: Air Quality	Same output as Network Delay	TBD	TBD	See meeting notes for details.	Keep
	<del>NEW: Stormwater Impacts</del>		<del>TBD</del>	<del>TBD</del>	See meeting notes for details.	Remove
	NEW (US180 only): Wildlife Mitigation	TBD - Will compare AGFD recommended mitigation sites with animal crash data	TBD	TBD	See meeting notes for details.	Keep
	<del>Others (not recommended)</del>	<del>See Notes</del>	<del>N/A</del>	<del>N/A</del>	See meeting notes for details.	Remove
Community Character	Great Street	50% - Meets *City 2030 Regional Plan Policy 50% - Public Survey Output  *Formula for City 2030 Policy: % of corridor able to accommodate trees + % of corridor with "wide" sidewalks	TBD	TBD	See meeting notes for details.	Keep

The sub-criteria in calculating the Pedestrian Comfort Index and the Bicycle Comfort Index are on the following Page



Bicycle Comfort Index Evaluation Criteria

Bicycle Evaluation Criteria	Thresholds	Score
Bicycle Facility Type	No bike facility	0.0
	Shared-lane facility	0.5
	Bike lane	1.0
	Buffered bike lane	2.0
Number of Total Vehicle Though Lanes	8	0.0
	6	1.0
	4	1.5
	2	2.0
Traffic Volume: (Curb Lane)	> 12,000	0
	9,000 - 12,000	0.5
	6,000 - 9,000	1
	3,000 - 6,000	1.5
	< 3,000	2.0
Presence of Median:	No median	0.0
	TWLTL / Left Turn Lane (no median)	1.0
	Left turn Lane with median	1.5
	Left turn Lane with planted median	2.0
		/8

Pedestrian Comfort Index Evaluation Criteria

Pedestrian Evaluation Criteria	Thresholds	Score
Sidewalk Width	6' wide or less	0.0
	6' – 7' wide	1.0
	7' – 9' wide	1.5
	Greater than 9' wide	2.0
Horizontal Buffer Width (select all):	No buffer	0.0
	0' – 3' buffer	0.5
	3' – 6' buffer	1.0
	6' - 9' buffer	1.5
	Greater than 9' buffer	2.0
Number of Total Vehicle Though Lanes	8	0.0
	6	1.0
	4	1.5
	2	2.0
Traffic Volume: (Curb Lane)	> 12,000	0
	9,000 - 12,000	0.5
	6,000 - 9,000	1
	3,000 - 6,000	1.5
	< 3,000	2
Presence of Median:	No median	0.0
	TWLTL / Left Turn Lane (no median)	1.0
	Left turn Lane with median (>5)	1.5
	Left turn Lane with planted median (<5)	2.0
		/10

Table 5-3: Final Tier 3 Evaluation Criteria

Final T3 Evaluation Criteria		
Category	Metrics	Scoring Formula
Traffic Operations	Level of Service (Volume / Capacity Ratio)	Result = (Alternative Result/ Best Result ) * Weight * 100
	Travel Time (AM) - minutes	Result = (Best Result / Alternative Result) * Weight * 100
	Travel Time (PM) - minutes	
	Network Delay (AM) - hours	Result = (Best Result / Alternative Result) * Weight * 100
	Network Delay (PM) - hours	
Vehicular Safety	Reduction in Conflict Points	Result = (Best Result / Alternative Result) * Weight * 100
Expand Travel Mode Choices	Bicycle Comfort Quality Index	Result = (Alternative Result/ Best Result ) * Weight * 100
	Pedestrian Comfort Index	Result = (Alternative Result/ Best Result ) * Weight * 100
	Transit Travel Time (AM) - minutes	Result = (Best Result / Alternative Result) * Weight * 100
	Transit Travel Time (PM) - minutes	
	Transit Ridership	Result = (Alternative Result/ Best Result ) * Weight * 100
Public Acceptance	Public Support	# of Public Support Result = (Best Result / Alternative Result) * Weight * 100
Cost / Implementation	Construction Cost	Result = (Best Result / (Alternative Result/10M)) * Weight * 100
	ROW Impact (Square Feet)	Result= (Best Result / (Alternative Result/10K)) * Weight * 100
	Implementation Opportunities	Result = (Alternative Result/ Best Result ) * Weight * 100
Environmental Impacts	Neighborhood Impacts	Result = (Best Result/Alternative Result) * Weight * 100
	Title VI Impacts	Result = (Best Result/Alternative Result) * Weight * 100
	Air Quality	Result = (Best Result/Alternative Result) * Weight * 100
Community Character	Great Street	50% - Meets *City 2030 Regional Plan Policy 50% - Public Survey Output  *Formula for City 2030 Policy: % of corridor able to accommodate trees + % of corridor with "wide" sidewalks

## Attachment 2: Project Partner Meeting PowerPoint Presentation

# Milton Road & US 180 Corridor Master Plans Project Partner Meeting



August 25, 2020



# WELCOME & INTRODUCTIONS

# Today's Agenda

- 1) Review Milton T3 Traffic Model Results
- 2) Review T2 US 180 Model Results – Decision on US 180 (No Build+ or delay analysis)
- 3) Review Public Survey Results
- 4) Review Project Partner Survey Results
- 5) Revise/Finalize Milton T3 Eval Criteria Weighting
- 6) Revise/Finalize US 180 T3 Eval Criteria Weighting
- 7) Next Steps

## 4

**Recommended for**  
Tier 3 Analysis

### Alternative 13

- Project Cost: \$55,137,000
- Required ROW: 237,564 ft<sup>2</sup>
- Potential Buildings Impacted: 23

Alternative 13 Evaluation Criteria Results						Rank
Reduction in Vehicular Congestion (22.69 Possible Points)	Safety (22.41 Possible Points)	Expand Travel Mode Choices (20.87 Possible Points)	Public Acceptance (8.62 Possible Points)	Construction/ Implementation (9.64 Possible Points)	Total Score (83.88 Possible Points)	3 <sup>rd</sup>
16.31	7.28	18.83	0.00	1.01	43.44	

Figure 1: Typical Cross Section of a Transit Station. The diagram illustrates a cross-section of a transit station with various lanes and widths. The total width is 135 feet. The sections from left to right are: Sidewalk (10'), Parkway (10'), Bike Lane (4.5' and 2.5'), SB Travel Lane (11'), NB Travel Lane (11'), 2' gap, NB Bus Rapid Transit Lane (11'), 8' Station Platform, 11' gap, NB Bus Rapid Transit Lane (11'), NB Travel Lane (11'), NB Travel Lane (11'), 2.5' gap, 4.5' gap, 2.5' gap, Bike Lane (10'), Parkway (10'), and Sidewalk (10').



# Milton Corridor Tier 3 Travel Times

**Milton Road Tier 3 Travel Time Summary Table**

Alternative	T3 Rank	AM Peak Hour				PM Peak Hour				Total Travel Time	
		Northbound		Southbound		Northbound		Southbound			
		Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change
No Build	5	9.9	-	5.2	-	6.6	-	6.6	-	28.3	-
No Build Plus	3	5.7	42.4%	5.6	-7.7%	6.9	-4.5%	8.3	-25.8%	26.5	6.4%
5	1	5.5	44.4%	5.4	-3.8%	6.8	-3.0%	7.6	-15.2%	25.3	10.6%
6a	2	5.5	44.4%	5.7	-9.6%	6.9	-4.5%	7.4	-12.1%	25.5	9.9%
6b	6	6.9	30.3%	6.3	-21.2%	7.3	-10.6%	7.9	-19.7%	28.4	-0.4%
13	4	6.5	34.3%	6.5	-25.0%	7.6	-15.2%	7.3	-10.6%	27.9	1.4%

# Milton Corridor Tier 3 Travel Times- Transit

Milton Road Tier 3 Travel Time Summary Table - Transit

Alternative	T3 Rank	AM Peak Hour				PM Peak Hour				Total Travel Time	
		Northbound		Southbound		Northbound		Southbound			
		Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change
No Build	6	9.4	-	6.4	-	5.0	-	6.6	-	27.4	-
No Build Plus	4	5.1	45.7%	4.9	23.4%	5.9	-18.0%	7.0	-6.1%	22.9	16.4%
5	3	5.7	39.4%	4.9	23.4%	5.8	-16.0%	6.0	9.1%	22.4	18.2%
6a	1	4.7	50.0%	5.1	20.3%	4.6	8.0%	5.6	15.2%	20.0	27.0%
6b	2	4.1	56.4%	4.7	26.6%	5.4	-8.0%	6.0	9.1%	20.2	26.3%
13	5	5.0	46.8%	5.7	10.9%	6.0	-20.0%	6.6	0.0%	23.3	15.0%

# Milton Tier 3 Network Delay

**Milton Road Tier 3 Network Delay Results**

Alternative	T3 Rank	AM Peak Hour						PM Peak Hour					
		Network Delay (hrs)	Network Delay % Change	Latent Delay (hrs)	Latent Delay % Change	Total Delay (hrs)	Total Delay % Change	Network Delay (hrs)	Network Delay % Change	Latent Delay (hrs)	Latent Delay % Change	Total Delay (hrs)	Total Delay % Change
No Build	5	645	-	780	-	1,425	-	824	-	1,346	-	2,170	-
No Build Plus	6	526	18.4%	820	-5.1%	1,346	5.5%	805	2.3%	1,450	-7.7%	2,255	-3.9%
5	2	526	18.4%	695	10.9%	1,221	14.3%	769	6.7%	1,342	0.3%	2,111	2.7%
6a	1	528	18.1%	659	15.5%	1,187	16.7%	779	5.5%	1,229	8.7%	2,002	7.7%
6b	3	604	6.4%	626	19.7%	1,230	13.7%	826	-0.2%	1,320	1.9%	2,146	1.1%
13	4	601	6.8%	616	21.0%	1,217	14.6%	954	-15.8%	1,365	-1.4%	2,319	-6.9%



# Milton Tier 3 Intersection Delay & LOS

Milton Road Tier 3 Level of Service Summary Table							
Alternative		No Build	No Build Plus	5	6a	6b	13
AM Peak Hour							
Intersection and Traffic Control	Milton Rd & Forest Meadows St	Signal	B	C	C	C	C
	Milton Rd & University Dr	Signal	C	C	C	C	C
	Milton Rd & Plaza Way	Signal	C	B	B	B	B
	Milton Rd & Riordan Rd	Signal	B	A	B	B	B
	Milton Rd & Rte 66	Signal	D	B	B	C	C
	Milton Rd & Clay Ave/Butler Ave	Signal	D	C	C	C	C
	Milton Rd & Mikes Pike	TWSC	D	D	D	D	F
	Milton Rd & Phoenix Ave	*Signal (except No Build)	F	A	A	B	B
	Santa Fe Ave & Sitgreaves St	*Signal (except No Build)	F	F	A	E	F
	Humphreys St & Rte 66	Signal	B	B	B	B	B
PM Peak Hour							
Intersection and Traffic Control	Milton Rd & Forest Meadows St	Signal	C	D	C	C	C
	Milton Rd & University Dr	Signal	D	D	D	D	D
	Milton Rd & Plaza Way	Signal	C	C	C	C	D
	Milton Rd & Riordan Rd	Signal	B	C	C	C	C
	Milton Rd & Rte 66	Signal	C	B	C	C	C
	Milton Rd & Clay Ave/Butler Ave	Signal	C	C	C	D	D
	Milton Rd & Mikes Pike	TWSC	F	F	F	F	F
	Milton Rd & Phoenix Ave	*Signal (except No Build)	F	A	B	B	B
	Santa Fe Ave & Sitgreaves St	*Signal (except No Build)	F	F	A	D	F
	Humphreys St & Rte 66	Signal	B	B	B	B	B
	Beaver St & Rte 66	Signal	C	C	C	C	C

# Milton Corridor Tier 3 Travel Times- (Alt 5 Hawk Signal Comparison)

Milton Road Tier 3 Travel Time Summary Table

Alternative	T3 Rank	AM Peak Hour				PM Peak Hour				Total Travel Time	
		Northbound		Southbound		Northbound		Southbound			
		Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change
No Build	4	9.9	-	5.2	-	6.6	-	6.6	-	28.3	-
Alt 5	3	5.5	44.4%	5.4	-3.8%	6.8	-3.0%	7.6	-15.2%	25.3	10.6%
Alt 5 - Without Hawk Signals	1	5.3	46.5%	5.2	0.0%	6.3	4.5%	7.4	-12.1%	24.2	14.5%
Alt 5 - w/ Hawk + w/ Intersection Mitigations	2	5.5	44.4%	5.4	-3.8%	6.7	-1.5%	7.2	-9.1%	24.8	12.4%

# Milton Corridor Tier 3 Travel Times- Transit (Alt 5 Hawk Signal Comparison)

Milton Road Tier 3 Travel Time Summary Table - Transit

Alternative	T3 Rank	AM Peak Hour				PM Peak Hour				Total Travel Time	
		Northbound		Southbound		Northbound		Southbound			
		Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change	Travel Time (min)	Travel Time % Change
No Build	4	9.4	-	6.4	-	5.0	-	6.6	-	27.4	-
Alt 5	2	5.7	39.4%	4.9	23.4%	5.8	-16.0%	6.0	9.1%	22.4	18.2%
Alt 5 - Without Hawk Signal	3	5.5	41.5%	4.9	23.4%	6.0	-20.0%	6.1	7.6%	22.5	17.9%
Alt 5 - w/ Hawk + w/ Intersection Mitigations	1	5.7	39.4%	5.2	18.8%	6.1	-22.0%	5.4	18.2%	22.4	18.2%



# Milton Tier 3 Network Delay- (Alt 5 Hawk Signal Comparison)

Milton Road Tier 3 Network Delay Results													
Alternative	T3 Rank	AM Peak Hour						PM Peak Hour					
		Network Delay (hr)	Network Delay % Change	Latent Delay (hr)	Latent Delay % Change	Total Delay	Total Delay % Change	Network Delay (hr)	Network Delay % Change	Latent Delay (hr)	Latent Delay % Change	Total Delay	Total Delay % Change
No Build	4	645	-	780	-	1,425	-	824	-	1,346	-	2,170	-
Alt 5	3	526	18.4%	695	10.9%	1,221	14.3%	769	6.7%	1,342	0.3%	2,111	2.7%
Alt 5 - Without Hawk Signal	2	520	19.4%	701	10.1%	1,221	14.3%	754	8.5%	1,331	1.1%	2,085	3.9%
Alt 5 - w/ Hawk + w/ Intersection Mitigations	1	522	19.1%	706	9.5%	1,228	13.8%	732	11.2%	1,319	2.0%	2,051	5.5%

# Milton Tier 3 Intersection Delay & LOS- (Alt 5 Hawk Signal Comparison)

Milton Road Tier 3 Level of Service Summary Table					
Alternative			No Build	Alt 5	Alt 5 - W/O Hawk Signal
AM Peak Hour					
Intersection and Traffic Control	Milton Rd & Forest Meadows St	Signal	C	C	C
	Milton Rd & University Dr	Signal	C	C	C
	Milton Rd & Plaza Way	Signal	C	B	B
	Milton Rd & Riordan Rd	Signal	B	B	B
	Milton Rd & Rte 66	Signal	D	B	B
	Milton Rd & Clay Ave/Butler Ave	Signal	D	C	C
	Milton Rd & Mikes Pike	TWSC	D	D	D
	Milton Rd & Phoenix Ave	*Signal (except no build)	F	A	A
	Santa Fe Ave & Sitgreaves St	*Signal (except no build)	F	A	A
	Humphreys St & Rte 66	Signal	B	B	B
	Beaver St & Rte 66	Signal	C	C	C
PM Peak Hour					
Intersection and Traffic Control	Milton Rd & Forest Meadows St	Signal	C	C	C
	Milton Rd & University Dr	Signal	D	D	D
	Milton Rd & Plaza Way	Signal	C	C	C
	Milton Rd & Riordan Rd	Signal	B	C	C
	Milton Rd & Rte 66	Signal	C	C	C
	Milton Rd & Clay Ave/Butler Ave	Signal	C	C	C
	Milton Rd & Mikes Pike	TWSC	F	F	F
	Milton Rd & Phoenix Ave	*Signal (except no build)	F	B	B
	Santa Fe Ave & Sitgreaves St	*Signal (except no build)	F	A	A
	Humphreys St & Rte 66	Signal	B	B	B
	Beaver St & Rte 66	Signal	C	C	C

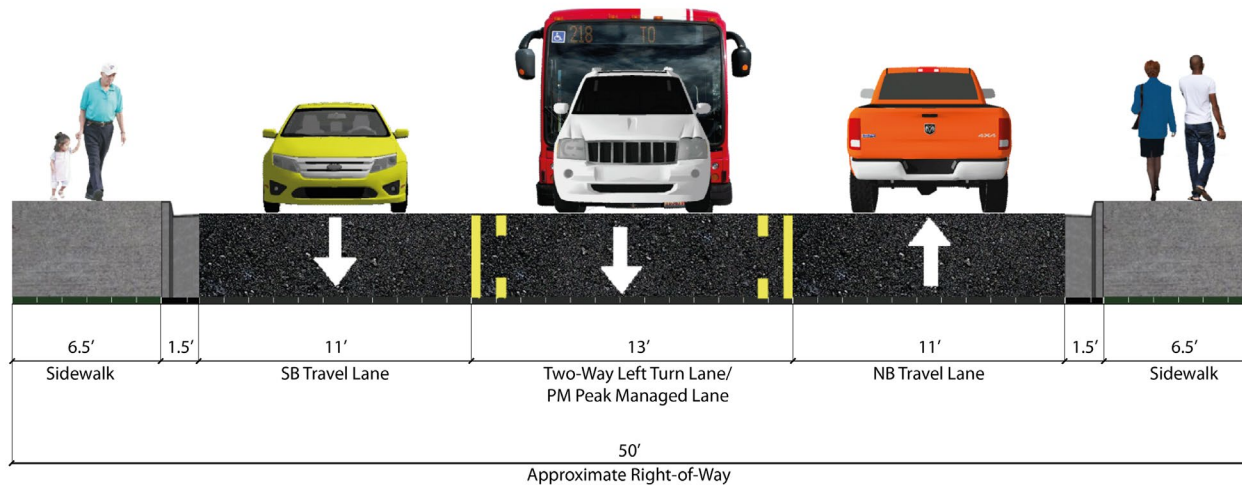
# US 180 Alternative Modeling Packages

		Alternative Package						
Segment		No Build	A	B	C	D	E (Alt 17 -Alt Route)	F (Alt 18 -Alt Route)
1	Route 66 to Columbus (Suburban)		Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)		Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd		Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)		Alt 3 Rural	No Build	No Build	No Build	No Build	No Build



# System Alternative 2 (Route 66 to Columbus Ave)

## System Alternative 2

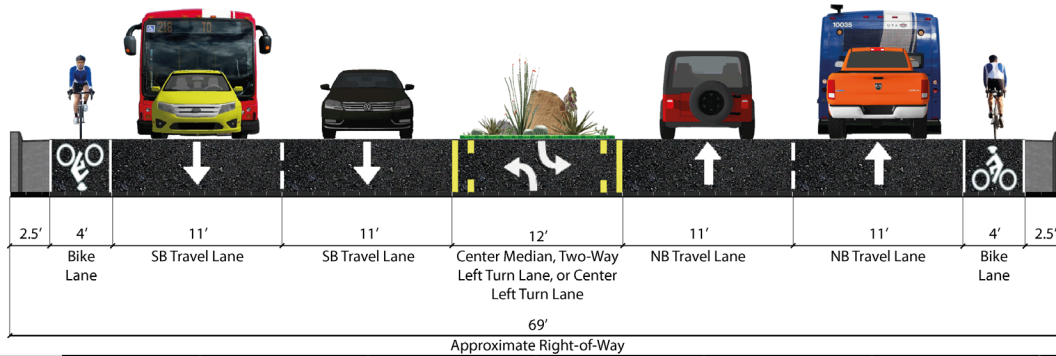


Segment		Alternative Package				E (Alt 17 -Alt Route)	F (Alt 18 -Alt Route)
		Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane		
1	Route 66 to Columbus (Suburban)	No Build	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)		Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	No Build	No Build
3	Peak View to Snowbowl Rd		Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)		Alt 3 Rural	No Build	No Build	No Build	No Build

# System Alternative 3 - Urban (Columbus Ave to Peak View Rd)

## US 180 Corridor Master Plan

### *System Alternative 3 - Suburban Section*

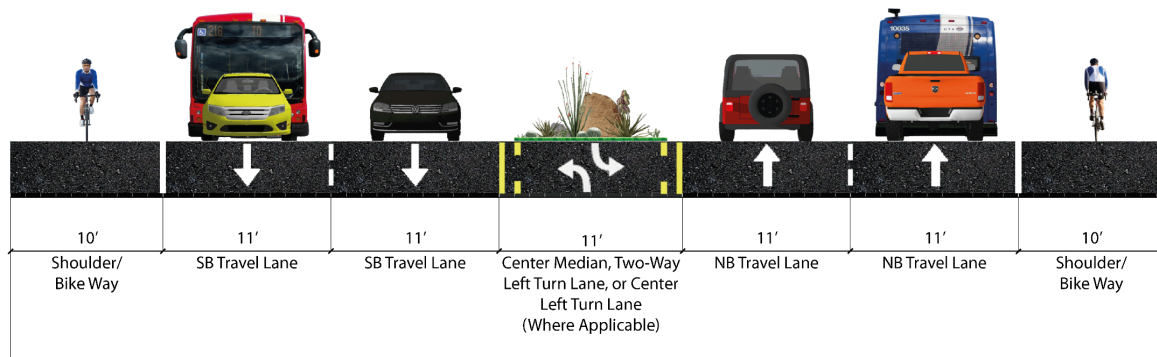


		Alternative Package					
Segment		A	B	C	D	E (Alt 17 -Alt Route)	F (Alt 18 -Alt Route)
1	Route 66 to Columbus (Suburban)	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)	Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd	Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)	Alt 3 Rural	No Build	No Build	No Build	No Build	No Build

# System Alternative 3 - Rural (Peak View Rd to MP 233.55)

## US 180 Corridor Master Plan

### System Alternative 3 - Rural Section

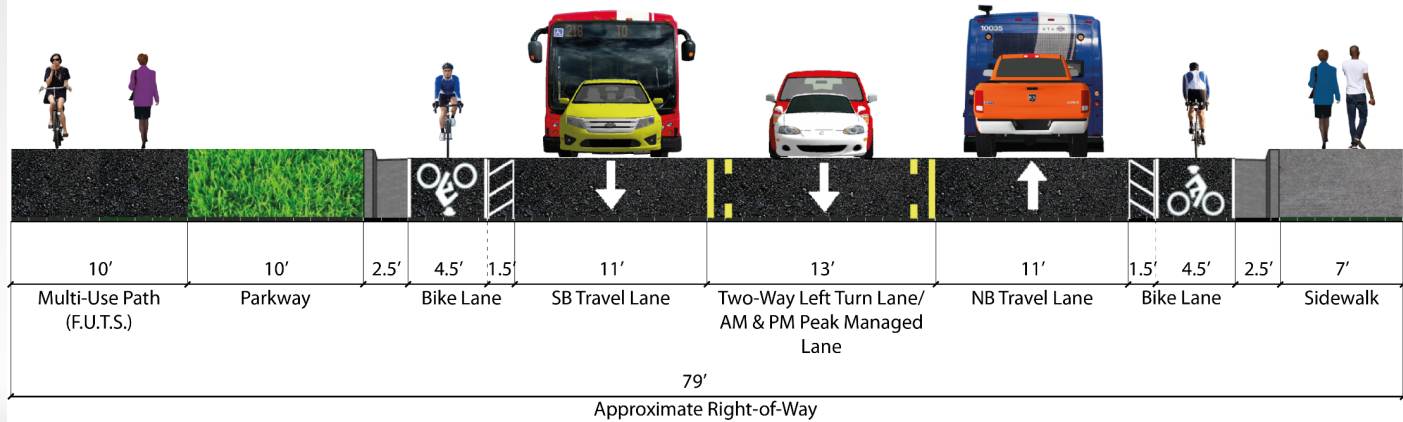


		Alternative Package					
Segment		A	B	C	D	E (Alt 17 -Alt Route)	F (Alt 18 -Alt Route)
1	Route 66 to Columbus (Suburban)	Alt 2 - AM no change - PMSB managed lane	Alt 2 - AM no change - PMSB managed lane	Alt 2 - AM no change - PMSB managed lane	Alt 2 - AM no change - PMSB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)	Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd	Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)	Alt 3 Rural	No Build	No Build	No Build	No Build	No Build



# System Alternative 4a (Columbus to Peak View Rd)

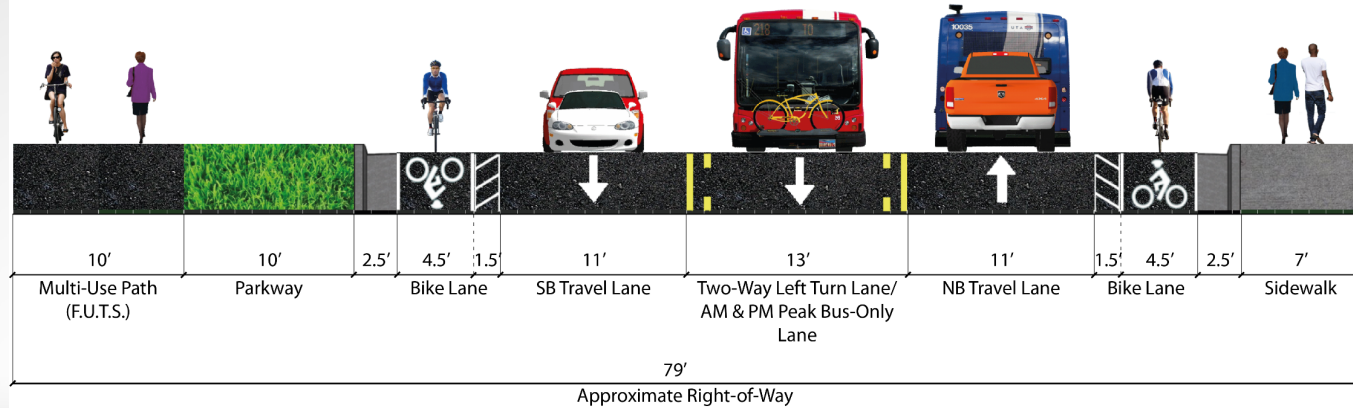
## System Alternative 4a



Segment		Alternative Package					
		A	B	C	D	E (Alt 17 -Alt Route)	F (Alt 18 -Alt Route)
1	Route 66 to Columbus (Suburban)	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)	Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd	Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)	Alt 3 Rural	No Build	No Build	No Build	No Build	No Build

# System Alternative 4b (Columbus Ave to Peak View Rd)

## System Alternative 4b

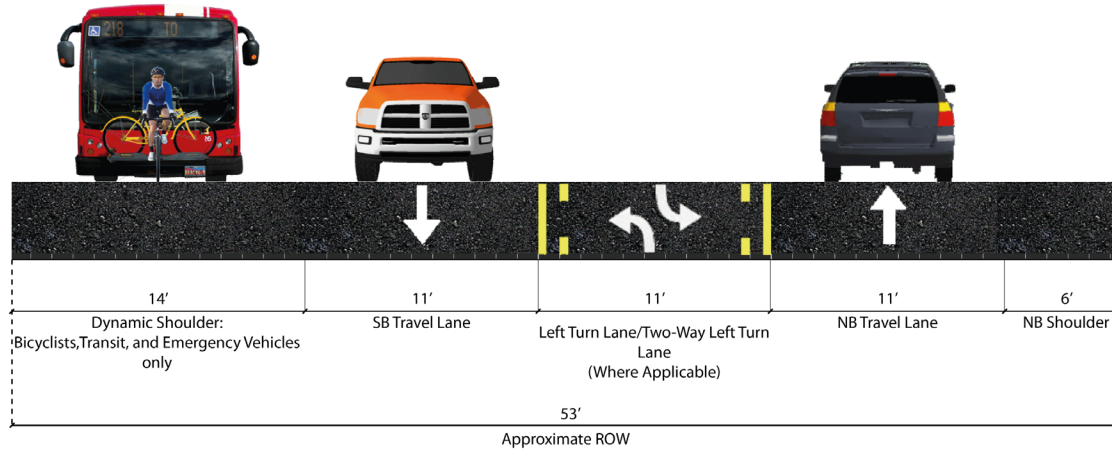


		Alternative Package					
Segment		A	B	C	D	E (Alt 17 - Alt Route)	F (Alt 18 - Alt Route)
1	Route 66 to Columbus (Suburban)	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	Alt 2 - AM no change - PM SB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)	Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd	Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)	Alt 3 Rural	No Build	No Build	No Build	No Build	No Build

# System Alternative 6

Rural Segment: Peak View Rd to MP 233.55  
Suburban Segment: Columbus Ave to Peak View Rd

## System Alternative 6



Segment		Alternative Package					
		A	B	C	D	E (Alt 17 -Alt Route)	F (Alt 18 -Alt Route)
1	Route 66 to Columbus (Suburban)	Alt 2 - AM no change - PMSB managed lane	Alt 2 - AM no change - PMSB managed lane	Alt 2 - AM no change - PMSB managed lane	Alt 2 - AM no change - PMSB managed lane	No Build	No Build
2	Columbus to Peak View (Suburban)	Alt 3 Suburban	Alt 4A - AM managed lane NB - PM managed lane SB	Alt 4B (Transit) - AM Bus NB - PM Bus SB	Alt 6 (Transit) - SB bus lane	No Build	No Build
3	Peak View to Snowbowl Rd	Alt 3 Rural	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	Alt 6 (Transit) - SB bus lane	No Build	No Build
4	Snowbowl Rd to MP 233.55 (Rural)	Alt 3 Rural	No Build	No Build	No Build	No Build	No Build



# US 180 Corridor Travel Times

Package	AM Peak Hour				PM Peak Hour				Overall Impact
	Westbound		Eastbound		Westbound		Eastbound		
	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	
No Build	979	-	939	-	955	-	1,014	-	Neutral
A	952	2.8%	909	3.2%	932	2.4%	985	2.9%	Positive, yet neglibile
B	990	-1.1%	983	-4.6%	959	-0.4%	1,187	-17.1%	Negative
C	991	-1.2%	938	0.1%	979	-2.5%	1,230	-21.3%	Negative
D	1,033	-5.5%	940	-0.1%	972	-1.8%	1,211	-19.4%	Negative
E* Wing Mntn bypass	935	4.5%	935	0.4%	944	1.2%	975	3.8%	Positive, yet neglibile
F* Hidden Hollow bypass	951	2.9%	939	0.0%	946	0.9%	968	4.5%	Positive, yet neglibile

# US 180 Corridor Travel Times - Transit

Package	AM Peak Hour				PM Peak Hour				Overall Impact
	Westbound		Eastbound		Westbound		Eastbound		
	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	Travel Time (sec)	Travel Time % Change	
No Build	1,096	-	572	-	990	-	798	-	-
A	1,176	-7.3%	548	4.17%	883	10.9%	848	-6.3%	Neutral
B	1,212	-10.6%	578	-1.1%	919	7.2%	1,144	-43.3%	Negative
C	1,217	-11.1%	569	0.5%	947	4.4%	951	-19.2%	Negative
D	1,599	-45.9%	551	3.6%	933	5.8%	994	-24.5%	Negative
E* Wing Mntn bypass	946	13.7%	564	1.4%	879	11.2%	779	2.4%	Positive, yet neglibile
F* Hidden Hollow bypass	1,018	7.1%	562	1.7%	987	0.3%	758	5.0%	Positive, yet neglibile

# US 180 Intersection Delay & LOS

US-180 Tier 2 Level of Service Summary Table									
Package			AM Peak Hour						
			No Build	A	B	C	D	E* Wing Mntn bypass	F* Hidden Hollow
T2 Rank			6th	4th	7th	1st	2nd	5th	3rd
AM Peak Hour									
Intersection and Traffic Control	Humphreys St & Rte 66	Signal	B	B	B	B	B	B	B
	Humphreys St & Aspen Ave	Signal	A	A	A	A	B	A	A
	Humphreys St & Birch Ave	Signal	B	B	B	B	B	A	A
	Humphreys St & Cherry Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Dale Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Elm Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Fine Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Hunt Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Sullivan Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Columbus Ave	Signal	C	C	D	C	C	C	C
	US-180 & Forest Ave	Signal	B	A	B	B	B	A	B
	US-180 & Shultz Pass Rd	Signal	A	A	A	A	A	A	A
	US-180 & Snow Bowl Rd	Two-Way Stop-Control	A	A	A	A	A	A	A
	US-180 & Roundtree Rd/Bader Rd	Two-Way Stop-Control	A	A	A	A	A	A	A
PM Peak Hour									
Intersection and Traffic Control	Humphreys St & Rte 66	Signal	C	C	C	C	C	B	B
	Humphreys St & Aspen Ave	Signal	B	C	C	C	C	A	A
	Humphreys St & Birch Ave	Signal	B	C	C	C	C	B	B
	Humphreys St & Cherry Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Dale Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Elm Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Fine Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Hunt Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Sullivan Ave	Two-Way Stop-Control	F	F	F	F	F	F	F
	Humphreys St & Columbus Ave	Signal	C	C	D	D	D	C	C
	US-180 & Forest Ave	Signal	B	A	B	C	D	B	A
	US-180 & Shultz Pass Rd	Signal	A	A	A	A	A	A	A
	US-180 & Snow Bowl Rd	Two-Way Stop-Control	F	F	B	A	A	F	F
	US-180 & Roundtree Rd/Bader Rd	Two-Way Stop-Control	A	A	A	A	A	A	A
Overall Impact			-	Positive	Negative, but negligible	Negative	Negative	Positive	Positive



# US 180 Staff Recommendations

## Model Summary

- ▶ Build Alternatives offer worsened to negligible Travel Time change
- ▶ Milton T3 results show worsened Southbound Travel Time change

## Staff Recommendations

- ▶ **Identify US 180 Recommended Alt as No Build + in WP2**
- ▶ *\*Note: No Build + on US 180 still offers bike, ped, bus, wildlife, and intersection (safety) improvements*
- ▶ If Public Agrees, no further analysis needed on US 180

# Public Survey Results

- ▶ Public survey closes on Monday, August 24<sup>th</sup> at noon
- ▶ Public survey results/information to be distributed separately prior to meeting
- ▶ Project Partners to review and discuss

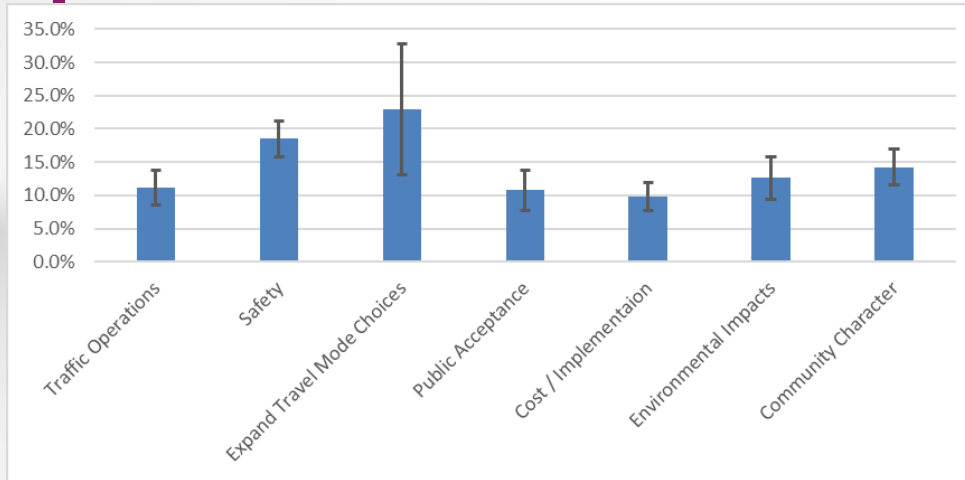
# Milton Road Partner Weighting Survey

Criterion	Comment	Weights	+/- *
1 Traffic Operations		11.1%	2.6%
2 Safety		18.5%	2.7%
3 Expand Travel Mode		22.9%	9.8%
4 Public Acceptance		10.8%	3.1%
5 Cost / Implementaion		9.8%	2.1%
6 Environmental Impacts		12.6%	3.2%
7 Community Character		14.2%	2.7%

## Consensus Rating

53.2%

\*Value of Equilibrium: 14.3%



Matrix		Traffic Operations	Safety	Expand Travel Mode Choices	Public Acceptance	Cost / Implementaion	Environmental Impacts	Community Character	0	0	0	normalized principal Eigenvector
		1	2	3	4	5	6	7	8	9	10	
Traffic Operations	1	1	1/2	4/7	3/4	1	12/7	7/8	-	-	-	11.13%
Safety	2	2	1	8/9	1 5/9	1 3/7	1 5/7	1 3/7	-	-	-	18.49%
Expand Travel Mode Choices	3	1 7/9	1 1/9	1	4 1/4	2 1/7	1 2/5	1 1/5	-	-	-	22.95%
Public Acceptance	4	1 1/3	2/3	1/4	1	1	1	1	-	-	-	10.78%
Cost / Implementaion	5	1	5/7	1/2	1	1	1/2	5/9	-	-	-	9.83%
Environmental Impacts	6	7/9	4/7	5/7	1	1 6/7	1	8/9	-	-	-	12.63%
Community Character	7	1 1/7	5/7	5/6	1	1 4/5	1 1/8	1	-	-	-	14.20%
0	8	-	-	-	-	-	-	-	1	-	-	0.00%
0	9	-	-	-	-	-	-	-	-	1	-	0.00%
0	10	-	-	-	-	-	-	-	-	-	1	0.00%



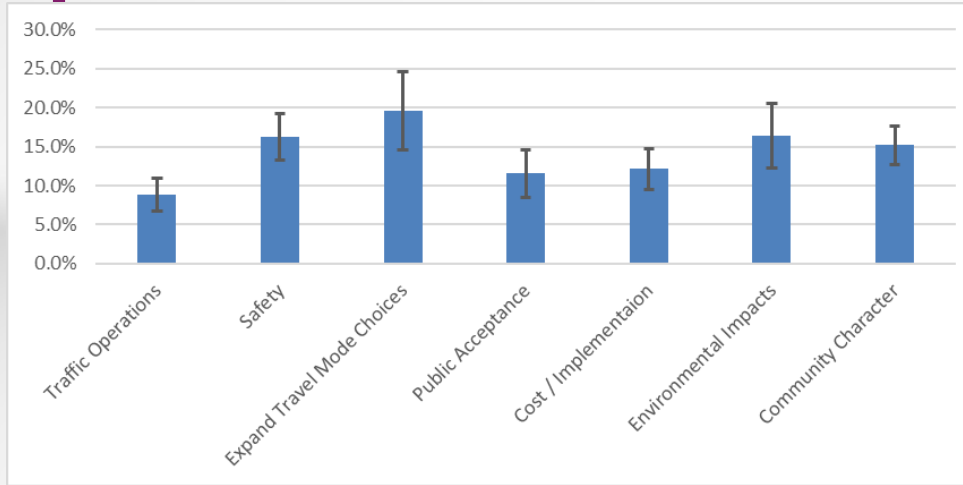
# US 180 Partner Weighting Survey

Criterion	Comment	Weights	+/- *
1 Traffic Operations		8.9%	2.1%
2 Safety		16.2%	3.0%
3 Expand Travel Mode		19.6%	5.0%
4 Public Acceptance		11.5%	3.0%
5 Cost / Implementaion		12.1%	2.6%
6 Environmental Impacts		16.4%	4.1%
7 Community Character		15.2%	2.5%

## Consensus Rating

57.4%

\*Value of Equilibrium: 14.3%



Matrix		Traffic Operations	Safety	Expand Travel Mode Choices	Public Acceptance	Cost / Implementation	Environmental Impacts	Community Character	0	0	0	normalized principal Eigenvector
		1	2	3	4	5	6	7	8	9	10	
Traffic Operations	1	1	3/5	4/7	1/2	4/7	5/7	3/5	-	-	-	8.91%
Safety	2	1/2/3	1	5/7	1 1/4	1 1/2	1 2/5	1	-	-	-	16.24%
Expand Travel Mode Choices	3	1 3/4	1 2/5	1	2 1/2	1 5/9	4/5	1 2/5	-	-	-	19.60%
Public Acceptance	4	2	4/5	2/5	1	5/7	2/3	7/8	-	-	-	11.54%
Cost / Implementation	5	1 3/4	2/3	2/3	1 2/5	1	2/3	4/7	-	-	-	12.12%
Environmental Impacts	6	1 3/8	5/7	1 1/4	1 1/2	1 1/2	1	1 1/7	-	-	-	16.43%
Community Character	7	1 2/3	1	5/7	1 1/7	1 3/4	7/8	1	-	-	-	15.17%
0	8	-	-	-	-	-	-	-	1	-	-	0.00%
0	9	-	-	-	-	-	-	-	-	1	-	0.00%
0	10	-	-	-	-	-	-	-	-	-	1	0.00%

# Milton T3 Eval Criteria Weighting

- ▶ Weighting Discussion & Partner Decision on approach to final weighting
- ▶ Based on the inputs provided today, do the Project Partners desire to make any final adjustments?

# US 180 T3 Eval Criteria Weighting

- ▶ Weighting Discussion & Partner Decision on approach to final weighting
- ▶ Based on the inputs provided today, do the Project Partners desire to make any final adjustments?



# Next Steps

- Project Partner decision on final T3 Eval Criteria weighting
- Application of the model results and T3 Eval Criteria to Milton Rd. alternatives
- Preparation of Working Paper #2
- Project Partner review of Working Paper #2
- Plan, prepare and roll out of public involvement activities

# THANK YOU

[www.azdot.gov/US180CorridorMasterPlan](http://www.azdot.gov/US180CorridorMasterPlan)

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Project Manager  
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kkugler@mbakerintl.com

## Attachment 3: Tier 3 Evaluation Criteria Public Survey Results:





# Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

August 24, 2020, 3:34 PM

## Contents

i.	Summary of registered responses	2
ii.	Survey questions	10
iii.	Individual registered responses	12

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Summary Of Registered Responses

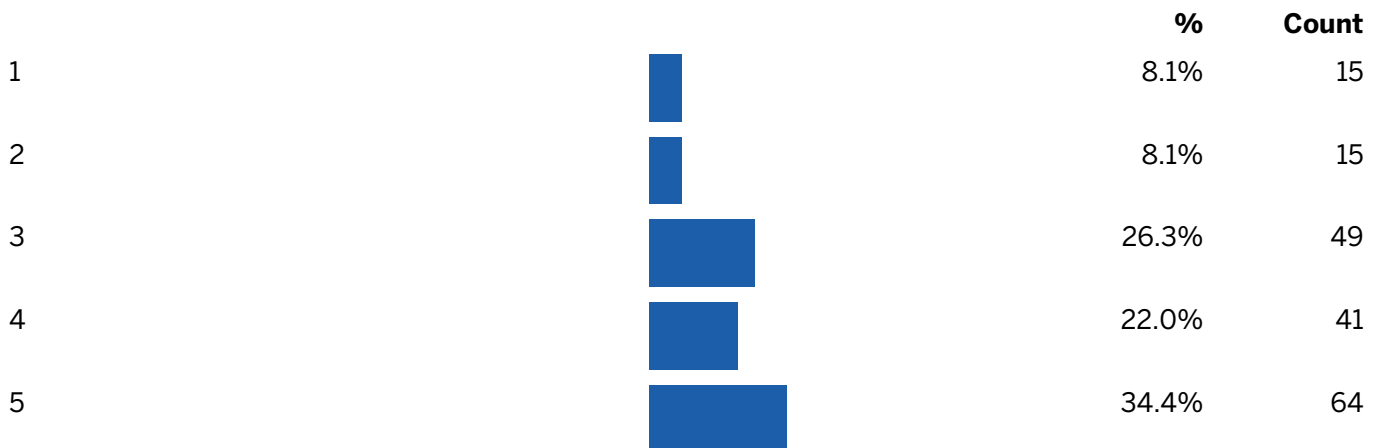
As of August 24, 2020, 3:34 PM, this forum had: **Topic Start**

Attendees:	812	August 6, 2020, 7:49 PM
Registered Responses:	187	
Hours of Public Comment:	9.4	

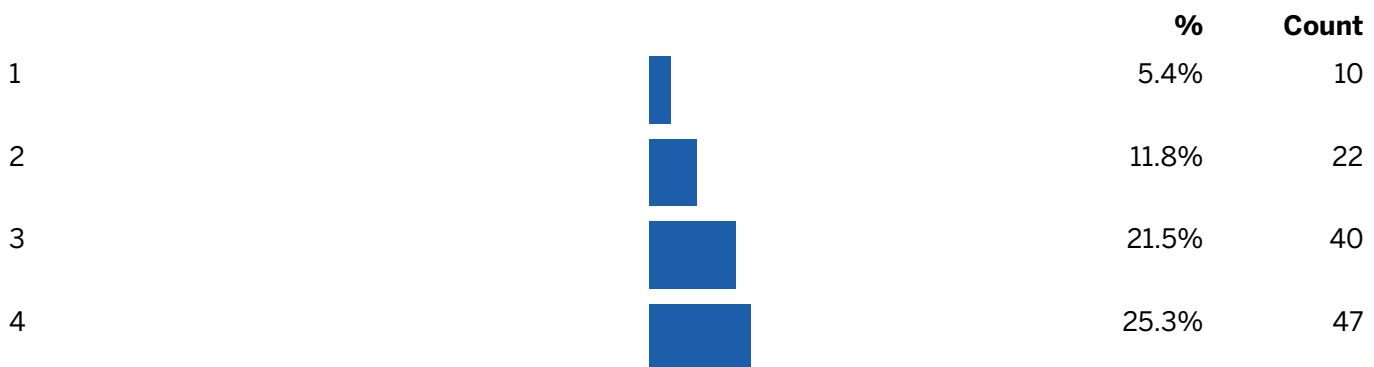
#### QUESTION 1

How important are these qualities for the future Milton Road (1=less important, 5=very important)?

##### Improve Vehicular Safety



##### Enhance Community Character



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

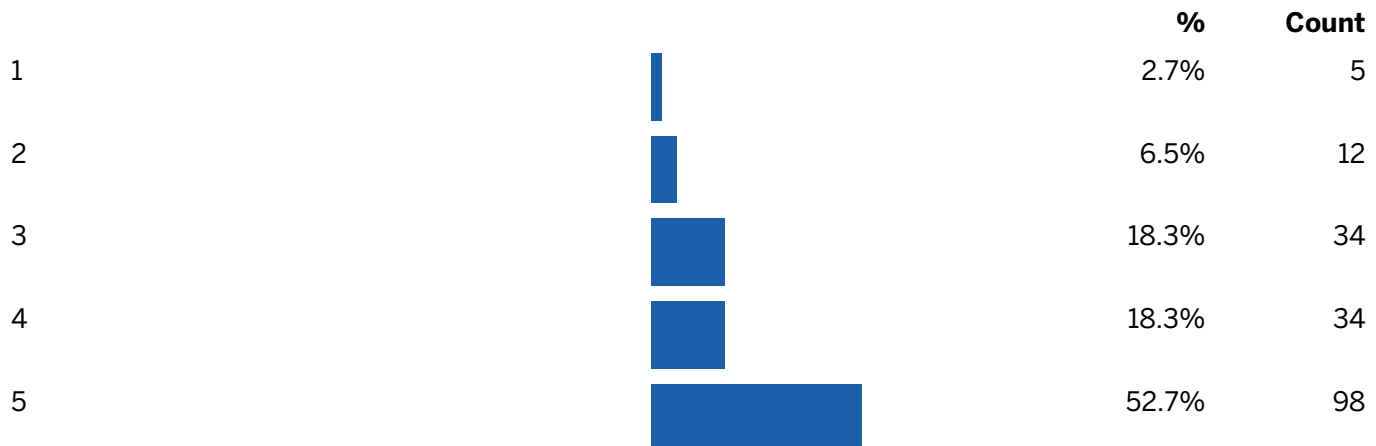
What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?



### Improve Traffic Movement



### Expand Travel Choices



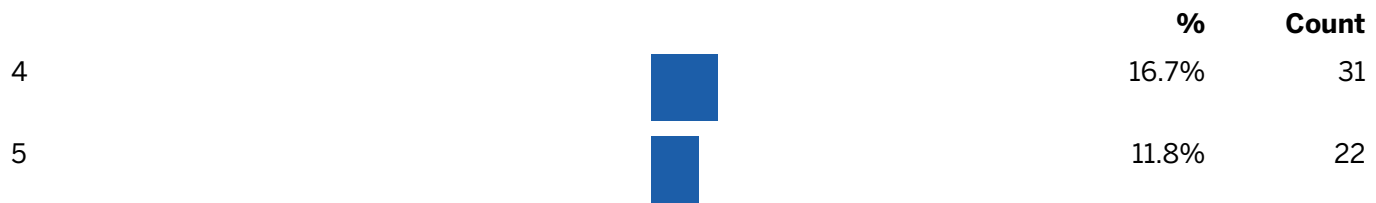
### Limit Property Impacts & Project Costs



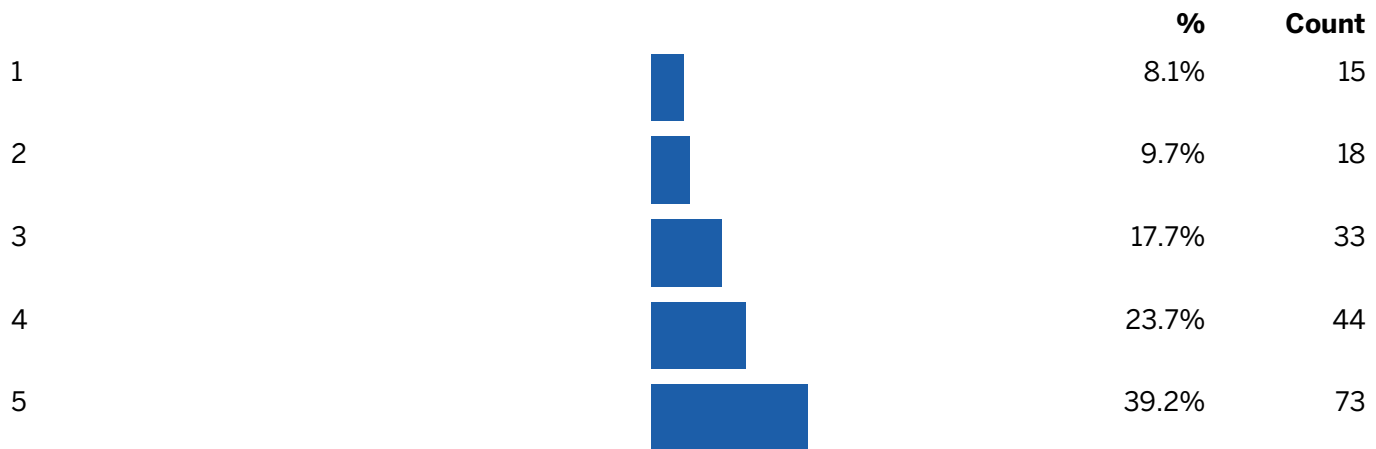


## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

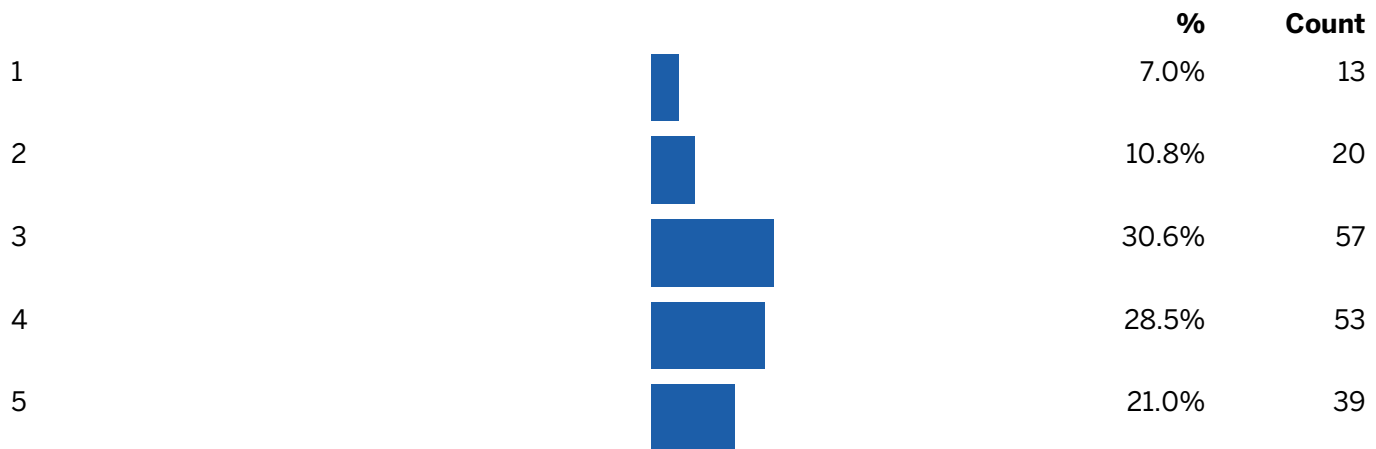
What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?



### Limit Social & Environmental Impacts



### Public Support

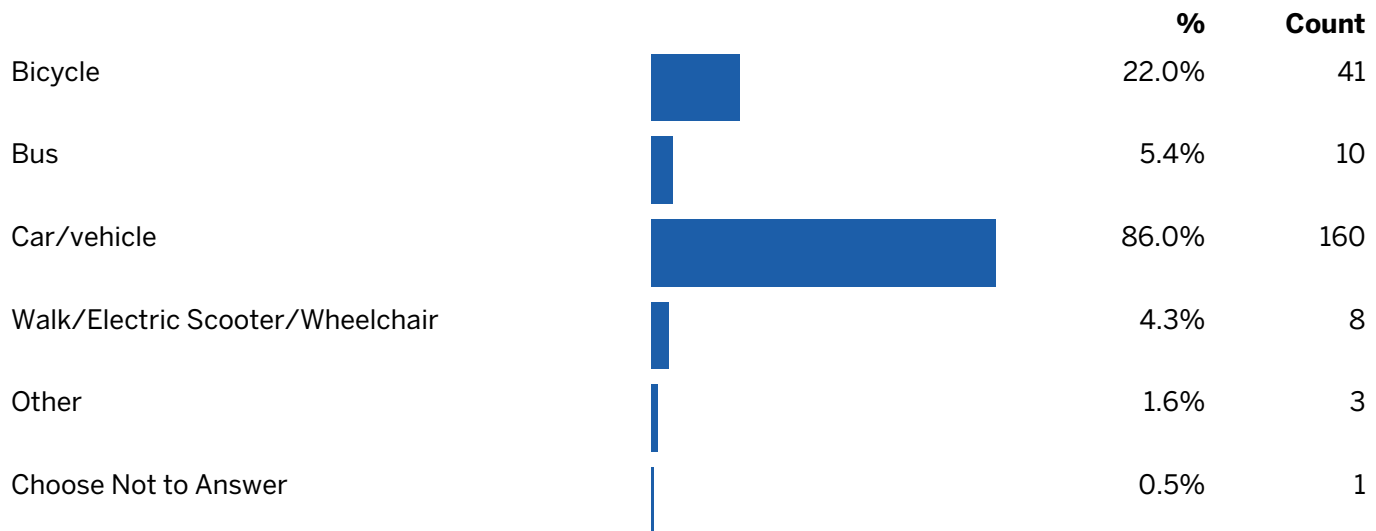


## QUESTION 2

What is currently your primary transportation option on Milton Road?

### Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?



#### QUESTION 3

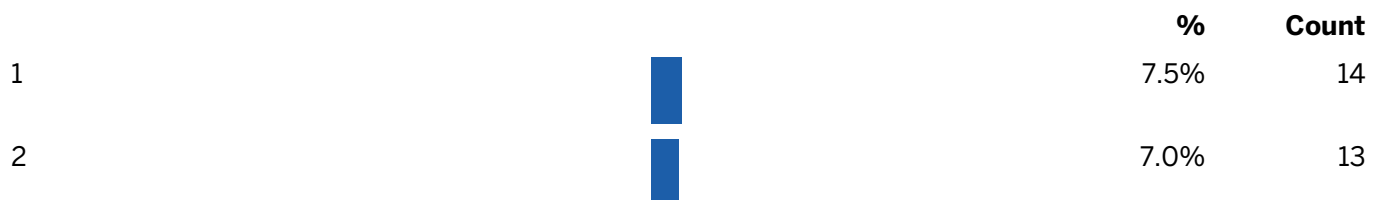
**Do you live within walking distance of Milton Road?**



#### QUESTION 4

**How important are these qualities for the future Humphreys Street and US 180 (Fort Valley Rd) (1=less important, 5=very important)?**

##### Improve Vehicular Safety

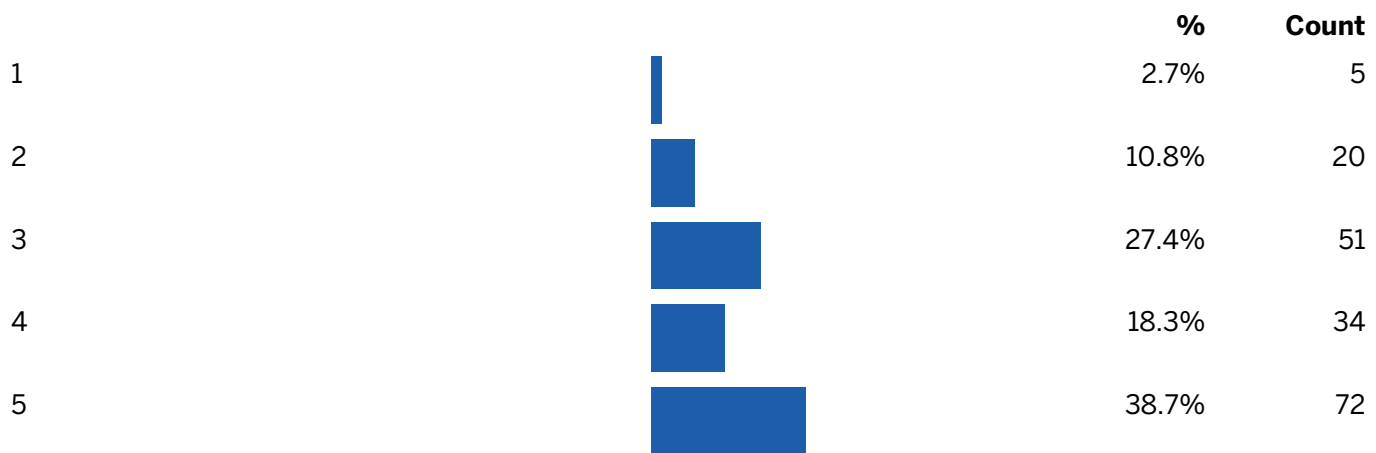


## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?



### Enhance Community Character



### Improve Traffic Movement



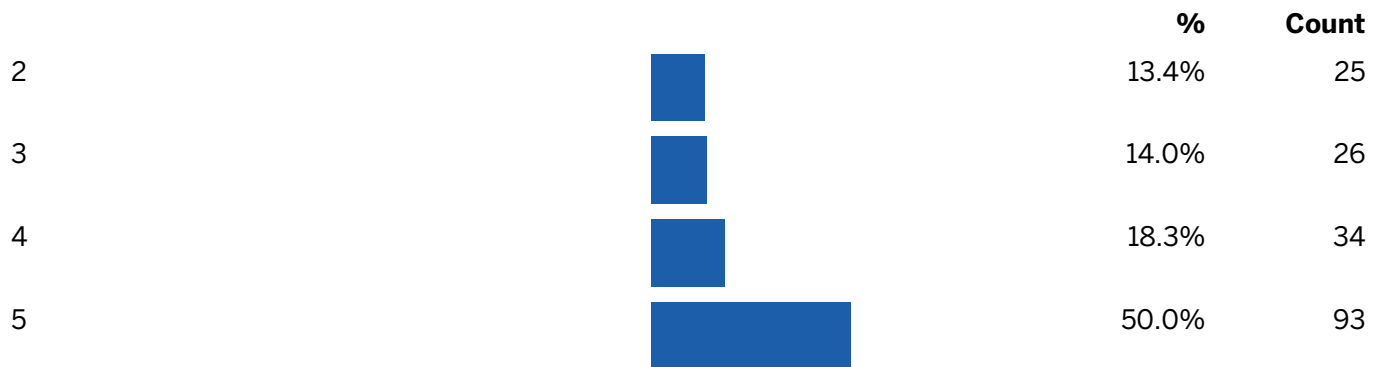
### Expand Travel Choices



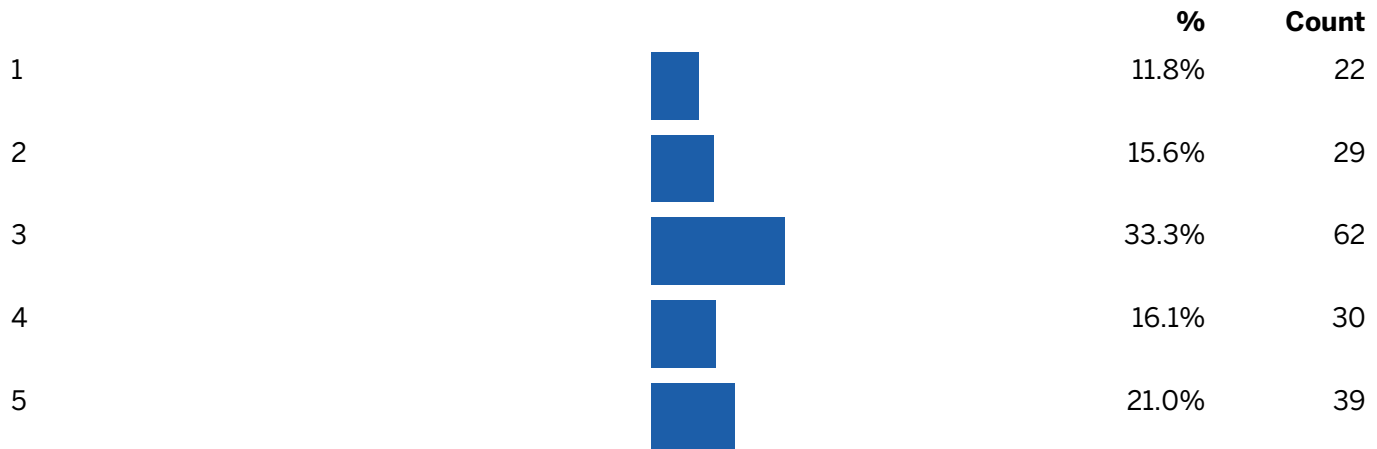


## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

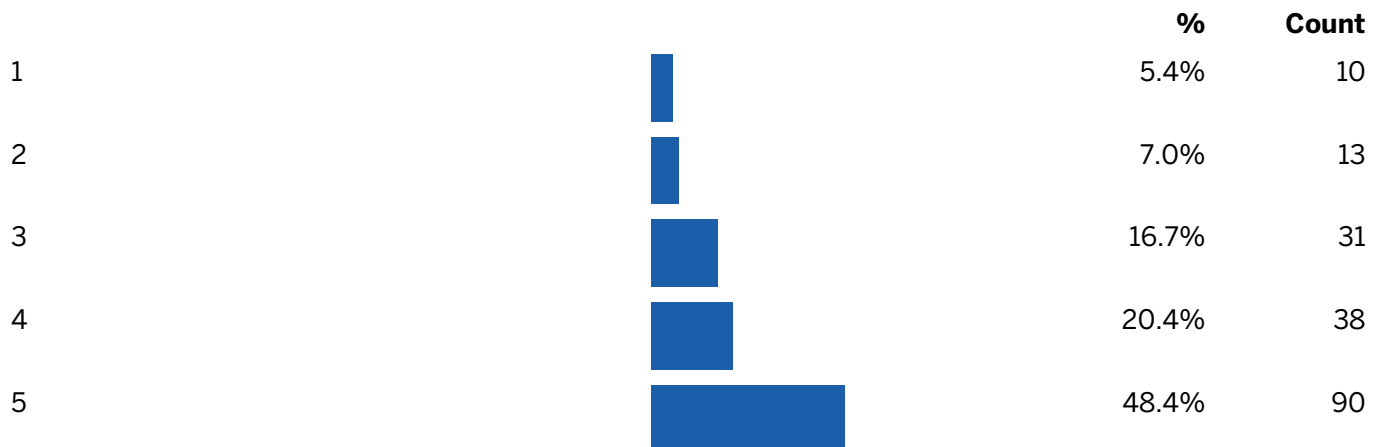
What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?



### Limit Property Impacts & Project Costs



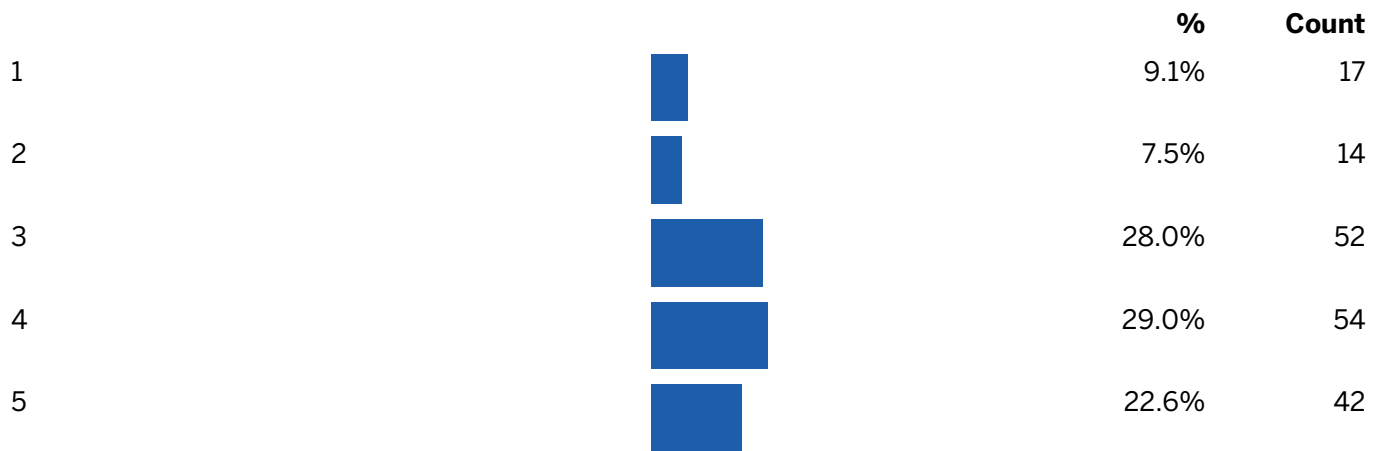
### Limit Social & Environmental Impacts



### Public Support

### Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?



#### QUESTION 5

What is currently your primary transportation option on Humphreys Street?



#### QUESTION 6

What is currently your primary transportation option on US 180 (Fort Valley Rd)?



### Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

		%	Count
Car/vehicle		83.8%	155
Walk/Electric Scooter/Wheelchair		7.6%	14
Other		2.2%	4

#### QUESTION 7

**Do you live within walking distance of Humphreys Street or US 180 (Fort Valley Rd)?**

		%	Count
Yes		48.9%	91
No		50.0%	93
Choose Not to Answer		1.1%	2

#### QUESTION 8

**Please provide any comments regarding future improvements to Humphreys Street or US 180 (Fort Valley Rd)**

Answered	109
Skipped	78



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Survey Questions

#### QUESTION 1

**How important are these qualities for the future Milton Road (1=less important, 5=very important)?**

##### Row choices

- Improve Vehicular Safety
- Enhance Community Character
- Improve Traffic Movement
- Expand Travel Choices
- Limit Property Impacts & Project Costs
- Limit Social & Environmental Impacts
- Public Support

##### Column choices

- 1
- 2
- 3
- 4
- 5

#### QUESTION 2

**What is currently your primary transportation option on Milton Road?**

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other
- Choose Not to Answer

#### QUESTION 3

**Do you live within walking distance of Milton Road?**

- Yes
- No
- Don't Know
- Choose Not to Answer

#### QUESTION 4

**How important are these qualities for the future Humphreys Street and US 180 (Fort Valley Rd) (1=less important, 5=very important)?**

##### Row choices

- Improve Vehicular Safety
- Enhance Community Character
- Improve Traffic Movement
- Expand Travel Choices
- Limit Property Impacts & Project Costs
- Limit Social & Environmental Impacts
- Public Support

##### Column choices

- 1
- 2
- 3
- 4
- 5

#### QUESTION 5

**What is currently your primary transportation option on Humphreys Street?**

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other
- Choose Not to Answer

#### QUESTION 6

**What is currently your primary transportation option on US 180 (Fort Valley Rd)?**

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other
- Choose Not to Answer

#### QUESTION 7

**Do you live within walking distance of Humphreys Street or US 180 (Fort Valley Rd)?**

### **Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey**

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Yes
- No
- Don't Know
- Choose Not to Answer

#### QUESTION 8

**Please provide any comments regarding future improvements to Humphreys Street or US 180 (Fort Valley Rd)**

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Individual Registered Responses

#### Name not available

inside City Limits

August 11, 2020, 4:42 AM

##### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 3

##### Question 2

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

##### Question 3

- Yes

##### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 3

##### Question 5

- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

##### Question 6

- Bus
- Car/vehicle

##### Question 7

- No

##### Question 8

No response

#### Name not shown

inside City Limits

August 11, 2020, 5:09 AM

##### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

##### Question 2

- Car/vehicle

##### Question 3

- No

##### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 3

##### Question 5

- Car/vehicle

##### Question 6

- Car/vehicle



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 7

- No

### Question 8

No response

### Name not shown

outside City Limits

August 11, 2020, 5:32 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 1

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 3  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

Should connect 40 to 180 to bypass the whole problem.

### Name not shown

inside City Limits

August 11, 2020, 5:38 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 2  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 1  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 7

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• Yes

### Question 8

I live near US 180. I hear people from other parts of Flagstaff and outside of Flagstaff complain about congestion on US 180, but for the most part my neighbors do not. This is because it becomes congested on winter weekends when Snow Bowl is closing, but the other 99% of the time, it is fine. Please do not widen or "improve" this road to carry more traffic. It will only bring more traffic, more speed, and more problems.

**Name not available**  
inside City Limits  
August 11, 2020, 6:08 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 2

• Car/vehicle

### Question 3

• No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

• Car/vehicle

### Question 6

• Car/vehicle

### Question 7

• Yes

### Question 8

Need a better way to cross the tracks, Humphreys should merge directly into 66 without a stoplight/turn to get under the tracks.

Better shoulder on 180 and strict enforcement of snow play traffic

**Name not shown**  
inside City Limits  
August 11, 2020, 6:18 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

• Bicycle  
• Bus  
• Car/vehicle

### Question 3

• No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Bus
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- No

### Question 8

No response

---

**Name not available**  
inside City Limits  
August 11, 2020, 6:25 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 1  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

---

**Name not available**  
inside City Limits  
August 11, 2020, 6:32 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Widen 180 to 4 or 5 lanes. Make Humphreys a one way street? Make an adjacent street one way in the opposite direction.

### Name not available

outside City Limits

August 11, 2020, 6:38 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Barry A Bertani

inside City Limits

August 11, 2020, 6:38 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 7

- No

### Question 8

Not sure. Few options.

### Name not shown

inside City Limits

August 11, 2020, 6:41 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Kathryn Kozak

inside City Limits

August 11, 2020, 6:57 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 8

The noise of Fort Valley Road has become much more obvious over the last few years. Something needs to be done to address the road noise for the residents of Coconino Estates. Please consider ways to mitigate the road noise.

### Name not shown

inside City Limits

August 11, 2020, 7:00 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Bus
- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

- Bus
- Car/vehicle

### Question 6

- Bicycle
- Bus

- Car/vehicle

### Question 7

- Yes

### Question 8

There needs to be a traffic light at the intersection of Forrest, N. Fort Valley Rd and Beal. It is unsafe for pedestrians crossing Fort Valley and it is becoming an increasingly dangerous intersection for vehicles turning.

### Name not shown

inside City Limits

August 11, 2020, 7:09 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 1

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 1

### Question 5

- Bicycle
- Car/vehicle



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**  
inside City Limits  
August 11, 2020, 7:19 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 3  
Public Support: 2

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not shown**  
inside City Limits  
August 11, 2020, 7:31 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Car/vehicle

### Question 7

- Yes

### Question 8

Add road at A1 Mountain road to bypass this route.

### Name not shown

outside City Limits

August 11, 2020, 7:32 AM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Bicycle

- Car/vehicle

### Question 7

- Yes

### Question 8

Need to add lanes where possible and improve the bike lanes to improve biker safety and reduce biker/vehicle conflicts.

Have seen a number of deer killed between Sechrist School the Colton House - not sure if a wildlife crossing would be economically justified or not.

### Name not shown

inside City Limits

August 11, 2020, 7:41 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 7:49 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 3  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 7:50 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 2  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle

### Question 6

- Bicycle



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 7

- Yes

### Question 8

Slow auto traffic down and engineer quality pathways for cyclists/pedestrians/multimodal transport. Plant trees for shade either in the middle or on the sides. The road should be built with Flagstaff's carbon neutral plan in mind.

### Name not available

inside City Limits

August 11, 2020, 7:56 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

The inability to safely cross this highway with a traffic light via bicycle is a limiter for my family.

### Name not available

inside City Limits

August 11, 2020, 8:02 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Yes

### Question 8

Generally traffic flows very well on US180 (not counting busy winter days). The main concern is the ability of people in Coconino Estates to get in and out of their neighborhood safely. I think 1 or 2 traffic circles between Navajo and Louise along US180 would help with this. I would be extremely opposed to another traffic light on this section of road. I think there needs to be a better/safer way for pedestrians to cross Humphreys near Dale or Elm. A bridge/tunnel would be nice but so would a pedestrian cross walk with flashing lights. Using features to pinch the road similar to the pinch at Sechrist would help slow traffic down too.

**Name not available**  
inside City Limits  
August 11, 2020, 8:12 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle
- Walk/Electric Scooter/Wheelchair

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

Humphreys has the opportunity to expand downtown and be a great live/work/shopping street. Currently has few pedestrian crossings, causing a barrier to safely access downtown from west downtown. Add bike lanes if possible and increase crossing opportunities, especially near Flagstaff High School. Also widen sidewalks to make it more comfortable to walk since cars drive fast. Same for US180. This road needs safer crossing opportunities, especially to the schools. Has fairly good bike facilities but lack of crossings makes it difficult to traverse.

**Name not shown**  
outside City Limits  
August 11, 2020, 8:15 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

The winter traffic has become an increasing problem. For local residents the congestion present a nuisance a safety problem.

### Name not shown

inside City Limits

August 11, 2020, 8:17 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5

Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

No response

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

inside City Limits

August 11, 2020, 8:18 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 8:22 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5

Public Support: 4

### Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 8:33 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 8:34 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

I live in Cheshire and WOULD LOVE to use the bus much more frequently, but without more frequent service and more stops, this is problematic for me. I do use the FUTS trail for biking in and out of town, but would love to see bike lanes dominate ALL downtown intersections and be designed in ways that are safer for pedestrians and bikers:

<https://bicycledutch.wordpress.com/2018/02/20/a-common-urban-intersection-in-the-netherlands/>

### Name not shown

inside City Limits

August 11, 2020, 8:36 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 1  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 2

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Many alternatives are available for pedestrians and bicyclists outside of the highways corridor. Given limited space most emphasis should be on vehicle travel and pedestrian/bicycle crossings.

### Name not shown

inside City Limits

August 11, 2020, 8:40 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4

Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

outside City Limits

August 11, 2020, 9:02 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

Add additional traffic lanes wherever possible, especially at intersections. Investigate adding a middle lane that would be one way during certain times of the day to move large amounts of traffic into and out of the city. For example, the middle lane could be southbound from 4:00 p.m. through 7:00 p.m. to move traffic returning from skiing and sledding in the winter.

### Name not shown

inside City Limits

August 11, 2020, 9:02 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4

Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 9:11 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Walk/Electric Scooter/Wheelchair

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- No

### Question 8

No response

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### Name not shown

inside City Limits

August 11, 2020, 9:22 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 1  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 5

Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

As with Milton, I will avoid Humphreys when possible during certain times of day and times of year. There aren't any options when heading northwest, but generally after getting past Humphreys, the drive on 180 is nice. Site distance is an issue with some of the turns out of Coconino Estates onto 180 and I tried making the left from Forest Ave once at the wrong time of day and I won't be trying that again. I would frequently use the parallel FUTS trail if I lived in the area.

---

### Name not available

inside City Limits

August 11, 2020, 9:28 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 6

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 7

- Yes

### Question 8

The paved urban trail system is great on 180. However, the fact that it requires crossing the road at Sechrist School causes major safety issues, as well as traffic backups. Consideration of a pedestrian bridge and/or adding a continuous urban trail on the North side of the road (Sechrist School side) back into town would be helpful. Also, the intersection at Forest Hill and 180 is super dangerous from a pedestrian and cyclist perspective--there needs to be a pedestrian bridge there to improve safety and minimize traffic back-ups.

### Name not shown

inside City Limits

August 11, 2020, 9:42 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 4  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 4  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 9:46 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not shown**  
inside City Limits  
August 11, 2020, 9:49 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Bus

- Walk/Electric Scooter/Wheelchair

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Bus
- Walk/Electric Scooter/Wheelchair

### Question 6

- Bus
- Walk/Electric Scooter/Wheelchair

### Question 7

- No

### Question 8

Creating wildlife crossings are very important to me to ensure the safety of wildlife and cars.

**Name not shown**  
inside City Limits  
August 11, 2020, 9:55 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 10:12 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

Great bicycle trails/ urban trails in area. Bus service is limited but good. The crossing at 180 and cedar is still really dangerous for bikers/pedestrians need a flashing light- many cars just barrel through and I have almost been hit walking bike on crosswalk numerous times.

### Name not shown

inside City Limits

August 11, 2020, 10:17 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 2

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

This corridor gets clogged on holiday and winter weekends. Some small changes in recent years have been improvements (Mountain Line to Snowbowl and restricting left turns from Forest Ave). However, the real problem here is two-fold:

- 1) It is simply overcrowded
- 2) There is no alternative for getting from west of Flagstaff (Snowbowl Area) I-17 US-89A other than Highway 180

These problems cannot and will not be alleviated without a) capacity improvements to 180, and b) a viable alternative route from west of Flagstaff to I-17 south

---

**Name not available**  
inside City Limits  
August 11, 2020, 10:19 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 1

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 1

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Please do not implement Door Zone bike lanes or bike lanes that interact with multiple driveways (right-hook collision situation). The speed on Humphreys St is slow enough, and bikes go fast enough downhill, for mixed traffic if the street is set up for success and avoids design elements that are misunderstood by drivers (unsafe bike lane --> drivers get frustrated that you aren't using it; shoulder stripe --> makes it look like a bike lane that you're not using).  
For the US180 section, consider benchmarking the Moab Canyon Pathway.



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Thank you.

### Kurt Eckstein

outside City Limits

August 11, 2020, 10:23 AM

#### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 5

#### Question 2

- Car/vehicle

#### Question 3

- No

#### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 5

#### Question 5

- Car/vehicle

#### Question 6

No response

#### Question 7

- No

#### Question 8

Complicate travel via Humphreys street to Fort Valley Rd. Make it difficult to use Humphreys street or any street east of Humphreys to get to Fort

Valley Rd. Access to Fort Valley and 180 should occur west of town possibly via I-40 to remove traffic through town.

### Name not shown

outside City Limits

August 11, 2020, 10:41 AM

#### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 2  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

#### Question 2

- Bicycle
- Car/vehicle

#### Question 3

- No

#### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 2  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2  
Public Support: 4

#### Question 5

- Bicycle
- Car/vehicle

#### Question 6

- Bicycle
- Car/vehicle

#### Question 7

- No

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 8

The fact that "Improve Safety" is only briefly defined in the preliminary instructions for the survey fundamentally corrupts the results of the survey.

A cyclist or pedestrian will most certainly think the "Improve Safety" is a good option, but unless they are very closely following the directions of the survey, they won't know that this means "vehicular safety" only.

**Name not available**  
inside City Limits  
August 11, 2020, 11:16 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

Add a bike lane! The fact that there aren't any bicycle accommodations on Humphreys already is embarrassing for flagstaff. This needs to be addressed and is more important than "improving the safety and traffic flow of vehicular transportation".

**Name not shown**  
outside City Limits  
August 11, 2020, 11:16 AM

### Question 1

Improve Vehicular Safety: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 11:53 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

outside City Limits

August 11, 2020, 11:57 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 8

Additional lane(s) on Hwy 180 from Snowbowl Road to Humphreys.

**Name not available**

inside City Limits

August 11, 2020, 11:57 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

In my opinion, the only improvement necessary on Fort Valley Rd. is a crosswalk signal at the urban trail/bike path crossing at Forest Ave. Please don't think about adding driving lanes or any sort of bypass route. If people are worried about traffic congestion during the ski season, shuttles to Snowbowl would be a much better solution. Also, I hope Flagstaff will prioritize adding and improving bike lanes and bike path/urban trail routes in general, and certainly on the Milton/Humphrey's/Fort Valley corridor.

**Todd Kennedy**

inside City Limits

August 11, 2020, 12:15 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 7

- Yes

### Question 8

Both these roads need more points where pedestrians and bikes can cross safely

### Name not available

outside City Limits

August 11, 2020, 12:17 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 3  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

This area is also heavily traveled as more people are choosing to live in rural areas. Ski season makes traffic very slow

### Bob Larkin

inside City Limits

August 11, 2020, 12:28 PM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 1  
Improve Traffic Movement: 3  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 3  
Improve Traffic Movement: 2  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Walk/Electric Scooter/Wheelchair

### Question 6

- Car/vehicle

### Question 7

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Yes

### Question 8

No response

### Name not available

inside City Limits

August 11, 2020, 12:31 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not available

inside City Limits

August 11, 2020, 12:46 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Give right turn lanes and center turn lanes where there are homes or streets.

**Michael Banker**  
inside City Limits  
August 11, 2020, 12:58 PM

**Question 1**

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

**Question 2**

- Car/vehicle

**Question 3**

- No

**Question 4**

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

**Question 5**

- Car/vehicle

**Question 6**

- Car/vehicle

**Question 7**

- No

**Question 8**

Although all the categories are a 5, the environmental impact should be

rated a 10. The City of Flagstaff is already encouraging deforestation of properties with their totally inappropriate zoning incentives. Let's not compound that with bad environmental decisions by ADOT.

**Name not available**  
inside City Limits  
August 11, 2020, 1:08 PM

**Question 1**

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 5

**Question 2**

- Car/vehicle

**Question 3**

- No

**Question 4**

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 5

**Question 5**

- Car/vehicle

**Question 6**

- Bicycle

**Question 7**

- No

**Question 8**

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

I don't know how to do it, but the intersection needs to be redone. There's a continual back up before/after school is out in that area. US180 is the only way to get to communities and recreation in the area. A new road that would allow traffic to flow off of Route 66 to the neighborhoods of Cheshire or US 180 would help the congestion on Milton and US180, but then Route 66 would be worse than what it is now with a 2-lane road. The separate walking/bike path is good for safety issues along US 180. I would think if we could have separate purposeful built walking and bike patch separate from streets, this would encourage locals to think twice about using cars, especially if electric bike were able to use the paths.

**Name not available**  
outside City Limits  
August 11, 2020, 1:27 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not shown**  
inside City Limits  
August 11, 2020, 1:41 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Yes

### Question 8

Sidewalk on the east side of 180 seems critical. There are no easy walking options for those living in multifamily properties on that side of the highway, which forces them to cross the street illegally to access the urban trail on the opposite side of the street. This can be very dangerous during busy times.

### Name not available

inside City Limits

August 11, 2020, 1:42 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not available

inside City Limits

August 11, 2020, 2:01 PM

### Question 1

Improve Traffic Movement: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Traffic Movement: 5

### Question 5

- Car/vehicle

### Question 6

- Other - car, bus and bicycle

### Question 7

- Yes

### Question 8

The FUTS trail on 180 is in horrible shape and riding a bike on it is very bumpy. 180 seems like a pinch point if there is ever an evacuation of residents and people have to head out to the west.

### Name not available

inside City Limits

August 11, 2020, 2:16 PM



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 2  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

the sidewalks are in need of repair and some of the corners on Humphreys you can not see oncoming traffic and it makes for a risky turn in or out.

**Name not shown**

inside City Limits

August 11, 2020, 2:55 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not available**

inside City Limits

August 11, 2020, 3:17 PM

### Question 1

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**

outside City Limits

August 11, 2020, 3:41 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

I live on Hidden Hollow Road and would NOT at all be in favor of it being used as an alternative route. It would ruin our rural residential lifestyle including the peace and quiet we currently enjoy.

**Name not shown**

inside City Limits

August 11, 2020, 3:48 PM

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Other - Bike, Run, Walk, Car

### Question 6

- Other - Bike and Run closer in, Car farther out

### Question 7

- Yes

### Question 8

This route needs to be safe and smooth. Now largely commercial in town, it can be dicey to cross Humphries in non-ski season. BUT - bypassing this route with some of the prior proposed routes that take visitors out of the town area of Flag will do a huge disservice to local businesses. US 180 desperately needs a wide safe bike,run,pull-off lane. The upgrade to the Cheshire curve was long overdue but did NOT improve bike rider or runner safety because of lack of a lane around both curves before and after the service station.

### Name not available

outside City Limits

August 11, 2020, 4:25 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

The snow play and ski resort traffic has not gotten better.

### Name not shown

inside City Limits



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

August 11, 2020, 4:39 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

As the only access to the Peaks, Snowbowl & the Grand Canyon from Flagstaff, Humphreys St., a small neighborhood street and Ft. Valley Rd are being forced to accommodate freeway amounts of tourist traffic from Phoenix & surrounds. These 2 lane streets were not designed to carry the amount of traffic they have been forced to and it degrades the neighborhoods they were originally established to serve.

### Name not shown

inside City Limits

August 11, 2020, 5:01 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

Flagstaff needs to have a safe, comprehensive, interconnected, easy to access network of trails so that walkers and bikers can get from anywhere to anywhere in Flagstaff without conflict from vehicular traffic. Humphreys Street has the Karen Cooper Trail as an alternative to driving. Fort Valley Road has the Fort Valley Trail and the Karen Cooper Trails as

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

an alternative to driving. The Karen Cooper Trail needs to connect to the south with a FUTS trail near Milton. The Fort Valley Trail needs to connect with the Karen Cooper Trail on both its southern and northern ends. The Fort Valley Trail needs to continue north from its current terminus at Fremont Blvd.

- Yes

### Question 8

No response

**Name not available**  
inside City Limits  
August 11, 2020, 5:04 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 2

### Question 2

- Other - Car for commuting through or large shopping trips. Walking for dining or small shopping trips.

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

**Name not available**  
inside City Limits  
August 11, 2020, 5:10 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 8

No response

### Name not available

inside City Limits

August 11, 2020, 5:10 PM

#### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

#### Question 2

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

#### Question 3

- Yes

#### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 3

#### Question 5

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

#### Question 6

- Car/vehicle

#### Question 7

- Yes

### Question 8

The shared vehicle and bike lanes seem very dangerous especially with the hill and volume of car traffic passing through, much of which is from out of town. I can't link the source right now (on mobile phone) but roads where cars and bike traffic are expected to share the road without separate facilities increase risk for accidents.

### Ian T

inside City Limits

August 11, 2020, 5:50 PM

#### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 4

#### Question 2

- Car/vehicle

#### Question 3

- Yes

#### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 5

#### Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other - Running

#### Question 6

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other - Running

### Question 7

- Yes

### Question 8

1) A bike/pedestrian overpass or underpass to safely cross 180. The current options: the light at Humphrey's & 180, bottom of Chevron Hill, Sechrist, and at Fort Valley & Schultz Pass Rd aren't well placed and traffic abide.

2) Extend the Flagstaff Urban Trail from Sechrist to Humphrey's on the east side of the road.

Thank you!

### Name not available

outside City Limits

August 11, 2020, 6:02 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

inside City Limits

August 11, 2020, 6:23 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 6:30 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

Protected bicycle lane

### Name not shown

outside City Limits

August 11, 2020, 6:46 PM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Car/vehicle

### Question 7

- No

### Question 8

Don't destroy open/green space. Alternative routes are probably needed to deal with bottlenecks.

### Name not available

inside City Limits

August 11, 2020, 7:04 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

ridiculous traffic in winter!, getting worse in summer! One way in and One way out for all traffic!!

### Name not shown

inside City Limits

August 11, 2020, 7:43 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Yes

### Question 8

No response

### Name not available

inside City Limits

August 11, 2020, 7:52 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 8:54 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 3  
Public Support: 1

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

See above

would also be helpful.

**Name not available**  
outside City Limits  
August 12, 2020, 5:19 AM

- Question 1**
- Improve Vehicular Safety: 2
  - Enhance Community Character: 3
  - Improve Traffic Movement: 4
  - Expand Travel Choices: 3
  - Limit Property Impacts & Project Costs: 3
  - Limit Social & Environmental Impacts: 4
  - Public Support: 4

- Question 2**
- Car/vehicle

- Question 3**
- No

- Question 4**
- Improve Vehicular Safety: 4
  - Enhance Community Character: 4
  - Improve Traffic Movement: 5
  - Expand Travel Choices: 3
  - Limit Property Impacts & Project Costs: 3
  - Limit Social & Environmental Impacts: 4
  - Public Support: 4

- Question 5**
- Car/vehicle

- Question 6**
- Car/vehicle

- Question 7**
- No

**Question 8**

The additional turn lane now under construction at the south end of Humphreys is likely to be helpful. A pedestrian overpass in this area

**Name not shown**  
inside City Limits  
August 12, 2020, 7:48 AM

- Question 1**
- Improve Vehicular Safety: 3
  - Enhance Community Character: 4
  - Improve Traffic Movement: 4
  - Expand Travel Choices: 5
  - Limit Property Impacts & Project Costs: 3
  - Limit Social & Environmental Impacts: 3
  - Public Support: 3

- Question 2**
- Car/vehicle

- Question 3**
- No

- Question 4**
- Improve Vehicular Safety: 3
  - Enhance Community Character: 3
  - Improve Traffic Movement: 2
  - Expand Travel Choices: 3
  - Limit Property Impacts & Project Costs: 5
  - Limit Social & Environmental Impacts: 5
  - Public Support: 4

- Question 5**
- Car/vehicle

- Question 6**
- Car/vehicle

- Question 7**
- No

**Question 8**

Improve hey 180 shoulders for emergencies - snowbowl traffic is so limited, just deal with it, 10 years we will be lucky to have real snow on the



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

highways and ski hill and the backup starts DT anyway, so get creative with lane usage at peak hour.

has left turn arrow to US180 install right hand turn arrow for traffic to turn south on Humphreys from US180.

### Bryan Slaughter

inside City Limits

August 12, 2020, 7:52 AM

#### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

#### Question 2

- Car/vehicle

#### Question 3

- No

#### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

#### Question 5

- Car/vehicle

#### Question 6

- Car/vehicle

#### Question 7

- No

#### Question 8

Larger signs that show alternate routes to I-40. When north bound traffic

### Name not available

outside City Limits

August 12, 2020, 8:04 AM

#### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

#### Question 2

- Car/vehicle

#### Question 3

- No

#### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

#### Question 5

- Car/vehicle

#### Question 6

- Car/vehicle

#### Question 7

- No

#### Question 8

Snow traffic is still an issue

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Name not available

inside City Limits

August 12, 2020, 8:23 AM

#### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3

#### Question 2

- Car/vehicle

#### Question 3

- No

#### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5

#### Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

#### Question 6

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

#### Question 7

- Yes

#### Question 8

No response

### Name not shown

inside City Limits

August 12, 2020, 8:44 AM

#### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 3  
Public Support: 3

#### Question 2

- Bicycle
- Bus

#### Question 3

- No

#### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 3

#### Question 5

- Bicycle
- Walk/Electric Scooter/Wheelchair

#### Question 6

- Bicycle
- Bus
- Car/vehicle

#### Question 7

- No

#### Question 8

The need for improved traffic flow on Ft Valley & Humphrey's is minimal, in my opinion. The traffic on these roads is primarily recreational in nature. As a local accessing businesses, the bike lanes & separated FUTS extending to the Museum of Northern Arizona are sufficient for me to navigate on my bicycle, and there are plenty of lights to allow for crossing

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Humphrey's even when there are a lot of cars on the road. When I am driving to a recreational destination such as the Grand Canyon or AZ Snowbowl, I have the option to travel on non-peak hours to avoid the crowds, or accepting that the small price I pay for playing in Northern Arizona is sitting in 20-30 minutes of stop & go traffic. I think that the transportation district & the resort could do more to make AZ Snowbowl shuttles an appealing option for skiers, particularly for locals (one idea would be offering season rentals on lockers -- I would be more incentivized to take the bus if I didn't have to carry my skiing equipment on every time), but those options are likely outside of the purview of ADOT.

**Name not available**  
inside City Limits  
August 12, 2020, 9:26 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**  
inside City Limits  
August 12, 2020, 9:31 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 7

- No

### Question 8

Faster. I mean, they have these cars now, electric cars they call them. Fast, very fast, but sometimes they also catch fire. Not very safe.

### Name not shown

outside City Limits

August 12, 2020, 9:32 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not shown

inside City Limits

August 12, 2020, 9:36 AM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Walk/Electric Scooter/Wheelchair

### Question 6

- Walk/Electric Scooter/Wheelchair

### Question 7



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Yes

### Question 8

No response

### Name not available

inside City Limits

August 12, 2020, 9:42 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

180 I think is fine. The transition from 66 to 180 via Humphreys is a cluster, with very limited room to expand roads and improve traffic capacity. Honestly, if I had authoritarian power to do whatever I wanted, I'd build a big bypass road straight from the Flagstaff Ranch Rd exit on I-40 north to meet 180 just west of Cheshire. That would divert all Snowbowl/Grand Canyon bound traffic out of downtown, but, ugh, would probably have some tough environmental impacts.

### Name not available

inside City Limits

August 12, 2020, 9:54 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle

### Question 6

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**  
inside City Limits  
August 12, 2020, 10:04 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 6

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 7

- Yes

### Question 8

more cross walks and bike lanes please

**Name not available**  
outside City Limits  
August 12, 2020, 10:40 AM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

No response

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**  
inside City Limits  
August 12, 2020, 11:00 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 1

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Joe Shannon**  
inside City Limits  
August 12, 2020, 11:16 AM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Bicycle
- Car/vehicle

### Question 6

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

Very busy all year round these days. Although I hate writing this but we do need another road off I-40. Such as the A1 Mtn exist to south Snowbowl Rd. Yes, the Friends of Baderville will protest, however we do not need a "Campfire" situation where people could not leave the area and perished in their cars. The Museum Fire let us know that evacuations will be occurring in our future.

**Name not available**  
inside City Limits  
August 12, 2020, 11:28 AM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- No

### Question 8

Need to be aware of animal populations along 180 to not negatively impact them

**Name not available**  
inside City Limits  
August 12, 2020, 12:03 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Public Support: 5

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

Bike safety

### Brandie Gowey

inside City Limits

August 12, 2020, 12:04 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 3  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5

Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

too much air pollution

### Name not available

inside City Limits

August 12, 2020, 12:11 PM

### Question 1

Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Bicycle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 1  
Improve Traffic Movement: 2  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5

### Question 5

- Bicycle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Bicycle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 12, 2020, 12:19 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

outside City Limits

August 12, 2020, 12:30 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Bicycle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 7

- Yes

### Question 8

Between Snow Bowl Road and Roundtree Rd on 180, there is NO safe way to ride a bike. A little bike path OR a sidewalk would be a tremendously welcome addition!!! There is about 10 inches of asphalt beyond the white line to try and maneuver. NOT Safe in any way with cars and trucks going 65 mph within a couple feet. Please PLAN for the people living in Fort Valley to be able to move around the area using a safe path along 180. Thanks very much!!

### Stephanie Arcusa

inside City Limits

August 12, 2020, 12:49 PM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 3  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 3  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

Keep the protected bike path on US 180. Humphreys is dangerous for pedestrians and cyclists to cross. Humphreys needs more protected crossings.

### Name not available

inside City Limits

August 12, 2020, 1:15 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

US 180 needs traffic lights for safe driving.

### Name not available

inside City Limits

August 12, 2020, 1:26 PM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

1) It is super dangerous to ride a bike west between Humphreys and Santa Fe. There is no proper bike lane and people fly. 2) It is also impossible to cross to the north at Humphreys. This whole curve area between Humphreys and Milton is not sensible from a cyclist's perspective. 3) And please don't put an underground tunnel; as a female I won't use that at night. 4) The bike lane along 180 up to Cheshire is awesome!! 5) Biking north on 180 north of the bike lane ending is scary! I do it sometimes but fast high profile vehicles have nearly blown me over.

### Name not shown

inside City Limits

August 12, 2020, 1:41 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

If there were more bike racks I would ride my bike more. Bike racks can be used to reduce traffic not just to look pretty like a planter.

### Name not shown

inside City Limits

August 12, 2020, 1:50 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle
- Bus

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

outside City Limits

August 12, 2020, 1:58 PM

### Question 1

Improve Vehicular Safety: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Hard to generalize across both of these - important, I think, to keep community character in mind along Humphreys, but environmental considerations (especially wildlife) and road safety much more important along US 180. Public transit (eg rapid route buses) to access the cultural amenities along 180 and to reach all the way to Snowbowl Rd and other snowplay destinations are crucial for reducing congestion and improving safety.

**Name not available**

inside City Limits

August 12, 2020, 3:07 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle
- Other - Walking

### Question 7

- Yes

### Question 8

Difficult to cross and pull out onto Ft. Valley with cars going way above 35 mph.  
which is supposed to begin near fire station. In ski season, backup of cars a hazard not only to get in/out of our street, but also problem if fire truck needs to get through. Too much traffic/traffic noise on road, need alternative routes.

**Name not available**

inside City Limits

August 12, 2020, 3:21 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 1  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

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### Name not shown

inside City Limits

August 12, 2020, 4:22 PM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5

Public Support: 5

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- No

### Question 8

Including safer options for Bicycle Travel would be wonderful. Currently most cyclists utilize the FUTS or neighborhood streets. Some of the expansion of the bicycle lane on 180 has been noted and appreciated!

---

### Name not shown

inside City Limits

August 12, 2020, 4:33 PM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 3  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 4  
Improve Traffic Movement: 1  
Expand Travel Choices: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

180 has insufficient pedestrian/bike crossings. It is a very dangerous road, especially for the many residents who try and cross the road for school or to access Fratelli's/Late for the Train. The road should NOT be widened - the traffic congestion should be mitigated through a bus rapid transit lane (using existing infrastructure to accommodate a bus). The FUTS trail adjacent to 180 is dangerous as most cars pull out through the intersection trying to enter 180 and traffic on 180 turning on to side roads do not properly account for bikers and pedestrians. Widening the road to accommodate car traffic will not alleviate congestion and is not worth the enormous cost.

### Name not shown

inside City Limits  
August 12, 2020, 4:56 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

We have travel impacts during the winter ski season on US180 and Humphreys Street (which people use to get to 180). Those roads need to be widened with a bike/walking path that is safe. Even more parking available to pull off 180 for snow play.

### Name not available

inside City Limits  
August 12, 2020, 5:04 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bus
- Car/vehicle



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• Choose Not to Answer

### Question 3

• Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

• Car/vehicle

### Question 6

• Car/vehicle

### Question 7

• Yes

### Question 8

The intersection of Humphreys and Hwy 180 is HORRIBLE !!! If and extended vehicle (semi truck or truck with travel trailer) are making a left turn off Humphreys onto Hwy 180 they have a difficult time making the turn. If a vehicle is in the outside lane of Hwy 180 waiting for the light to change it gets pretty scary as these extended vehicles come close to hitting the vehicle as they do not have enough room.

Name not available

inside City Limits

August 12, 2020, 5:25 PM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

• Car/vehicle

### Question 3

• No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

• Car/vehicle

### Question 6

• Car/vehicle

### Question 7

• No

### Question 8

Left turns arrows at lighted intersections needed; hopefully Humphreys widening will help with the back up at the intersection of Humphreys and Rte. 66  
Should the current left turn onto Santa Fe be modified to limit traffic back up on Milton?

Name not shown

outside City Limits

August 12, 2020, 5:35 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Add more public transportation, particularly for tourists. Encourage all snowplayers to use the bus rather than drive.

### Name not available

inside City Limits  
August 12, 2020, 6:53 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not available

inside City Limits  
August 12, 2020, 7:03 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Bicycle
- Car/vehicle

**Question 3**

- No

**Question 4**

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

**Question 5**

- Bicycle
- Car/vehicle

**Question 6**

- Car/vehicle

**Question 7**

- No

**Question 8**

To many people coming to our town to recreate and something has to change. Emergency vehicles are impacted during high traffic volumes. People that live on 180 are at the mercy of traffic. Not a good situation for a quality living experience.

**Name not available**  
inside City Limits  
August 12, 2020, 7:08 PM

**Question 1**

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5

Public Support: 3

**Question 2**

- Car/vehicle

**Question 3**

- No

**Question 4**

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 3

**Question 5**

- Car/vehicle

**Question 6**

- Car/vehicle

**Question 7**

- Yes

**Question 8**

No response

**Name not available**  
inside City Limits  
August 12, 2020, 9:19 PM

**Question 1**

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 1  
Improve Traffic Movement: 1  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

Tell mayor Evans that while she's pretty good at her job, she needs to step up and protect our open spaces or there will be none left.

**Jeff Duncan**

inside City Limits

August 13, 2020, 6:40 AM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

Noise, Noise, Noise. Grants for noise blocking wall along ALL of US180. Also a lighted pedestrian crossing near Meade would help the safety of our neighborhood and help local nearby businesses. Thank you for listening.

**Name not shown**

outside City Limits

August 13, 2020, 8:53 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

inside City Limits  
August 13, 2020, 9:19 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 7

- Yes

### Question 8

I think that the City of Flagstaff, Coconino County and ADOT should consider construction of a new route to Grand Canyon that skirts the western edge of Flagstaff.

### Name not available

inside City Limits  
August 13, 2020, 10:21 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 1  
Public Support: 3

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

The logistics of this I believe to be challenging, but paving a road between Baderville and i40 would be extremely helpful. An example would be some of the Forrest service roads that get you from Baderville to Forrest service road 506 that turns into Mountain Road and is the A-1 Mountain interchange at i40.

More law enforcement support on 180 during snow season is also essential. It can be SCARY with the people parked on the roads trying to sled. Like young children running in and out of the highway scary.

Another smaller helpful item would be adding green turn arrows at the light at the intersection of 180 and Fremont Blvd/ Shultz Pass. I was actually surprised it wasn't added when the light first went in as it can be extremely difficult to turn left from 180 onto Fremont.

---

**Name not available**  
outside City Limits  
August 13, 2020, 12:28 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

Closer to the Humphreys/downtown area, I can see that there is a need for enhanced community character and expanded travel choices.

For 180, we just need to be able to get into and out of the town we work in, spend money in, and depend on for health and human services.

---

**Mark Daniels**  
outside City Limits

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

August 13, 2020, 1:48 PM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 2

- Bicycle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Bicycle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not shown**

inside City Limits

August 13, 2020, 11:34 PM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 1

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 1

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

No response

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**Rebecca Conti**

outside City Limits

August 14, 2020, 6:58 AM

### Question 1

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

While I very much wish to improve conditions along the Milton/Humphreys/Fort Valley Road corridor, I think a bypass around the city with access to Snowbowl is more important. No matter what improvements are made to the corridor, if traffic is backed up with cars from Phoenix, the quality of life for those of us in this area will be damaged. Thank you for listening.

**Name not shown**

inside City Limits

August 14, 2020, 7:00 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**

outside City Limits

August 14, 2020, 7:18 AM

### Question 1



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 2  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 1  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 1  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

## Mark Haughwout

inside City Limits

August 14, 2020, 7:38 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 1

Improve Traffic Movement: 1  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 1  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Humphreys street is not suitable for biking. Bikes should be re-directed to Kendrick or Beaver.

US180 needs separated bike lanes all the way from Columbus to past Cheshire.

## Name not available

inside City Limits

August 14, 2020, 7:48 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

Living in there Cheshire neighborhood means that during a good snowy winter, having to go downtown after 3pm on a Saturday or a Sunday is a nightmare.

---

**Name not available**  
inside City Limits  
August 14, 2020, 7:55 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4

---

**Name not shown**  
inside City Limits  
August 14, 2020, 8:04 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 2

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Bicycle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle
- Bus
- Car/vehicle

### Question 6

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 7

- No

### Question 8

maintain beauty and preservation of environment

### Name not shown

inside City Limits

August 14, 2020, 8:32 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 1  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

inside City Limits

August 14, 2020, 10:12 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 3

- Choose Not to Answer

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Choose Not to Answer

### Question 8

Again less cars would be good.

### Name not shown

inside City Limits

August 14, 2020, 10:52 AM

### Question 1

Improve Vehicular Safety: 4

Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 1  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

---

### Brittain Davis

inside City Limits

August 14, 2020, 11:18 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 5



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Pedestrian bridges over Humphreys and 66/Santa Fe for people walking downtown (especially important for major events)

### Name not available

inside City Limits

August 14, 2020, 12:33 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5

Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

outside City Limits

August 14, 2020, 1:19 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4

### Question 5

No response

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

---

**Name not available**  
inside City Limits  
August 14, 2020, 1:44 PM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 3  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 7

- No

### Question 8

A crosswalk by Fratelli Pizza would increase pedestrian safety. Also, for runners and walkers, more options to cross on 180 will assist with social distancing.

---

**Name not available**  
inside City Limits  
August 14, 2020, 2:42 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**  
outside City Limits  
August 14, 2020, 9:05 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not available**  
inside City Limits  
August 15, 2020, 5:24 AM

**Name not available**  
inside City Limits  
August 15, 2020, 5:52 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not available**  
inside City Limits  
August 15, 2020, 6:23 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not available**  
outside City Limits  
August 15, 2020, 6:23 AM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 3  
Improve Traffic Movement: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 1  
Public Support: 2

### Question 2

- Car/vehicle



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

outside City Limits

August 15, 2020, 7:03 AM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Choose Not to Answer

### Question 8

No response

### Caleb Garcia

inside City Limits

August 15, 2020, 10:50 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Find alternate routes for Snowbowl traffic. This will help the traffic flow that impacts HW 180, Humphreys and ultimately Milton rd.

**Alan Petersen**

inside City Limits

August 15, 2020, 11:09 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5

Improve Traffic Movement: 2  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

Provide safe bicycle lanes and other bicycle infrastructure!!!!!!!!!!!!!!

**Name not shown**

inside City Limits

August 15, 2020, 1:22 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**  
outside City Limits  
August 15, 2020, 2:05 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

Humphreys should NOT be widened. Neither should US 180. That will become the near equivalent of a freeway running through downtown and the northwest corridor. Please DO NOT add traffic lights to Humphreys - they will only slow down traffic even further. However, a roundabout at the corner of Humphreys and Aspen would be a great improvement and keep traffic flowing. The current light there stops traffic to numerous vehicles for the occasional car traveling east on Aspen. Regarding US 180, an alternative route to SnowBowl is greatly needed, for example a road from I-40 West over the mesa south of Baderville would be a great improvement. It is difficult for residents of the US 180 corridor to drive into town on weekends during snow season. Additionally, the City should NOT build any homes at the corner of US 180 and Schultz Pass Rd. There is so much congestion already! That land should be used for a small park or green space.

**Name not available**  
outside City Limits  
August 15, 2020, 3:30 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2  
Public Support: 2

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 2

- Bicycle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 2  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 1  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

US 180 traffic, especially in the winter, is close to saturation. The 180 corridor is full up.

### Name not shown

inside City Limits

August 15, 2020, 4:36 PM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

inside City Limits

August 15, 2020, 7:54 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 2

- Car/vehicle



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Other - Car since it is not safe to bicycle on Humphreys

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

Compensate impacted property owners with something that decreases their carbon footprint or enhances/improves their business.

### Name not available

inside City Limits

August 16, 2020, 3:40 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle
- Other - Car since biking on Milton is not safe

### Question 3

### Name not shown

inside City Limits

August 17, 2020, 12:06 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 1  
Improve Traffic Movement: 1  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Bus

### Question 3

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 1  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 1  
Public Support: 3

### Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits  
August 17, 2020, 1:51 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 2

- Bicycle

### Question 3

• No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

just build a road from I-40 to snowbowl already

### Dillon Metcalfe

inside City Limits  
August 17, 2020, 3:27 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Bicycle

### Question 3

- No

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Bicycle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

The bicycle option is pretty good there already. There is a bike path adjacent to 180, and it detours around Humphreys to get downtown. Prioritize bike paths elsewhere with the limited budget.

**Name not available**  
inside City Limits  
August 18, 2020, 10:54 AM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 1  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 3  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Bicycle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

Milton should be improved to provide more safety and ease of travel for pedestrians and bikers.

**Name not shown**  
inside City Limits  
August 18, 2020, 11:45 AM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 2  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 3

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

I think the bike path is super nice and wonderful to have. It would be great if it went further allowing access to snowbowl safely via a path. This would keep road cyclists happy and safe!

**Name not shown**

outside City Limits  
August 18, 2020, 12:50 PM

### Question 1

Improve Vehicular Safety: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not shown**

inside City Limits  
August 18, 2020, 11:23 PM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Bus

### Question 3

- Yes

### Question 4



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 2  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

inside City Limits

August 19, 2020, 9:14 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5

Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

More cross-walks on 180, more protection for bicyclists.

### Name not available

inside City Limits

August 19, 2020, 2:20 PM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 5  
Improve Traffic Movement: 3

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Please consider bicycle & pedestrian safety and use.

**Judy Hoffman**  
inside City Limits  
August 20, 2020, 11:49 AM

### Question 1

Improve Vehicular Safety: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 7

- Yes

### Question 8

Shocked when i saw sign saying that 77 apartments will be built across the street from Anderson. Not good. Have lived on Fort Valley (on frontage road) for almost 43 years. If you are going to destroy the area anymore you had better just purchase my house now.

**Name not shown**  
inside City Limits  
August 20, 2020, 9:32 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 5

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Would be nice to have a bike lane on Humphreys St. A speed limit radar would be helpful on Fort Valley, as many people speed.

**Name not available**  
inside City Limits  
August 21, 2020, 8:56 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 2  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

Left turn light needed by FALA.

**Name not shown**  
inside City Limits  
August 21, 2020, 9:34 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 2

- Bicycle
- Bus
- Walk/Electric Scooter/Wheelchair

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 2  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Bicycle
- Bus
- Walk/Electric Scooter/Wheelchair

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Bicycle
- Bus
- Walk/Electric Scooter/Wheelchair

### Question 7

- Yes

### Question 8

No response

### Name not shown

inside City Limits

August 21, 2020, 10:29 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 1  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 1  
Public Support: 2

### Question 5

- Car/vehicle

- Walk/Electric Scooter/Wheelchair

### Question 6

- Walk/Electric Scooter/Wheelchair

### Question 7

- Yes

### Question 8

No response

### Name not shown

inside City Limits

August 21, 2020, 11:06 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 2

### Question 5

- Bicycle



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

Having worked for Guardian ambulance for 10 years I have personally responded to a number of vehicle vs. bicycle collisions along the US 180 bike path, most resulting from a northbound bicycle being struck by an automobile from a west side street. I now commonly wait 30-60 seconds until such a vehicle has departed if I am riding north, but others are often not aware of the hazard. A separated bike lane on the east side of the road would do wonders to alleviate injuries resulting from such collisions.

**Name not available**  
inside City Limits  
August 21, 2020, 11:09 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**  
inside City Limits  
August 21, 2020, 12:57 PM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Bicycle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 5

- Car/vehicle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

No response

**Name not available**  
inside City Limits  
August 21, 2020, 1:26 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not shown**  
inside City Limits  
August 21, 2020, 1:57 PM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 3  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 3  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 5

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

Hard to imagine a solution for this section that will work except either 1) If/when climate change makes Snowbowl close... which will probably happen just as we're finishing whatever traffic solution we find to this problem. or 2) we develop true mass-transit solutions for the major attractors (eg schools and Snowbowl) that people will actually use. I tried using the bus to Snowbowl twice and gave up, there was too little capacity. Similarly if we can't find good transportation alternatives for schools (instead of what seems like every parent driving every child to school) it remains a problem. I would much prefer alternative #2 because it could develop into healthier children and neighborhoods and not just be the standard solution of applying more and more traffic lanes, which divide and diminish the character of a town. Steamboat Springs has committed to truly workable public and tourist transportation for their ski area and their downtown area as have other towns, and I suspect the same would be true of school transport as well. BTW I ride a bicycle on streets adjacent to Humphreys. The current configuration of Humphreys is not comfortable for a bicyclist and not pleasant for pedestrians.

### Name not available

inside City Limits

August 21, 2020, 1:58 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- Choose Not to Answer

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 3  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not shown

inside City Limits

August 21, 2020, 3:06 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 4

### Question 2

- Other - Motorcycle

### Question 3

- Yes

### Question 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

Crosswalks marked for bus stop is important to me. With warning flashers.

### Name not shown

inside City Limits

August 21, 2020, 4:42 PM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4

Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

outside City Limits

August 21, 2020, 5:07 PM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 2  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 2  
Improve Traffic Movement: 1



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

"The curve" on 180, between Magdalena and Hidden Hollow/Forest Hills, is extremely dangerous for walkers, runners, bikers, etc. I regularly run on this part of 180. I think the safety of pedestrian/non-vehicular traffic should be prioritized here. A crushed gravel FUTS-style path, separated from the highway by a barrier such as a guard rail, would be ideal. I also believe speeds should be reduced between the Summit Fire Station just north of this curve and the stoplight at Cheshire. The allowed speeds are too high for an area with adjacent residences, higher pedestrian/non-vehicular use, etc.

---

### Susie Garretson

outside City Limits

August 22, 2020, 1:05 PM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

Add wider bicycle & walking lanes on 180  
Add roundabouts where stoplights are especially at Humphreys/Columbus; Add roundabouts for side streets to enter as well.  
During high snow play times: Add obvious diversion to southbound traffic to Switzer Canyon, which also would need roundabouts for that route; Work with forest service not to allow any more snow play activities or expansion of snow play businesses; Work with forest service and yourselves to create snow play areas off the freeway exits south, west, & east of town, as well as Lake Mary Road - many many people who come up here just want a place to park so they can build snowmen and throw snowballs and take pictures & picnic, so all that is needed is the parking lot and a big field or place they can run around - some can include easy sledding.

---

### Name not shown

inside City Limits

August 22, 2020, 3:52 PM

### Question 1

Improve Vehicular Safety: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

outside City Limits

August 23, 2020, 3:00 PM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 2  
Improve Traffic Movement: 5

Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Walk/Electric Scooter/Wheelchair

### Question 7

- Yes

### Question 8

180 improvements should include a shoulder or path leading beyond the Peak View Street around the next curve in 180 until the shoulder opens up/widens. This will enhance runner/walker/biker safety as well as vehicular safety in this tight corridor.

### Name not available

inside City Limits

August 23, 2020, 4:30 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 4  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

The speed limit should be reduced; in my opinion, the speed limit should be reduced down to 25 mph on those roads. My family and friends are put in unsafe positions daily, every time they need to merge onto, or off of Humphries and 180. Additionally, both of those roads are either adjacent-to, or a block away from schools. I also believe a stoplight at 180 and Forest would improve safety, as well as improve the environmental impact on the surrounding neighborhoods. A stoplight at the elementary school on 180 might also be a good idea.

Name not shown

inside City Limits

August 24, 2020, 7:16 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 3  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

The speed must be reduced in the residential area, especially from Navajo to the museum. The current speeds and blind curves make entering and exiting side streets dangerous and difficult. Not only is 35mph too fast but many, if not most drivers are attempting to go much faster and near misses, road rage and excessive noise are common.

Name not available

inside City Limits

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

August 24, 2020, 7:53 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

PLEASE slow the traffic down on Fort Valley Road! It has become a highway thoroughfare through an historic quiet neighborhood. Twenty five miles per hour beginning at and up too the Museum of Northern Arizona or "have the guts" to slow traffic to 19mph like on the NAU campus. It has become impossible to safely enter Fort Valley traffic from the neighborhood or businesses and apartment complexes on the East side of the road. I have seen many near misses and several accidents. A

high school boy was hit on his bike last year, had his jaw broken, and missed half his junior year at FHS. Does another tragedy have to happen before speed problem is mitigated? The turn lane has become a passing lane too. Fort Valley Road has become dangerous.

### Name not available

inside City Limits

August 24, 2020, 9:42 AM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- No



## **Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey**

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### **Question 8**

Again, we need to move people, not cars. In the new design, we need to have separated bicycle lanes and to prioritize bus travel.

## Attachment 4: Tier 3 Evaluation Criteria Project Partner Survey Results

# Milton Road Corridor Master Plan

## Evaluation Criteria Category Weighting Tool

Only input data in the light green fields and worksheets!

n=  Number of criteria (2 to 10) Scale:  **AHP 1-9**  
 N=  Number of Participants (1 to 20)  $\alpha$ :  Consensus:   
 p=  selected Participant (0=consol.) 2 7 **Consolidated**

**Objective** The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

**Author**

**Date**

Thresh:

Iterations: 4

EVM check: 8.7E-09

Table	Criterion	Comment	Weights	+/-
1	Traffic Operations		11.1%	2.6%
2	Safety		18.5%	2.7%
3	Expand Travel Mode		22.9%	9.8%
4	Public Acceptance		10.8%	3.1%
5	Cost / Implementaion		9.8%	2.1%
6	Environmental Impacts		12.6%	3.2%
7	Community Character		14.2%	2.7%

**Result**  
**Eigenvalue** Lambda: **7.199** MRE: 26.3%  
**Consistency Ratio** 0.37 GCI: **0.09** Psi: **25.7%** CR: **2.5%**

Matrix	Traffic Operations	Safety	Expand Travel Mode Choices	Public Acceptance	Cost / Implementaion	Environmental Impacts	Community Character	0	0	0	normalized principal Eigenvector
	1	2	3	4	5	6	7	8	9	10	
Traffic Operations	1	1/2	4/7	3/4	1	1 2/7	7/8	-	-	-	11.13%
Safety	2	1	8/9	1 5/9	1 3/7	1 5/7	1 3/7	-	-	-	18.49%
Expand Travel Mode	3	1 7/9	1 1/9	4 1/4	2 1/7	1 2/5	1 1/5	-	-	-	22.95%
Public Acceptance	4	1 1/3	2/3	1/4	1	1	1	-	-	-	10.78%
Cost / Implementaion	5	1	5/7	1/2	1	1/2	5/9	-	-	-	9.83%
Environmental Impacts	6	7/9	4/7	5/7	1	1 6/7	1	8/9	-	-	12.63%
Community Character	7	1 1/7	5/7	5/6	1	1 4/5	1 1/8	1	-	-	14.20%
0	8	-	-	-	-	-	-	1	-	-	0.00%
0	9	-	-	-	-	-	-	-	1	-	0.00%
0	10	-	-	-	-	-	-	-	-	1	0.00%

## Milton Road Corridor Master Plan

n= 7

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and newly introduced System Alternatives.

### Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Criteria	Comment	RGMM	+/-
1	Traffic Operations		44.3%	16.2%
2	Safety		20.2%	6.7%
3	Expand Travel Mode Choices		9.0%	4.7%
4	Public Acceptance		3.7%	1.5%
5	Cost / Implementaion		16.1%	7.6%
6	Environmental Impacts		3.5%	0.8%
7	Community Character		3.2%	0.6%

ADOT - 1

1

 $\alpha$ :

0.1

CR:

7%

1

Name

Weight

Date

Consistency Ratio

		Criteria		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Traffic Operations	Safety	A	2
1	3		Expand Travel Mode Choices	A	9
1	4		Public Acceptance	A	9
1	5		Cost / Implementaion	A	5
1	6		Environmental Impacts	A	9
1	7		Community Character	A	9
1	8				
2	3	Safety	Expand Travel Mode Choices	A	2
2	4		Public Acceptance	A	3
2	5		Cost / Implementaion	A	2
2	6		Environmental Impacts	A	7
2	7		Community Character	A	7
2	8				
3	4	Expand Travel Mode Choices	Public Acceptance	A	5
3	5		Cost / Implementaion	B	5
3	6		Environmental Impacts	A	3
3	7		Community Character	A	3
3	8				
4	5	Public Acceptance	Cost / Implementaion	B	5
4	6		Environmental Impacts	B	1
4	7		Community Character	A	1
4	8				
5	6	Cost / Implementaion	Environmental Impacts	A	3
5	7		Community Character	A	5
5	8				
6	7	Environmental Impacts	Community Character	A	1
6	8				
7	8				

A

B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective



<b>3</b>	Moderate importance	Experience and judgment slightly favor one element over another
<b>5</b>	Strong Importance	Experience and judgment strongly favor one element over another
<b>7</b>	Very strong importance	One element is favored very strongly over another, its dominance is demonstrated in practice
<b>9</b>	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

## Milton Road Corridor Master Plan

n= 7

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and introduced System Alternatives.

### Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Criteria	Comment	RGMM
1	Traffic Operations		31.8%
2	Safety		37.5%
3	Expand Travel Mode Choices		3.3%
4	Public Acceptance		2.9%
5	Cost / Implementaion		11.5%
6	Environmental Impacts		8.4%
7	Community Character		4.6%

ADOT - 2

1

 $\alpha$ : 0.1

CR: 9%

1

Name

Weight

Date

Consistency Ratio

		Criteria		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Traffic Operations	Safety	B	2
1	3		Expand Travel Mode Choices	A	7
1	4		Public Acceptance	A	7
1	5		Cost / Implementaion	A	5
1	6		Environmental Impacts	A	7
1	7		Community Character	A	7
1	8				
2	3	Safety	Expand Travel Mode Choices	A	7
2	4		Public Acceptance	A	5
2	5		Cost / Implementaion	A	5
2	6		Environmental Impacts	A	7
2	7		Community Character	A	6
2	8				
3	4	Expand Travel Mode Choices	Public Acceptance	A	2
3	5		Cost / Implementaion	B	5
3	6		Environmental Impacts	B	5
3	7		Community Character	B	2
3	8				
4	5	Public Acceptance	Cost / Implementaion	B	5
4	6		Environmental Impacts	B	5
4	7		Community Character	B	2
4	8				
5	6	Cost / Implementaion	Environmental Impacts	A	2
5	7		Community Character	A	3
5	8				
6	7	Environmental Impacts	Community Character	A	2
6	8				
7	8				

A

B

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

<b>3</b>	Moderate importance	Experience and judgment slightly favor one element over another
<b>5</b>	Strong Importance	Experience and judgment strongly favor one element over another
<b>7</b>	Very strong importance	One element is favored very strongly over another, its dominance is demonstrated in practice
<b>9</b>	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

## Milton Road Corridor Master Plan

n= 7

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and introduced System Alternatives.

### Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Criteria	Comment	RGMM
1	Traffic Operations		2.0%
2	Safety		2.1%
3	Expand Travel Mode Choices		27.7%
4	Public Acceptance		16.2%
5	Cost / Implementaion		6.7%
6	Environmental Impacts		23.5%
7	Community Character		21.9%

NAIPTA - 1

1

 $\alpha$ : 0.1

CR: 12%

1

Name

Weight

Date

Consistency Ratio

		Criteria		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Traffic Operations	Safety	B	1
1	3		Expand Travel Mode Choices	B	9
1	4		Public Acceptance	B	9
1	5		Cost / Implementaion	B	8
1	6		Environmental Impacts	B	9
1	7		Community Character	B	8
1	8				
2	3	Safety	Expand Travel Mode Choices	B	9
2	4		Public Acceptance	B	9
2	5		Cost / Implementaion	B	7
2	6		Environmental Impacts	B	8
2	7		Community Character	B	7
2	8				
3	4	Expand Travel Mode Choices	Public Acceptance	A	5
3	5		Cost / Implementaion	A	7
3	6		Environmental Impacts	B	2
3	7		Community Character	A	1
3	8				
4	5	Public Acceptance	Cost / Implementaion	A	3
4	6		Environmental Impacts	B	1
4	7		Community Character	A	1
4	8				
5	6	Cost / Implementaion	Environmental Impacts	B	6
5	7		Community Character	B	9
5	8				
6	7	Environmental Impacts	Community Character	A	1
6	8				
7	8				

A

B

B3

B3

A2

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective



<b>3</b>	Moderate importance	Experience and judgment slightly favor one element over another
<b>5</b>	Strong Importance	Experience and judgment strongly favor one element over another
<b>7</b>	Very strong importance	One element is favored very strongly over another, its dominance is demonstrated in practice
<b>9</b>	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

Milton Road Corridor Master Plan

n=7

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and introduced System Alternatives.

Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Criteria	Comment	RGMM
1	Traffic Operations		2.0%
2	Safety		2.1%
3	Expand Travel Mode Choices		27.7%
4	Public Acceptance		16.2%
5	Cost / Implementaion		6.7%
6	Environmental Impacts		23.5%
7	Community Character		21.9%

NAIPTA - 21

$\alpha$ :0.1CR:12%

1

NameWeightDateConsistency Ratio

		Criteria		more important ?		Scale	
i	j	A	B	A or B		(1-9)	
1	2	Traffic Operations	Safety	B		1	
1	3		Expand Travel Mode Choices	B		9	
1	4		Public Acceptance	B		9	
1	5		Cost / Implementaion	B	2	8	B3
1	6		Environmental Impacts	B		9	
1	7		Community Character	B		8	
1	8						
2	3	Safety	Expand Travel Mode Choices	B		9	
2	4		Public Acceptance	B		9	
2	5		Cost / Implementaion	B	3	7	B3
2	6		Environmental Impacts	B		8	
2	7		Community Character	B		7	
2	8						
3	4	Expand Travel Mode Choices	Public Acceptance	A	1	5	A2
3	5		Cost / Implementaion	A		7	
3	6		Environmental Impacts	B		2	
3	7		Community Character	A		1	
3	8						
4	5	Public Acceptance	Cost / Implementaion	A		3	
4	6		Environmental Impacts	B		1	
4	7		Community Character	A		1	
4	8						
5	6	Cost / Implementaion	Environmental Impacts	B		6	
5	7		Community Character	B		9	
5	8						
6	7	Environmental Impacts	Community Character	A		1	
6	8						
7	8						

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective
3	Moderate importance	Experience and judgment slightly favor one element over another
5	Strong Importance	Experience and judgment strongly favor one element over another
7	Very strong importance	One element is favored very strongly over another, it dominance is demonstrated in practice
9	Extreme importance	The evidence favoring one element over another is of the highest possible order of affirmation
2,4,6,8 can be used to express intermediate values		

## Milton Road Corridor Master Plan

n= 7

Objective: The purpose of the Milton Road Corridor Master Plan (CMP) is to identify a 20-year vision for Milton Road that addresses current safety and traffic congestion issues by evaluating a mixture of previously recommended and introduced System Alternatives.

### Only input data in the light green fields!

Please compare the importance of the elements in relation to the objective and fill in the table: Which element of each pair is more important, **A or B**, and **how much** more on a scale 1-9 as given below.

Once completed, you might adjust highlighted comparisons 1 to 3 to improve consistency.

n	Criteria	Comment	RGMM
1	Traffic Operations		3.3%
2	Safety		17.1%
3	Expand Travel Mode Choices		35.3%
4	Public Acceptance		7.2%
5	Cost / Implementaion		7.7%
6	Environmental Impacts		4.8%
7	Community Character		24.4%

Flagstaff - 1

1

 $\alpha$ : 0.1

CR: 10%

1

Name

Weight

Date

Consistency Ratio

		Criteria		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Traffic Operations	Safety	B	7
1	3		Expand Travel Mode Choices	B	9
1	4		Public Acceptance	B	5
1	5		Cost / Implementaion	B	7
1	6		Environmental Impacts	A	3
1	7		Community Character	B	9
1	8				
2	3	Safety	Expand Travel Mode Choices	B	5
2	4		Public Acceptance	A	3
2	5		Cost / Implementaion	A	3
2	6		Environmental Impacts	A	5
2	7		Community Character	B	1
2	8				
3	4	Expand Travel Mode Choices	Public Acceptance	A	7
3	5		Cost / Implementaion	A	5
3	6		Environmental Impacts	A	5
3	7		Community Character	A	1
3	8				
4	5	Public Acceptance	Cost / Implementaion	B	2
4	6		Environmental Impacts	A	3
4	7		Community Character	B	3
4	8				
5	6	Cost / Implementaion	Environmental Impacts	B	2
5	7		Community Character	B	7
5	8				
6	7	Environmental Impacts	Community Character	B	5
6	8				
7	8				

3 B2

1 B1

2 A2

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

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n	Criteria	Comment	RGMM
1	Traffic Operations		26.4%
2	Safety		32.3%
3	Expand Travel Mode Choices		19.7%
4	Public Acceptance		5.5%
5	Cost / Implementaion		3.1%
6	Environmental Impacts		6.3%
7	Community Character		6.6%

Flagstaff - 2

1

 $\alpha$ : 0.1

CR: 6%

1

Name

Weight

Date

Consistency Ratio

		Criteria		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Traffic Operations	Safety	B	1
1	3		Expand Travel Mode Choices	A	3
1	4		Public Acceptance	A	5
1	5		Cost / Implementaion	A	5
1	6		Environmental Impacts	A	3
1	7		Community Character	A	3
1	8				
2	3	Safety	Expand Travel Mode Choices	A	3
2	4		Public Acceptance	A	7
2	5		Cost / Implementaion	A	7
2	6		Environmental Impacts	A	5
2	7		Community Character	A	5
2	8				
3	4	Expand Travel Mode Choices	Public Acceptance	A	7
3	5		Cost / Implementaion	A	5
3	6		Environmental Impacts	A	5
3	7		Community Character	A	3
3	8				
4	5	Public Acceptance	Cost / Implementaion	A	3
4	6		Environmental Impacts	A	1
4	7		Community Character	A	1
4	8				
5	6	Cost / Implementaion	Environmental Impacts	B	3
5	7		Community Character	B	3
5	8				
6	7	Environmental Impacts	Community Character	B	1
6	8				
7	8				

A  
B

Intensity	Definition	Explanation
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n	Criteria	Comment	RGMM
1	Traffic Operations		8.0%
2	Safety		27.5%
3	Expand Travel Mode Choices		22.5%
4	Public Acceptance		12.2%
5	Cost / Implementaion		8.2%
6	Environmental Impacts		11.0%
7	Community Character		10.6%

Metro Plan - 1	1		$\alpha$ : 0.1	CR: 7%
Name	Weight	Date	Consistency Ratio	

		Criteria	more important ?	Scale
i	j	A	B	A or B (1-9)
1	2	Traffic Operations	Safety	B 5
1	3		Expand Travel Mode Choices	B 5
1	4		Public Acceptance	B 3
1	5		Cost / Implementaion	A 2
1	6		Environmental Impacts	A 1
1	7		Community Character	A 1
1	8			
2	3	Safety	Expand Travel Mode Choices	A 2
2	4		Public Acceptance	A 3
2	5		Cost / Implementaion	A 2
2	6		Environmental Impacts	A 2
2	7		Community Character	A 2
2	8			
3	4	Expand Travel Mode Choices	Public Acceptance	A 3
3	5		Cost / Implementaion	A 3
3	6		Environmental Impacts	A 2
3	7		Community Character	A 1
3	8			
4	5	Public Acceptance	Cost / Implementaion	A 1
4	6		Environmental Impacts	B 1
4	7		Community Character	A 2
4	8			
5	6	Cost / Implementaion	Environmental Impacts	B 2
5	7		Community Character	B 1
5	8			
6	7	Environmental Impacts	Community Character	B 1
6	8			
7	8			

A  
B

Intensity	Definition	Explanation
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4	Public Acceptance		12.2%
5	Cost / Implementaion		8.2%
6	Environmental Impacts		11.0%
7	Community Character		10.6%

Metro Plan - 2	1		$\alpha$ : 0.1	CR: 7%	1
Name	Weight	Date	Consistency Ratio		

		Criteria		more important ?	Scale
i	j	A	B	A or B	(1-9)
1	2	Traffic Operations	Safety	B	5
1	3		Expand Travel Mode Choices	B	5
1	4		Public Acceptance	B	3
1	5		Cost / Implementaion	A	2
1	6		Environmental Impacts	A	1
1	7		Community Character	A	1
1	8				
2	3	Safety	Expand Travel Mode Choices	A	2
2	4		Public Acceptance	A	3
2	5		Cost / Implementaion	A	2
2	6		Environmental Impacts	A	2
2	7		Community Character	A	2
2	8				
3	4	Expand Travel Mode Choices	Public Acceptance	A	3
3	5		Cost / Implementaion	A	3
3	6		Environmental Impacts	A	2
3	7		Community Character	A	1
3	8				
4	5	Public Acceptance	Cost / Implementaion	A	1
4	6		Environmental Impacts	B	1
4	7		Community Character	A	2
4	8				
5	6	Cost / Implementaion	Environmental Impacts	B	2
5	7		Community Character	B	1
5	8				
6	7	Environmental Impacts	Community Character	B	1
6	8				
7	8				

Intensity	Definition	Explanation
1	Equal importance	Two elements contribute equally to the objective

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## Milton Road Corridor Master Plan

Consolidated = Weighted geometric mean off participants

8

 = k number of participants  

7

 = n number of criteria

**C Consolidated**

	1	2	3	4	5	6	7	8	9	10
1		0.524	0.565	0.736	1.014	1.275	0.87	0	0	0
2	1.907		0.896	1.56	1.426	1.72	1.426	0	0	0
3	1.77	1.116		4.269	2.141	1.403	1.207	0	0	0
4	1.358	0.641	0.234		0.926	0.938	0.951	0	0	0
5	0.986	0.701	0.467	1.08		0.537	0.554	0	0	0
6	0.784	0.581	0.713	1.066	1.861		0.892	0	0	0
7	1.149	0.701	0.829	1.052	1.806	1.121		0	0	0
8	0	0	0	0	0	0	0		0	0
9	0	0	0	0	0	0	0	0		0
10	0	0	0	0	0	0	0	0	0	

**1 ADOT - 1**

	1	2	3	4	5	6	7	8	9	10
1	1	2	9	9	5	9	9	0	0	0
2	1/2	1	2	3	2	7	7	0	0	0
3	1/9	1/2	1	5	1/5	3	3	0	0	0
4	1/9	1/3	1/5	1	1/5	1	1	0	0	0
5	1/5	1/2	5	5	1	3	5	0	0	0
6	1/9	1/7	1/3	1	1/3	1	1	0	0	0
7	1/9	1/7	1/3	1	1/5	1	1	0	0	0
8	0	0	0	0	0	0	0	1	0	0
9	0	0	0	0	0	0	0	0	1	0
10	0	0	0	0	0	0	0	0	0	1

**2 ADOT - 2**

	1	2	3	4	5	6	7	8	9	10
1	1	1/2	7	7	5	7	7	0	0	0
2	2	1	7	5	5	7	6	0	0	0
3	1/7	1/7	1	2	1/5	1/5	1/2	0	0	0
4	1/7	1/5	1/2	1	1/5	1/5	1/2	0	0	0
5	1/5	1/5	5	5	1	2	3	0	0	0
6	1/7	1/7	5	5	1/2	1	2	0	0	0
7	1/7	1/6	2	2	1/3	1/2	1	0	0	0
8	0	0	0	0	0	0	0	1	0	0
9	0	0	0	0	0	0	0	0	1	0
10	0	0	0	0	0	0	0	0	0	1

**3 NAIPTA - 1**

	1	2	3	4	5	6	7	8	9	10
1	1	1	1/9	1/9	1/8	1/9	1/8	0	0	0
2	1	1	1/9	1/9	1/7	1/8	1/7	0	0	0
3	9	9	1	5	7	1/2	1	0	0	0
4	9	9	1/5	1	3	1	1	0	0	0
5	8	7	1/7	1/3	1	1/6	1/9	0	0	0
6	9	8	2	1	6	1	1	0	0	0
7	8	7	1	1	9	1	1	0	0	0
8	0	0	0	0	0	0	0	1	0	0
9	0	0	0	0	0	0	0	0	1	0
10	0	0	0	0	0	0	0	0	0	1

**4 NAIPTA - 2**

	1	2	3	4	5	6	7	8	9	10
1	1	1	1/9	1/9	1/8	1/9	1/8	0	0	0
2	1	1	1/9	1/9	1/7	1/8	1/7	0	0	0
3	9	9	1	5	7	1/2	1	0	0	0
4	9	9	1/5	1	3	1	1	0	0	0
5	8	7	1/7	1/3	1	1/6	1/9	0	0	0
6	9	8	2	1	6	1	1	0	0	0
7	8	7	1	1	9	1	1	0	0	0
8	0	0	0	0	0	0	0	1	0	0
9	0	0	0	0	0	0	0	0	1	0
10	0	0	0	0	0	0	0	0	0	1

**5 Flagstaff - 1**

	1	2	3	4	5	6	7	8	9	10
1	1	1/7	1/9	1/5	1/7	3	1/9	0	0	0
2	7	1	1/5	3	3	5	1	0	0	0
3	9	5	1	7	5	5	1	0	0	0
4	5	1/3	1/7	1	1/2	3	1/3	0	0	0
5	7	1/3	1/5	2	1	1/2	1/7	0	0	0
6	1/3	1/5	1/5	1/3	2	1	1/5	0	0	0
7	9	1	1	3	7	5	1	0	0	0
8	0	0	0	0	0	0	0	1	0	0
9	0	0	0	0	0	0	0	0	1	0
10	0	0	0	0	0	0	0	0	0	1

**6 Flagstaff - 2**

	1	2	3	4	5	6	7	8	9	10
1	1	1	3	5	5	3	3	0	0	0
2	1	1	3	7	7	5	5	0	0	0
3	1/3	1/3	1	7	5	5	3	0	0	0
4	1/5	1/7	1/7	1	3	1	1	0	0	0
5	1/5	1/7	1/5	1/3	1	1/3	1/3	0	0	0
6	1/3	1/5	1/5	1	3	1	1	0	0	0
7	1/3	1/5	1/3	1	3	1	1	0	0	0
8	0	0	0	0	0	0	0	1	0	0
9	0	0	0	0	0	0	0	0	1	0
10	0	0	0	0	0	0	0	0	0	1

**7 Metro Plan - 1**

	1	2	3	4	5	6	7	8	9	10
1	1	1/5	1/5	1/3	2	1	1	0	0	0
2	5	1	2	3	2	2	2	0	0	0
3	5	1/2	1	3	3	2	1	0	0	0
4	3	1/3	1/3	1	1	1	2	0	0	0
5	1/2	1/2	1/3	1	1	1/2	1	0	0	0
6	1	1/2	1/2	1	2	1	1	0	0	0
7	1	1/2	1	1/2	1	1	1	0	0	0
8	0	0	0	0	0	0	0	1	0	0
9	0	0	0	0	0	0	0	0	1	0
10	0	0	0	0	0	0	0	0	0	1

**8 Metro Plan - 2**

	1	2	3	4	5	6	7	8	9	10
1	1	1/5	1/5	1/3	2	1	1	0	0	0
2	5	1	2	3	2	2	2	0	0	0
3	5	1/2	1	3	3	2	1	0	0	0
4	3	1/3	1/3	1	1	1	2	0	0	0
5	1/2	1/2	1/3	1	1	1/2	1	0	0	0
6	1	1/2	1/2	1	2	1	1	0	0	0
7	1	1/2	1	1/2	1	1	1	0	0	0
8	0	0	0	0	0	0	0	1	0	0
9	0	0	0	0	0	0	0	0	1	0
10	0	0	0	0	0	0	0	0	0	1

**9 FHWA - 1**

	1	2	3	4	5	6	7	8	9	10
1	1	1	1	1	1	1	1	0	0	0
2	1	1	1	1	1	1	1	0	0	0
3	1	1	1	1	1	1	1	0	0	0
4	1	1	1	1	1	1	1	0	0	0
5	1	1	1	1	1	1	1	0	0	0
6	1	1	1	1	1	1	1	0	0	0
7	1	1	1	1	1	1	1	0	0	0
8	0	0	0	0	0	0	0	1	0	0
9	0	0	0	0	0	0	0	0	1	0
10	0	0	0	0	0	0	0	0	0	1

**10 FHWA - 2**

	1	2	3	4	5	6	7	8	9	10
1	1	1	1	1	1	1	1	0	0	0
2	1	1	1	1	1	1	1	0	0	0
3	1	1	1	1	1	1	1	0	0	0
4	1	1	1	1	1	1	1	0	0	0
5	1	1	1	1	1	1	1	0	0	0
6	1	1	1	1	1	1	1	0	0	0
7	1	1	1	1	1	1	1	0	0	0
8	0	0	0	0	0	0	0	1	0	0
9	0	0	0	0	0	0	0	0	1	0
10	0	0	0	0	0	0	0	0	0	1

**11 City of Flagstaff - 1**

	1	2	3	4	5	6	7	8	9	10
1	1	1	1	1	1	1	1	0	0	0
2	1	1	1	1	1	1	1	0	0	0
3	1	1	1	1	1	1	1	0	0	0
4	1	1	1	1	1	1	1	0	0	0
5	1	1	1	1	1	1	1	0	0	0
6	1	1	1	1	1	1	1	0	0	0
7	1	1	1	1	1	1	1	0	0	0
8	0	0	0	0	0	0	0	1	0	0
9	0	0	0	0	0	0	0	0	1	0
10	0	0	0	0	0	0	0	0	0	1

# ADOT

## Milton Road Corridor Master Plan

Power Method (Dominant Eigenvalue)

	1	2	3	4	5	6	7	8	9	10
1	1.00	0.52	0.56	0.74	1.01	1.28	0.87	-	-	-
2	1.91	1.00	0.90	1.56	1.43	1.72	1.43	-	-	-
3	1.77	1.12	1.00	4.27	2.14	1.40	1.21	-	-	-
4	1.36	0.64	0.23	1.00	0.93	0.94	0.95	-	-	-
5	0.99	0.70	0.47	1.08	1.00	0.54	0.55	-	-	-
6	0.78	0.58	0.71	1.07	1.86	1.00	0.89	-	-	-
7	1.15	0.70	0.83	1.05	1.81	1.12	1.00	-	-	-
8	-	-	-	-	-	-	-	1.00	-	-
9	-	-	-	-	-	-	-	-	1.00	-
10	-	-	-	-	-	-	-	-	-	1.00
Sum (col)	8.9553	5.2653	4.7036	10.763	10.175	7.9949	6.8992	0	0	0

### Iterations

0	20
0.60	3.49
0.99	5.80
1.29	7.20
0.60	3.38
0.53	3.08
0.69	3.96
0.77	4.46
0.10	0.00
0.10	0.00
0.10	0.00

### Scaling

0.46	0.49
0.77	0.81
1.00	1.00
0.47	0.47
0.41	0.43
0.53	0.55
0.59	0.62
0.08	0.00
0.08	0.00
0.08	0.00
4.48	4.36

### Normalization

0.1036	0.111335
0.1720	0.184858
0.2235	0.229457
0.1047	0.107754
0.0922	0.098313
0.1194	0.126282
0.1326	0.142001
0.0173	1.31E-19
0.0173	1.31E-19
0.0173	1.31E-19

Eigenvalue: 7.198956

err: 1.0E-08 4.62E-33

Iterations: 4.0E+00 7.7E-34

check: 8.67E-09 0

0

0

7.7E-34

0

3.08E-33

6.58E-37

6.58E-37

6.58E-37

Check 9E-09

I*I	7.199	7.199	7.199	7.199	7.199	7.199	7.199	7.199	7.199	7.199

A-I*I	-6.199	0.52	0.56	0.74	1.01	1.28	0.87	-	-	-
	1.91	-6.199	0.90	1.56	1.43	1.72	1.43	-	-	-
	1.77	1.12	-6.199	4.27	2.14	1.40	1.21	-	-	-
	1.36	0.64	0.23	-6.20	0.93	0.94	0.95	-	-	-
	0.99	0.70	0.47	1.08	-6.20	0.54	0.55	-	-	-
	0.78	0.58	0.71	1.07	1.86	-6.20	0.89	-	-	-
	1.15	0.70	0.83	1.05	1.81	1.12	-6.20	-	-	-
	-	-	-	-	-	-	-	-6.199	-	-
	-	-	-	-	-	-	-	-	-6.199	-
	-	-	-	-	-	-	-	-	-	-6.199

(A-I\*I)x 8E-15 8E-15 8E-15 8E-15 8E-15 8E-15 8E-15 8E-15 8E-15 8E-15



## Attachment 5: Options for Merging Public Survey Results and Project Partner Survey Results

## Milton Rd & US 180 CMPs - T3 Evaluation Criteria Weighting

### Milton Rd - Project Partner Survey Responses

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character
11.1%	18.5%	22.9%	10.8%	9.8%	12.6%	14.2%

Total
99.9%

### Milton Rd - Public Survey Responses - ALL RESPONSES

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character
16.6%	14.7%	15.6%	13.4%	11.4%	14.5%	13.8%

Total
100.0%

Difference	Difference	Difference	Difference	Difference	Difference	Difference
-5.5%	3.8%	7.3%	-2.6%	-1.6%	-1.9%	0.4%

0.0 - 2.5% Dif
2.6 - 5.0% Dif
5.1 + % Differ

### Milton Rd - Public Survey Responses - TOP PICK (#5s) ONLY

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character
24.2%	15.5%	19.6%	9.3%	5.9%	14.6%	10.8%

Total
99.9%

Difference	Difference	Difference	Difference	Difference	Difference	Difference
-13.1%	3.0%	3.3%	1.5%	3.9%	-2.0%	3.4%

Note: Ped Index & Community Character metrics have redundancies

PM Recommendation: Reduce Expand Travel Mode; Increase Traffic Ops

Note: 1/3 of Criteria metric (Air Quality) is duplicative of Network Delay under Traffic Operations

PM Recommendation: Reduce Enviro Impacts; Increase Traffic Ops

Note: Ped Index & Community Character metrics have redundancies

PM Recommendation: Reduce Community Character; Increase Traffic Ops

### Milton Rd - Final Tier 3 Evaluation Criteria Weighting

#### OPTION 1: Average of Public "All Responses" & "Top Picks (#5s) Only"

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character
20.4%	15.1%	17.6%	11.4%	8.7%	14.6%	12.3%

Total
100.0%

#### Option 2: Average of Project Partner, Public "All Responses" & "Top Pikcs (#5s) Only"

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character
17.3%	16.2%	19.4%	11.2%	9.0%	13.9%	12.9%

Total
99.9%

**Opt 3: Average of All Public Responses and PP Survey**

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character
13.9%	16.6%	19.3%	12.1%	10.6%	13.6%	14.0%

Total
100.0%

**Opt 4: PP Modified**

Traffic Operations	Safety	Expand Travel Mode	Public Acceptance	Cost / Implmentation	Environmental Impacts	Community Character
19.3%	11.2%	19.3%	12.1%	10.6%	13.6%	14.0%

Total
100.0%

## Milton Survey Results

1 = less important, 5 = more important

### All Responses

Improve Vehicular Safety	Rank	Count	%
	1	42	7.6%
Total Points	2	49	8.9%
2084	3	120	21.7%
	4	121	21.9%
Total Category Percentage	5	220	39.9%
14.7%	Total Count	552	

Enhance Community Character	Rank	Count	%
	1	43	7.8%
Total Points	2	67	12.2%
1961	3	126	23.0%
	4	159	29.0%
Total Category Percentage	5	154	28.1%
13.8%	Total Count	549	

Improve Traffic Movement	Rank	Count	%
	1	35	6.3%
Total Points	2	25	4.5%
2347	3	58	10.5%
	4	92	16.6%
Total Category Percentage	5	344	62.1%
16.6%	Total Count	554	

Expand Travel Choices	Rank	Count	%
	1	28	5.2%
Total Points	2	34	6.3%
2204	3	91	16.8%
	4	110	20.3%
Total Category Percentage	5	279	51.5%
15.6%	Total Count	542	

Limit Property Impacts & Project Costs	Rank	Count	%
	1	92	16.9%
Total Points	2	105	19.3%
1615	3	163	29.9%
	4	101	18.5%
Total Category Percentage	5	84	15.4%
11.4%	Total Count	545	

Limit Social & Environmental Impacts	Rank	Count	%
	1	49	9.0%
Total Points	2	44	8.1%
2058	3	98	17.9%
	4	148	27.1%
Total Category Percentage	5	207	37.9%
14.5%	Total Count	546	

Public Support	Rank	Count	%
	1	43	7.9%
Total Points	2	62	11.4%
1895	3	164	30.1%
	4	144	26.4%
Total Category Percentage	5	132	24.2%
13.4%	Total Count	545	

Total Points
14164

### Strong Support (#5 Ranks) Only

Improve Vehicular Safety	Rank	Count
	1	42
Total Points	2	49
1100	3	120
	4	121
Total Category Percentage	5	220
15.5%	Total Count	552

Enhance Community Character	Rank	Count
	1	43
Total Points	2	67
770	3	126
	4	159
Total Category Percentage	5	154
10.8%	Total Count	549

Improve Traffic Movement	Rank	Count
	1	35
Total Points	2	25
1720	3	58
	4	92
Total Category Percentage	5	344
24.2%	Total Count	554

Expand Travel Choices	Rank	Count
	1	28
Total Points	2	34
1395	3	91
	4	110
Total Category Percentage	5	279
19.6%	Total Count	542

Limit Property Impacts & Project Costs	Rank	Count
	1	92
Total Points	2	105
420	3	163
	4	101
Total Category Percentage	5	84
5.9%	Total Count	545

Limit Social & Environmental Impacts	Rank	Count
	1	49
Total Points	2	44
1035	3	98
	4	148
Total Category Percentage	5	207
14.6%	Total Count	546

Public Support	Rank	Count
	1	43
Total Points	2	62
660	3	164
	4	144
Total Category Percentage	5	132
9.3%	Total Count	545

Total Points
7100

### Primary Mode on Milton Rd

Bicycle	17.7%
Bus	3.4%
Car/Vehicle	90.0%
Walk/Scooter/Wheelchair	4.7%
Other	1.3%
No Answer	0.2%

*\*Note: some users may have selected multiple primary modes*



## Appendix I – Tier 3 Evaluation Criteria Weighting Public Survey Results

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# Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

August 24, 2020, 3:34 PM

## Contents

i.	Summary of registered responses	2
ii.	Survey questions	10
iii.	Individual registered responses	12

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Summary Of Registered Responses

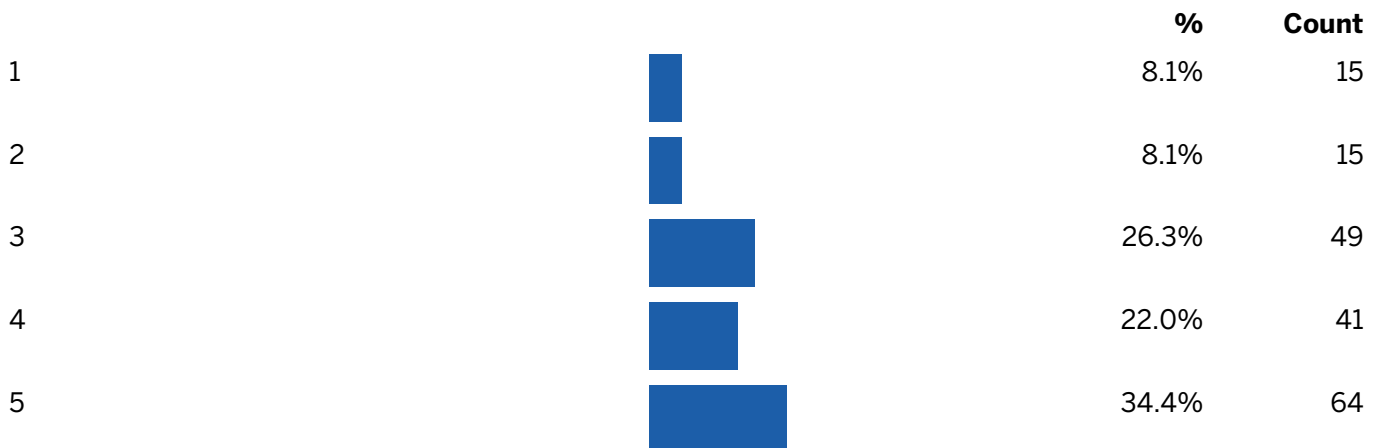
As of August 24, 2020, 3:34 PM, this forum had: **Topic Start**

Attendees:	812	August 6, 2020, 7:49 PM
Registered Responses:	187	
Hours of Public Comment:	9.4	

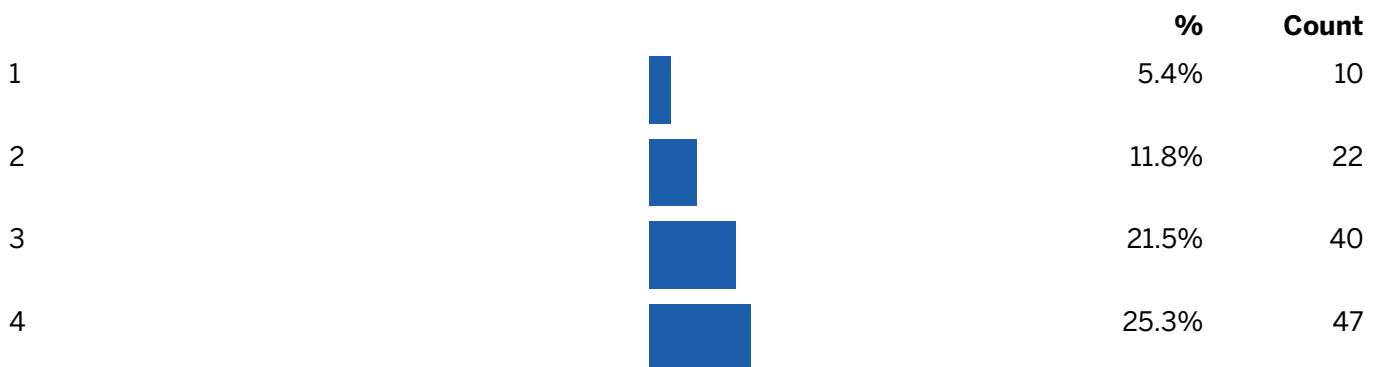
#### QUESTION 1

How important are these qualities for the future Milton Road (1=less important, 5=very important)?

##### Improve Vehicular Safety



##### Enhance Community Character



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

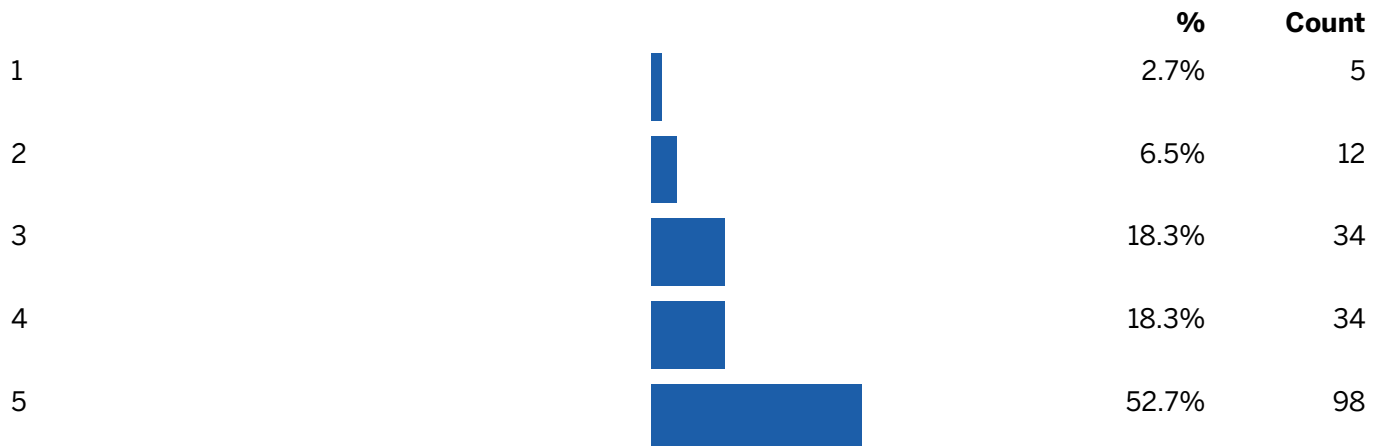
What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?



### Improve Traffic Movement



### Expand Travel Choices



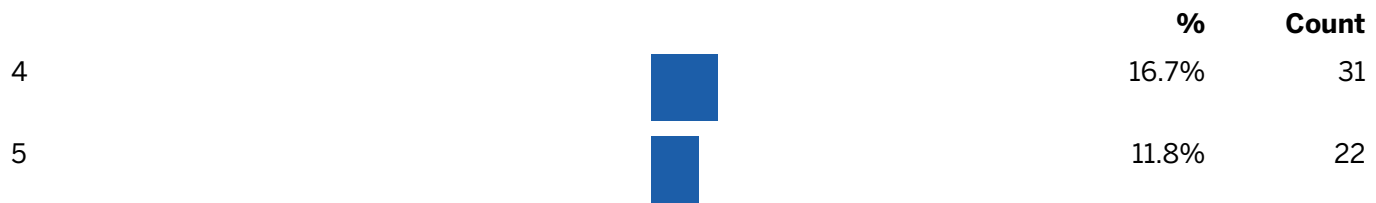
### Limit Property Impacts & Project Costs



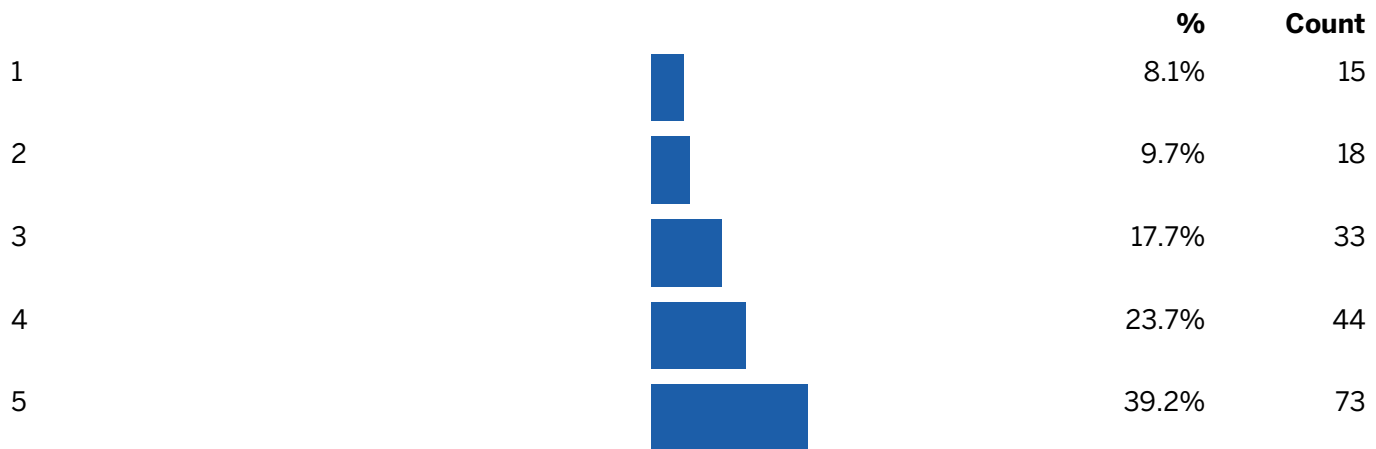


## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

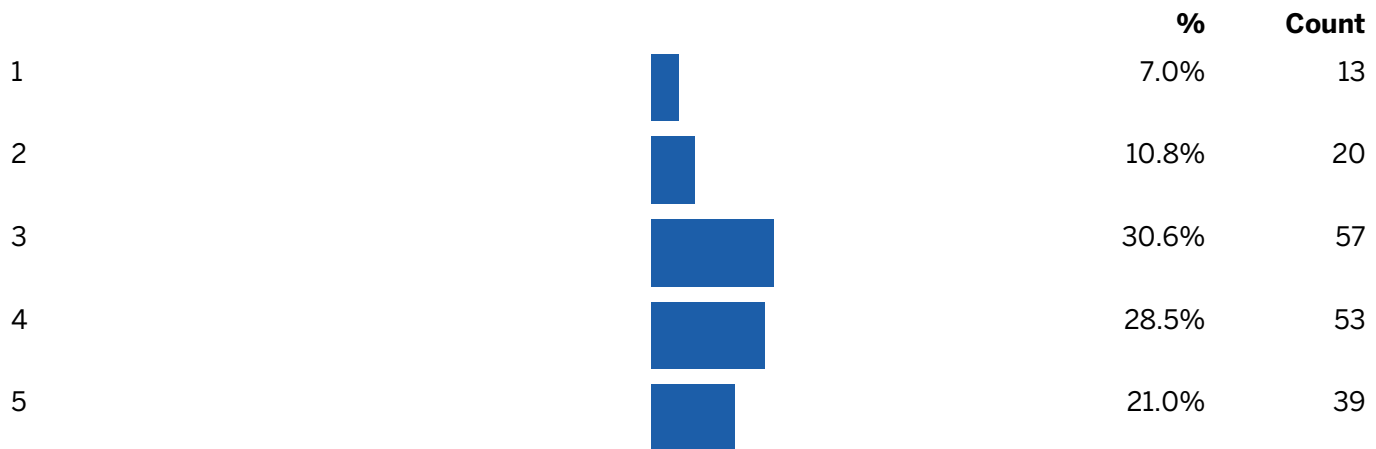
What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?



### Limit Social & Environmental Impacts



### Public Support

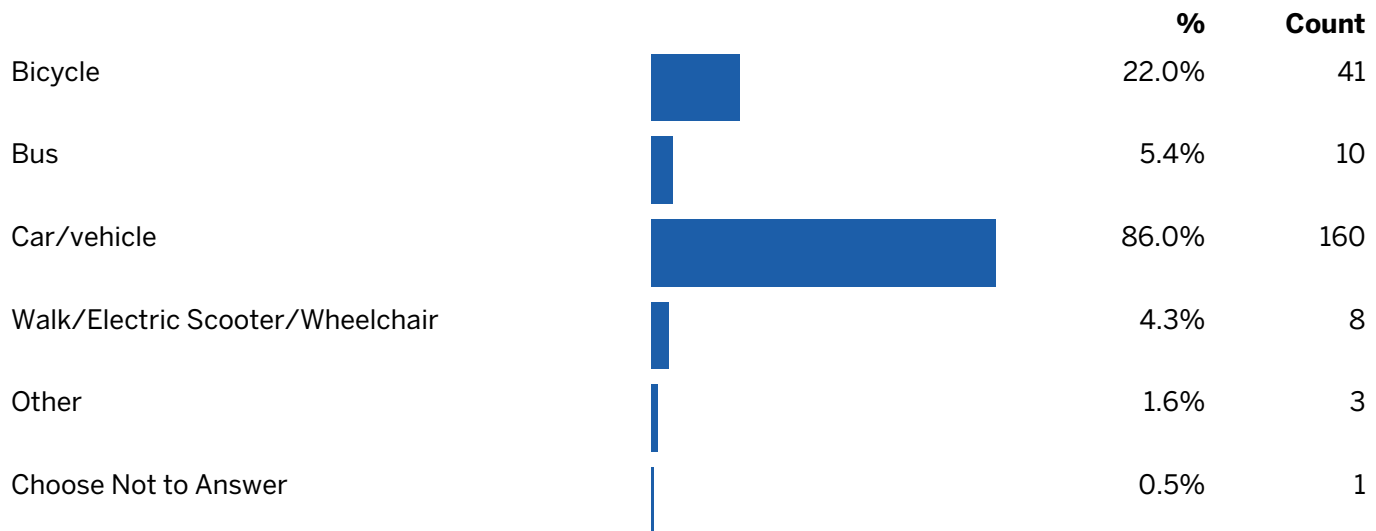


## QUESTION 2

What is currently your primary transportation option on Milton Road?

### Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?



#### QUESTION 3

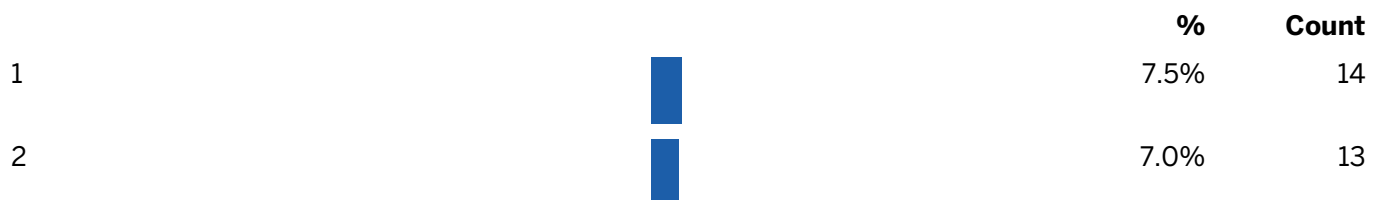
**Do you live within walking distance of Milton Road?**



#### QUESTION 4

**How important are these qualities for the future Humphreys Street and US 180 (Fort Valley Rd) (1=less important, 5=very important)?**

##### Improve Vehicular Safety

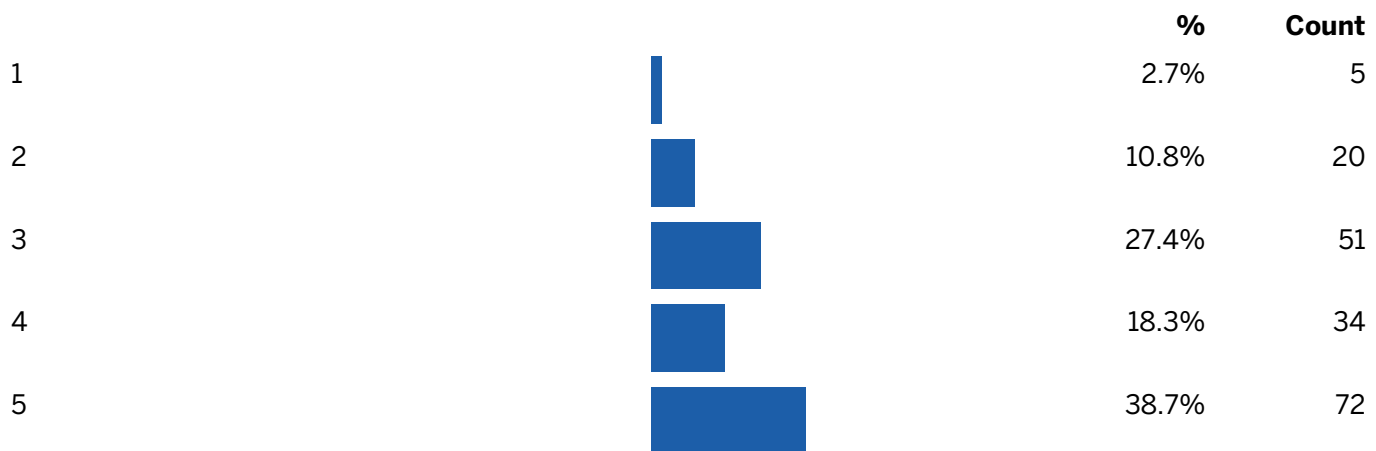


## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?



### Enhance Community Character



### Improve Traffic Movement

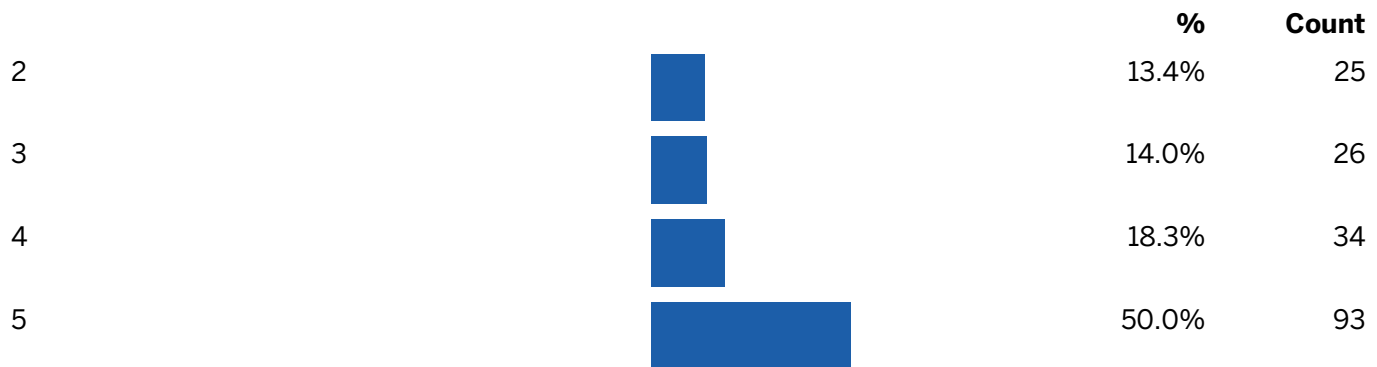


### Expand Travel Choices

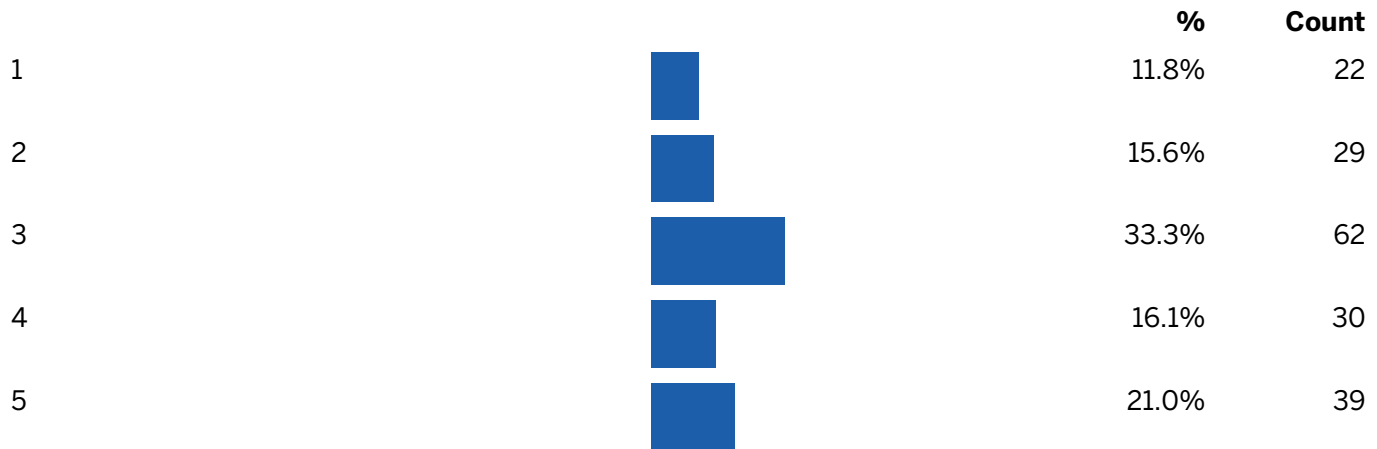


## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

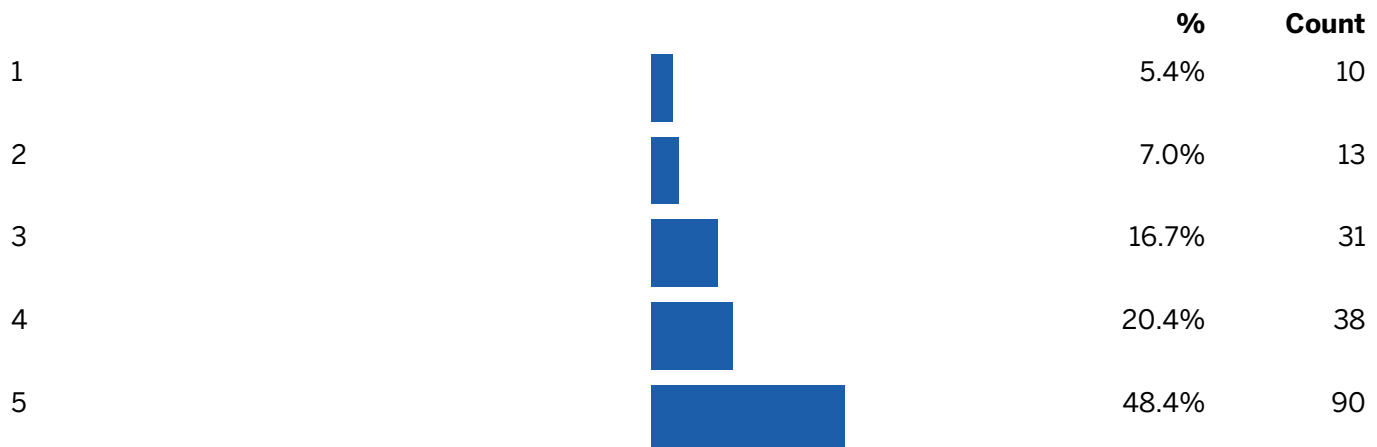
What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?



### Limit Property Impacts & Project Costs



### Limit Social & Environmental Impacts

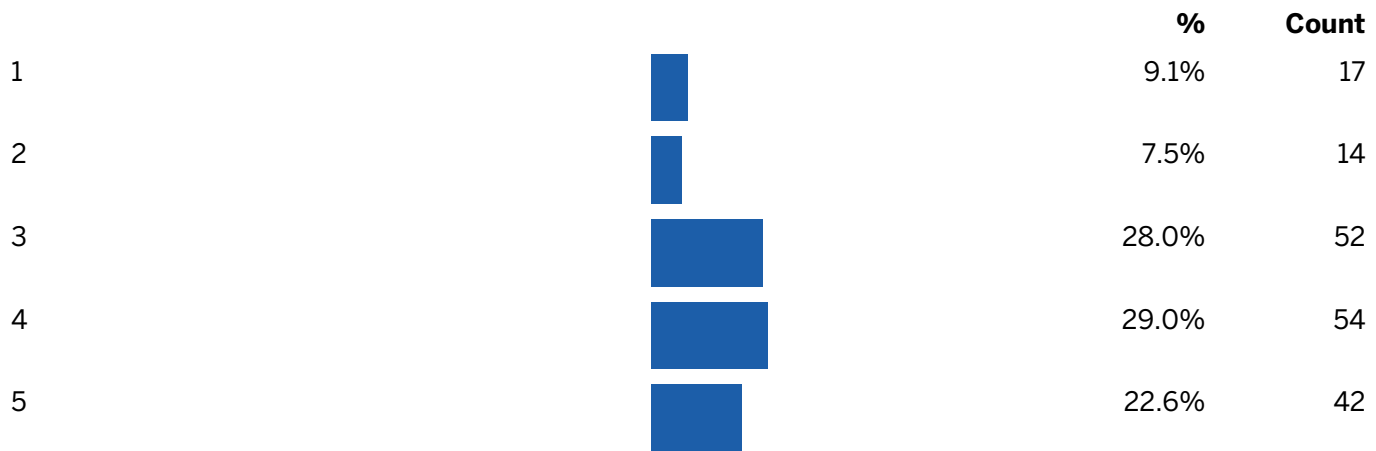


### Public Support



### Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?



#### QUESTION 5

**What is currently your primary transportation option on Humphreys Street?**



#### QUESTION 6

**What is currently your primary transportation option on US 180 (Fort Valley Rd)?**



### Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

		%	Count
Car/vehicle		83.8%	155
Walk/Electric Scooter/Wheelchair		7.6%	14
Other		2.2%	4

#### QUESTION 7

**Do you live within walking distance of Humphreys Street or US 180 (Fort Valley Rd)?**

		%	Count
Yes		48.9%	91
No		50.0%	93
Choose Not to Answer		1.1%	2

#### QUESTION 8

**Please provide any comments regarding future improvements to Humphreys Street or US 180 (Fort Valley Rd)**

Answered	109
Skipped	78

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Survey Questions

#### QUESTION 1

**How important are these qualities for the future Milton Road (1=less important, 5=very important)?**

##### Row choices

- Improve Vehicular Safety
- Enhance Community Character
- Improve Traffic Movement
- Expand Travel Choices
- Limit Property Impacts & Project Costs
- Limit Social & Environmental Impacts
- Public Support

##### Column choices

- 1
- 2
- 3
- 4
- 5

#### QUESTION 2

**What is currently your primary transportation option on Milton Road?**

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other
- Choose Not to Answer

#### QUESTION 3

**Do you live within walking distance of Milton Road?**

- Yes
- No
- Don't Know
- Choose Not to Answer

#### QUESTION 4

**How important are these qualities for the future Humphreys Street and US 180 (Fort Valley Rd) (1=less important, 5=very important)?**

##### Row choices

- Improve Vehicular Safety
- Enhance Community Character
- Improve Traffic Movement
- Expand Travel Choices
- Limit Property Impacts & Project Costs
- Limit Social & Environmental Impacts
- Public Support

##### Column choices

- 1
- 2
- 3
- 4
- 5

#### QUESTION 5

**What is currently your primary transportation option on Humphreys Street?**

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other
- Choose Not to Answer

#### QUESTION 6

**What is currently your primary transportation option on US 180 (Fort Valley Rd)?**

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other
- Choose Not to Answer

#### QUESTION 7

**Do you live within walking distance of Humphreys Street or US 180 (Fort Valley Rd)?**

### **Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey**

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Yes
- No
- Don't Know
- Choose Not to Answer

#### QUESTION 8

**Please provide any comments regarding future improvements to Humphreys Street or US 180 (Fort Valley Rd)**



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Individual Registered Responses

#### Name not available

inside City Limits

August 11, 2020, 4:42 AM

##### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 3

##### Question 2

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

##### Question 3

- Yes

##### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 3

##### Question 5

- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

##### Question 6

- Bus
- Car/vehicle

##### Question 7

- No

##### Question 8

No response

#### Name not shown

inside City Limits

August 11, 2020, 5:09 AM

##### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

##### Question 2

- Car/vehicle

##### Question 3

- No

##### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 3

##### Question 5

- Car/vehicle

##### Question 6

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 7

- No

### Question 8

No response

### Name not shown

outside City Limits

August 11, 2020, 5:32 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 1

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 3  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

Should connect 40 to 180 to bypass the whole problem.

### Name not shown

inside City Limits

August 11, 2020, 5:38 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 2  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 1  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 7

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• Yes

### Question 8

I live near US 180. I hear people from other parts of Flagstaff and outside of Flagstaff complain about congestion on US 180, but for the most part my neighbors do not. This is because it becomes congested on winter weekends when Snow Bowl is closing, but the other 99% of the time, it is fine. Please do not widen or "improve" this road to carry more traffic. It will only bring more traffic, more speed, and more problems.

**Name not available**  
inside City Limits  
August 11, 2020, 6:08 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 2

• Car/vehicle

### Question 3

• No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

• Car/vehicle

### Question 6

• Car/vehicle

### Question 7

• Yes

### Question 8

Need a better way to cross the tracks, Humphreys should merge directly into 66 without a stoplight/turn to get under the tracks.

Better shoulder on 180 and strict enforcement of snow play traffic

**Name not shown**  
inside City Limits  
August 11, 2020, 6:18 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

• Bicycle  
• Bus  
• Car/vehicle

### Question 3

• No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Bus
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- No

### Question 8

No response

---

**Name not available**  
inside City Limits  
August 11, 2020, 6:25 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 1  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

---

**Name not available**  
inside City Limits  
August 11, 2020, 6:32 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Widen 180 to 4 or 5 lanes. Make Humphreys a one way street? Make an adjacent street one way in the opposite direction.

### Name not available

outside City Limits

August 11, 2020, 6:38 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Barry A Bertani

inside City Limits

August 11, 2020, 6:38 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 7

- No

### Question 8

Not sure. Few options.

### Name not shown

inside City Limits

August 11, 2020, 6:41 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Kathryn Kozak

inside City Limits

August 11, 2020, 6:57 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 8

The noise of Fort Valley Road has become much more obvious over the last few years. Something needs to be done to address the road noise for the residents of Coconino Estates. Please consider ways to mitigate the road noise.

### Name not shown

inside City Limits

August 11, 2020, 7:00 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Bus
- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

- Bus
- Car/vehicle

### Question 6

- Bicycle
- Bus

- Car/vehicle

### Question 7

- Yes

### Question 8

There needs to be a traffic light at the intersection of Forrest, N. Fort Valley Rd and Beal. It is unsafe for pedestrians crossing Fort Valley and it is becoming an increasingly dangerous intersection for vehicles turning.

### Name not shown

inside City Limits

August 11, 2020, 7:09 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 1

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 1

### Question 5

- Bicycle
- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**  
inside City Limits  
August 11, 2020, 7:19 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 3  
Public Support: 2

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not shown**  
inside City Limits  
August 11, 2020, 7:31 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Car/vehicle

### Question 7

- Yes

### Question 8

Add road at A1 Mountain road to bypass this route.

### Name not shown

outside City Limits

August 11, 2020, 7:32 AM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Bicycle

- Car/vehicle

### Question 7

- Yes

### Question 8

Need to add lanes where possible and improve the bike lanes to improve biker safety and reduce biker/vehicle conflicts.

Have seen a number of deer killed between Sechrist School the Colton House - not sure if a wildlife crossing would be economically justified or not.

### Name not shown

inside City Limits

August 11, 2020, 7:41 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 7:49 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 3  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 7:50 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 2  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle

### Question 6

- Bicycle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 7

- Yes

### Question 8

Slow auto traffic down and engineer quality pathways for cyclists/pedestrians/multimodal transport. Plant trees for shade either in the middle or on the sides. The road should be built with Flagstaff's carbon neutral plan in mind.

### Name not available

inside City Limits

August 11, 2020, 7:56 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

The inability to safely cross this highway with a traffic light via bicycle is a limiter for my family.

### Name not available

inside City Limits

August 11, 2020, 8:02 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Yes

### Question 8

Generally traffic flows very well on US180 (not counting busy winter days). The main concern is the ability of people in Coconino Estates to get in and out of their neighborhood safely. I think 1 or 2 traffic circles between Navajo and Louise along US180 would help with this. I would be extremely opposed to another traffic light on this section of road. I think there needs to be a better/safer way for pedestrians to cross Humphreys near Dale or Elm. A bridge/tunnel would be nice but so would a pedestrian cross walk with flashing lights. Using features to pinch the road similar to the pinch at Sechrist would help slow traffic down too.

**Name not available**  
inside City Limits  
August 11, 2020, 8:12 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle
- Walk/Electric Scooter/Wheelchair

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

Humphreys has the opportunity to expand downtown and be a great live/work/shopping street. Currently has few pedestrian crossings, causing a barrier to safely access downtown from west downtown. Add bike lanes if possible and increase crossing opportunities, especially near Flagstaff High School. Also widen sidewalks to make it more comfortable to walk since cars drive fast. Same for US180. This road needs safer crossing opportunities, especially to the schools. Has fairly good bike facilities but lack of crossings makes it difficult to traverse.

**Name not shown**  
outside City Limits  
August 11, 2020, 8:15 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

The winter traffic has become an increasing problem. For local residents the congestion present a nuisance a safety problem.

### Name not shown

inside City Limits

August 11, 2020, 8:17 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5

Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

No response

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

inside City Limits

August 11, 2020, 8:18 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits  
August 11, 2020, 8:22 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5

Public Support: 4

### Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not shown

inside City Limits  
August 11, 2020, 8:33 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 8:34 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

I live in Cheshire and WOULD LOVE to use the bus much more frequently, but without more frequent service and more stops, this is problematic for me. I do use the FUTS trail for biking in and out of town, but would love to see bike lanes dominate ALL downtown intersections and be designed in ways that are safer for pedestrians and bikers:

<https://bicycledutch.wordpress.com/2018/02/20/a-common-urban-intersection-in-the-netherlands/>

### Name not shown

inside City Limits

August 11, 2020, 8:36 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 1  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 2

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Many alternatives are available for pedestrians and bicyclists outside of the highways corridor. Given limited space most emphasis should be on vehicle travel and pedestrian/bicycle crossings.

Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 8:40 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4

### Name not shown

outside City Limits

August 11, 2020, 9:02 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

Add additional traffic lanes wherever possible, especially at intersections. Investigate adding a middle lane that would be one way during certain times of the day to move large amounts of traffic into and out of the city. For example, the middle lane could be southbound from 4:00 p.m. through 7:00 p.m. to move traffic returning from skiing and sledding in the winter.

### Name not shown

inside City Limits

August 11, 2020, 9:02 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4

Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 9:11 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Walk/Electric Scooter/Wheelchair

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- No

### Question 8

No response

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### Name not shown

inside City Limits

August 11, 2020, 9:22 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 1  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 5

Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

As with Milton, I will avoid Humphreys when possible during certain times of day and times of year. There aren't any options when heading northwest, but generally after getting past Humphreys, the drive on 180 is nice. Site distance is an issue with some of the turns out of Coconino Estates onto 180 and I tried making the left from Forest Ave once at the wrong time of day and I won't be trying that again. I would frequently use the parallel FUTS trail if I lived in the area.

---

### Name not available

inside City Limits

August 11, 2020, 9:28 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 6

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 7

- Yes

### Question 8

The paved urban trail system is great on 180. However, the fact that it requires crossing the road at Sechrist School causes major safety issues, as well as traffic backups. Consideration of a pedestrian bridge and/or adding a continuous urban trail on the North side of the road (Sechrist School side) back into town would be helpful. Also, the intersection at Forest Hill and 180 is super dangerous from a pedestrian and cyclist perspective--there needs to be a pedestrian bridge there to improve safety and minimize traffic back-ups.

### Name not shown

inside City Limits

August 11, 2020, 9:42 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 4  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 4  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 9:46 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not shown**  
inside City Limits  
August 11, 2020, 9:49 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Bus

- Walk/Electric Scooter/Wheelchair

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Bus
- Walk/Electric Scooter/Wheelchair

### Question 6

- Bus
- Walk/Electric Scooter/Wheelchair

### Question 7

- No

### Question 8

Creating wildlife crossings are very important to me to ensure the safety of wildlife and cars.

**Name not shown**  
inside City Limits  
August 11, 2020, 9:55 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 4



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 10:12 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

Great bicycle trails/ urban trails in area. Bus service is limited but good. The crossing at 180 and cedar is still really dangerous for bikers/pedestrians need a flashing light- many cars just barrel through and I have almost been hit walking bike on crosswalk numerous times.

### Name not shown

inside City Limits

August 11, 2020, 10:17 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 2

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

This corridor gets clogged on holiday and winter weekends. Some small changes in recent years have been improvements (Mountain Line to Snowbowl and restricting left turns from Forest Ave). However, the real problem here is two-fold:

- 1) It is simply overcrowded
- 2) There is no alternative for getting from west of Flagstaff (Snowbowl Area) I-17 US-89A other than Highway 180

These problems cannot and will not be alleviated without a) capacity improvements to 180, and b) a viable alternative route from west of Flagstaff to I-17 south

---

**Name not available**  
inside City Limits  
August 11, 2020, 10:19 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 1

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 1

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Please do not implement Door Zone bike lanes or bike lanes that interact with multiple driveways (right-hook collision situation). The speed on Humphreys St is slow enough, and bikes go fast enough downhill, for mixed traffic if the street is set up for success and avoids design elements that are misunderstood by drivers (unsafe bike lane --> drivers get frustrated that you aren't using it; shoulder stripe --> makes it look like a bike lane that you're not using).  
For the US180 section, consider benchmarking the Moab Canyon Pathway.

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Thank you.

### Kurt Eckstein

outside City Limits

August 11, 2020, 10:23 AM

#### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 5

#### Question 2

- Car/vehicle

#### Question 3

- No

#### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 5

#### Question 5

- Car/vehicle

#### Question 6

No response

#### Question 7

- No

#### Question 8

Complicate travel via Humphreys street to Fort Valley Rd. Make it difficult to use Humphreys street or any street east of Humphreys to get to Fort

Valley Rd. Access to Fort Valley and 180 should occur west of town possibly via I-40 to remove traffic through town.

### Name not shown

outside City Limits

August 11, 2020, 10:41 AM

#### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 2  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

#### Question 2

- Bicycle
- Car/vehicle

#### Question 3

- No

#### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 2  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2  
Public Support: 4

#### Question 5

- Bicycle
- Car/vehicle

#### Question 6

- Bicycle
- Car/vehicle

#### Question 7

- No

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 8

The fact that "Improve Safety" is only briefly defined in the preliminary instructions for the survey fundamentally corrupts the results of the survey.

A cyclist or pedestrian will most certainly think the "Improve Safety" is a good option, but unless they are very closely following the directions of the survey, they won't know that this means "vehicular safety" only.

**Name not available**  
inside City Limits  
August 11, 2020, 11:16 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

Add a bike lane! The fact that there aren't any bicycle accommodations on Humphreys already is embarrassing for flagstaff. This needs to be addressed and is more important that "improving the safety and traffic flow of vehicular transportation".

**Name not shown**  
outside City Limits  
August 11, 2020, 11:16 AM

### Question 1

Improve Vehicular Safety: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Car/vehicle



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 11:53 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

outside City Limits

August 11, 2020, 11:57 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 8

Additional lane(s) on Hwy 180 from Snowbowl Road to Humphreys.

### Name not available

inside City Limits

August 11, 2020, 11:57 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

In my opinion, the only improvement necessary on Fort Valley Rd. is a crosswalk signal at the urban trail/bike path crossing at Forest Ave. Please don't think about adding driving lanes or any sort of bypass route. If people are worried about traffic congestion during the ski season, shuttles to Snowbowl would be a much better solution. Also, I hope Flagstaff will prioritize adding and improving bike lanes and bike path/urban trail routes in general, and certainly on the Milton/Humphrey's/Fort Valley corridor.

### Todd Kennedy

inside City Limits

August 11, 2020, 12:15 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 7

- Yes

### Question 8

Both these roads need more points where pedestrians and bikes can cross safely

### Name not available

outside City Limits

August 11, 2020, 12:17 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 3  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

This area is also heavily traveled as more people are choosing to live in rural areas. Ski season makes traffic very slow

### Bob Larkin

inside City Limits

August 11, 2020, 12:28 PM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 1  
Improve Traffic Movement: 3  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 3  
Improve Traffic Movement: 2  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Walk/Electric Scooter/Wheelchair

### Question 6

- Car/vehicle

### Question 7

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Yes

### Question 8

No response

### Name not available

inside City Limits

August 11, 2020, 12:31 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not available

inside City Limits

August 11, 2020, 12:46 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Give right turn lanes and center turn lanes where there are homes or streets.

**Michael Banker**  
inside City Limits  
August 11, 2020, 12:58 PM

**Question 1**

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

**Question 2**

- Car/vehicle

**Question 3**

- No

**Question 4**

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

**Question 5**

- Car/vehicle

**Question 6**

- Car/vehicle

**Question 7**

- No

**Question 8**

Although all the categories are a 5, the environmental impact should be

rated a 10. The City of Flagstaff is already encouraging deforestation of properties with their totally inappropriate zoning incentives. Let's not compound that with bad environmental decisions by ADOT.

**Name not available**  
inside City Limits  
August 11, 2020, 1:08 PM

**Question 1**

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 5

**Question 2**

- Car/vehicle

**Question 3**

- No

**Question 4**

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 5

**Question 5**

- Car/vehicle

**Question 6**

- Bicycle

**Question 7**

- No

**Question 8**

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

I don't know how to do it, but the intersection needs to be redone. There's a continual back up before/after school is out in that area. US180 is the only way to get to communities and recreation in the area. A new road that would allow traffic to flow off of Route 66 to the neighborhoods of Cheshire or US 180 would help the congestion on Milton and US180, but then Route 66 would be worse than what it is now with a 2-lane road. The separate walking/bike path is good for safety issues along US 180. I would think if we could have separate purposeful built walking and bike patch separate from streets, this would encourage locals to think twice about using cars, especially if electric bike were able to use the paths.

**Name not available**  
outside City Limits  
August 11, 2020, 1:27 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not shown**  
inside City Limits  
August 11, 2020, 1:41 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Yes

### Question 8

Sidewalk on the east side of 180 seems critical. There are no easy walking options for those living in multifamily properties on that side of the highway, which forces them to cross the street illegally to access the urban trail on the opposite side of the street. This can be very dangerous during busy times.

### Name not available

inside City Limits

August 11, 2020, 1:42 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not available

inside City Limits

August 11, 2020, 2:01 PM

### Question 1

Improve Traffic Movement: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Traffic Movement: 5

### Question 5

- Car/vehicle

### Question 6

- Other - car, bus and bicycle

### Question 7

- Yes

### Question 8

The FUTS trail on 180 is in horrible shape and riding a bike on it is very bumpy. 180 seems like a pinch point if there is ever an evacuation of residents and people have to head out to the west.

### Name not available

inside City Limits

August 11, 2020, 2:16 PM

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 2  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

the sidewalks are in need of repair and some of the corners on Humphreys you can not see oncoming traffic and it makes for a risky turn in or out.

**Name not shown**

inside City Limits

August 11, 2020, 2:55 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not available**

inside City Limits

August 11, 2020, 3:17 PM

### Question 1



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

No response

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**Name not available**

outside City Limits

August 11, 2020, 3:41 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

I live on Hidden Hollow Road and would NOT at all be in favor of it being used as an alternative route. It would ruin our rural residential lifestyle including the peace and quiet we currently enjoy.

---

**Name not shown**

inside City Limits

August 11, 2020, 3:48 PM

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Other - Bike, Run, Walk, Car

### Question 6

- Other - Bike and Run closer in, Car farther out

### Question 7

- Yes

### Question 8

This route needs to be safe and smooth. Now largely commercial in town, it can be dicey to cross Humphries in non-ski season. BUT - bypassing this route with some of the prior proposed routes that take visitors out of the town area of Flag will do a huge disservice to local businesses. US 180 desperately needs a wide safe bike,run,pull-off lane. The upgrade to the Cheshire curve was long overdue but did NOT improve bike rider or runner safety because of lack of a lane around both curves before and after the service station.

### Name not available

outside City Limits

August 11, 2020, 4:25 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

The snow play and ski resort traffic has not gotten better.

### Name not shown

inside City Limits

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

August 11, 2020, 4:39 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

As the only access to the Peaks, Snowbowl & the Grand Canyon from Flagstaff, Humphreys St., a small neighborhood street and Ft. Valley Rd are being forced to accommodate freeway amounts of tourist traffic from Phoenix & surrounds. These 2 lane streets were not designed to carry the amount of traffic they have been forced to and it degrades the neighborhoods they were originally established to serve.

### Name not shown

inside City Limits

August 11, 2020, 5:01 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

Flagstaff needs to have a safe, comprehensive, interconnected, easy to access network of trails so that walkers and bikers can get from anywhere to anywhere in Flagstaff without conflict from vehicular traffic. Humphreys Street has the Karen Cooper Trail as an alternative to driving. Fort Valley Road has the Fort Valley Trail and the Karen Cooper Trails as

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

an alternative to driving. The Karen Cooper Trail needs to connect to the south with a FUTS trail near Milton. The Fort Valley Trail needs to connect with the Karen Cooper Trail on both its southern and northern ends. The Fort Valley Trail needs to continue north from its current terminus at Fremont Blvd.

- Yes

### Question 8

No response

**Name not available**  
inside City Limits  
August 11, 2020, 5:04 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 2

### Question 2

- Other - Car for commuting through or large shopping trips. Walking for dining or small shopping trips.

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

**Name not available**  
inside City Limits  
August 11, 2020, 5:10 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 8

No response

### Name not available

inside City Limits

August 11, 2020, 5:10 PM

#### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

#### Question 2

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

#### Question 3

- Yes

#### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 3

#### Question 5

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

#### Question 6

- Car/vehicle

#### Question 7

- Yes

### Question 8

The shared vehicle and bike lanes seem very dangerous especially with the hill and volume of car traffic passing through, much of which is from out of town. I can't link the source right now (on mobile phone) but roads where cars and bike traffic are expected to share the road without separate facilities increase risk for accidents.

### Ian T

inside City Limits

August 11, 2020, 5:50 PM

#### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 4

#### Question 2

- Car/vehicle

#### Question 3

- Yes

#### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 5

#### Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other - Running

#### Question 6

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Car/vehicle
- Walk/Electric Scooter/Wheelchair
- Other - Running

### Question 7

- Yes

### Question 8

1) A bike/pedestrian overpass or underpass to safely cross 180. The current options: the light at Humphrey's & 180, bottom of Chevron Hill, Sechrist, and at Fort Valley & Schultz Pass Rd aren't well placed and traffic abide.

2) Extend the Flagstaff Urban Trail from Sechrist to Humphrey's on the east side of the road.

Thank you!

### Name not available

outside City Limits

August 11, 2020, 6:02 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

inside City Limits

August 11, 2020, 6:23 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 6:30 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

Protected bicycle lane

### Name not shown

outside City Limits

August 11, 2020, 6:46 PM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Car/vehicle

### Question 7

- No

### Question 8

Don't destroy open/green space. Alternative routes are probably needed to deal with bottlenecks.

### Name not available

inside City Limits

August 11, 2020, 7:04 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

ridiculous traffic in winter!, getting worse in summer! One way in and One way out for all traffic!!

### Name not shown

inside City Limits

August 11, 2020, 7:43 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Yes

### Question 8

No response

### Name not available

inside City Limits

August 11, 2020, 7:52 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not shown

inside City Limits

August 11, 2020, 8:54 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 3  
Public Support: 1

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

See above

would also be helpful.

**Name not available**  
outside City Limits  
August 12, 2020, 5:19 AM

- Question 1**
- Improve Vehicular Safety: 2
  - Enhance Community Character: 3
  - Improve Traffic Movement: 4
  - Expand Travel Choices: 3
  - Limit Property Impacts & Project Costs: 3
  - Limit Social & Environmental Impacts: 4
  - Public Support: 4

- Question 2**
- Car/vehicle

- Question 3**
- No

- Question 4**
- Improve Vehicular Safety: 4
  - Enhance Community Character: 4
  - Improve Traffic Movement: 5
  - Expand Travel Choices: 3
  - Limit Property Impacts & Project Costs: 3
  - Limit Social & Environmental Impacts: 4
  - Public Support: 4

- Question 5**
- Car/vehicle

- Question 6**
- Car/vehicle

- Question 7**
- No

**Question 8**

The additional turn lane now under construction at the south end of Humphreys is likely to be helpful. A pedestrian overpass in this area

**Name not shown**  
inside City Limits  
August 12, 2020, 7:48 AM

- Question 1**
- Improve Vehicular Safety: 3
  - Enhance Community Character: 4
  - Improve Traffic Movement: 4
  - Expand Travel Choices: 5
  - Limit Property Impacts & Project Costs: 3
  - Limit Social & Environmental Impacts: 3
  - Public Support: 3

- Question 2**
- Car/vehicle

- Question 3**
- No

- Question 4**
- Improve Vehicular Safety: 3
  - Enhance Community Character: 3
  - Improve Traffic Movement: 2
  - Expand Travel Choices: 3
  - Limit Property Impacts & Project Costs: 5
  - Limit Social & Environmental Impacts: 5
  - Public Support: 4

- Question 5**
- Car/vehicle

- Question 6**
- Car/vehicle

- Question 7**
- No

**Question 8**

Improve hey 180 shoulders for emergencies - snowbowl traffic is so limited, just deal with it, 10 years we will be lucky to have real snow on the

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

highways and ski hill and the backup starts DT anyway, so get creative with lane usage at peak hour.

has left turn arrow to US180 install right hand turn arrow for traffic to turn south on Humphreys from US180.

### Bryan Slaughter

inside City Limits

August 12, 2020, 7:52 AM

#### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

#### Question 2

- Car/vehicle

#### Question 3

- No

#### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

#### Question 5

- Car/vehicle

#### Question 6

- Car/vehicle

#### Question 7

- No

#### Question 8

Larger signs that show alternate routes to I-40. When north bound traffic

### Name not available

outside City Limits

August 12, 2020, 8:04 AM

#### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

#### Question 2

- Car/vehicle

#### Question 3

- No

#### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

#### Question 5

- Car/vehicle

#### Question 6

- Car/vehicle

#### Question 7

- No

#### Question 8

Snow traffic is still an issue

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Name not available

inside City Limits

August 12, 2020, 8:23 AM

#### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3

#### Question 2

- Car/vehicle

#### Question 3

- No

#### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5

#### Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

#### Question 6

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

#### Question 7

- Yes

#### Question 8

No response

### Name not shown

inside City Limits

August 12, 2020, 8:44 AM

#### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 3  
Public Support: 3

#### Question 2

- Bicycle
- Bus

#### Question 3

- No

#### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 3

#### Question 5

- Bicycle
- Walk/Electric Scooter/Wheelchair

#### Question 6

- Bicycle
- Bus
- Car/vehicle

#### Question 7

- No

#### Question 8

The need for improved traffic flow on Ft Valley & Humphrey's is minimal, in my opinion. The traffic on these roads is primarily recreational in nature. As a local accessing businesses, the bike lanes & separated FUTS extending to the Museum of Northern Arizona are sufficient for me to navigate on my bicycle, and there are plenty of lights to allow for crossing



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Humphrey's even when there are a lot of cars on the road. When I am driving to a recreational destination such as the Grand Canyon or AZ Snowbowl, I have the option to travel on non-peak hours to avoid the crowds, or accepting that the small price I pay for playing in Northern Arizona is sitting in 20-30 minutes of stop & go traffic. I think that the transportation district & the resort could do more to make AZ Snowbowl shuttles an appealing option for skiers, particularly for locals (one idea would be offering season rentals on lockers -- I would be more incentivized to take the bus if I didn't have to carry my skiing equipment on every time), but those options are likely outside of the purview of ADOT.

**Name not available**  
inside City Limits  
August 12, 2020, 9:26 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 2

• Car/vehicle

### Question 3

• Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 5

• Car/vehicle

### Question 6

• Car/vehicle

### Question 7

• Yes

### Question 8

No response

**Name not available**  
inside City Limits  
August 12, 2020, 9:31 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

• Car/vehicle

### Question 3

• No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

• Car/vehicle

### Question 6

• Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 7

- No

### Question 8

Faster. I mean, they have these cars now, electric cars they call them. Fast, very fast, but sometimes they also catch fire. Not very safe.

### Name not shown

outside City Limits

August 12, 2020, 9:32 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not shown

inside City Limits

August 12, 2020, 9:36 AM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Walk/Electric Scooter/Wheelchair

### Question 6

- Walk/Electric Scooter/Wheelchair

### Question 7

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Yes

### Question 8

No response

### Name not available

inside City Limits

August 12, 2020, 9:42 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

180 I think is fine. The transition from 66 to 180 via Humphreys is a cluster, with very limited room to expand roads and improve traffic capacity. Honestly, if I had authoritarian power to do whatever I wanted, I'd build a big bypass road straight from the Flagstaff Ranch Rd exit on I-40 north to meet 180 just west of Cheshire. That would divert all Snowbowl/Grand Canyon bound traffic out of downtown, but, ugh, would probably have some tough environmental impacts.

### Name not available

inside City Limits

August 12, 2020, 9:54 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle

### Question 6

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**  
inside City Limits  
August 12, 2020, 10:04 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 6

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 7

- Yes

### Question 8

more cross walks and bike lanes please

**Name not available**  
outside City Limits  
August 12, 2020, 10:40 AM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

No response

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Car/vehicle



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**  
inside City Limits  
August 12, 2020, 11:00 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 1

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Joe Shannon**  
inside City Limits  
August 12, 2020, 11:16 AM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Bicycle
- Car/vehicle

### Question 6

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

Very busy all year round these days. Although I hate writing this but we do need another road off I-40. Such as the A1 Mtn exist to south Snowbowl Rd. Yes, the Friends of Baderville will protest, however we do not need a "Campfire" situation where people could not leave the area and perished in their cars. The Museum Fire let us know that evacuations will be occurring in our future.

---

**Name not available**  
inside City Limits  
August 12, 2020, 11:28 AM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 5  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- No

### Question 8

Need to be aware of animal populations along 180 to not negatively impact them

---

**Name not available**  
inside City Limits  
August 12, 2020, 12:03 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Public Support: 5

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

Bike safety

### Brandie Gowey

inside City Limits

August 12, 2020, 12:04 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 3  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5

Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

too much air pollution

### Name not available

inside City Limits

August 12, 2020, 12:11 PM

### Question 1

Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Bicycle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 1  
Improve Traffic Movement: 2  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5

### Question 5

- Bicycle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Bicycle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits

August 12, 2020, 12:19 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

outside City Limits

August 12, 2020, 12:30 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Bicycle



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 7

- Yes

### Question 8

Between Snow Bowl Road and Roundtree Rd on 180, there is NO safe way to ride a bike. A little bike path OR a sidewalk would be a tremendously welcome addition!!! There is about 10 inches of asphalt beyond the white line to try and maneuver. NOT Safe in any way with cars and trucks going 65 mph within a couple feet. Please PLAN for the people living in Fort Valley to be able to move around the area using a safe path along 180. Thanks very much!!

### Stephanie Arcusa

inside City Limits

August 12, 2020, 12:49 PM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 3  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 3  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

Keep the protected bike path on US 180. Humphreys is dangerous for pedestrians and cyclists to cross. Humphreys needs more protected crossings.

### Name not available

inside City Limits

August 12, 2020, 1:15 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

US 180 needs traffic lights for safe driving.

### Name not available

inside City Limits

August 12, 2020, 1:26 PM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

1) It is super dangerous to ride a bike west between Humphreys and Santa Fe. There is no proper bike lane and people fly. 2) It is also impossible to cross to the north at Humphreys. This whole curve area between Humphreys and Milton is not sensible from a cyclist's perspective. 3) And please don't put an underground tunnel; as a female I won't use that at night. 4) The bike lane along 180 up to Cheshire is awesome!! 5) Biking north on 180 north of the bike lane ending is scary! I do it sometimes but fast high profile vehicles have nearly blown me over.

### Name not shown

inside City Limits

August 12, 2020, 1:41 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

If there were more bike racks I would ride my bike more. Bike racks can be used to reduce traffic not just to look pretty like a planter.

### Name not shown

inside City Limits

August 12, 2020, 1:50 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle
- Bus

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

outside City Limits

August 12, 2020, 1:58 PM

### Question 1

Improve Vehicular Safety: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Hard to generalize across both of these - important, I think, to keep community character in mind along Humphreys, but environmental considerations (especially wildlife) and road safety much more important along US 180. Public transit (eg rapid route buses) to access the cultural amenities along 180 and to reach all the way to Snowbowl Rd and other snowplay destinations are crucial for reducing congestion and improving safety.

**Name not available**  
inside City Limits  
August 12, 2020, 3:07 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle
- Other - Walking

### Question 7

- Yes

### Question 8

Difficult to cross and pull out onto Ft. Valley with cars going way above 35 mph.  
which is supposed to begin near fire station. In ski season, backup of cars a hazard not only to get in/out of our street, but also problem if fire truck needs to get through. Too much traffic/traffic noise on road, need alternative routes.

**Name not available**  
inside City Limits  
August 12, 2020, 3:21 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 1  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

---

### Name not shown

inside City Limits

August 12, 2020, 4:22 PM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5

Public Support: 5

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- No

### Question 8

Including safer options for Bicycle Travel would be wonderful. Currently most cyclists utilize the FUTS or neighborhood streets. Some of the expansion of the bicycle lane on 180 has been noted and appreciated!

---

### Name not shown

inside City Limits

August 12, 2020, 4:33 PM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 3  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 4  
Improve Traffic Movement: 1  
Expand Travel Choices: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

180 has insufficient pedestrian/bike crossings. It is a very dangerous road, especially for the many residents who try and cross the road for school or to access Fratelli's/Late for the Train. The road should NOT be widened - the traffic congestion should be mitigated through a bus rapid transit lane (using existing infrastructure to accommodate a bus). The FUTS trail adjacent to 180 is dangerous as most cars pull out through the intersection trying to enter 180 and traffic on 180 turning on to side roads do not properly account for bikers and pedestrians. Widening the road to accommodate car traffic will not alleviate congestion and is not worth the enormous cost.

---

### Name not shown

inside City Limits

August 12, 2020, 4:56 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

We have travel impacts during the winter ski season on US180 and Humphreys Street (which people use to get to 180). Those roads need to be widened with a bike/walking path that is safe. Even more parking available to pull off 180 for snow play.

---

### Name not available

inside City Limits

August 12, 2020, 5:04 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bus
- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• Choose Not to Answer

### Question 3

• Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

• Car/vehicle

### Question 6

• Car/vehicle

### Question 7

• Yes

### Question 8

The intersection of Humphreys and Hwy 180 is HORRIBLE !!! If and extended vehicle (semi truck or truck with travel trailer) are making a left turn off Humphreys onto Hwy 180 they have a difficult time making the turn. If a vehicle is in the outside lane of Hwy 180 waiting for the light to change it gets pretty scary as these extended vehicles come close to hitting the vehicle as they do not have enough room.

Name not available

inside City Limits

August 12, 2020, 5:25 PM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

• Car/vehicle

### Question 3

• No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

• Car/vehicle

### Question 6

• Car/vehicle

### Question 7

• No

### Question 8

Left turns arrows at lighted intersections needed; hopefully Humphreys widening will help with the back up at the intersection of Humphreys and Rte. 66  
Should the current left turn onto Santa Fe be modified to limit traffic back up on Milton?

Name not shown

outside City Limits

August 12, 2020, 5:35 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Add more public transportation, particularly for tourists. Encourage all snowplayers to use the bus rather than drive.

**Name not available**  
inside City Limits  
August 12, 2020, 6:53 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**  
inside City Limits  
August 12, 2020, 7:03 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

- Bicycle
- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

To many people coming to our town to recreate and something has to change. Emergency vehicles are impacted during high traffic volumes. People that live on 180 are at the mercy of traffic. Not a good situation for a quality living experience.

### Name not available

inside City Limits  
August 12, 2020, 7:08 PM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5

Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not available

inside City Limits  
August 12, 2020, 9:19 PM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 1  
Improve Traffic Movement: 1  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

Tell mayor Evans that while she's pretty good at her job, she needs to step up and protect our open spaces or there will be none left.

**Jeff Duncan**

inside City Limits

August 13, 2020, 6:40 AM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

Noise, Noise, Noise. Grants for noise blocking wall along ALL of US180. Also a lighted pedestrian crossing near Meade would help the safety of our neighborhood and help local nearby businesses. Thank you for listening.

**Name not shown**

outside City Limits

August 13, 2020, 8:53 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

inside City Limits  
August 13, 2020, 9:19 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 7

- Yes

### Question 8

I think that the City of Flagstaff, Coconino County and ADOT should consider construction of a new route to Grand Canyon that skirts the western edge of Flagstaff.

### Name not available

inside City Limits  
August 13, 2020, 10:21 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 1  
Public Support: 3

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

The logistics of this I believe to be challenging, but paving a road between Baderville and i40 would be extremely helpful. An example would be some of the Forrest service roads that get you from Baderville to Forrest service road 506 that turns into Mountain Road and is the A-1 Mountain interchange at i40.

More law enforcement support on 180 during snow season is also essential. It can be SCARY with the people parked on the roads trying to sled. Like young children running in and out of the highway scary.

Another smaller helpful item would be adding green turn arrows at the light at the intersection of 180 and Fremont Blvd/ Shultz Pass. I was actually surprised it wasn't added when the light first went in as it can be extremely difficult to turn left from 180 onto Fremont.

---

**Name not available**  
outside City Limits  
August 13, 2020, 12:28 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

Closer to the Humphreys/downtown area, I can see that there is a need for enhanced community character and expanded travel choices.

For 180, we just need to be able to get into and out of the town we work in, spend money in, and depend on for health and human services.

---

**Mark Daniels**  
outside City Limits



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

August 13, 2020, 1:48 PM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 2

- Bicycle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Bicycle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not shown**

inside City Limits

August 13, 2020, 11:34 PM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 1

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 1

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

No response

---

**Rebecca Conti**

outside City Limits

August 14, 2020, 6:58 AM

### Question 1

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

While I very much wish to improve conditions along the Milton/Humphreys/Fort Valley Road corridor, I think a bypass around the city with access to Snowbowl is more important. No matter what improvements are made to the corridor, if traffic is backed up with cars from Phoenix, the quality of life for those of us in this area will be damaged. Thank you for listening.

**Name not shown**

inside City Limits

August 14, 2020, 7:00 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**

outside City Limits

August 14, 2020, 7:18 AM

### Question 1

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 2  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 1  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 1  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

Improve Traffic Movement: 1  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 1  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Humphreys street is not suitable for biking. Bikes should be re-directed to Kendrick or Beaver.  
US180 needs separated bike lanes all the way from Columbus to past Cheshire.

## Mark Haughwout

inside City Limits

August 14, 2020, 7:38 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 1

## Name not available

inside City Limits

August 14, 2020, 7:48 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not available

inside City Limits

August 14, 2020, 7:55 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4

Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 3  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

Living in there Cheshire neighborhood means that during a good snowy winter, having to go downtown after 3pm on a Saturday or a Sunday is a nightmare.

### Name not shown

inside City Limits

August 14, 2020, 8:04 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 2



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Bicycle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle
- Bus
- Car/vehicle

### Question 6

- Bicycle
- Bus
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 7

- No

### Question 8

maintain beauty and preservation of environment

### Name not shown

inside City Limits

August 14, 2020, 8:32 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 1  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

inside City Limits

August 14, 2020, 10:12 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 3

- Choose Not to Answer

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Choose Not to Answer

### Question 8

Again less cars would be good.

### Name not shown

inside City Limits

August 14, 2020, 10:52 AM

### Question 1

Improve Vehicular Safety: 4

Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 1  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

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### Brittain Davis

inside City Limits

August 14, 2020, 11:18 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 5

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Pedestrian bridges over Humphreys and 66/Santa Fe for people walking downtown (especially important for major events)

### Name not available

inside City Limits

August 14, 2020, 12:33 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5

Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

outside City Limits

August 14, 2020, 1:19 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4

### Question 5

No response

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

---

**Name not available**  
inside City Limits  
August 14, 2020, 1:44 PM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 3  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 7

- No

### Question 8

A crosswalk by Fratelli Pizza would increase pedestrian safety. Also, for runners and walkers, more options to cross on 180 will assist with social distancing.

---

**Name not available**  
inside City Limits  
August 14, 2020, 2:42 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**  
outside City Limits  
August 14, 2020, 9:05 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not available**  
inside City Limits  
August 15, 2020, 5:24 AM

**Name not available**  
inside City Limits  
August 15, 2020, 5:52 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not available**  
inside City Limits  
August 15, 2020, 6:23 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not available**  
outside City Limits  
August 15, 2020, 6:23 AM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 3  
Improve Traffic Movement: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 1  
Public Support: 2

### Question 2

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

outside City Limits

August 15, 2020, 7:03 AM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 3  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Choose Not to Answer

### Question 8

No response

### Caleb Garcia

inside City Limits

August 15, 2020, 10:50 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Find alternate routes for Snowbowl traffic. This will help the traffic flow that impacts HW 180, Humphreys and ultimately Milton rd.

**Alan Petersen**

inside City Limits

August 15, 2020, 11:09 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5

Improve Traffic Movement: 2  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

Provide safe bicycle lanes and other bicycle infrastructure!!!!!!!!!!!!!!

**Name not shown**

inside City Limits

August 15, 2020, 1:22 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 5



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**  
outside City Limits  
August 15, 2020, 2:05 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

Humphreys should NOT be widened. Neither should US 180. That will become the near equivalent of a freeway running through downtown and the northwest corridor. Please DO NOT add traffic lights to Humphreys - they will only slow down traffic even further. However, a roundabout at the corner of Humphreys and Aspen would be a great improvement and keep traffic flowing. The current light there stops traffic to numerous vehicles for the occasional car traveling east on Aspen. Regarding US 180, an alternative route to SnowBowl is greatly needed, for example a road from I-40 West over the mesa south of Baderville would be a great improvement. It is difficult for residents of the US 180 corridor to drive into town on weekends during snow season. Additionally, the City should NOT build any homes at the corner of US 180 and Schultz Pass Rd. There is so much congestion already! That land should be used for a small park or green space.

**Name not available**  
outside City Limits  
August 15, 2020, 3:30 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 2  
Public Support: 2

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 2

- Bicycle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 2  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 1  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

US 180 traffic, especially in the winter, is close to saturation. The 180 corridor is full up.

### Name not shown

inside City Limits

August 15, 2020, 4:36 PM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not available

inside City Limits

August 15, 2020, 7:54 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 2

- Car/vehicle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Other - Car since it is not safe to bicycle on Humphreys

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

Compensate impacted property owners with something that decreases their carbon footprint or enhances/improves their business.

**Name not available**  
inside City Limits  
August 16, 2020, 3:40 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle
- Other - Car since biking on Milton is not safe

### Question 3

**Name not shown**  
inside City Limits  
August 17, 2020, 12:06 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 1  
Improve Traffic Movement: 1  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Bus

### Question 3

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

• No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 1  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 1  
Public Support: 3

### Question 5

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

inside City Limits  
August 17, 2020, 1:51 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 2

- Bicycle

### Question 3

• No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 1  
Improve Traffic Movement: 5  
Expand Travel Choices: 1  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

just build a road from I-40 to snowbowl already

### Dillon Metcalfe

inside City Limits  
August 17, 2020, 3:27 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 2

- Bicycle

### Question 3

- No



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Bicycle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

The bicycle option is pretty good there already. There is a bike path adjacent to 180, and it detours around Humphreys to get downtown. Prioritize bike paths elsewhere with the limited budget.

### Name not available

inside City Limits

August 18, 2020, 10:54 AM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 1  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 3  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Bicycle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

Milton should be improved to provide more safety and ease of travel for pedestrians and bikers.

### Name not shown

inside City Limits

August 18, 2020, 11:45 AM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 2  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 3

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 3  
Public Support: 3

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

I think the bike path is super nice and wonderful to have. It would be great if it went further allowing access to snowbowl safely via a path. This would keep road cyclists happy and safe!

**Name not shown**

outside City Limits

August 18, 2020, 12:50 PM

### Question 1

Improve Vehicular Safety: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 2  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not shown**

inside City Limits

August 18, 2020, 11:23 PM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Bus

### Question 3

- Yes

### Question 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 2  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not available**  
inside City Limits  
August 19, 2020, 9:14 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5

Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

More cross-walks on 180, more protection for bicyclists.

**Name not available**  
inside City Limits  
August 19, 2020, 2:20 PM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 5  
Improve Traffic Movement: 3

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Please consider bicycle & pedestrian safety and use.

### Judy Hoffman

inside City Limits

August 20, 2020, 11:49 AM

### Question 1

Improve Vehicular Safety: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle
- Walk/Electric Scooter/Wheelchair

### Question 7

- Yes

### Question 8

Shocked when i saw sign saying that 77 apartments will be built across the street from Anderson. Not good. Have lived on Fort Valley (on frontage road) for almost 43 years. If you are going to destroy the area anymore you had better just purchase my house now.

### Name not shown

inside City Limits

August 20, 2020, 9:32 PM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Social & Environmental Impacts: 2  
Public Support: 3

### Question 5

- Car/vehicle



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

Would be nice to have a bike lane on Humphreys St. A speed limit radar would be helpful on Fort Valley, as many people speed.

**Name not available**  
inside City Limits  
August 21, 2020, 8:56 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 2  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 2  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 2  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Bicycle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

Left turn light needed by FALA.

**Name not shown**  
inside City Limits  
August 21, 2020, 9:34 AM

### Question 1

Improve Vehicular Safety: 5  
Enhance Community Character: 3  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 2

- Bicycle
- Bus
- Walk/Electric Scooter/Wheelchair

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 5  
Enhance Community Character: 2  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Bicycle
- Bus
- Walk/Electric Scooter/Wheelchair

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Bicycle
- Bus
- Walk/Electric Scooter/Wheelchair

### Question 7

- Yes

### Question 8

No response

### Name not shown

inside City Limits

August 21, 2020, 10:29 AM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 1  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 1  
Public Support: 2

### Question 5

- Car/vehicle

- Walk/Electric Scooter/Wheelchair

### Question 6

- Walk/Electric Scooter/Wheelchair

### Question 7

- Yes

### Question 8

No response

### Name not shown

inside City Limits

August 21, 2020, 11:06 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 2

### Question 5

- Bicycle

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

Having worked for Guardian ambulance for 10 years I have personally responded to a number of vehicle vs. bicycle collisions along the US 180 bike path, most resulting from a northbound bicycle being struck by an automobile from a west side street. I now commonly wait 30-60 seconds until such a vehicle has departed if I am riding north, but others are often not aware of the hazard. A separated bike lane on the east side of the road would do wonders to alleviate injuries resulting from such collisions.

**Name not available**  
inside City Limits  
August 21, 2020, 11:09 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 2

- Bicycle
- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Bicycle
- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

No response

**Name not available**  
inside City Limits  
August 21, 2020, 12:57 PM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Bicycle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 5

- Car/vehicle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

No response

**Name not available**  
inside City Limits  
August 21, 2020, 1:26 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

**Name not shown**  
inside City Limits  
August 21, 2020, 1:57 PM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 3  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 3  
Improve Traffic Movement: 2  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 2

### Question 5

- Car/vehicle



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### Question 6

- Bicycle

### Question 7

- Yes

### Question 8

Hard to imagine a solution for this section that will work except either 1) If/when climate change makes Snowbowl close... which will probably happen just as we're finishing whatever traffic solution we find to this problem. or 2) we develop true mass-transit solutions for the major attractors (eg schools and Snowbowl) that people will actually use. I tried using the bus to Snowbowl twice and gave up, there was too little capacity. Similarly if we can't find good transportation alternatives for schools (instead of what seems like every parent driving every child to school) it remains a problem. I would much prefer alternative #2 because it could develop into healthier children and neighborhoods and not just be the standard solution of applying more and more traffic lanes, which divide and diminish the character of a town. Steamboat Springs has committed to truly workable public and tourist transportation for their ski area and their downtown area as have other towns, and I suspect the same would be true of school transport as well. BTW I ride a bicycle on streets adjacent to Humphreys. The current configuration of Humphreys is not comfortable for a bicyclist and not pleasant for pedestrians.

### Name not available

inside City Limits

August 21, 2020, 1:58 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 4  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- Choose Not to Answer

### Question 4

Improve Vehicular Safety: 2  
Enhance Community Character: 3  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 4  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

No response

### Name not shown

inside City Limits

August 21, 2020, 3:06 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 1  
Public Support: 4

### Question 2

- Other - Motorcycle

### Question 3

- Yes

### Question 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Vehicular Safety: 5  
Enhance Community Character: 4  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 2  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Bicycle

### Question 7

- No

### Question 8

Crosswalks marked for bus stop is important to me. With warning flashers.

### Name not shown

inside City Limits

August 21, 2020, 4:42 PM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4

Enhance Community Character: 3  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

outside City Limits

August 21, 2020, 5:07 PM

### Question 1

Improve Vehicular Safety: 1  
Enhance Community Character: 2  
Improve Traffic Movement: 1  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 1  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 1  
Enhance Community Character: 2  
Improve Traffic Movement: 1

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 1

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

"The curve" on 180, between Magdalena and Hidden Hollow/Forest Hills, is extremely dangerous for walkers, runners, bikers, etc. I regularly run on this part of 180. I think the safety of pedestrian/non-vehicular traffic should be prioritized here. A crushed gravel FUTS-style path, separated from the highway by a barrier such as a guard rail, would be ideal. I also believe speeds should be reduced between the Summit Fire Station just north of this curve and the stoplight at Cheshire. The allowed speeds are too high for an area with adjacent residences, higher pedestrian/non-vehicular use, etc.

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### Susie Garretson

outside City Limits

August 22, 2020, 1:05 PM

### Question 1

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 5

- Car/vehicle

### Question 6

- Bicycle
- Car/vehicle

### Question 7

- Yes

### Question 8

Add wider bicycle & walking lanes on 180  
Add roundabouts where stoplights are especially at Humphreys/Columbus; Add roundabouts for side streets to enter as well.  
During high snow play times: Add obvious diversion to southbound traffic to Switzer Canyon, which also would need roundabouts for that route; Work with forest service not to allow any more snow play activities or expansion of snow play businesses; Work with forest service and yourselves to create snow play areas off the freeway exits south, west, & east of town, as well as Lake Mary Road - many many people who come up here just want a place to park so they can build snowmen and throw snowballs and take pictures & picnic, so all that is needed is the parking lot and a big field or place they can run around - some can include easy sledding.

---

### Name not shown

inside City Limits

August 22, 2020, 3:52 PM

### Question 1

Improve Vehicular Safety: 4

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 5

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 4  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- No

### Question 8

No response

### Name not shown

outside City Limits

August 23, 2020, 3:00 PM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 2  
Improve Traffic Movement: 5

Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 5  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 5

- Car/vehicle

### Question 6

- Walk/Electric Scooter/Wheelchair

### Question 7

- Yes

### Question 8

180 improvements should include a shoulder or path leading beyond the Peak View Street around the next curve in 180 until the shoulder opens up/widens. This will enhance runner/walker/biker safety as well as vehicular safety in this tight corridor.

### Name not available

inside City Limits

August 23, 2020, 4:30 PM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4



## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

Improve Traffic Movement: 5  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 3  
Public Support: 2

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 4  
Public Support: 2

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

The speed limit should be reduced; in my opinion, the speed limit should be reduced down to 25 mph on those roads. My family and friends are put in unsafe positions daily, every time they need to merge onto, or off of Humphries and 180. Additionally, both of those roads are either adjacent-to, or a block away from schools. I also believe a stoplight at 180 and Forest would improve safety, as well as improve the environmental impact on the surrounding neighborhoods. A stoplight at the elementary school on 180 might also be a good idea.

---

**Name not shown**

inside City Limits

August 24, 2020, 7:16 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 2  
Improve Traffic Movement: 3  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 4  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- No

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 5  
Improve Traffic Movement: 2  
Expand Travel Choices: 2  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

The speed must be reduced in the residential area, especially from Navajo to the museum. The current speeds and blind curves make entering and exiting side streets dangerous and difficult. Not only is 35mph too fast but many, if not most drivers are attempting to go much faster and near misses, road rage and excessive noise are common.

---

**Name not available**

inside City Limits

## Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

August 24, 2020, 7:53 AM

### Question 1

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 4  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 4

### Question 2

- Car/vehicle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 4  
Enhance Community Character: 5  
Improve Traffic Movement: 3  
Expand Travel Choices: 3  
Limit Property Impacts & Project Costs: 5  
Limit Social & Environmental Impacts: 5  
Public Support: 5

### Question 5

- Car/vehicle

### Question 6

- Car/vehicle

### Question 7

- Yes

### Question 8

PLEASE slow the traffic down on Fort Valley Road! It has become a highway thoroughfare through an historic quiet neighborhood. Twenty five miles per hour beginning at and up too the Museum of Northern Arizona or "have the guts" to slow traffic to 19mph like on the NAU campus. It has become impossible to safely enter Fort Valley traffic from the neighborhood or businesses and apartment complexes on the East side of the road. I have seen many near misses and several accidents. A

high school boy was hit on his bike last year, had his jaw broken, and missed half his junior year at FHS. Does another tragedy have to happen before speed problem is mitigated? The turn lane has become a passing lane too. Fort Valley Road has become dangerous.

---

### Name not available

inside City Limits

August 24, 2020, 9:42 AM

### Question 1

Improve Vehicular Safety: 2  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 5  
Public Support: 3

### Question 2

- Bicycle

### Question 3

- Yes

### Question 4

Improve Vehicular Safety: 3  
Enhance Community Character: 4  
Improve Traffic Movement: 3  
Expand Travel Choices: 5  
Limit Property Impacts & Project Costs: 3  
Limit Social & Environmental Impacts: 4  
Public Support: 4

### Question 5

- Bicycle

### Question 6

- Bicycle

### Question 7

- No

## **Milton Rd & US 180 Master Plans - Corridor Improvement Qualities Survey**

What qualities should be most important when planning improvements for Milton Road, Humphreys Street, and US 180 (Fort Valley Rd)?

### **Question 8**

Again, we need to move people, not cars. In the new design, we need to have separated bicycle lanes and to prioritize bus travel.

## Appendix J – Conflict Resolution Results

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# Routing Form for Development of Milton CMP Issue Resolution

## Management Level

Page 1 / 1


<b>Project Name:</b>	Milton Corridor Master Plan (CMP)		
<b>Meeting Date:</b>	11/22/2021	<b>Contract:</b>	ADOT Michael Baker Contract
<b>ADOT Group:</b>	MPD / IDO NC	<b>Stakeholder:</b>	City of Flagstaff
<b>This is</b>	<input checked="" type="checkbox"/> a policy issue <input type="checkbox"/> an administrative issue <input checked="" type="checkbox"/> a technical/specifications issue <input type="checkbox"/> a consult. contract issue <input type="checkbox"/> a sub-consultant contract issue		
<b>Describe additional or alternate solutions considered.</b> N/A			
<b>What are the names of persons assisting with resolution at this level?</b> Audra Merrick, Greg Byres, Rick Barrett, Dan Folke.			
<b>Are there additional comments or recommendations?</b> N/A			
<b>Returned to PM/Engineer level for second attempt resolve on</b> .			
<b>Describe the final resolution agreement.</b> The management team agreed to come up with language on how at grade pedestrian crossings may be considered in the future for the US 180 and Milton Road corridor master plans. The language will be placed in the executive summary of the US 180 and Milton Road corridor master plans.			
<b>Issue resolved at this level?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Forwarded to next level on</b>	<b>Contract mod. required</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	

If resolved, written feedback of the resolution was transmitted to team members and persons affected by this issue on 11/22/2021 by comments made, final draft not yet provided.

DocuSigned by:  
  
 6E1FEBD8FEFF421  
 ADOT MPD Director (Signature Required) Date 1/4/2022

Greg Byres, MPD Planning Director

(Printed Name)

DocuSigned by:  
  
 A6C0873E5BDD48E  
 ADOT District Engineer (Signature Required) Date 1/4/2022

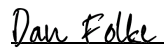
Audra Merrick, NC District Engineer

(Printed Name)

DocuSigned by:  
  
 A4EF97C1E9BF4F8...  
 City Engineer (Signature Required) Date 1/4/2022

Rick Barrett, City Engineer

(Printed Name)

DocuSigned by:  
  
 348D1FDF87684F4...  
 City Community Development Director (Signature Required) Date 1/4/2022

Dan Folke, City Community Development Director

(Printed Name)



Partnering

# Routing Form for Development of Milton CMP Issue Resolution

## Management Level

Page 1 / 1

<b>Project Name:</b>	Milton Corridor Master Plan (CMP)		
<b>Meeting Date:</b>	11/22/2021	<b>Contract:</b>	ADOT Michael Baker Contract
<b>ADOT Group:</b>	MPD / IDO NC	<b>Stakeholder:</b>	MetroPlan
<b>This is</b>	<input checked="" type="checkbox"/> a policy issue <input type="checkbox"/> an administrative issue <input checked="" type="checkbox"/> a technical/specifications issue <input type="checkbox"/> a consult. contract issue <input type="checkbox"/> a sub-consultant contract issue		

Describe additional or alternate solutions considered.

N/A

What are the names of persons assisting with resolution at this level?

Audra Merrick, Greg Byres, Jeff Meilback,

Are there additional comments or recommendations?

N/A

Returned to PM/Engineer level for second attempt resolve on .

Describe the final resolution agreement.

The management team agreed to come up with language on how at grade pedestrian crossings may be considered in the future for the US 180 and Milton Road corridor master plans. The language will be placed in the executive summary of the US 180 and Milton Road corridor master plans.

<b>Issue resolved at this level?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Forwarded to next level</b> on	<b>Contract mod. required</b> <input type="checkbox"/> Yes <input type="checkbox"/> No
---	--------------------------------------	---

If resolved, written feedback of the resolution was transmitted to team members and persons affected by this issue


on <sup>na</sup> by <sup>na</sup>.

DocuSigned by:  
  
 6E1FEBD855FF421  
 ADOT MPD Director (Signature Required)      Date

1/4/2022

Greg Byres, MPD Planning Director


(Printed Name)

DocuSigned by:  
  
 A6C0873E5BDD48E...  
 ADOT District Engineer (Signature Required)      Date

1/4/2022

Audra Merrick, NC District Engineer

(Printed Name)

DocuSigned by:  
  
 BF8041680B56454  
 MetroPlan Director (Signature Required)      Date

1/4/2022

Jeff Meilback, MetroPlan Director

(Printed Name)



Partnering

# Routing Form for Development of Milton CMP Issue Resolution

## Management Level

Page 1 / 1

<b>Project Name:</b>	Milton Corridor Master Plan (CMP)		
<b>Meeting Date:</b>	11/22/2021	<b>Contract:</b>	ADOT Michael Baker Contract
<b>ADOT Group:</b>	MPD / IDO NC	<b>Stakeholder:</b>	Mountain Line
<b>This is</b>	<input checked="" type="checkbox"/> a policy issue <input type="checkbox"/> an administrative issue <input checked="" type="checkbox"/> a technical/specifications issue <input type="checkbox"/> a consult. contract issue <input type="checkbox"/> a sub-consultant contract issue		
<b>Describe additional or alternate solutions considered.</b> N/A			
<b>What are the names of persons assisting with resolution at this level?</b> Audra Merrick, Greg Byres, Kate Morley			
<b>Are there additional comments or recommendations?</b> N/A			
<b>Returned to PM/Engineer level for second attempt resolve on</b> .			
<b>Describe the final resolution agreement.</b> The management team agreed to come up with language on how at grade pedestrian crossings may be considered in the future for the US 180 and Milton Road corridor master plans. The language will be placed in the executive summary of the US 180 and Milton Road corridor master plans.			
<b>Issue resolved at this level?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<b>Forwarded to next level on</b>	<b>Contract mod. required</b> <input type="checkbox"/> Yes <input type="checkbox"/> No	

If resolved, written feedback of the resolution was transmitted to team members and persons affected by this issue on 1/4/2022 by Kate Morley.

DocuSigned by:

Greg Byres

1/4/2022

651FEBD8FFEF421

ADOT MPD Director (Signature Required)

Date

Greg Byres, MPD Planning Director

(Printed Name)

DocuSigned by:

Audra Merrick

1/4/2022

A6C0873E5BDD48E

ADOT District Engineer (Signature Required)

Date

Audra Merrick, NC District Engineer

(Printed Name)

DocuSigned by:

Kate Morley

1/4/2022

38117D5A426D48C

Mountain Line Deputy Gen. Manager (Signature Required) Date

Kate Morley, Deputy General Manager

(Printed Name)



Partnering

## Appendix K – Milton Road Access Control Specifications

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# Milton Rd & US 180 Corridor Master Plans

## Milton Rd - Raised Median / Access Control Specifications

### Raised Median Specifications

**No Build +:** 12' wide raised median

**Alternative 5:** 12' wide raised median (per Tier 2 Alt spec)

**Alternative 6a:** 15' wide raised median (per Tier 2 Alt spec)

**Alternative 6b:** 15' wide raised median (per Tier 2 Alt spec)

**Alternative 13:**

a) At signalized intersections: 8' wide X 60' long raised median offset platform (40' long offset platform + 20' long ramps)

b) Midblock: No raised median. Dedicated Bus Rapid Transit (BRT) lanes would restrict all non-signalized left-turn-in and left-turn-out access.

### Notes:

1) For all Build Alternatives (including the No Build +), the raised median would drop where left turn lane(s) exist at signalized intersections.

2) The raised median, access control specifications would be evaluated between Forest Meadows St and south of Phoenix Ave (with the assumption that there would be a signalized intersection at Phoenix Ave).

3) U-turn movements would follow the Tier 3 Spot Improvements, which would generally allow U-turns at signalized intersections and approved left turn movements (raised median breaks) for 6-8-lane alternatives, but would restrict most U-turns for the No Build + (unless an exception is identified in the Spot Improvements list).

4) For all 6-8-lane Alternatives (5, 6a, 6b, and 13), it is recommended to add a signalized intersection at Chambers Dr to enhance operations.

### Raised Median / Access Control Spacing Guidance

The below Raised Median / Access Control Spacing Guidance will be documented in the Milton Rd Corridor Master Plan report and is intended to serve as an access management guide for future redevelopment along Milton Rd should a raised median be constructed. This guidance is subject to an approved Traffic Impact Analysis (TIA) for any proposed development.

1) Driveway spacing and left-turn-out access median breaks are subject to Level of Service (LOS) and safety analysis at any proposed driveway access point prior to permitting changes to access.

2) 300 feet or less of *\*frontage*: one driveway with right-turn-in, right-turn-out access permitted; no median break for left-turn-in, left-turn-out access permitted.

3) 300-500 feet of frontage: two driveways with right-turn-in, right-turn-out access permitted; no median break for left-turn-in, left-turn-out access permitted.

4) Over 500 feet of frontage: two site driveways and one median break for one left-turn-in movement could be considered.

5) If multiple properties provide cross access for 500' of frontage via an access agreement, a break in the median for left-turn-in access could be considered.

6) With the exceptions of permitted left-turn-out access, as identified in Table 1 below, left-turns onto Milton Rd are restricted to signalized intersections if a raised median were constructed on Milton Rd.

*\*Frontage* is defined as the linear distance of the property along ADOT right-of-way.

**Table 1: Left-Turn Access Control (assuming a Raised Median)**<sup>1</sup>Left-in: Traveling on Milton Rd and turning left in to an access point<sup>2</sup>Left-out: Making a left turn from an access point on to Milton Rd

<b>Alternative</b>	<b>Location</b>	<b>Permitted Left-Turn Movements</b>
<b>No Build Plus / No Build Hybrid</b>	1) Saunders Dr	1) <sup>1</sup> Left-in permitted; <sup>2</sup> left-out restricted
	2) 1830 University West Apartment Homes Access Road (north of Pizza Hut)	2) Left-in permitted; left-out restricted
	3) University Ave (currently west side of Milton)	3) Assuming University Ave is realigned and signalized
	4) Target Access (east side of Milton across from current University Ave alignment, north of University Dr)	4) Left-in restricted; left-out restricted
	5) Chambers Dr	5) Left-in permitted; left-out permitted (Note: Recommended to stay as non-signalized in No Build + / Hybrid. This is the only non-signalized intersection recommended to permit a left-out movement.)
	6) McDonald's Access (west side of Milton)	6) Left-in restricted; left-out restricted (Reviewed due to connection to Yale St)
	7) Malpais Ln	7) Left-in restricted; left-out restricted
	8) Mikes Pike St	8) Left-in restricted; left-out restricted
	9) Tucson Ave	9) Left-in permitted; left-out restricted
	10) Phoenix Ave	10) If signal = N/A. If no signal = Left-in permitted; left-out permitted
	11) Santa Fe Ave	11) If signal = N/A. If no signal = Left-in permitted; no left out
<b>Alternative 5</b> (Add 2 GP Lanes)	1) Same as the No Build +	1) All Left-Turn Movement recommendations from the No Build + would apply
	2) Chambers Dr	2) Convert to signalized intersection
<b>Alternative 6a</b> (Add 2 GP lanes + 2 Outside BRT/bike/RT lanes)	1) Same as the No Build +	1) All Left-Turn Movement recommendations from the No Build + would apply
	2) Chambers Dr	2) Convert to signalized intersection
<b>Alternative 6b</b>	1) Same as the No Build +	1) All Left-Turn Movement

(Add 2 Outside BRT/bike/RT lanes)		recommendations from the No Build + would apply
	2) Chambers Dr	2) Convert to signalized intersection
<b>Alternative 13</b> (Add 2 Center BRT lanes)	1) Forest Meadows St to south of Phoenix Ave	1) Left-in restricted; left-out restricted (except at signalized intersections)
	2) Chambers Dr	2) Convert to signalized intersection

## Raised Median / Access Control Meeting Notes

**Thursday, July 23, 2020**

Google Meet Conference Call

### Attendees:

ADOT: Dan Gabiou, Nate Reisner, Steve Orosz

City of Flagstaff: Jeff Bauman

MBI: Kevin Kugler, Jessica Belowich

### Meeting Purpose:

The purpose of this meeting is to identify the specs we'd like to see for a raised median, access controlled version of our remaining Milton Rd CMP Alternatives. The intent is to model these versions to compare to the original alternative specs (which do not include raised median or access control features).

The raised-median, access control specifications and additional spot improvements recommended in this document would not apply to the original, non-access controlled versions of the Alternatives, per the spot-improvements previously agreed upon by the Project Partners on February 11, 2020.

## Discussion

### 1) Raised Median Access Control Spec

#### No Build + Alternative

-Steve: How does the City feel about access management?

-Jeff: This is the right time to discuss, through the CMP process.

-Nate: Need to evaluate, especially for re-development

-Dan: The current proposal is we would define the raised median / access control spec, model it for our remaining alternatives, and share the traffic operations results with the Partners, public, and business community. Originally, we were only going to model a raised median / access controlled version of the Recommended Alternative, but Kevin and I felt this would be necessary in order to expedite the schedule.

-Steve: We need to agree to U-turn movements assumptions. I recommend yes for 6+ lanes and no for 4 lanes.

-Kevin: We do have some specific U-turn locations and restrictions identified in the Tier 3 Spot Improvements

-Dan: How much more traffic would be making U-Turns based on restricting left turn movements?

-Jessica: How do we account for non-signalized intersections that are not in the model?

-Dan: I think we'll need to make an assumption based on our best understanding. Do we have turning movement counts? Is there a way to calculate anticipated additional U-turns at signalized intersections and how much capacity the signalized left-turn lanes could hold?

-Jessica: We'll have to do some digging. VISSIM does not handle this type of analysis very well.

The group then discussed allowable left-turn movements and locations, starting from the southern part of the corridor to the northern end, starting with the No Build + Alternative. The agreed-upon results are summarized in Table 1.

#### **No Build +**

Allowable (non-signalized) Left Turn Movements (onto Milton) Locations:

##### **SB @ Chambers?**

-Note: There is about 900' between Chambers and University Dr.

-Steve: Yes, WB Left Out to SB Milton OK. SB Left to EB Chambers OK.

-Nate: Agree

-Jeff: Agree

Nate: Previous U-turn discussion applies.

Kevin: Even more reason not to allow a Left Out when adding more lanes

Steve: Agree with Kevin. Under Build Alts, recommend Signal at Chambers.

-Jeff: Yes

-Nate: Yes

\*For Chambers, the signalized intersection would apply to Alt 13 as well.

Mike's Pike: No SB LT / No Left Out. All Agree

##### **NB @ Saunders?**

-Jeff: Yes. Is there any guidance on restrictions for additional lanes?

-Steve: Regarding delay, if LOS E+, need to mitigate

-Dan: Safety, additional conflict points

-Steve: no. Come back to Jeff's ideas.

-Kevin: Saunders is less than 660' from prior signal

-Jessica: This driveway not in model (would not impact model)

-Jeff: Left outs problematic. Left-in and U-turn opportunities

-Nate: Left-in, but no left-out

\*Group: No left turns out. Left turns in OK.

Saunders Turn Movement Counts: 21 AM/PM + 35 / 58

1830 University West road (550' north of signal) – Left-in ok; no left out

–Jessica: Not in model

-Steve: Ok

-Nate: Ok

-Jeff: Ok

Turn Movement Counts: TBD

##### **NB @ McDonald's (north of Chambers)?**

-Steve: No NB Left

-Nate: Agree, no NB Left

-Jeff: Agree

Malpais Ln: No NB LT onto Milton / No U-Turns

-Jeff: Agree

-Steve: Agree



-Nate: Agree

Phoenix: Assumption is signalized for all Alts (including No Build +)

Tucson: Left in Ok (NB to WB) / No left out / No U-Turns

-Jeff: Ok

-Steve: Ok

-Nate: Ok

-Jessica: in model

Santa Fe: Florida T allows Left Turn from R66 onto WB Santa Fe. No Left Turns from SB Sitgreaves to EB R66.

Other alt: Turn left onto Phoenix.

If do not do Florida T, all Alts restrict Left Turn from NB R66 to WB Santa Fe.

### **Build Alts**

#### **Alt 5 (Add 2 GP lanes)**

Any Changes compared to No Build +? -No, only add signalization of Chambers. U-turn discussion applies.

#### **Alt 6a (Add 2 GP lanes + 2 BRT lanes)**

Any Changes compared to No Build +? -No, only add signalization of Chambers. U-turn discussion applies.

#### **Alt 6b (Add 2 outside BRT lanes)**

Any Changes compared to No Build +? -No, only add signalization of Chambers. U-turn discussion applies.

#### **Alt 13 (Add 2 center BRT lanes) – Access Control Spec Completed**

Dan: Spec previously identified by Mountain Line/AECOM per 7/3/19 email

-Midblock: None – Bus lanes

-At Signalized Intersection bus stop locations (Riordan & Butler): 8' wide X 60' long offset platform (40' platform + 20' ramps)

Access Control: No Left Turns from side streets / business access points onto Milton permitted (ADOT/NAIPTA Agreed to this due to safety concerns. See 2/25/20 email from Bizzy.)

Dan: We already have run this model, but if we're adding a signal to Chambers, should we also add it here?

Steve: Yes, any alt that adds lanes should receive a signal at Chambers.

Dan: Group agree? -Yes

### **2) Raised Median width (and any other details)**

No Build +: 12' width (11' with striping; space back of curb) – Raised median would apply throughout, except break for existing left-turn movements.

-11' left turn-lanes with 4' finger islands.

Alt 5: 12' width

Alts 6a/6b: 15' width

### **3) Preferred Access Distance Spec**

Kevin: 660' spacing identified in the ADOT TGP, Section 1060 on Median Openings.

Steve: This spacing is for divided highways though

Nate: We treat this as an Interim spec until a more detailed access management policy identified for a corridor via a study.

**Nate: Recommended Spacing for Left Turn Breaks**

- 1) Driveway spacing and left-turn-out access median breaks are subject to Level of Service (LOS) and safety analysis at any proposed driveway access point prior to permitting changes to access.
- 2) 300 feet or less of \*frontage: one driveway with right-turn-in, right-turn-out access permitted; no median break for left-turn-in, left-turn-out access permitted.
- 3) 300-500 feet of frontage: two driveways with right-turn-in, right-turn-out access permitted; no median break for left-turn-in, left-turn-out access permitted.
- 4) Over 500 feet of frontage: two site driveways and one median break for one left-turn-in movement could be considered.
- 5) If multiple properties provide cross access for 500' of frontage via an access agreement, a break in the median for left-turn-in access could be considered.

-Jeff: Nate's recommendations are a good starting point.

## Appendix L – Detailed Planning-Level Cost Estimate

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Segment	Cost
Segment A	\$1,299,000
Segment B	\$607,000
Segment C	\$2,697,000
Segment D	\$775,000
Segment E	\$770,000
Segment F	\$2,823,000
Segment G	\$576,000
Segment H	\$420,000
Segment I	\$667,000
Segment J	\$1,274,000
Segment K	\$1,551,000
Segment L	\$396,000
Segment M	\$532,000
Segment N	\$515,000
Segment O	\$366,000
Segment P	\$2,403,000
Segment Q	\$6,359,000
Segment R	\$166,000
Segment S	\$1,813,000
Segment T	\$7,571,000
Segment U	\$189,000
Segment V	\$382,000
Segment W	\$1,988,000
Segment X	\$1,219,000

**Phase 1 Total     \$37,358,000**



Segment A	475
Segment B	250
Segment C	858
Segment D	365
Segment E	389
Segment F	574
Segment G	353
Segment H	195
Segment I	394
Segment J	224
Segment K	202
Segment L	207
Segment M	231
Segment N	312
Segment O	168
Segment P	240
Segment Q	315
Segment R	168
Segment S	815
Segment T	902
Segment U	350
Segment V	405
Segment W	340
Segment X	350

NOTES

**INTERSECTION (Forest Meadows - Signalized)**

	DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
Conflict Resolution (No 3rd X-Walk on N leg)	High Visible Cross Walk	L-Sum	2	\$1,200.00	\$2,400
	Adaptive Traffic Signal	L-Sum	1	\$50,000	\$50,000
	Adaptive Bicycle Detection - loops	L-Sum	1	\$5,000	\$5,000
Conflict Resolution	Pedestrian Refuge	SQ.FT.	0	\$15	\$0
	Restrict U-Turns	L-Sum	1	\$1,000	\$1,000
	ADA Improvements	L-Sum	1		\$0
<b>ESTIMATE SUBTOTAL</b>					<b>\$58,400</b>

Phase 1  
Phase 2  
Phases 1 & 2

**INTERSECTION (Saunders Drive - Stop Controlled) (Segment A)**

	DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
	4' Median Island	SQ.FT.		\$10.00	\$0
	High Visible Cross Walk	L-Sum	3	\$1,200.00	\$3,600
	West Leg Reduction	L-Sum	1	\$100,000	\$100,000
Conflict Resolution	HAWK Pedestrian Crossing	L-Sum	0	\$250,000.00	\$0
	ADA Improvements	L-Sum	1		\$0
<b>ESTIMATE SUBTOTAL</b>					<b>\$103,600</b>

**INTERSECTION (University Drive - Signalized) (Segment C)**

	DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
	4' Median Island	SQ.FT.		\$10.00	\$0
Conflict Resolution	High Visible Cross Walk	L-Sum		\$1,200.00	\$0
	Adaptive Bicycle Detection - loops	L-Sum		\$16,000	\$0
	Restrict U-Turns & Right Turn Restrictions	L-Sum		\$1,000	\$0
	ADA Improvements	L-Sum			\$0
<b>ESTIMATE SUBTOTAL</b>					<b>\$0</b>

**INTERSECTION (University Avenue - Stop Controlled) (Segment D)**

	DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
	Pork Chop (Right-In/Right-Out)	L-Sum		\$35,000	\$0
Conflict Resolution	High Visible Cross Walk	L-Sum		\$1,200.00	\$0
	South to West Leg Reduction	L-Sum		\$100,000	\$0
	Restrict U-Turns	L-Sum		\$1,000	\$0
	ADA Improvements	L-Sum			\$0
<b>ESTIMATE SUBTOTAL</b>					<b>\$0</b>

**INTERSECTION (Chambers Drive - Stop Controlled) (Segment F)**

	DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
	4' Median Island	SQ.FT.	2,000	\$10.00	\$20,000
	Traffic Signal	L-FT	1	\$400,000	\$400,000
	Bus Stop Improvements	L-Sum	1	\$300,000	\$300,000
Remove in Phase 2	High Visible Cross Walk	L-Sum	1	\$1,200.00	\$1,200
Remove in Phase 2	Restrict U-Turns/SB-WB Lt Turns	L-Sum	1	\$1,000	\$1,000
	ADA Improvements	L-Sum	1		\$0
<b>ESTIMATE SUBTOTAL</b>					<b>\$722,200</b>

**INTERSECTION (Plaza Way - Signalized) (Segment I)**

	DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
	4' Median Island	SQ.FT.	2,000	\$10.00	\$20,000
	Lengthen the storage for NB left turn lane via striping	L-Sum	1	\$1,500	\$1,500
	Right/Left-turn phases	L-Sum	1	\$1,000.00	\$1,000
	High Visible Cross Walk	L-Sum	4	\$1,200.00	\$4,800
Conflict Resolution	HAWK Pedestrian Crossing (South of Plaza Way at Chase Bank)	L-Sum	0	\$300,000	\$0
	Adaptive Bicycle Detection - loops	L-Sum	1	\$5,000	\$5,000
	Restrict U-Turns/Rt Turns on Red	L-Sum	1	\$1,000	\$1,000
	ADA Improvements	L-Sum	1		\$0
<b>ESTIMATE SUBTOTAL</b>					<b>\$33,300</b>

**INTERSECTION (Riordan Road - Signalized) (Segment K)**

	DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
	Right/Left-turn phases	L-Sum	1	\$75,000.00	\$75,000
	High Visible Cross Walk	L-FT	4	\$1,200.00	\$4,800
	Adaptive Bicycle Detection - loops	L-Sum	1	\$5,000	\$5,000
	Restrict U-Turns	L-Sum	1	\$1,000	\$1,000
	ADA Improvements	L-Sum	1		\$0
<b>ESTIMATE SUBTOTAL</b>					<b>\$85,800</b>

**INTERSECTION (Histroic RT 66 - Signalized) (Segment P)**

	DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
Conflict Resolution	Pedestrian Refuge	SQ.FT.	0	\$15	\$0
	Right/Left-turn phases	L-Sum	1	\$75,000.00	\$75,000
Conflict Resolution (No 3rd X-Walk on N leg)	High Visible Cross Walk	L-Sum	3	\$1,200.00	\$3,600
	Adaptive Transit Signal Prioritization	L-Sum	1	\$20,000	\$20,000
	Bicycle Detection Loops	L-Sum	1	\$5,000	\$5,000
	Bus Stop Improvements	L-Sum	1	\$300,000	\$300,000
	Restrict U-Turns	L-Sum	1	\$1,000	\$1,000
	4' Median Island	SQ.FT.	2,000	\$10.00	\$20,000
	ADA Improvements	L-Sum	1		\$0
<b>ESTIMATE SUBTOTAL</b>					<b>\$424,600</b>

**INTERSECTION (Malpais - Stop Controlled) (Segment Q)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
4' Median Island	SQ.FT.	4,000	\$10.00	\$40,000
High Visible Cross Walk	L-Sum	1	\$1,200.00	\$1,200
Reconstruct West Leg	L-Sum	1	\$250,000.00	\$250,000
Bus Stop Improvements	L-Sum	1	\$300,000	\$300,000
Grade Sep. Pedestrian Crossing (adjacent to Jack-in-the-Box)	L-Sum	1	2,000,000	\$2,000,000
Restrict U-Turns/Left-Turns	L-Sum	1	\$1,000	\$1,000
ADA Improvements	L-Sum	1		\$0
ESTIMATE SUBTOTAL				\$2,592,200

**INTERSECTION (Butler/Clay Avenue) (Segment S)**

Conflict Resolution  
Conflict Resolution (No 4th X-Walk on S leg)

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
Pork Chop on SE Corner	L-Sum	0	\$35,000	\$0
High Visible Cross Walk	L-Sum	3	\$1,200.00	\$3,600
Pedestrian Refuge (All Leg behind curb)	SQ.FT.	6,000	\$15	\$90,000
Restrict U-Turns	L-Sum	1	\$1,000	\$1,000
Adaptive Transit Signal Prioritization	L-Sum	1	\$20,000	\$20,000
Bicycle Detection Loops	L-Sum	1	\$5,000	\$5,000
Relocate Stop Bar	L-Sum		\$500.00	\$0
ADA Improvements	L-Sum	1		\$0
ESTIMATE SUBTOTAL				\$119,600

**INTERSECTION (Mikes Pike Street - Stop Controlled) (Segment T)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
Pork Chop (Right-In/Right-Out)	L-FT	1	\$35,000	\$35,000
High Visible Cross Walk	L-Sum	1	\$1,200.00	\$1,200
Reconstruct SE corner	L-Sum	1	\$250,000.00	\$250,000
ADA Improvements	L-Sum	1		\$0
ESTIMATE SUBTOTAL				\$286,200

**INTERSECTION (Tucson Avenue - Stop Controlled) (Segment T)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
High Visible Cross Walk	L-Sum	1	\$1,200.00	\$1,200
ADA Improvements	L-Sum	1		\$0
ESTIMATE SUBTOTAL				\$1,200

**INTERSECTION (Phoenix Avenue - Stop Controlled) (Segment T)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
High Visible Cross Walk	L-Sum	2	\$1,200.00	\$2,400
Bus Stop Improvements	L-Sum	1	\$300,000	\$300,000
Restrict U-Turns	L-Sum	1	\$1,000	\$1,000
Grade Sep. Pedestrian Crossing	L-Sum	1	2,000,000	\$2,000,000
Traffic Signal	L-Sum	1	\$400,000	\$400,000
Adaptive Transit Signal Prioritization	L-Sum	1	\$20,000	\$20,000
Bicycle Detection Loops	L-Sum	1	\$5,000	\$5,000
ADA Improvements	L-Sum	1		\$0
ESTIMATE SUBTOTAL				\$2,728,400

**INTERSECTION (Santa Fe Avenue - Stop Controlled) (Segment V)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
High Visible Cross Walk	L-Sum	1	\$1,200.00	\$1,200
Restrict U-Turns / NB Lefts	L-Sum	1	\$1,000	\$1,000
ADA Improvements	L-Sum	1		\$0
ESTIMATE SUBTOTAL				\$2,200

**INTERSECTION (Humphrey's Street - Signalized) (Segment W)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
High Visible Cross Walk	L-Sum	1	\$1,200.00	\$1,200
Asphaltic Concrete Pavement (Dual Left Turn Lanes)	Ton	1,200	\$250	\$300,000
Leading pedestrian intervals	L-Sum	1	\$5,000	\$5,000
Restrict U-Turns	L-Sum	1	\$1,000	\$1,000
Adaptive Transit Signal Prioritization	L-Sum	1	\$20,000	\$20,000
ADA Improvements	L-Sum	1		\$0
ESTIMATE SUBTOTAL				\$327,200

**INTERSECTION (Beaver Street - Signalized) (Segment X)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
High Visible Cross Walk	L-Sum	4	\$1,200.00	\$4,800
Adaptive Transit Signal Prioritization	L-Sum	1	\$20,000	\$20,000
Restrict U-Turns	L-Sum	1	\$1,000	\$1,000
ADA Improvements	L-Sum	1		\$0
ESTIMATE SUBTOTAL				\$25,800

x

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment A (475 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	6,650	\$7.00	\$46,550
SAWCUT PAVEMENT	L.FT.	475	\$1.5	\$713
RAISED MEDIAN	SQ.FT.	1,425	\$15.00	\$21,375
REMOVAL OF AC PAVEMENT	SQ.YD.	158	\$20	\$3,166
AGGREGATE BASE, CLASS 2	CU.YD.	950	\$150	\$142,500
ASPHALTIC CONCRETE PAVEMENT	TON	44	\$250	\$11,083
SLURRY SEAL	SQ.YD.	4,323	\$5	\$21,617
CONCRETE CURB AND GUTTER	L.FT.	950	\$25	\$23,750
CONCRETE SIDEWALK	SQ.FT.	7,600	\$15	\$114,000
PAVEMENT MARKING	L.FT.	3,800	\$0.5	\$1,900
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	5	\$4,000	\$20,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
SPOT IMPROVEMENTS	L.S.	1	\$162,000	\$162,000
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$522,104</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$104,421
<b>Subtotal</b>				<b>\$626,525</b>
DUST PALLIATIVE (1%)	COST	1%		\$6,265
FURNISH WATER (1%)	COST	1%		\$6,265
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$75,183
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$6,265
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$12,530
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$12,530
<b>Subtotal</b>				<b>\$745,565</b>
MOBILIZATION (10%)	COST	10%		\$74,556
<b>Subtotal</b>				<b>\$820,121</b>
CONTIGENCIES (5%)	COST	5%		\$41,006
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$73,811
<b>Subtotal</b>				<b>\$934,938</b>
<b>DETAILED ESTIMATE</b>				<b>\$934,938</b>
ENGINEERING DESIGN (8%)	COST	8%		\$74,795
RIGHT OF WAY	SQ. FT.	2,850	\$36	\$102,600
UTILITIES (20%)	COST	20%		\$186,988
<b>Subtotal</b>				<b>\$364,383</b>
<b>OTHER COST TOTAL</b>				<b>\$364,383</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$935,000</b>
<b>OTHER COST TOTAL</b>				<b>\$364,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$1,299,000</b>



**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment B (250 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	3,500	\$7.00	\$24,500
SAWCUT PAVEMENT	L.FT.	250	\$1.5	\$375
RAISED MEDIAN	SQ.FT.	750	\$15.00	\$11,250
REMOVAL OF AC PAVEMENT	SQ.YD.	444	\$20	\$8,888
AGGREGATE BASE, CLASS 2	CU.YD.	500	\$150	\$75,000
ASPHALTIC CONCRETE PAVEMENT	TON	23	\$250	\$5,833
SLURRY SEAL	SQ.YD.	1,970	\$5	\$9,851
CONCRETE CURB AND GUTTER	L.FT.	500	\$25	\$12,500
CONCRETE SIDEWALK	SQ.FT.	5,000	\$15	\$75,000
PAVEMENT MARKING	L.FT.	2,250	\$0.5	\$1,125
ADA CURB RAMP	EACH	10	\$2,500	\$25,000
CONCRETE DRIVEWAYS	EACH	5	\$4,000	\$20,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.034435	\$8,000	\$275
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$245,098</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$49,020
<b>Subtotal</b>				<b>\$294,118</b>
DUST PALLIATIVE (1%)	COST	1%		\$2,941
FURNISH WATER (1%)	COST	1%		\$2,941
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$35,294
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$2,941
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$5,882
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$5,882
<b>Subtotal</b>				<b>\$350,000</b>
MOBILIZATION (10%)	COST	10%		\$35,000
<b>Subtotal</b>				<b>\$385,000</b>
CONTIGENCIES (5%)	COST	5%		\$19,250
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$34,650
<b>Subtotal</b>				<b>\$438,900</b>
<b>DETAILED ESTIMATE</b>				<b>\$438,900</b>
ENGINEERING DESIGN (8%)	COST	8%		\$35,112
RIGHT OF WAY	SQ. FT.	1,250	\$36	\$45,000
UTILITIES (20%)	COST	20%		\$87,780
<b>Subtotal</b>				<b>\$167,892</b>
<b>OTHER COST TOTAL</b>				<b>\$167,892</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$439,000</b>
<b>OTHER COST TOTAL</b>				<b>\$168,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$607,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment C (858 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	12,012	\$7.00	\$84,084
SAWCUT PAVEMENT	L.FT.	858	\$1.5	\$1,287
RAISED MEDIAN	SQ.FT.	2,574	\$15.00	\$38,610
REMOVAL OF AC PAVEMENT	SQ.YD.	1,525	\$20	\$30,504
AGGREGATE BASE, CLASS 2	CU.YD.	1,716	\$150	\$257,400
ASPHALTIC CONCRETE PAVEMENT	TON	80	\$250	\$20,020
SLURRY SEAL	SQ.YD.	6,762	\$5	\$33,809
CONCRETE CURB AND GUTTER	L.FT.	1,716	\$25	\$42,900
CONCRETE SIDEWALK	SQ.FT.	17,160	\$15	\$257,400
PAVEMENT MARKING	L.FT.	7,722	\$0.5	\$3,861
ADA CURB RAMP	EACH	1	\$2,500	\$2,500
CONCRETE DRIVEWAYS	EACH	5	\$4,000	\$20,000
TRAFFIC SIGNALS	EACH	1	\$400,000	\$400,000
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.118182	\$8,000	\$945
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$1,109,237</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$221,847
<b>Subtotal</b>				<b>\$1,331,084</b>
DUST PALLIATIVE (1%)	COST	1%		\$13,311
FURNISH WATER (1%)	COST	1%		\$13,311
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$159,730
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$13,311
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$26,622
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$26,622
<b>Subtotal</b>				<b>\$1,583,990</b>
MOBILIZATION (10%)	COST	10%		\$158,399
<b>Subtotal</b>				<b>\$1,742,389</b>
CONTIGENCIES (5%)	COST	5%		\$87,119
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$156,815
<b>Subtotal</b>				<b>\$1,986,324</b>
<b>DETAILED ESTIMATE</b>				<b>\$1,986,324</b>
ENGINEERING DESIGN (8%)	COST	8%		\$158,906
RIGHT OF WAY	SQ. FT.	4,290	\$36	\$154,440
UTILITIES (20%)	COST	20%		\$397,265
<b>Subtotal</b>				<b>\$710,611</b>
<b>OTHER COST TOTAL</b>				<b>\$710,611</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$1,986,000</b>
<b>OTHER COST TOTAL</b>				<b>\$711,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$2,697,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment D (365 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	5,110	\$7.00	\$35,770
SAWCUT PAVEMENT	L.FT.	365	\$1.5	\$548
RAISED MEDIAN	SQ.FT.	1,095	\$15.00	\$16,425
REMOVAL OF AC PAVEMENT	SQ.YD.	649	\$20	\$12,976
AGGREGATE BASE, CLASS 2	CU.YD.	730	\$150	\$109,500
ASPHALTIC CONCRETE PAVEMENT	TON	34	\$250	\$8,517
SLURRY SEAL	SQ.YD.	2,877	\$5	\$14,383
CONCRETE CURB AND GUTTER	L.FT.	730	\$25	\$18,250
CONCRETE SIDEWALK	SQ.FT.	7,300	\$15	\$109,500
PAVEMENT MARKING	L.FT.	3,285	\$0.5	\$1,643
ADA CURB RAMP	EACH	7	\$2,500	\$17,500
CONCRETE DRIVEWAYS	EACH	0	\$4,000	\$0
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.050275	\$8,000	\$402
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$309,643</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$61,929
<b>Subtotal</b>				<b>\$371,572</b>
DUST PALLIATIVE (1%)	COST	1%		\$3,716
FURNISH WATER (1%)	COST	1%		\$3,716
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$44,589
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$3,716
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$7,431
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$7,431
<b>Subtotal</b>				<b>\$442,170</b>
MOBILIZATION (10%)	COST	10%		\$44,217
<b>Subtotal</b>				<b>\$486,387</b>
CONTIGENCIES (5%)	COST	5%		\$24,319
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$43,775
<b>Subtotal</b>				<b>\$554,481</b>
<b>DETAILED ESTIMATE</b>				<b>\$554,481</b>
ENGINEERING DESIGN (8%)	COST	8%		\$44,359
RIGHT OF WAY	SQ. FT.	1,825	\$36	\$65,700
UTILITIES (20%)	COST	20%		\$110,896
<b>Subtotal</b>				<b>\$220,955</b>
<b>OTHER COST TOTAL</b>				<b>\$220,955</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$554,000</b>
<b>OTHER COST TOTAL</b>				<b>\$221,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$775,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment E (389 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	5,446	\$7.00	\$38,122
SAWCUT PAVEMENT	L.FT.	389	\$1.5	\$584
RAISED MEDIAN	SQ.FT.	1,167	\$15.00	\$17,505
REMOVAL OF AC PAVEMENT	SQ.YD.	130	\$20	\$2,593
AGGREGATE BASE, CLASS 2	CU.YD.	778	\$150	\$116,700
ASPHALTIC CONCRETE PAVEMENT	TON	36	\$250	\$9,077
SLURRY SEAL	SQ.YD.	3,541	\$5	\$17,703
CONCRETE CURB AND GUTTER	L.FT.	778	\$25	\$19,450
CONCRETE SIDEWALK	SQ.FT.	6,224	\$15	\$93,360
PAVEMENT MARKING	L.FT.	3,112	\$0.5	\$1,556
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	4	\$4,000	\$16,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$299,528</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$59,906
<b>Subtotal</b>				<b>\$359,434</b>
DUST PALLIATIVE (1%)	COST	1%		\$3,594
FURNISH WATER (1%)	COST	1%		\$3,594
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$43,132
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$3,594
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$7,189
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$7,189
<b>Subtotal</b>				<b>\$427,726</b>
MOBILIZATION (10%)	COST	10%		\$42,773
<b>Subtotal</b>				<b>\$470,499</b>
CONTIGENCIES (5%)	COST	5%		\$23,525
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$42,345
<b>Subtotal</b>				<b>\$536,368</b>
<b>DETAILED ESTIMATE</b>				<b>\$536,368</b>
ENGINEERING DESIGN (8%)	COST	8%		\$42,909
RIGHT OF WAY	SQ. FT.	2,334	\$36	\$84,024
UTILITIES (20%)	COST	20%		\$107,274
<b>Subtotal</b>				<b>\$234,207</b>
<b>OTHER COST TOTAL</b>				<b>\$234,207</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$536,000</b>
<b>OTHER COST TOTAL</b>				<b>\$234,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$770,000</b>



**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment F (574 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	8,036	\$7.00	\$56,252
SAWCUT PAVEMENT	L.FT.	574	\$1.5	\$861
RAISED MEDIAN	SQ.FT.	1,722	\$15.00	\$25,830
REMOVAL OF AC PAVEMENT	SQ.YD.	1,020	\$20	\$20,407
AGGREGATE BASE, CLASS 2	CU.YD.	1,148	\$150	\$172,200
ASPHALTIC CONCRETE PAVEMENT	TON	54	\$250	\$13,393
SLURRY SEAL	SQ.YD.	4,524	\$5	\$22,618
CONCRETE CURB AND GUTTER	L.FT.	1,148	\$25	\$28,700
CONCRETE SIDEWALK	SQ.FT.	11,480	\$15	\$172,200
PAVEMENT MARKING	L.FT.	5,166	\$0.5	\$2,583
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	0	\$4,000	\$0
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.079063	\$8,000	\$633
SPOT IMPROVEMENTS	L.S.	1	\$722,200	\$722,200
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$1,186,625</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$237,325
<b>Subtotal</b>				<b>\$1,423,950</b>
DUST PALLIATIVE (1%)	COST	1%		\$14,240
FURNISH WATER (1%)	COST	1%		\$14,240
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$170,874
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$14,240
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$28,479
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$28,479
<b>Subtotal</b>				<b>\$1,694,501</b>
MOBILIZATION (10%)	COST	10%		\$169,450
<b>Subtotal</b>				<b>\$1,863,951</b>
CONTIGENCIES (5%)	COST	5%		\$93,198
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$167,756
<b>Subtotal</b>				<b>\$2,124,904</b>
<b>DETAILED ESTIMATE</b>				<b>\$2,124,904</b>
ENGINEERING DESIGN (8%)	COST	8%		\$169,992
RIGHT OF WAY	SQ. FT.	2,870	\$36	\$103,320
UTILITIES (20%)	COST	20%		\$424,981
<b>Subtotal</b>				<b>\$698,293</b>
<b>OTHER COST TOTAL</b>				<b>\$698,293</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$2,125,000</b>
<b>OTHER COST TOTAL</b>				<b>\$698,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$2,823,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment G (353 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	4,942	\$7.00	\$34,594
SAWCUT PAVEMENT	L.FT.	353	\$1.5	\$530
RAISED MEDIAN	SQ.FT.	1,059	\$15.00	\$15,885
REMOVAL OF AC PAVEMENT	SQ.YD.	1,020	\$20	\$20,394
AGGREGATE BASE, CLASS 2	CU.YD.	353	\$150	\$52,950
ASPHALTIC CONCRETE PAVEMENT	TON	16	\$250	\$4,118
SLURRY SEAL	SQ.YD.	2,351	\$5	\$11,755
CONCRETE CURB AND GUTTER	L.FT.	706	\$25	\$17,650
CONCRETE SIDEWALK	SQ.FT.	7,060	\$15	\$105,900
PAVEMENT MARKING	L.FT.	2,824	\$0.5	\$1,412
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	5	\$4,000	\$20,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.097245	\$8,000	\$778
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$251,371</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$50,274
<b>Subtotal</b>				<b>\$301,645</b>
DUST PALLIATIVE (1%)	COST	1%		\$3,016
FURNISH WATER (1%)	COST	1%		\$3,016
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$36,197
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$3,016
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$6,033
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$6,033
<b>Subtotal</b>				<b>\$358,958</b>
MOBILIZATION (10%)	COST	10%		\$35,896
<b>Subtotal</b>				<b>\$394,854</b>
CONTIGENCIES (5%)	COST	5%		\$19,743
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$35,537
<b>Subtotal</b>				<b>\$450,133</b>
<b>DETAILED ESTIMATE</b>				<b>\$450,133</b>
ENGINEERING DESIGN (8%)	COST	8%		\$36,011
UTILITIES (20%)	COST	20%		\$90,027
<b>Subtotal</b>				<b>\$126,037</b>
<b>OTHER COST TOTAL</b>				<b>\$126,037</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$450,000</b>
<b>OTHER COST TOTAL</b>				<b>\$126,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$576,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment H (195 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	2,730	\$7.00	\$19,110
SAWCUT PAVEMENT	L.FT.	195	\$1.5	\$293
RAISED MEDIAN	SQ.FT.	585	\$15.00	\$8,775
REMOVAL OF AC PAVEMENT	SQ.YD.	347	\$20	\$6,933
AGGREGATE BASE, CLASS 2	CU.YD.	390	\$150	\$58,500
ASPHALTIC CONCRETE PAVEMENT	TON	18	\$250	\$4,550
SLURRY SEAL	SQ.YD.	1,537	\$5	\$7,684
CONCRETE CURB AND GUTTER	L.FT.	390	\$25	\$9,750
CONCRETE SIDEWALK	SQ.FT.	3,900	\$15	\$58,500
PAVEMENT MARKING	L.FT.	1,755	\$0.5	\$878
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	3	\$4,000	\$12,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.026860	\$8,000	\$215
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$168,076</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$33,615
<b>Subtotal</b>				<b>\$201,691</b>
DUST PALLIATIVE (1%)	COST	1%		\$2,017
FURNISH WATER (1%)	COST	1%		\$2,017
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$24,203
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$2,017
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$4,034
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$4,034
<b>Subtotal</b>				<b>\$240,013</b>
MOBILIZATION (10%)	COST	10%		\$24,001
<b>Subtotal</b>				<b>\$264,014</b>
CONTIGENCIES (5%)	COST	5%		\$13,201
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$23,761
<b>Subtotal</b>				<b>\$300,976</b>
<b>DETAILED ESTIMATE</b>				<b>\$300,976</b>
ENGINEERING DESIGN (8%)	COST	8%		\$24,078
RIGHT OF WAY	SQ. FT.	975	\$36	\$35,100
UTILITIES (20%)	COST	20%		\$60,195
<b>Subtotal</b>				<b>\$119,373</b>
<b>OTHER COST TOTAL</b>				<b>\$119,373</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$301,000</b>
<b>OTHER COST TOTAL</b>				<b>\$119,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$420,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment I (394 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	5,516	\$7.00	\$38,612
SAWCUT PAVEMENT	L.FT.	394	\$1.5	\$591
RAISED MEDIAN	SQ.FT.	788	\$15.00	\$11,820
REMOVAL OF AC PAVEMENT	SQ.YD.	88	\$20	\$1,751
AGGREGATE BASE, CLASS 2	CU.YD.	788	\$150	\$118,200
ASPHALTIC CONCRETE PAVEMENT	TON	37	\$250	\$9,193
SLURRY SEAL	SQ.YD.	3,630	\$5	\$18,150
CONCRETE CURB AND GUTTER	L.FT.	788	\$25	\$19,700
CONCRETE SIDEWALK	SQ.FT.	3,940	\$15	\$59,100
PAVEMENT MARKING	L.FT.	3,940	\$0.5	\$1,970
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	3	\$4,000	\$12,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.000000	\$8,000	\$0
SPOT IMPROVEMENTS	L.S.	1	\$33,300	\$33,300
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$290,775</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$58,155
<b>Subtotal</b>				<b>\$348,930</b>
DUST PALLIATIVE (1%)	COST	1%		\$3,489
FURNISH WATER (1%)	COST	1%		\$3,489
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$41,872
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$3,489
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$6,979
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$6,979
<b>Subtotal</b>				<b>\$415,227</b>
MOBILIZATION (10%)	COST	10%		\$41,523
<b>Subtotal</b>				<b>\$456,749</b>
CONTIGENCIES (5%)	COST	5%		\$22,837
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$41,107
<b>Subtotal</b>				<b>\$520,694</b>
<b>DETAILED ESTIMATE</b>				<b>\$520,694</b>
ENGINEERING DESIGN (8%)	COST	8%		\$41,656
RIGHT OF WAY	SQ. FT.	0	\$36	\$0
UTILITIES (20%)	COST	20%		\$104,139
<b>Subtotal</b>				<b>\$145,794</b>
<b>OTHER COST TOTAL</b>				<b>\$145,794</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$521,000</b>
<b>OTHER COST TOTAL</b>				<b>\$146,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$667,000</b>



**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment J (224 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	3,136	\$7.00	\$21,952
SAWCUT PAVEMENT	L.FT.	224	\$1.5	\$336
RAISED MEDIAN	SQ.FT.	672	\$15.00	\$10,080
REMOVAL OF AC PAVEMENT	SQ.YD.	647	\$20	\$12,941
AGGREGATE BASE, CLASS 2	CU.YD.	224	\$150	\$33,600
ASPHALTIC CONCRETE PAVEMENT	TON	10	\$250	\$2,613
SLURRY SEAL	SQ.YD.	1,492	\$5	\$7,459
CONCRETE CURB AND GUTTER	L.FT.	448	\$25	\$11,200
CONCRETE SIDEWALK	SQ.FT.	4,480	\$15	\$67,200
PAVEMENT MARKING	L.FT.	1,792	\$0.5	\$896
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	1	\$4,000	\$4,000
TRAFFIC SIGNALS	EACH	1	\$400,000	\$400,000
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.061708	\$8,000	\$494
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0

<b>DCR DETAILED ESTIMATE SUBTOTAL</b>	<b>\$555,819</b>
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MISCELLANEOUS WORK (20%)	COST	20%	\$111,164
<b>Subtotal</b>			<b>\$666,983</b>

DUST PALLIATIVE (1%)	COST	1%	\$6,670
FURNISH WATER (1%)	COST	1%	\$6,670
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%	\$80,038
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%	\$6,670
CONTRACTOR QUALITY CONTROL (2%)	COST	2%	\$13,340
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%	\$13,340
<b>Subtotal</b>			<b>\$793,710</b>

MOBILIZATION (10%)	COST	10%	\$79,371
<b>Subtotal</b>			<b>\$873,080</b>

CONTIGENCIES (5%)	COST	5%	\$43,654
CONSTRUCTION ENGINEERING (9%)	COST	9%	\$78,577
<b>Subtotal</b>			<b>\$995,312</b>

<b>DETAILED ESTIMATE</b>	<b>\$995,312</b>
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ENGINEERING DESIGN (8%)	COST	8%	\$79,625
UTILITIES (20%)	COST	20%	\$199,062
<b>Subtotal</b>			<b>\$278,687</b>

<b>OTHER COST TOTAL</b>	<b>\$278,687</b>
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**SUMMARY**

<b>DETAILED ESTIMATE</b>	<b>\$995,000</b>
<b>OTHER COST TOTAL</b>	<b>\$279,000</b>

<b>TOTAL PROJECT CONSTRUCTION COST</b>	<b>\$1,274,000</b>
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**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment K (202 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	2,828	\$7.00	\$19,796
SAWCUT PAVEMENT	L.FT.	202	\$1.5	\$303
RAISED MEDIAN	SQ.FT.	606	\$15.00	\$9,090
REMOVAL OF AC PAVEMENT	SQ.YD.	359	\$20	\$7,182
AGGREGATE BASE, CLASS 2	CU.YD.	404	\$150	\$60,600
ASPHALTIC CONCRETE PAVEMENT	TON	19	\$250	\$4,713
SLURRY SEAL	SQ.YD.	1,592	\$5	\$7,960
CONCRETE CURB AND GUTTER	L.FT.	404	\$25	\$10,100
CONCRETE SIDEWALK	SQ.FT.	4,040	\$15	\$60,600
PAVEMENT MARKING	L.FT.	1,818	\$0.5	\$909
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	2	\$4,000	\$8,000
TRAFFIC SIGNALS	EACH	1	\$400,000	\$400,000
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.027824	\$8,000	\$223
SPOT IMPROVEMENTS	L.S.	1	\$85,800	\$85,800
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$660,479</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$132,096
<b>Subtotal</b>				<b>\$792,575</b>
DUST PALLIATIVE (1%)	COST	1%		\$7,926
FURNISH WATER (1%)	COST	1%		\$7,926
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$95,109
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$7,926
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$15,851
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$15,851
<b>Subtotal</b>				<b>\$943,164</b>
MOBILIZATION (10%)	COST	10%		\$94,316
<b>Subtotal</b>				<b>\$1,037,480</b>
CONTIGENCIES (5%)	COST	5%		\$51,874
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$93,373
<b>Subtotal</b>				<b>\$1,182,728</b>
<b>DETAILED ESTIMATE</b>				<b>\$1,182,728</b>
ENGINEERING DESIGN (8%)	COST	8%		\$94,618
RIGHT OF WAY	SQ. FT.	1,010	\$36	\$36,360
UTILITIES (20%)	COST	20%		\$236,546
<b>Subtotal</b>				<b>\$367,524</b>
<b>OTHER COST TOTAL</b>				<b>\$367,524</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$1,183,000</b>
<b>OTHER COST TOTAL</b>				<b>\$368,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$1,551,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment L (207 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	2,898	\$7.00	\$20,286
SAWCUT PAVEMENT	L.FT.	207	\$1.5	\$311
RAISED MEDIAN	SQ.FT.	621	\$15.00	\$9,315
REMOVAL OF AC PAVEMENT	SQ.YD.	69	\$20	\$1,380
AGGREGATE BASE, CLASS 2	CU.YD.	414	\$150	\$62,100
ASPHALTIC CONCRETE PAVEMENT	TON	19	\$250	\$4,830
SLURRY SEAL	SQ.YD.	1,884	\$5	\$9,421
CONCRETE CURB AND GUTTER	L.FT.	414	\$25	\$10,350
CONCRETE SIDEWALK	SQ.FT.	3,312	\$15	\$49,680
PAVEMENT MARKING	L.FT.	1,656	\$0.5	\$828
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	0	\$4,000	\$0
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$153,214</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$30,643
<b>Subtotal</b>				<b>\$183,857</b>
DUST PALLIATIVE (1%)	COST	1%		\$1,839
FURNISH WATER (1%)	COST	1%		\$1,839
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$22,063
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$1,839
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$3,677
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$3,677
<b>Subtotal</b>				<b>\$218,790</b>
MOBILIZATION (10%)	COST	10%		\$21,879
<b>Subtotal</b>				<b>\$240,669</b>
CONTIGENCIES (5%)	COST	5%		\$12,033
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$21,660
<b>Subtotal</b>				<b>\$274,362</b>
<b>DETAILED ESTIMATE</b>				<b>\$274,362</b>
ENGINEERING DESIGN (8%)	COST	8%		\$21,949
RIGHT OF WAY	SQ. FT.	1,242	\$36	\$44,712
UTILITIES (20%)	COST	20%		\$54,872
<b>Subtotal</b>				<b>\$121,533</b>
<b>OTHER COST TOTAL</b>				<b>\$121,533</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$274,000</b>
<b>OTHER COST TOTAL</b>				<b>\$122,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$396,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment M (231 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	3,234	\$7.00	\$22,638
SAWCUT PAVEMENT	L.FT.	231	\$1.5	\$347
RAISED MEDIAN	SQ.FT.	693	\$15.00	\$10,395
REMOVAL OF AC PAVEMENT	SQ.YD.	411	\$20	\$8,213
AGGREGATE BASE, CLASS 2	CU.YD.	462	\$150	\$69,300
ASPHALTIC CONCRETE PAVEMENT	TON	22	\$250	\$5,390
SLURRY SEAL	SQ.YD.	1,821	\$5	\$9,103
CONCRETE CURB AND GUTTER	L.FT.	462	\$25	\$11,550
CONCRETE SIDEWALK	SQ.FT.	4,620	\$15	\$69,300
PAVEMENT MARKING	L.FT.	2,079	\$0.5	\$1,040
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	6	\$4,000	\$24,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.031818	\$8,000	\$255
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$213,891</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$42,778
<b>Subtotal</b>				<b>\$256,669</b>
DUST PALLIATIVE (1%)	COST	1%		\$2,567
FURNISH WATER (1%)	COST	1%		\$2,567
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$30,800
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$2,567
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$5,133
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$5,133
<b>Subtotal</b>				<b>\$305,436</b>
MOBILIZATION (10%)	COST	10%		\$30,544
<b>Subtotal</b>				<b>\$335,980</b>
CONTIGENCIES (5%)	COST	5%		\$16,799
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$30,238
<b>Subtotal</b>				<b>\$383,017</b>
<b>DETAILED ESTIMATE</b>				<b>\$383,017</b>
ENGINEERING DESIGN (8%)	COST	8%		\$30,641
RIGHT OF WAY	SQ. FT.	1,155	\$36	\$41,580
UTILITIES (20%)	COST	20%		\$76,603
<b>Subtotal</b>				<b>\$148,825</b>
<b>OTHER COST TOTAL</b>				<b>\$148,825</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$383,000</b>
<b>OTHER COST TOTAL</b>				<b>\$149,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$532,000</b>



**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment N (312 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	4,368	\$7.00	\$30,576
SAWCUT PAVEMENT	L.FT.	312	\$1.5	\$468
RAISED MEDIAN	SQ.FT.	936	\$15.00	\$14,040
REMOVAL OF AC PAVEMENT	SQ.YD.	901	\$20	\$18,025
AGGREGATE BASE, CLASS 2	CU.YD.	312	\$150	\$46,800
ASPHALTIC CONCRETE PAVEMENT	TON	15	\$250	\$3,640
SLURRY SEAL	SQ.YD.	2,078	\$5	\$10,390
CONCRETE CURB AND GUTTER	L.FT.	624	\$25	\$15,600
CONCRETE SIDEWALK	SQ.FT.	6,240	\$15	\$93,600
PAVEMENT MARKING	L.FT.	2,496	\$0.5	\$1,248
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	5	\$4,000	\$20,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.085950	\$8,000	\$688
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$224,498</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$44,900
<b>Subtotal</b>				<b>\$269,398</b>
DUST PALLIATIVE (1%)	COST	1%		\$2,694
FURNISH WATER (1%)	COST	1%		\$2,694
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$32,328
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$2,694
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$5,388
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$5,388
<b>Subtotal</b>				<b>\$320,583</b>
MOBILIZATION (10%)	COST	10%		\$32,058
<b>Subtotal</b>				<b>\$352,641</b>
CONTIGENCIES (5%)	COST	5%		\$17,632
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$31,738
<b>Subtotal</b>				<b>\$402,011</b>
<b>DETAILED ESTIMATE</b>				<b>\$402,011</b>
ENGINEERING DESIGN (8%)	COST	8%		\$32,161
UTILITIES (20%)	COST	20%		\$80,402
<b>Subtotal</b>				<b>\$112,563</b>
<b>OTHER COST TOTAL</b>				<b>\$112,563</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$402,000</b>
<b>OTHER COST TOTAL</b>				<b>\$113,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$515,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment O (168 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	2,352	\$7.00	\$16,464
SAWCUT PAVEMENT	L.FT.	168	\$1.5	\$252
RAISED MEDIAN	SQ.FT.	504	\$15.00	\$7,560
REMOVAL OF AC PAVEMENT	SQ.YD.	299	\$20	\$5,973
AGGREGATE BASE, CLASS 2	CU.YD.	336	\$150	\$50,400
ASPHALTIC CONCRETE PAVEMENT	TON	16	\$250	\$3,920
SLURRY SEAL	SQ.YD.	1,324	\$5	\$6,620
CONCRETE CURB AND GUTTER	L.FT.	336	\$25	\$8,400
CONCRETE SIDEWALK	SQ.FT.	3,360	\$15	\$50,400
PAVEMENT MARKING	L.FT.	1,512	\$0.5	\$756
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	3	\$4,000	\$12,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.023140	\$8,000	\$185
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$146,466</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$29,293
<b>Subtotal</b>				<b>\$175,759</b>
DUST PALLIATIVE (1%)	COST	1%		\$1,758
FURNISH WATER (1%)	COST	1%		\$1,758
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$21,091
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$1,758
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$3,515
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$3,515
<b>Subtotal</b>				<b>\$209,153</b>
MOBILIZATION (10%)	COST	10%		\$20,915
<b>Subtotal</b>				<b>\$230,069</b>
CONTIGENCIES (5%)	COST	5%		\$11,503
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$20,706
<b>Subtotal</b>				<b>\$262,278</b>
<b>DETAILED ESTIMATE</b>				<b>\$262,278</b>
ENGINEERING DESIGN (8%)	COST	8%		\$20,982
RIGHT OF WAY	SQ. FT.	840	\$36	\$30,240
UTILITIES (20%)	COST	20%		\$52,456
<b>Subtotal</b>				<b>\$103,678</b>
<b>OTHER COST TOTAL</b>				<b>\$103,678</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$262,000</b>
<b>OTHER COST TOTAL</b>				<b>\$104,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$366,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment P (240 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	3,360	\$7.00	\$23,520
SAWCUT PAVEMENT	L.FT.	240	\$1.5	\$360
RAISED MEDIAN	SQ.FT.	720	\$15.00	\$10,800
REMOVAL OF AC PAVEMENT	SQ.YD.	427	\$20	\$8,532
AGGREGATE BASE, CLASS 2	CU.YD.	480	\$150	\$72,000
ASPHALTIC CONCRETE PAVEMENT	TON	22	\$250	\$5,600
SLURRY SEAL	SQ.YD.	1,891	\$5	\$9,457
CONCRETE CURB AND GUTTER	L.FT.	480	\$25	\$12,000
CONCRETE SIDEWALK	SQ.FT.	4,800	\$15	\$72,000
PAVEMENT MARKING	L.FT.	2,160	\$0.5	\$1,080
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	2	\$4,000	\$8,000
TRAFFIC SIGNALS	EACH	1	\$400,000	\$400,000
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.033058	\$8,000	\$264
SPOT IMPROVEMENTS	L.S.	1	\$424,600	\$424,600

<b>DCR DETAILED ESTIMATE SUBTOTAL</b>	<b>\$1,029,694</b>
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MISCELLANEOUS WORK (20%)	COST	20%	\$205,939
<b>Subtotal</b>			<b>\$1,235,633</b>

DUST PALLIATIVE (1%)	COST	1%	\$12,356
FURNISH WATER (1%)	COST	1%	\$12,356
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%	\$148,276
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%	\$12,356
CONTRACTOR QUALITY CONTROL (2%)	COST	2%	\$24,713
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%	\$24,713
<b>Subtotal</b>			<b>\$1,470,403</b>

MOBILIZATION (10%)	COST	10%	\$147,040
<b>Subtotal</b>			<b>\$1,617,443</b>

CONTIGENCIES (5%)	COST	5%	\$80,872
CONSTRUCTION ENGINEERING (9%)	COST	9%	\$145,570
<b>Subtotal</b>			<b>\$1,843,885</b>

<b>DETAILED ESTIMATE</b>	<b>\$1,843,885</b>
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ENGINEERING DESIGN (8%)	COST	8%		\$147,511
RIGHT OF WAY	SQ. FT.	1,200	\$36	\$43,200
UTILITIES (20%)	COST	20%		\$368,777
Subtotal				\$559,488

<b>OTHER COST TOTAL</b>	<b>\$559,488</b>
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**SUMMARY**

<b>DETAILED ESTIMATE</b>	<b>\$1,844,000</b>
<b>OTHER COST TOTAL</b>	<b>\$559,000</b>

<b>TOTAL PROJECT CONSTRUCTION COST</b>	<b>\$2,403,000</b>
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**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment Q (315 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	2,205	\$7.00	\$15,435
SAWCUT PAVEMENT	L.FT.	315	\$1.5	\$473
RAISED MEDIAN	SQ.FT.	945	\$15.00	\$14,175
REMOVAL OF AC PAVEMENT	SQ.YD.	105	\$20	\$2,100
AGGREGATE BASE, CLASS 2	CU.YD.	315	\$150	\$47,250
ASPHALTIC CONCRETE PAVEMENT	TON	15	\$250	\$3,675
SLURRY SEAL	SQ.YD.	2,483	\$5	\$12,413
CONCRETE CURB AND GUTTER	L.FT.	315	\$25	\$7,875
CONCRETE SIDEWALK	SQ.FT.	3,780	\$15	\$56,700
PAVEMENT MARKING	L.FT.	2,835	\$0.5	\$1,418
ADA CURB RAMP	EACH	1	\$2,500	\$2,500
CONCRETE DRIVEWAYS	EACH	1	\$4,000	\$4,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.000000	\$8,000	\$0
SPOT IMPROVEMENTS	L.S.	1	\$2,592,200	\$2,592,200
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$2,744,777</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$548,955
<b>Subtotal</b>				<b>\$3,293,732</b>
DUST PALLIATIVE (1%)	COST	1%		\$32,937
FURNISH WATER (1%)	COST	1%		\$32,937
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$395,248
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$32,937
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$65,875
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$65,875
<b>Subtotal</b>				<b>\$3,919,542</b>
MOBILIZATION (10%)	COST	10%		\$391,954
<b>Subtotal</b>				<b>\$4,311,496</b>
CONTIGENCIES (5%)	COST	5%		\$215,575
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$388,035
<b>Subtotal</b>				<b>\$4,915,105</b>
<b>DETAILED ESTIMATE</b>				<b>\$4,915,105</b>
ENGINEERING DESIGN (8%)	COST	8%		\$393,208
RIGHT OF WAY	SQ. FT.	1,890	\$36	\$68,040
UTILITIES (20%)	COST	20%		\$983,021
<b>Subtotal</b>				<b>\$1,444,269</b>
<b>OTHER COST TOTAL</b>				<b>\$1,444,269</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$4,915,000</b>
<b>OTHER COST TOTAL</b>				<b>\$1,444,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$6,359,000</b>



**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment R (168 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	1,176	\$7.00	\$8,232
SAWCUT PAVEMENT	L.FT.	0	\$1.5	\$0
RAISED MEDIAN	SQ.FT.	504	\$15.00	\$7,560
REMOVAL OF AC PAVEMENT	SQ.YD.	75	\$20	\$1,493
AGGREGATE BASE, CLASS 2	CU.YD.	0	\$150	\$0
ASPHALTIC CONCRETE PAVEMENT	TON	0	\$250	\$0
SLURRY SEAL	SQ.YD.	1,119	\$5	\$5,594
CONCRETE CURB AND GUTTER	L.FT.	168	\$25	\$4,200
CONCRETE SIDEWALK	SQ.FT.	2,184	\$15	\$32,760
PAVEMENT MARKING	L.FT.	1,344	\$0.5	\$672
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	1	\$4,000	\$4,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.000000	\$8,000	\$0
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$56,280</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$11,256
<b>Subtotal</b>				<b>\$67,536</b>
DUST PALLIATIVE (1%)	COST	1%		\$675
FURNISH WATER (1%)	COST	1%		\$675
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$8,104
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$675
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$1,351
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$1,351
<b>Subtotal</b>				<b>\$80,368</b>
MOBILIZATION (10%)	COST	10%		\$8,037
<b>Subtotal</b>				<b>\$88,405</b>
CONTIGENCIES (5%)	COST	5%		\$4,420
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$7,956
<b>Subtotal</b>				<b>\$100,781</b>
<b>DETAILED ESTIMATE</b>				<b>\$100,781</b>
ENGINEERING DESIGN (8%)	COST	8%		\$8,063
RIGHT OF WAY	SQ. FT.	1,008	\$36	\$36,288
UTILITIES (20%)	COST	20%		\$20,156
<b>Subtotal</b>				<b>\$64,507</b>
<b>OTHER COST TOTAL</b>				<b>\$64,507</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$101,000</b>
<b>OTHER COST TOTAL</b>				<b>\$65,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$166,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment S (815 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	5,705	\$7.00	\$39,935
SAWCUT PAVEMENT	L.FT.	815	\$1.5	\$1,223
RAISED MEDIAN	SQ.FT.	2,445	\$15.00	\$36,675
REMOVAL OF AC PAVEMENT	SQ.YD.	498	\$20	\$9,960
AGGREGATE BASE, CLASS 2	CU.YD.	0	\$150	\$0
ASPHALTIC CONCRETE PAVEMENT	TON	0	\$250	\$0
SLURRY SEAL	SQ.YD.	6,423	\$5	\$32,115
CONCRETE CURB AND GUTTER	L.FT.	815	\$25	\$20,375
CONCRETE SIDEWALK	SQ.FT.	8,150	\$15	\$122,250
PAVEMENT MARKING	L.FT.	7,335	\$0.5	\$3,668
ADA CURB RAMP	EACH	4	\$2,500	\$10,000
CONCRETE DRIVEWAYS	EACH	4	\$4,000	\$16,000
TRAFFIC SIGNALS	EACH	1	\$400,000	\$400,000
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.000000	\$8,000	\$0
SPOT IMPROVEMENTS	L.S.	1	\$119,600	\$119,600
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$771,865</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$154,373
<b>Subtotal</b>				<b>\$926,238</b>
DUST PALLIATIVE (1%)	COST	1%		\$9,262
FURNISH WATER (1%)	COST	1%		\$9,262
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$111,149
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$9,262
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$18,525
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$18,525
<b>Subtotal</b>				<b>\$1,102,223</b>
MOBILIZATION (10%)	COST	10%		\$110,222
<b>Subtotal</b>				<b>\$1,212,446</b>
CONTIGENCIES (5%)	COST	5%		\$60,622
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$109,120
<b>Subtotal</b>				<b>\$1,382,188</b>
<b>DETAILED ESTIMATE</b>				<b>\$1,382,188</b>
ENGINEERING DESIGN (8%)	COST	8%		\$110,575
RIGHT OF WAY	SQ. FT.	1,223	\$36	\$44,010
UTILITIES (20%)	COST	20%		\$276,438
<b>Subtotal</b>				<b>\$431,023</b>
<b>OTHER COST TOTAL</b>				<b>\$431,023</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$1,382,000</b>
<b>OTHER COST TOTAL</b>				<b>\$431,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$1,813,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment T (902 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	10,824	\$7.00	\$75,768
SAWCUT PAVEMENT	L.FT.	0	\$1.5	\$0
RAISED MEDIAN	SQ.FT.	2,706	\$15.00	\$40,590
REMOVAL OF AC PAVEMENT	SQ.YD.	401	\$20	\$8,017
AGGREGATE BASE, CLASS 2	CU.YD.	0	\$150	\$0
ASPHALTIC CONCRETE PAVEMENT	TON	0	\$250	\$0
SLURRY SEAL	SQ.YD.	6,007	\$5	\$30,037
CONCRETE CURB AND GUTTER	L.FT.	902	\$25	\$22,550
CONCRETE SIDEWALK	SQ.FT.	6,314	\$15	\$94,710
PAVEMENT MARKING	L.FT.	7,216	\$0.5	\$3,608
ADA CURB RAMP	EACH	8	\$2,500	\$20,000
CONCRETE DRIVEWAYS	EACH	17	\$4,000	\$68,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.000000	\$8,000	\$0
SPOT IMPROVEMENTS	L.S.	1	\$3,015,800	\$3,015,800

<b>DCR DETAILED ESTIMATE SUBTOTAL</b>	<b>\$3,303,312</b>
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MISCELLANEOUS WORK (20%)	COST	20%	\$660,662
<b>Subtotal</b>			<b>\$3,963,974</b>

DUST PALLIATIVE (1%)	COST	1%	\$39,640
FURNISH WATER (1%)	COST	1%	\$39,640
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%	\$475,677
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%	\$39,640
CONTRACTOR QUALITY CONTROL (2%)	COST	2%	\$79,279
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%	\$79,279
<b>Subtotal</b>			<b>\$4,717,130</b>

MOBILIZATION (10%)	COST	10%	\$471,713
<b>Subtotal</b>			<b>\$5,188,842</b>

CONTIGENCIES (5%)	COST	5%	\$259,442
CONSTRUCTION ENGINEERING (9%)	COST	9%	\$466,996
<b>Subtotal</b>			<b>\$5,915,280</b>

<b>DETAILED ESTIMATE</b>	<b>\$5,915,280</b>
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ENGINEERING DESIGN (8%)	COST	8%	\$473,222
RIGHT OF WAY	SQ. FT.	0	\$36
UTILITIES (20%)	COST	20%	\$1,183,056
<b>Subtotal</b>			<b>\$1,656,279</b>

<b>OTHER COST TOTAL</b>	<b>\$1,656,279</b>
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**SUMMARY**

DETAILED ESTIMATE	\$5,915,000
OTHER COST TOTAL	\$1,656,000

<b>TOTAL PROJECT CONSTRUCTION COST</b>	<b>\$7,571,000</b>
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**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment U (350 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	4,200	\$7.00	\$29,400
SAWCUT PAVEMENT	L.FT.	0	\$1.5	\$0
RAISED MEDIAN	SQ.FT.	1,050	\$15.00	\$15,750
REMOVAL OF AC PAVEMENT	SQ.YD.	156	\$20	\$3,111
AGGREGATE BASE, CLASS 2	CU.YD.	0	\$150	\$0
ASPHALTIC CONCRETE PAVEMENT	TON	0	\$250	\$0
SLURRY SEAL	SQ.YD.	2,331	\$5	\$11,655
CONCRETE CURB AND GUTTER	L.FT.	350	\$25	\$8,750
CONCRETE SIDEWALK	SQ.FT.	2,450	\$15	\$36,750
PAVEMENT MARKING	L.FT.	2,800	\$0.5	\$1,400
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	0	\$4,000	\$0
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.000000	\$8,000	\$0
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$82,416</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$16,483
<b>Subtotal</b>				<b>\$98,899</b>
DUST PALLIATIVE (1%)	COST	1%		\$989
FURNISH WATER (1%)	COST	1%		\$989
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$11,868
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$989
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$1,978
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$1,978
<b>Subtotal</b>				<b>\$117,690</b>
MOBILIZATION (10%)	COST	10%		\$11,769
<b>Subtotal</b>				<b>\$129,459</b>
CONTIGENCIES (5%)	COST	5%		\$6,473
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$11,651
<b>Subtotal</b>				<b>\$147,583</b>
<b>DETAILED ESTIMATE</b>				<b>\$147,583</b>
ENGINEERING DESIGN (8%)	COST	8%		\$11,807
RIGHT OF WAY	SQ. FT.	0	\$36	\$0
UTILITIES (20%)	COST	20%		\$29,517
<b>Subtotal</b>				<b>\$41,323</b>
<b>OTHER COST TOTAL</b>				<b>\$41,323</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$148,000</b>
<b>OTHER COST TOTAL</b>				<b>\$41,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$189,000</b>



**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment V (405 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	2,835	\$7.00	\$19,845
SAWCUT PAVEMENT	L.FT.	0	\$1.5	\$0
RAISED MEDIAN	SQ.FT.	1,215	\$15.00	\$18,225
REMOVAL OF AC PAVEMENT	SQ.YD.	180	\$20	\$3,600
AGGREGATE BASE, CLASS 2	CU.YD.	0	\$150	\$0
ASPHALTIC CONCRETE PAVEMENT	TON	0	\$250	\$0
SLURRY SEAL	SQ.YD.	2,697	\$5	\$13,487
CONCRETE CURB AND GUTTER	L.FT.	405	\$25	\$10,125
CONCRETE SIDEWALK	SQ.FT.	5,265	\$15	\$78,975
PAVEMENT MARKING	L.FT.	3,240	\$0.5	\$1,620
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	0	\$4,000	\$0
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.000000	\$8,000	\$0
SPOT IMPROVEMENTS	L.S.	1	\$2,200	\$2,200
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$128,231</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$25,646
<b>Subtotal</b>				<b>\$153,877</b>
DUST PALLIATIVE (1%)	COST	1%		\$1,539
FURNISH WATER (1%)	COST	1%		\$1,539
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$18,465
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$1,539
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$3,078
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$3,078
<b>Subtotal</b>				<b>\$183,114</b>
MOBILIZATION (10%)	COST	10%		\$18,311
<b>Subtotal</b>				<b>\$201,425</b>
CONTIGENCIES (5%)	COST	5%		\$10,071
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$18,128
<b>Subtotal</b>				<b>\$229,625</b>
<b>DETAILED ESTIMATE</b>				<b>\$229,625</b>
ENGINEERING DESIGN (8%)	COST	8%		\$18,370
RIGHT OF WAY	SQ. FT.	2,430	\$36	\$87,480
UTILITIES (20%)	COST	20%		\$45,925
<b>Subtotal</b>				<b>\$151,775</b>
<b>OTHER COST TOTAL</b>				<b>\$151,775</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$230,000</b>
<b>OTHER COST TOTAL</b>				<b>\$152,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$382,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment W (340 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	2,380	\$7.00	\$16,660
SAWCUT PAVEMENT	L.FT.	0	\$1.5	\$0
RAISED MEDIAN	SQ.FT.	1,020	\$15.00	\$15,300
REMOVAL OF AC PAVEMENT	SQ.YD.	151	\$20	\$3,022
AGGREGATE BASE, CLASS 2	CU.YD.	0	\$150	\$0
ASPHALTIC CONCRETE PAVEMENT	TON	0	\$250	\$0
SLURRY SEAL	SQ.YD.	2,264	\$5	\$11,322
CONCRETE CURB AND GUTTER	L.FT.	340	\$25	\$8,500
CONCRETE SIDEWALK	SQ.FT.	4,420	\$15	\$66,300
PAVEMENT MARKING	L.FT.	2,720	\$0.5	\$1,360
ADA CURB RAMP	EACH	1	\$2,500	\$2,500
CONCRETE DRIVEWAYS	EACH	0	\$4,000	\$0
TRAFFIC SIGNALS	EACH	1	\$400,000	\$400,000
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.000000	\$8,000	\$0
SPOT IMPROVEMENTS	L.S.	1	\$327,200	\$327,200
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$835,504</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$167,101
<b>Subtotal</b>				<b>\$1,002,605</b>
DUST PALLIATIVE (1%)	COST	1%		\$10,026
FURNISH WATER (1%)	COST	1%		\$10,026
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$120,313
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$10,026
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$20,052
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$20,052
<b>Subtotal</b>				<b>\$1,193,100</b>
MOBILIZATION (10%)	COST	10%		\$119,310
<b>Subtotal</b>				<b>\$1,312,410</b>
CONTIGENCIES (5%)	COST	5%		\$65,620
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$118,117
<b>Subtotal</b>				<b>\$1,496,147</b>
<b>DETAILED ESTIMATE</b>				<b>\$1,496,147</b>
ENGINEERING DESIGN (8%)	COST	8%		\$119,692
RIGHT OF WAY	SQ. FT.	2,040	\$36	\$73,440
UTILITIES (20%)	COST	20%		\$299,229
<b>Subtotal</b>				<b>\$492,361</b>
<b>OTHER COST TOTAL</b>				<b>\$492,361</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$1,496,000</b>
<b>OTHER COST TOTAL</b>				<b>\$492,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$1,988,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment X (350 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	4,200	\$7.00	\$29,400
SAWCUT PAVEMENT	L.FT.	0	\$1.5	\$0
RAISED MEDIAN	SQ.FT.	1,050	\$15.00	\$15,750
REMOVAL OF AC PAVEMENT	SQ.YD.	156	\$20	\$3,111
AGGREGATE BASE, CLASS 2	CU.YD.	0	\$150	\$0
ASPHALTIC CONCRETE PAVEMENT	TON	0	\$250	\$0
SLURRY SEAL	SQ.YD.	2,331	\$5	\$11,655
CONCRETE CURB AND GUTTER	L.FT.	350	\$25	\$8,750
CONCRETE SIDEWALK	SQ.FT.	2,450	\$15	\$36,750
PAVEMENT MARKING	L.FT.	2,800	\$0.5	\$1,400
ADA CURB RAMP	EACH	5	\$2,500	\$12,500
CONCRETE DRIVEWAYS	EACH	4	\$4,000	\$16,000
TRAFFIC SIGNALS	EACH	1	\$400,000	\$400,000
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.000000	\$8,000	\$0
SPOT IMPROVEMENTS	L.S.	1	\$25,800	\$25,800
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$531,716</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$106,343
<b>Subtotal</b>				<b>\$638,059</b>
DUST PALLIATIVE (1%)	COST	1%		\$6,381
FURNISH WATER (1%)	COST	1%		\$6,381
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$76,567
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$6,381
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$12,761
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$12,761
<b>Subtotal</b>				<b>\$759,290</b>
MOBILIZATION (10%)	COST	10%		\$75,929
<b>Subtotal</b>				<b>\$835,219</b>
CONTIGENCIES (5%)	COST	5%		\$41,761
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$75,170
<b>Subtotal</b>				<b>\$952,150</b>
<b>DETAILED ESTIMATE</b>				<b>\$952,150</b>
ENGINEERING DESIGN (8%)	COST	8%		\$76,172
RIGHT OF WAY	SQ. FT.	0	\$36	\$0
UTILITIES (20%)	COST	20%		\$190,430
<b>Subtotal</b>				<b>\$266,602</b>
<b>OTHER COST TOTAL</b>				<b>\$266,602</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$952,000</b>
<b>OTHER COST TOTAL</b>				<b>\$267,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$1,219,000</b>

Segment	Cost
Segment A	\$4,918,000
Segment B	\$1,613,000
Segment C	\$6,146,000
Segment D	\$2,243,000
Segment E	\$3,178,000
Segment F	\$5,126,000
Segment G	\$2,972,000
Segment H	\$1,206,000
Segment I	\$4,015,000
Segment J	\$2,795,000
Segment K	\$2,364,000
Segment L	\$1,678,000
Segment M	\$1,462,000
Segment N	\$2,632,000
Segment O	\$1,043,000
Segment P	\$3,424,000
Segment Q	\$8,094,000
Segment R	\$939,000
Segment S	\$6,973,000
Segment T	\$12,205,000
Segment U	\$12,155,000
Segment V	\$2,253,000
Segment W	\$2,639,000
Segment X	\$3,019,000

***Phase 2 Total     \$95,092,000***



Segment A	475
Segment B	250
Segment C	858
Segment D	365
Segment E	389
Segment F	574
Segment G	353
Segment H	195
Segment I	394
Segment J	224
Segment K	202
Segment L	207
Segment M	231
Segment N	312
Segment O	168
Segment P	240
Segment Q	315
Segment R	168
Segment S	815
Segment T	902
Segment U	350
Segment V	405
Segment W	340
Segment X	350

NOTES

**INTERSECTION (Forest Meadows - Signalized)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
High Visible Cross Walk	L-Sum	3	\$1,200.00	\$3,600
Adaptive Traffic Signal	L-Sum	1	\$50,000	\$50,000
Adaptive Bicycle Detection - loops	L-Sum	1	\$5,000	\$5,000
Pedestrian Refuge	SQ.FT.	3,000	\$15	\$45,000
Restrict U-Turns	L-Sum	1	\$1,000	\$1,000
ADA Improvements	L-Sum	1		\$0
ESTIMATE SUBTOTAL				\$104,600

Conflict Resolution

Phase 1  
Phase 2  
Phases 1 & 2

**INTERSECTION (Saunders Drive - Stop Controlled) (Segment A)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
4' Median Island	SQ.FT.		\$10.00	\$0
High Visible Cross Walk	L-Sum	3	\$1,200.00	\$3,600
West Leg Reduction	L-Sum	1	\$100,000	\$100,000
HAWK Pedestrian Crossing	L-Sum	1	\$250,000.00	\$250,000
ADA Improvements	L-Sum	1		\$0
ESTIMATE SUBTOTAL				\$353,600

Conflict Resolution

**INTERSECTION (University Drive - Signalized) (Segment C)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
4' Median Island	SQ.FT.		\$10.00	\$0
High Visible Cross Walk	L-Sum		\$1,200.00	\$0
Adaptive Bicycle Detection - loops	L-Sum		\$16,000	\$0
Restrict U-Turns & Right Turn Restrictions	L-Sum		\$1,000	\$0
ADA Improvements	L-Sum			\$0
ESTIMATE SUBTOTAL				\$0

**INTERSECTION (University Avenue - Stop Controlled) (Segment D)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
Pork Chop (Right-In/Right-Out)	L-Sum		\$35,000	\$0
High Visible Cross Walk	L-Sum		\$1,200.00	\$0
South to West Leg Reduction	L-Sum		\$100,000	\$0
Restrict U-Turns	L-Sum		\$1,000	\$0
ADA Improvements	L-Sum			\$0
ESTIMATE SUBTOTAL				\$0

**INTERSECTION (Chambers Drive - Stop Controlled) (Segment F)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
4' Median Island	SQ.FT.	2,000	\$10.00	\$20,000
Traffic Signal	L-FT	1	\$400,000	\$400,000
Bus Stop Improvements	L-Sum	1	\$300,000	\$300,000
High Visible Cross Walk	L-Sum		\$1,200.00	\$0
Restrict U-Turns/SB-WB Lt Turns	L-Sum		\$1,000	\$0
ADA Improvements	L-Sum	1		\$0
ESTIMATE SUBTOTAL				\$720,000

Remove in Phase 2  
Remove in Phase 2

**INTERSECTION (Plaza Way - Signalized) (Segment I)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
4' Median Island	SQ.FT.	2,000	\$10.00	\$20,000
Lengthen the storage for NB left turn lane via striping	L-Sum	1	\$1,500	\$1,500
Right/Left-turn phases	L-Sum	1	\$1,000.00	\$1,000
High Visible Cross Walk	L-Sum	4	\$1,200.00	\$4,800
HAWK Pedestrian Crossing (South of Plaza Way at Chase Bank)	L-Sum	1	\$300,000	\$300,000
Adaptive Bicycle Detection - loops	L-Sum	1	\$5,000	\$5,000
Restrict U-Turns/Rt Turns on Red	L-Sum	1	\$1,000	\$1,000
ADA Improvements	L-Sum	1		\$0
ESTIMATE SUBTOTAL				\$333,300

**INTERSECTION (Riordan Road - Signalized) (Segment K)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
Right/Left-turn phases	L-Sum	1	\$75,000.00	\$75,000
High Visible Cross Walk	L-FT	4	\$1,200.00	\$4,800
Adaptive Bicycle Detection - loops	L-Sum	1	\$5,000	\$5,000
Restrict U-Turns	L-Sum	1	\$1,000	\$1,000
ADA Improvements	L-Sum	1		\$0
ESTIMATE SUBTOTAL				\$85,800

**INTERSECTION (Histroic RT 66 - Signalized) (Segment P)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
Pedestrian Refuge	SQ.FT.	1,500	\$15	\$22,500
Right/Left-turn phases	L-Sum	1	\$75,000.00	\$75,000
High Visible Cross Walk	L-Sum	4	\$1,200.00	\$4,800
Adaptive Transit Signal Prioritization	L-Sum	1	\$20,000	\$20,000
Bicycle Detection Loops	L-Sum	1	\$5,000	\$5,000
Bus Stop Improvements	L-Sum	1	\$300,000	\$300,000
Restrict U-Turns	L-Sum	1	\$1,000	\$1,000
4' Median Island	SQ.FT.	2,000	\$10.00	\$20,000
ADA Improvements	L-Sum	1		\$0
ESTIMATE SUBTOTAL				\$448,300

Conflict Resolution

**INTERSECTION (Malpais - Stop Controlled) (Segment Q)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
4' Median Island	SQ.FT.	4,000	\$10.00	\$40,000
High Visible Cross Walk	L-Sum	1	\$1,200.00	\$1,200
Reconstruct West Leg	L-Sum	1	\$250,000.00	\$250,000
Bus Stop Improvements	L-Sum	1	\$300,000	\$300,000
Grade Sep. Pedestrian Crossing (adjacent to Jack-in-the-Box)	L-Sum	1	2,000,000	\$2,000,000
Restrict U-Turns/Left-Turns	L-Sum	1	\$1,000	\$1,000
ADA Improvements	L-Sum	1		\$0

ESTIMATE SUBTOTAL	\$2,592,200
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**INTERSECTION (Butler/Clay Avenue) (Segment S)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
Pork Chop on SE Corner	L-Sum	1	\$35,000	\$35,000
High Visible Cross Walk	L-Sum	3	\$1,200.00	\$3,600
Conflict Resolution Pedestrian Refuge (All Leg behind curb)	SQ.FT.	6,000	\$15	\$90,000
Restrict U-Turns	L-Sum	1	\$1,000	\$1,000
Adaptive Transit Signal Prioritization	L-Sum	1	\$20,000	\$20,000
Bicycle Detection Loops	L-Sum	1	\$5,000	\$5,000
Relocate Stop Bar	L-Sum	1	\$500.00	\$0
ADA Improvements	L-Sum	1		\$0

ESTIMATE SUBTOTAL	\$154,600
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**INTERSECTION (Mikes Pike Street - Stop Controlled) (Segment T)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
Pork Chop (Right-In/Right-Out)	L-FT	1	\$35,000	\$35,000
High Visible Cross Walk	L-Sum	1	\$1,200.00	\$1,200
Reconstruct SE corner	L-Sum	1	\$250,000.00	\$250,000
ADA Improvements	L-Sum	1		\$0

ESTIMATE SUBTOTAL	\$286,200
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**INTERSECTION (Tucson Avenue - Stop Controlled) (Segment T)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
High Visible Cross Walk	L-Sum	1	\$1,200.00	\$1,200
ADA Improvements	L-Sum	1		\$0

ESTIMATE SUBTOTAL	\$1,200
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**INTERSECTION (Phoenix Avenue - Stop Controlled) (Segment T)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
High Visible Cross Walk	L-Sum	2	\$1,200.00	\$2,400
Bus Stop Improvements	L-Sum	1	\$300,000	\$300,000
Restrict U-Turns	L-Sum	1	\$1,000	\$1,000
Grade Sep. Pedestrian Crossing	L-Sum	1	2,000,000	\$2,000,000
Traffic Signal	L-Sum	1	\$400,000	\$400,000
Adaptive Transit Signal Prioritization	L-Sum	1	\$20,000	\$20,000
Bicycle Detection Loops	L-Sum	1	\$5,000	\$5,000
ADA Improvements	L-Sum	1		\$0

ESTIMATE SUBTOTAL	\$2,728,400
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**INTERSECTION (Santa Fe Avenue - Stop Controlled) (Segment V)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
High Visible Cross Walk	L-Sum	1	\$1,200.00	\$1,200
Restrict U-Turns / NB Lefts	L-Sum	1	\$1,000	\$1,000
ADA Improvements	L-Sum	1		\$0

ESTIMATE SUBTOTAL	\$2,200
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**INTERSECTION (Humphrey's Street - Signalized) (Segment W)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
High Visible Cross Walk	L-Sum	1	\$1,200.00	\$1,200
Asphaltic Concrete Pavement (Dual Left Turn Lanes)	Ton	1,200	\$250	\$300,000
Leading pedestrian intervals	L-Sum	1	\$5,000	\$5,000
Restrict U-Turns	L-Sum	1	\$1,000	\$1,000
Adaptive Transit Signal Prioritization	L-Sum	1	\$20,000	\$20,000
ADA Improvements	L-Sum	1		\$0

ESTIMATE SUBTOTAL	\$327,200
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**INTERSECTION (Beaver Street - Signalized) (Segment X)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
High Visible Cross Walk	L-Sum	4	\$1,200.00	\$4,800
Adaptive Transit Signal Prioritization	L-Sum	1	\$20,000	\$20,000
Restrict U-Turns	L-Sum	1	\$1,000	\$1,000
ADA Improvements	L-Sum	1		\$0

ESTIMATE SUBTOTAL	\$25,800
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**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment A (475 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	11,400	\$7.00	\$79,800
SAWCUT PAVEMENT	L.FT.	950	\$1.5	\$1,425
RAISED MEDIAN	SQ.FT.	1,900	\$15.00	\$28,500
AGGREGATE BASE, CLASS 2	CU.YD.	6,650	\$150	\$997,500
ASPHALTIC CONCRETE PAVEMENT	TON	310	\$250	\$77,583
SLURRY SEAL	SQ.YD.	5,009	\$5	\$25,044
CONCRETE CURB AND GUTTER	L.FT.	950	\$25	\$23,750
CONCRETE SIDEWALK	SQ.FT.	9,500	\$15	\$142,500
PAVEMENT MARKING	L.FT.	6,650	\$0.5	\$3,325
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	5	\$4,000	\$20,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.436180	\$8,000	\$3,489
SPOT IMPROVEMENTS	L.S.	1	\$458,200	\$458,200
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$1,862,117</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$372,423
<b>Subtotal</b>				<b>\$2,234,540</b>
DUST PALLIATIVE (1%)	COST	1%		\$22,345
FURNISH WATER (1%)	COST	1%		\$22,345
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$268,145
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$22,345
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$44,691
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$44,691
<b>Subtotal</b>				<b>\$2,659,103</b>
MOBILIZATION (10%)	COST	10%		\$265,910
<b>Subtotal</b>				<b>\$2,925,013</b>
CONTIGENCIES (5%)	COST	5%		\$146,251
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$263,251
<b>Subtotal</b>				<b>\$3,334,515</b>
<b>DETAILED ESTIMATE</b>				<b>\$3,334,515</b>
ENGINEERING DESIGN (8%)	COST	8%		\$266,761
RIGHT OF WAY (Phase 2)	SQ. FT.	18,050	\$36	\$649,800
UTILITIES (20%)	COST	20%		\$666,903
<b>Subtotal</b>				<b>\$1,583,464</b>
<b>OTHER COST TOTAL</b>				<b>\$1,583,464</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$3,335,000</b>
<b>OTHER COST TOTAL</b>				<b>\$1,583,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$4,918,000</b>



**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment B (250 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	7,000	\$7.00	\$49,000
SAWCUT PAVEMENT	L.FT.	500	\$1.5	\$750
RAISED MEDIAN	SQ.FT.	250	\$15.00	\$3,750
AGGREGATE BASE, CLASS 2	CU.YD.	2,500	\$150	\$375,000
ASPHALTIC CONCRETE PAVEMENT	TON	117	\$250	\$29,167
SLURRY SEAL	SQ.YD.	2,248	\$5	\$11,239
CONCRETE CURB AND GUTTER	L.FT.	500	\$25	\$12,500
CONCRETE SIDEWALK	SQ.FT.	5,000	\$15	\$75,000
PAVEMENT MARKING	L.FT.	2,750	\$0.5	\$1,375
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	10	\$2,500	\$25,000
CONCRETE DRIVEWAYS	EACH	5	\$4,000	\$20,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.229568	\$8,000	\$1,837
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$605,617</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$121,123
<b>Subtotal</b>				<b>\$726,740</b>
DUST PALLIATIVE (1%)	COST	1%		\$7,267
FURNISH WATER (1%)	COST	1%		\$7,267
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$87,209
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$7,267
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$14,535
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$14,535
<b>Subtotal</b>				<b>\$864,821</b>
MOBILIZATION (10%)	COST	10%		\$86,482
<b>Subtotal</b>				<b>\$951,303</b>
CONTIGENCIES (5%)	COST	5%		\$47,565
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$85,617
<b>Subtotal</b>				<b>\$1,084,486</b>
<b>DETAILED ESTIMATE</b>				<b>\$1,084,486</b>
ENGINEERING DESIGN (8%)	COST	8%		\$86,759
RIGHT OF WAY (Phase 2)	SQ. FT.	6,250	\$36	\$225,000
UTILITIES (20%)	COST	20%		\$216,897
<b>Subtotal</b>				<b>\$528,656</b>
<b>OTHER COST TOTAL</b>				<b>\$528,656</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$1,084,000</b>
<b>OTHER COST TOTAL</b>				<b>\$529,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$1,613,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment C (858 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	24,024	\$7.00	\$168,168
SAWCUT PAVEMENT	L.FT.	1,716	\$1.5	\$2,574
RAISED MEDIAN	SQ.FT.	858	\$15.00	\$12,870
AGGREGATE BASE, CLASS 2	CU.YD.	8,580	\$150	\$1,287,000
ASPHALTIC CONCRETE PAVEMENT	TON	400	\$250	\$100,100
SLURRY SEAL	SQ.YD.	7,714	\$5	\$38,571
CONCRETE CURB AND GUTTER	L.FT.	1,716	\$25	\$42,900
CONCRETE SIDEWALK	SQ.FT.	17,160	\$15	\$257,400
PAVEMENT MARKING	L.FT.	9,438	\$0.5	\$4,719
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	1	\$2,500	\$2,500
CONCRETE DRIVEWAYS	EACH	5	\$4,000	\$20,000
TRAFFIC SIGNALS	EACH	1	\$400,000	\$400,000
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.787879	\$8,000	\$6,303
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$2,344,105</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$468,821
<b>Subtotal</b>				<b>\$2,812,926</b>
DUST PALLIATIVE (1%)	COST	1%		\$28,129
FURNISH WATER (1%)	COST	1%		\$28,129
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$337,551
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$28,129
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$56,259
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$56,259
<b>Subtotal</b>				<b>\$3,347,382</b>
MOBILIZATION (10%)	COST	10%		\$334,738
<b>Subtotal</b>				<b>\$3,682,120</b>
CONTIGENCIES (5%)	COST	5%		\$184,106
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$331,391
<b>Subtotal</b>				<b>\$4,197,617</b>
<b>DETAILED ESTIMATE</b>				<b>\$4,197,617</b>
ENGINEERING DESIGN (8%)	COST	8%		\$335,809
RIGHT OF WAY (Phase 2)	SQ. FT.	21,450	\$36	\$772,200
UTILITIES (20%)	COST	20%		\$839,523
<b>Subtotal</b>				<b>\$1,947,533</b>
<b>OTHER COST TOTAL</b>				<b>\$1,947,533</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$4,198,000</b>
<b>OTHER COST TOTAL</b>				<b>\$1,948,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$6,146,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment D (365 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	10,220	\$7.00	\$71,540
SAWCUT PAVEMENT	L.FT.	730	\$1.5	\$1,095
RAISED MEDIAN	SQ.FT.	365	\$15.00	\$5,475
AGGREGATE BASE, CLASS 2	CU.YD.	3,650	\$150	\$547,500
ASPHALTIC CONCRETE PAVEMENT	TON	170	\$250	\$42,583
SLURRY SEAL	SQ.YD.	3,282	\$5	\$16,409
CONCRETE CURB AND GUTTER	L.FT.	730	\$25	\$18,250
CONCRETE SIDEWALK	SQ.FT.	7,300	\$15	\$109,500
PAVEMENT MARKING	L.FT.	4,015	\$0.5	\$2,008
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	7	\$2,500	\$17,500
CONCRETE DRIVEWAYS	EACH	0	\$4,000	\$0
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.335170	\$8,000	\$2,681
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$835,541</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$167,108
<b>Subtotal</b>				<b>\$1,002,649</b>
DUST PALLIATIVE (1%)	COST	1%		\$10,026
FURNISH WATER (1%)	COST	1%		\$10,026
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$120,318
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$10,026
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$20,053
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$20,053
<b>Subtotal</b>				<b>\$1,193,153</b>
MOBILIZATION (10%)	COST	10%		\$119,315
<b>Subtotal</b>				<b>\$1,312,468</b>
CONTIGENCIES (5%)	COST	5%		\$65,623
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$118,122
<b>Subtotal</b>				<b>\$1,496,213</b>
<b>DETAILED ESTIMATE</b>				<b>\$1,496,213</b>
ENGINEERING DESIGN (8%)	COST	8%		\$119,697
RIGHT OF WAY (Phase 2)	SQ. FT.	9,125	\$36	\$328,500
UTILITIES (20%)	COST	20%		\$299,243
<b>Subtotal</b>				<b>\$747,440</b>
<b>OTHER COST TOTAL</b>				<b>\$747,440</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$1,496,000</b>
<b>OTHER COST TOTAL</b>				<b>\$747,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$2,243,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment E (389 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	9,336	\$7.00	\$65,352
SAWCUT PAVEMENT	L.FT.	778	\$1.5	\$1,167
RAISED MEDIAN	SQ.FT.	1,556	\$15.00	\$23,340
AGGREGATE BASE, CLASS 2	CU.YD.	5,446	\$150	\$816,900
ASPHALTIC CONCRETE PAVEMENT	TON	254	\$250	\$63,537
SLURRY SEAL	SQ.YD.	4,102	\$5	\$20,510
CONCRETE CURB AND GUTTER	L.FT.	778	\$25	\$19,450
CONCRETE SIDEWALK	SQ.FT.	7,780	\$15	\$116,700
PAVEMENT MARKING	L.FT.	5,446	\$0.5	\$2,723
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	4	\$4,000	\$16,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.357208	\$8,000	\$2,858
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$1,154,536</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$230,907
<b>Subtotal</b>				<b>\$1,385,443</b>
DUST PALLIATIVE (1%)	COST	1%		\$13,854
FURNISH WATER (1%)	COST	1%		\$13,854
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$166,253
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$13,854
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$27,709
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$27,709
<b>Subtotal</b>				<b>\$1,648,677</b>
MOBILIZATION (10%)	COST	10%		\$164,868
<b>Subtotal</b>				<b>\$1,813,545</b>
CONTIGENCIES (5%)	COST	5%		\$90,677
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$163,219
<b>Subtotal</b>				<b>\$2,067,441</b>
<b>DETAILED ESTIMATE</b>				<b>\$2,067,441</b>
ENGINEERING DESIGN (8%)	COST	8%		\$165,395
RIGHT OF WAY (Phase 2)	SQ. FT.	14,782	\$36	\$532,152
UTILITIES (20%)	COST	20%		\$413,488
<b>Subtotal</b>				<b>\$1,111,036</b>
<b>OTHER COST TOTAL</b>				<b>\$1,111,036</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$2,067,000</b>
<b>OTHER COST TOTAL</b>				<b>\$1,111,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$3,178,000</b>



**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment F (574 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	16,072	\$7.00	\$112,504
SAWCUT PAVEMENT	L.FT.	1,148	\$1.5	\$1,722
RAISED MEDIAN	SQ.FT.	574	\$15.00	\$8,610
AGGREGATE BASE, CLASS 2	CU.YD.	5,740	\$150	\$861,000
ASPHALTIC CONCRETE PAVEMENT	TON	268	\$250	\$66,967
SLURRY SEAL	SQ.YD.	5,161	\$5	\$25,804
CONCRETE CURB AND GUTTER	L.FT.	1,148	\$25	\$28,700
CONCRETE SIDEWALK	SQ.FT.	11,480	\$15	\$172,200
PAVEMENT MARKING	L.FT.	6,314	\$0.5	\$3,157
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	0	\$4,000	\$0
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.527089	\$8,000	\$4,217
SPOT IMPROVEMENTS	L.S.	1	\$720,000	\$720,000
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$2,010,881</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$402,176
<b>Subtotal</b>				<b>\$2,413,057</b>
DUST PALLIATIVE (1%)	COST	1%		\$24,131
FURNISH WATER (1%)	COST	1%		\$24,131
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$289,567
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$24,131
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$48,261
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$48,261
<b>Subtotal</b>				<b>\$2,871,538</b>
MOBILIZATION (10%)	COST	10%		\$287,154
<b>Subtotal</b>				<b>\$3,158,692</b>
CONTIGENCIES (5%)	COST	5%		\$157,935
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$284,282
<b>Subtotal</b>				<b>\$3,600,909</b>
<b>DETAILED ESTIMATE</b>				<b>\$3,600,909</b>
ENGINEERING DESIGN (8%)	COST	8%		\$288,073
RIGHT OF WAY (Phase 2)	SQ. FT.	14,350	\$36	\$516,600
UTILITIES (20%)	COST	20%		\$720,182
<b>Subtotal</b>				<b>\$1,524,854</b>
<b>OTHER COST TOTAL</b>				<b>\$1,524,854</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$3,601,000</b>
<b>OTHER COST TOTAL</b>				<b>\$1,525,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$5,126,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment G (353 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	9,884	\$7.00	\$69,188
SAWCUT PAVEMENT	L.FT.	706	\$1.5	\$1,059
RAISED MEDIAN	SQ.FT.	353	\$15.00	\$5,295
AGGREGATE BASE, CLASS 2	CU.YD.	6,001	\$150	\$900,150
ASPHALTIC CONCRETE PAVEMENT	TON	280	\$250	\$70,012
SLURRY SEAL	SQ.YD.	2,625	\$5	\$13,126
CONCRETE CURB AND GUTTER	L.FT.	706	\$25	\$17,650
CONCRETE SIDEWALK	SQ.FT.	7,060	\$15	\$105,900
PAVEMENT MARKING	L.FT.	3,530	\$0.5	\$1,765
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	5	\$4,000	\$20,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.324151	\$8,000	\$2,593
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$1,207,738</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$241,548
<b>Subtotal</b>				<b>\$1,449,286</b>
DUST PALLIATIVE (1%)	COST	1%		\$14,493
FURNISH WATER (1%)	COST	1%		\$14,493
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$173,914
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$14,493
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$28,986
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$28,986
<b>Subtotal</b>				<b>\$1,724,650</b>
MOBILIZATION (10%)	COST	10%		\$172,465
<b>Subtotal</b>				<b>\$1,897,115</b>
CONTIGENCIES (5%)	COST	5%		\$94,856
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$170,740
<b>Subtotal</b>				<b>\$2,162,711</b>
<b>DETAILED ESTIMATE</b>				<b>\$2,162,711</b>
ENGINEERING DESIGN (8%)	COST	8%		\$173,017
RIGHT OF WAY (Phase 2)	SQ. FT.	5,648	\$36	\$203,328
UTILITIES (20%)	COST	20%		\$432,542
<b>Subtotal</b>				<b>\$808,887</b>
<b>OTHER COST TOTAL</b>				<b>\$808,887</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$2,163,000</b>
<b>OTHER COST TOTAL</b>				<b>\$809,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$2,972,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment H (195 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	5,460	\$7.00	\$38,220
SAWCUT PAVEMENT	L.FT.	390	\$1.5	\$585
RAISED MEDIAN	SQ.FT.	195	\$15.00	\$2,925
AGGREGATE BASE, CLASS 2	CU.YD.	1,950	\$150	\$292,500
ASPHALTIC CONCRETE PAVEMENT	TON	91	\$250	\$22,750
SLURRY SEAL	SQ.YD.	1,753	\$5	\$8,766
CONCRETE CURB AND GUTTER	L.FT.	390	\$25	\$9,750
CONCRETE SIDEWALK	SQ.FT.	3,900	\$15	\$58,500
PAVEMENT MARKING	L.FT.	2,145	\$0.5	\$1,073
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	3	\$4,000	\$12,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.179063	\$8,000	\$1,433
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$449,501</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$89,900
<b>Subtotal</b>				<b>\$539,401</b>
DUST PALLIATIVE (1%)	COST	1%		\$5,394
FURNISH WATER (1%)	COST	1%		\$5,394
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$64,728
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$5,394
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$10,788
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$10,788
<b>Subtotal</b>				<b>\$641,887</b>
MOBILIZATION (10%)	COST	10%		\$64,189
<b>Subtotal</b>				<b>\$706,076</b>
CONTIGENCIES (5%)	COST	5%		\$35,304
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$63,547
<b>Subtotal</b>				<b>\$804,927</b>
<b>DETAILED ESTIMATE</b>				<b>\$804,927</b>
ENGINEERING DESIGN (8%)	COST	8%		\$64,394
RIGHT OF WAY (Phase 2)	SQ. FT.	4,875	\$36	\$175,500
UTILITIES (20%)	COST	20%		\$160,985
<b>Subtotal</b>				<b>\$400,880</b>
<b>OTHER COST TOTAL</b>				<b>\$400,880</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$805,000</b>
<b>OTHER COST TOTAL</b>				<b>\$401,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$1,206,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment I (394 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	6,698	\$7.00	\$46,886
SAWCUT PAVEMENT	L.FT.	788	\$1.5	\$1,182
RAISED MEDIAN	SQ.FT.	1,576	\$15.00	\$23,640
AGGREGATE BASE, CLASS 2	CU.YD.	5,516	\$150	\$827,400
ASPHALTIC CONCRETE PAVEMENT	TON	257	\$250	\$64,353
SLURRY SEAL	SQ.YD.	4,155	\$5	\$20,774
CONCRETE CURB AND GUTTER	L.FT.	788	\$25	\$19,700
CONCRETE SIDEWALK	SQ.FT.	7,880	\$15	\$118,200
PAVEMENT MARKING	L.FT.	5,516	\$0.5	\$2,758
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	3	\$4,000	\$12,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.361800	\$8,000	\$2,894
SPOT IMPROVEMENTS	L.S.	1	\$333,300	\$333,300
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$1,479,087</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$295,817
<b>Subtotal</b>				<b>\$1,774,904</b>
DUST PALLIATIVE (1%)	COST	1%		\$17,749
FURNISH WATER (1%)	COST	1%		\$17,749
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$212,989
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$17,749
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$35,498
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$35,498
<b>Subtotal</b>				<b>\$2,112,136</b>
MOBILIZATION (10%)	COST	10%		\$211,214
<b>Subtotal</b>				<b>\$2,323,350</b>
CONTIGENCIES (5%)	COST	5%		\$116,167
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$209,101
<b>Subtotal</b>				<b>\$2,648,619</b>
<b>DETAILED ESTIMATE</b>				<b>\$2,648,619</b>
ENGINEERING DESIGN (8%)	COST	8%		\$211,890
RIGHT OF WAY (Phase 2)	SQ. FT.	17,336	\$36	\$624,096
UTILITIES (20%)	COST	20%		\$529,724
<b>Subtotal</b>				<b>\$1,365,709</b>
<b>OTHER COST TOTAL</b>				<b>\$1,365,709</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$2,649,000</b>
<b>OTHER COST TOTAL</b>				<b>\$1,366,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$4,015,000</b>



**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment J (224 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	6,272	\$7.00	\$43,904
SAWCUT PAVEMENT	L.FT.	448	\$1.5	\$672
RAISED MEDIAN	SQ.FT.	224	\$15.00	\$3,360
AGGREGATE BASE, CLASS 2	CU.YD.	3,808	\$150	\$571,200
ASPHALTIC CONCRETE PAVEMENT	TON	178	\$250	\$44,427
SLURRY SEAL	SQ.YD.	1,666	\$5	\$8,329
CONCRETE CURB AND GUTTER	L.FT.	448	\$25	\$11,200
CONCRETE SIDEWALK	SQ.FT.	4,480	\$15	\$67,200
PAVEMENT MARKING	L.FT.	2,240	\$0.5	\$1,120
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	1	\$4,000	\$4,000
TRAFFIC SIGNALS	EACH	1	\$400,000	\$400,000
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.205693	\$8,000	\$1,646
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$1,163,058</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$232,612
<b>Subtotal</b>				<b>\$1,395,670</b>
DUST PALLIATIVE (1%)	COST	1%		\$13,957
FURNISH WATER (1%)	COST	1%		\$13,957
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$167,480
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$13,957
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$27,913
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$27,913
<b>Subtotal</b>				<b>\$1,660,847</b>
MOBILIZATION (10%)	COST	10%		\$166,085
<b>Subtotal</b>				<b>\$1,826,932</b>
CONTIGENCIES (5%)	COST	5%		\$91,347
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$164,424
<b>Subtotal</b>				<b>\$2,082,702</b>
<b>DETAILED ESTIMATE</b>				<b>\$2,082,702</b>
ENGINEERING DESIGN (8%)	COST	8%		\$166,616
RIGHT OF WAY (Phase 2)	SQ. FT.	3,584	\$36	\$129,024
UTILITIES (20%)	COST	20%		\$416,540
<b>Subtotal</b>				<b>\$712,181</b>
<b>OTHER COST TOTAL</b>				<b>\$712,181</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$2,083,000</b>
<b>OTHER COST TOTAL</b>				<b>\$712,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$2,795,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment K (202 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	5,656	\$7.00	\$39,592
SAWCUT PAVEMENT	L.FT.	404	\$1.5	\$606
RAISED MEDIAN	SQ.FT.	202	\$15.00	\$3,030
AGGREGATE BASE, CLASS 2	CU.YD.	2,020	\$150	\$303,000
ASPHALTIC CONCRETE PAVEMENT	TON	94	\$250	\$23,567
SLURRY SEAL	SQ.YD.	1,816	\$5	\$9,081
CONCRETE CURB AND GUTTER	L.FT.	404	\$25	\$10,100
CONCRETE SIDEWALK	SQ.FT.	4,040	\$15	\$60,600
PAVEMENT MARKING	L.FT.	2,222	\$0.5	\$1,111
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	2	\$4,000	\$8,000
TRAFFIC SIGNALS	EACH	1	\$400,000	\$400,000
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.185491	\$8,000	\$1,484
SPOT IMPROVEMENTS	L.S.	1	\$85,800	\$85,800
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$951,971</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$190,394
<b>Subtotal</b>				<b>\$1,142,365</b>
DUST PALLIATIVE (1%)	COST	1%		\$11,424
FURNISH WATER (1%)	COST	1%		\$11,424
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$137,084
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$11,424
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$22,847
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$22,847
<b>Subtotal</b>				<b>\$1,359,415</b>
MOBILIZATION (10%)	COST	10%		\$135,941
<b>Subtotal</b>				<b>\$1,495,356</b>
CONTIGENCIES (5%)	COST	5%		\$74,768
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$134,582
<b>Subtotal</b>				<b>\$1,704,706</b>
<b>DETAILED ESTIMATE</b>				<b>\$1,704,706</b>
ENGINEERING DESIGN (8%)	COST	8%		\$136,376
RIGHT OF WAY (Phase 2)	SQ. FT.	5,050	\$36	\$181,800
UTILITIES (20%)	COST	20%		\$340,941
<b>Subtotal</b>				<b>\$659,118</b>
<b>OTHER COST TOTAL</b>				<b>\$659,118</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$1,705,000</b>
<b>OTHER COST TOTAL</b>				<b>\$659,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$2,364,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment L (207 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	4,968	\$7.00	\$34,776
SAWCUT PAVEMENT	L.FT.	414	\$1.5	\$621
RAISED MEDIAN	SQ.FT.	828	\$15.00	\$12,420
AGGREGATE BASE, CLASS 2	CU.YD.	2,898	\$150	\$434,700
ASPHALTIC CONCRETE PAVEMENT	TON	135	\$250	\$33,810
SLURRY SEAL	SQ.YD.	2,183	\$5	\$10,914
CONCRETE CURB AND GUTTER	L.FT.	414	\$25	\$10,350
CONCRETE SIDEWALK	SQ.FT.	4,140	\$15	\$62,100
PAVEMENT MARKING	L.FT.	2,898	\$0.5	\$1,449
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	0	\$4,000	\$0
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.190083	\$8,000	\$1,521
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$608,661</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$121,732
<b>Subtotal</b>				<b>\$730,393</b>
DUST PALLIATIVE (1%)	COST	1%		\$7,304
FURNISH WATER (1%)	COST	1%		\$7,304
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$87,647
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$7,304
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$14,608
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$14,608
<b>Subtotal</b>				<b>\$869,168</b>
MOBILIZATION (10%)	COST	10%		\$86,917
<b>Subtotal</b>				<b>\$956,085</b>
CONTIGENCIES (5%)	COST	5%		\$47,804
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$86,048
<b>Subtotal</b>				<b>\$1,089,937</b>
<b>DETAILED ESTIMATE</b>				<b>\$1,089,937</b>
ENGINEERING DESIGN (8%)	COST	8%		\$87,195
RIGHT OF WAY (Phase 2)	SQ. FT.	7,866	\$36	\$283,176
UTILITIES (20%)	COST	20%		\$217,987
<b>Subtotal</b>				<b>\$588,358</b>
<b>OTHER COST TOTAL</b>				<b>\$588,358</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$1,090,000</b>
<b>OTHER COST TOTAL</b>				<b>\$588,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$1,678,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment M (231 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	6,468	\$7.00	\$45,276
SAWCUT PAVEMENT	L.FT.	462	\$1.5	\$693
RAISED MEDIAN	SQ.FT.	231	\$15.00	\$3,465
AGGREGATE BASE, CLASS 2	CU.YD.	2,310	\$150	\$346,500
ASPHALTIC CONCRETE PAVEMENT	TON	108	\$250	\$26,950
SLURRY SEAL	SQ.YD.	2,077	\$5	\$10,385
CONCRETE CURB AND GUTTER	L.FT.	462	\$25	\$11,550
CONCRETE SIDEWALK	SQ.FT.	4,620	\$15	\$69,300
PAVEMENT MARKING	L.FT.	2,541	\$0.5	\$1,271
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	6	\$4,000	\$24,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.212121	\$8,000	\$1,697
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$547,086</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$109,417
<b>Subtotal</b>				<b>\$656,503</b>
DUST PALLIATIVE (1%)	COST	1%		\$6,565
FURNISH WATER (1%)	COST	1%		\$6,565
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$78,780
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$6,565
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$13,130
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$13,130
<b>Subtotal</b>				<b>\$781,239</b>
MOBILIZATION (10%)	COST	10%		\$78,124
<b>Subtotal</b>				<b>\$859,363</b>
CONTIGENCIES (5%)	COST	5%		\$42,968
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$77,343
<b>Subtotal</b>				<b>\$979,673</b>
<b>DETAILED ESTIMATE</b>				<b>\$979,673</b>
ENGINEERING DESIGN (8%)	COST	8%		\$78,374
RIGHT OF WAY (Phase 2)	SQ. FT.	5,775	\$36	\$207,900
UTILITIES (20%)	COST	20%		\$195,935
<b>Subtotal</b>				<b>\$482,209</b>
<b>OTHER COST TOTAL</b>				<b>\$482,209</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$980,000</b>
<b>OTHER COST TOTAL</b>				<b>\$482,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$1,462,000</b>



**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment N (312 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	8,736	\$7.00	\$61,152
SAWCUT PAVEMENT	L.FT.	624	\$1.5	\$936
RAISED MEDIAN	SQ.FT.	312	\$15.00	\$4,680
AGGREGATE BASE, CLASS 2	CU.YD.	5,304	\$150	\$795,600
ASPHALTIC CONCRETE PAVEMENT	TON	248	\$250	\$61,880
SLURRY SEAL	SQ.YD.	2,320	\$5	\$11,602
CONCRETE CURB AND GUTTER	L.FT.	624	\$25	\$15,600
CONCRETE SIDEWALK	SQ.FT.	6,240	\$15	\$93,600
PAVEMENT MARKING	L.FT.	3,120	\$0.5	\$1,560
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	5	\$4,000	\$20,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.286501	\$8,000	\$2,292
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$1,069,902</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$213,980
<b>Subtotal</b>				<b>\$1,283,882</b>
DUST PALLIATIVE (1%)	COST	1%		\$12,839
FURNISH WATER (1%)	COST	1%		\$12,839
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$154,066
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$12,839
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$25,678
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$25,678
<b>Subtotal</b>				<b>\$1,527,820</b>
MOBILIZATION (10%)	COST	10%		\$152,782
<b>Subtotal</b>				<b>\$1,680,602</b>
CONTIGENCIES (5%)	COST	5%		\$84,030
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$151,254
<b>Subtotal</b>				<b>\$1,915,886</b>
<b>DETAILED ESTIMATE</b>				<b>\$1,915,886</b>
ENGINEERING DESIGN (8%)	COST	8%		\$153,271
RIGHT OF WAY (Phase 2)	SQ. FT.	4,992	\$36	\$179,712
UTILITIES (20%)	COST	20%		\$383,177
<b>Subtotal</b>				<b>\$716,160</b>
<b>OTHER COST TOTAL</b>				<b>\$716,160</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$1,916,000</b>
<b>OTHER COST TOTAL</b>				<b>\$716,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$2,632,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment O (168 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	4,704	\$7.00	\$32,928
SAWCUT PAVEMENT	L.FT.	336	\$1.5	\$504
RAISED MEDIAN	SQ.FT.	168	\$15.00	\$2,520
AGGREGATE BASE, CLASS 2	CU.YD.	1,680	\$150	\$252,000
ASPHALTIC CONCRETE PAVEMENT	TON	78	\$250	\$19,600
SLURRY SEAL	SQ.YD.	1,510	\$5	\$7,552
CONCRETE CURB AND GUTTER	L.FT.	336	\$25	\$8,400
CONCRETE SIDEWALK	SQ.FT.	3,360	\$15	\$50,400
PAVEMENT MARKING	L.FT.	1,848	\$0.5	\$924
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	3	\$4,000	\$12,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.154270	\$8,000	\$1,234
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$389,063</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$77,813
<b>Subtotal</b>				<b>\$466,876</b>
DUST PALLIATIVE (1%)	COST	1%		\$4,669
FURNISH WATER (1%)	COST	1%		\$4,669
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$56,025
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$4,669
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$9,338
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$9,338
<b>Subtotal</b>				<b>\$555,582</b>
MOBILIZATION (10%)	COST	10%		\$55,558
<b>Subtotal</b>				<b>\$611,140</b>
CONTIGENCIES (5%)	COST	5%		\$30,557
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$55,003
<b>Subtotal</b>				<b>\$696,700</b>
<b>DETAILED ESTIMATE</b>				<b>\$696,700</b>
ENGINEERING DESIGN (8%)	COST	8%		\$55,736
RIGHT OF WAY (Phase 2)	SQ. FT.	4,200	\$36	\$151,200
UTILITIES (20%)	COST	20%		\$139,340
<b>Subtotal</b>				<b>\$346,276</b>
<b>OTHER COST TOTAL</b>				<b>\$346,276</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$697,000</b>
<b>OTHER COST TOTAL</b>				<b>\$346,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$1,043,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment P (240 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	6,720	\$7.00	\$47,040
SAWCUT PAVEMENT	L.FT.	480	\$1.5	\$720
RAISED MEDIAN	SQ.FT.	240	\$15.00	\$3,600
AGGREGATE BASE, CLASS 2	CU.YD.	2,400	\$150	\$360,000
ASPHALTIC CONCRETE PAVEMENT	TON	112	\$250	\$28,000
SLURRY SEAL	SQ.YD.	2,158	\$5	\$10,789
CONCRETE CURB AND GUTTER	L.FT.	480	\$25	\$12,000
CONCRETE SIDEWALK	SQ.FT.	4,800	\$15	\$72,000
PAVEMENT MARKING	L.FT.	2,640	\$0.5	\$1,320
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	2	\$4,000	\$8,000
TRAFFIC SIGNALS	EACH	1	\$400,000	\$400,000
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.220386	\$8,000	\$1,763
SPOT IMPROVEMENTS	L.S.	1	\$448,300	\$448,300
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$1,399,532</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$279,906
<b>Subtotal</b>				<b>\$1,679,438</b>
DUST PALLIATIVE (1%)	COST	1%		\$16,794
FURNISH WATER (1%)	COST	1%		\$16,794
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$201,533
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$16,794
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$33,589
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$33,589
<b>Subtotal</b>				<b>\$1,998,532</b>
MOBILIZATION (10%)	COST	10%		\$199,853
<b>Subtotal</b>				<b>\$2,198,385</b>
CONTIGENCIES (5%)	COST	5%		\$109,919
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$197,855
<b>Subtotal</b>				<b>\$2,506,159</b>
<b>DETAILED ESTIMATE</b>				<b>\$2,506,159</b>
ENGINEERING DESIGN (8%)	COST	8%		\$200,493
RIGHT OF WAY (Phase 2)	SQ. FT.	6,000	\$36	\$216,000
UTILITIES (20%)	COST	20%		\$501,232
<b>Subtotal</b>				<b>\$917,724</b>
<b>OTHER COST TOTAL</b>				<b>\$917,724</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$2,506,000</b>
<b>OTHER COST TOTAL</b>				<b>\$918,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$3,424,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment Q (315 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	7,875	\$7.00	\$55,125
SAWCUT PAVEMENT	L.FT.	630	\$1.5	\$945
RAISED MEDIAN	SQ.FT.	1,260	\$15.00	\$18,900
AGGREGATE BASE, CLASS 2	CU.YD.	3,465	\$150	\$519,750
ASPHALTIC CONCRETE PAVEMENT	TON	162	\$250	\$40,425
SLURRY SEAL	SQ.YD.	2,832	\$5	\$14,161
CONCRETE CURB AND GUTTER	L.FT.	630	\$25	\$15,750
CONCRETE SIDEWALK	SQ.FT.	6,300	\$15	\$94,500
PAVEMENT MARKING	L.FT.	3,150	\$0.5	\$1,575
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	1	\$2,500	\$2,500
CONCRETE DRIVEWAYS	EACH	1	\$4,000	\$4,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.289256	\$8,000	\$2,314
SPOT IMPROVEMENTS	L.S.	1	\$2,592,200	\$2,592,200
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$3,363,145</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$672,629
<b>Subtotal</b>				<b>\$4,035,774</b>
DUST PALLIATIVE (1%)	COST	1%		\$40,358
FURNISH WATER (1%)	COST	1%		\$40,358
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$484,293
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$40,358
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$80,715
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$80,715
<b>Subtotal</b>				<b>\$4,802,571</b>
MOBILIZATION (10%)	COST	10%		\$480,257
<b>Subtotal</b>				<b>\$5,282,828</b>
CONTIGENCIES (5%)	COST	5%		\$264,141
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$475,455
<b>Subtotal</b>				<b>\$6,022,424</b>
<b>DETAILED ESTIMATE</b>				<b>\$6,022,424</b>
ENGINEERING DESIGN (8%)	COST	8%		\$481,794
RIGHT OF WAY (Phase 2)	SQ. FT.	10,710	\$36	\$385,560
UTILITIES (20%)	COST	20%		\$1,204,485
<b>Subtotal</b>				<b>\$2,071,839</b>
<b>OTHER COST TOTAL</b>				<b>\$2,071,839</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$6,022,000</b>
<b>OTHER COST TOTAL</b>				<b>\$2,072,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$8,094,000</b>



**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment R (168 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	4,368	\$7.00	\$30,576
SAWCUT PAVEMENT	L.FT.	336	\$1.5	\$504
RAISED MEDIAN	SQ.FT.	672	\$15.00	\$10,080
AGGREGATE BASE, CLASS 2	CU.YD.	1,344	\$150	\$201,600
ASPHALTIC CONCRETE PAVEMENT	TON	63	\$250	\$15,680
SLURRY SEAL	SQ.YD.	1,249	\$5	\$6,247
CONCRETE CURB AND GUTTER	L.FT.	336	\$25	\$8,400
CONCRETE SIDEWALK	SQ.FT.	3,360	\$15	\$50,400
PAVEMENT MARKING	L.FT.	1,680	\$0.5	\$840
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	1	\$4,000	\$4,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.154270	\$8,000	\$1,234
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$330,561</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$66,112
<b>Subtotal</b>				<b>\$396,673</b>
DUST PALLIATIVE (1%)	COST	1%		\$3,967
FURNISH WATER (1%)	COST	1%		\$3,967
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$47,601
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$3,967
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$7,933
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$7,933
<b>Subtotal</b>				<b>\$472,041</b>
MOBILIZATION (10%)	COST	10%		\$47,204
<b>Subtotal</b>				<b>\$519,245</b>
CONTIGENCIES (5%)	COST	5%		\$25,962
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$46,732
<b>Subtotal</b>				<b>\$591,940</b>
<b>DETAILED ESTIMATE</b>				<b>\$591,940</b>
ENGINEERING DESIGN (8%)	COST	8%		\$47,355
RIGHT OF WAY (Phase 2)	SQ. FT.	5,040	\$36	\$181,440
UTILITIES (20%)	COST	20%		\$118,388
<b>Subtotal</b>				<b>\$347,183</b>
<b>OTHER COST TOTAL</b>				<b>\$347,183</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$592,000</b>
<b>OTHER COST TOTAL</b>				<b>\$347,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$939,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment S (815 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	14,670	\$7.00	\$102,690
SAWCUT PAVEMENT	L.FT.	1,630	\$1.5	\$2,445
RAISED MEDIAN	SQ.FT.	3,260	\$15.00	\$48,900
AGGREGATE BASE, CLASS 2	CU.YD.	8,965	\$150	\$1,344,750
ASPHALTIC CONCRETE PAVEMENT	TON	418	\$250	\$104,592
SLURRY SEAL	SQ.YD.	7,328	\$5	\$36,638
CONCRETE CURB AND GUTTER	L.FT.	1,630	\$25	\$40,750
CONCRETE SIDEWALK	SQ.FT.	16,300	\$15	\$244,500
PAVEMENT MARKING	L.FT.	8,965	\$0.5	\$4,483
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	4	\$2,500	\$10,000
CONCRETE DRIVEWAYS	EACH	4	\$4,000	\$16,000
TRAFFIC SIGNALS	EACH	1	\$400,000	\$400,000
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.748393	\$8,000	\$5,987
SPOT IMPROVEMENTS	L.S.	1	\$154,600	\$154,600
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$2,517,335</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$503,467
<b>Subtotal</b>				<b>\$3,020,802</b>
DUST PALLIATIVE (1%)	COST	1%		\$30,208
FURNISH WATER (1%)	COST	1%		\$30,208
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$362,496
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$30,208
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$60,416
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$60,416
<b>Subtotal</b>				<b>\$3,594,754</b>
MOBILIZATION (10%)	COST	10%		\$359,475
<b>Subtotal</b>				<b>\$3,954,230</b>
CONTIGENCIES (5%)	COST	5%		\$197,711
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$355,881
<b>Subtotal</b>				<b>\$4,507,822</b>
<b>DETAILED ESTIMATE</b>				<b>\$4,507,822</b>
ENGINEERING DESIGN (8%)	COST	8%		\$360,626
RIGHT OF WAY (Phase 2)	SQ. FT.	33,415	\$36	\$1,202,940
UTILITIES (20%)	COST	20%		\$901,564
<b>Subtotal</b>				<b>\$2,465,130</b>
<b>OTHER COST TOTAL</b>				<b>\$2,465,130</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$4,508,000</b>
<b>OTHER COST TOTAL</b>				<b>\$2,465,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$6,973,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment T (902 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	18,040	\$7.00	\$126,280
SAWCUT PAVEMENT	L.FT.	1,804	\$1.5	\$2,706
RAISED MEDIAN	SQ.FT.	3,608	\$15.00	\$54,120
AGGREGATE BASE, CLASS 2	CU.YD.	7,216	\$150	\$1,082,400
ASPHALTIC CONCRETE PAVEMENT	TON	337	\$250	\$84,187
SLURRY SEAL	SQ.YD.	6,708	\$5	\$33,541
CONCRETE CURB AND GUTTER	L.FT.	1,804	\$25	\$45,100
CONCRETE SIDEWALK	SQ.FT.	18,040	\$15	\$270,600
PAVEMENT MARKING	L.FT.	9,020	\$0.5	\$4,510
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	8	\$2,500	\$20,000
CONCRETE DRIVEWAYS	EACH	17	\$4,000	\$68,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.828283	\$8,000	\$6,626
SPOT IMPROVEMENTS	L.S.	1	\$3,015,800	\$3,015,800
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$4,814,870</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$962,974
<b>Subtotal</b>				<b>\$5,777,844</b>
DUST PALLIATIVE (1%)	COST	1%		\$57,778
FURNISH WATER (1%)	COST	1%		\$57,778
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$693,341
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$57,778
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$115,557
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$115,557
<b>Subtotal</b>				<b>\$6,875,634</b>
MOBILIZATION (10%)	COST	10%		\$687,563
<b>Subtotal</b>				<b>\$7,563,198</b>
CONTIGENCIES (5%)	COST	5%		\$378,160
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$680,688
<b>Subtotal</b>				<b>\$8,622,045</b>
<b>DETAILED ESTIMATE</b>				<b>\$8,622,045</b>
ENGINEERING DESIGN (8%)	COST	8%		\$689,764
RIGHT OF WAY (Phase 2)	SQ. FT.	32,472	\$36	\$1,168,992
UTILITIES (20%)	COST	20%		\$1,724,409
<b>Subtotal</b>				<b>\$3,583,165</b>
<b>OTHER COST TOTAL</b>				<b>\$3,583,165</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$8,622,000</b>
<b>OTHER COST TOTAL</b>				<b>\$3,583,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$12,205,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment U (350 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	7,000	\$7.00	\$49,000
SAWCUT PAVEMENT	L.FT.	700	\$1.5	\$1,050
RAISED MEDIAN	SQ.FT.	1,400	\$15.00	\$21,000
AGGREGATE BASE, CLASS 2	CU.YD.	2,800	\$150	\$420,000
ASPHALTIC CONCRETE PAVEMENT	TON	131	\$250	\$32,667
SLURRY SEAL	SQ.YD.	2,603	\$5	\$13,015
CONCRETE CURB AND GUTTER	L.FT.	700	\$25	\$17,500
CONCRETE SIDEWALK	SQ.FT.	7,000	\$15	\$105,000
PAVEMENT MARKING	L.FT.	3,500	\$0.5	\$1,750
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	2	\$2,500	\$5,000
CONCRETE DRIVEWAYS	EACH	0	\$4,000	\$0
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.321396	\$8,000	\$2,571
SPOT IMPROVEMENTS	L.S.	1	\$0	\$0
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$669,553</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$133,911
<b>Subtotal</b>				<b>\$803,464</b>
DUST PALLIATIVE (1%)	COST	1%		\$8,035
FURNISH WATER (1%)	COST	1%		\$8,035
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$96,416
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$8,035
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$16,069
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$16,069
<b>Subtotal</b>				<b>\$956,122</b>
MOBILIZATION (10%)	COST	10%		\$95,612
<b>Subtotal</b>				<b>\$1,051,734</b>
CONTIGENCIES (5%)	COST	5%		\$52,587
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$94,656
<b>Subtotal</b>				<b>\$1,198,977</b>
<b>DETAILED ESTIMATE</b>				<b>\$1,198,977</b>
ENGINEERING DESIGN (8%)	COST	8%		\$95,918
RIGHT OF WAY (Phase 2)	SQ. FT.	12,600	\$36	\$453,600
UTILITIES (20%)	COST	20%		\$239,795
<b>Subtotal</b>				<b>\$789,313</b>
<b>OTHER COST TOTAL</b>				<b>\$789,313</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$1,199,000</b>
<b>OTHER COST TOTAL</b>				<b>\$789,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$1,988,000</b>



**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment V (405 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	10,530	\$7.00	\$73,710
SAWCUT PAVEMENT	L.FT.	810	\$1.5	\$1,215
RAISED MEDIAN	SQ.FT.	1,620	\$15.00	\$24,300
AGGREGATE BASE, CLASS 2	CU.YD.	3,240	\$150	\$486,000
ASPHALTIC CONCRETE PAVEMENT	TON	151	\$250	\$37,800
SLURRY SEAL	SQ.YD.	3,012	\$5	\$15,060
CONCRETE CURB AND GUTTER	L.FT.	810	\$25	\$20,250
CONCRETE SIDEWALK	SQ.FT.	8,100	\$15	\$121,500
PAVEMENT MARKING	L.FT.	4,050	\$0.5	\$2,025
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	1	\$4,000	\$4,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.371901	\$8,000	\$2,975
SPOT IMPROVEMENTS	L.S.	1	\$2,200	\$2,200
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$792,035</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$158,407
<b>Subtotal</b>				<b>\$950,442</b>
DUST PALLIATIVE (1%)	COST	1%		\$9,504
FURNISH WATER (1%)	COST	1%		\$9,504
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$114,053
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$9,504
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$19,009
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$19,009
<b>Subtotal</b>				<b>\$1,131,026</b>
MOBILIZATION (10%)	COST	10%		\$113,103
<b>Subtotal</b>				<b>\$1,244,129</b>
CONTIGENCIES (5%)	COST	5%		\$62,206
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$111,972
<b>Subtotal</b>				<b>\$1,418,307</b>
<b>DETAILED ESTIMATE</b>				<b>\$1,418,307</b>
ENGINEERING DESIGN (8%)	COST	8%		\$113,465
RIGHT OF WAY (Phase 2)	SQ. FT.	12,150	\$36	\$437,400
UTILITIES (20%)	COST	20%		\$283,661
<b>Subtotal</b>				<b>\$834,526</b>
<b>OTHER COST TOTAL</b>				<b>\$834,526</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$1,418,000</b>
<b>OTHER COST TOTAL</b>				<b>\$835,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$2,253,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment W (340 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	8,840	\$7.00	\$61,880
SAWCUT PAVEMENT	L.FT.	680	\$1.5	\$1,020
RAISED MEDIAN	SQ.FT.	1,360	\$15.00	\$20,400
AGGREGATE BASE, CLASS 2	CU.YD.	2,720	\$150	\$408,000
ASPHALTIC CONCRETE PAVEMENT	TON	127	\$250	\$31,733
SLURRY SEAL	SQ.YD.	2,529	\$5	\$12,643
CONCRETE CURB AND GUTTER	L.FT.	680	\$25	\$17,000
CONCRETE SIDEWALK	SQ.FT.	6,800	\$15	\$102,000
PAVEMENT MARKING	L.FT.	3,400	\$0.5	\$1,700
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	0	\$2,500	\$0
CONCRETE DRIVEWAYS	EACH	1	\$4,000	\$4,000
TRAFFIC SIGNALS	EACH	0	\$400,000	\$0
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.312213	\$8,000	\$2,498
SPOT IMPROVEMENTS	L.S.	1	\$327,200	\$327,200
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$991,074</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$198,215
<b>Subtotal</b>				<b>\$1,189,289</b>
DUST PALLIATIVE (1%)	COST	1%		\$11,893
FURNISH WATER (1%)	COST	1%		\$11,893
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$142,715
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$11,893
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$23,786
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$23,786
<b>Subtotal</b>				<b>\$1,415,254</b>
MOBILIZATION (10%)	COST	10%		\$141,525
<b>Subtotal</b>				<b>\$1,556,779</b>
CONTIGENCIES (5%)	COST	5%		\$77,839
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$140,110
<b>Subtotal</b>				<b>\$1,774,728</b>
<b>DETAILED ESTIMATE</b>				<b>\$1,774,728</b>
ENGINEERING DESIGN (8%)	COST	8%		\$141,978
RIGHT OF WAY (Phase 2)	SQ. FT.	10,200	\$36	\$367,200
UTILITIES (20%)	COST	20%		\$354,946
<b>Subtotal</b>				<b>\$864,124</b>
<b>OTHER COST TOTAL</b>				<b>\$864,124</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$1,775,000</b>
<b>OTHER COST TOTAL</b>				<b>\$864,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$2,639,000</b>

**ESTIMATE OF PROBABLE COSTS  
MILTON ROAD CORRIDOR MASTER PLAN**

**Segment X (350 feet)**

DESCRIPTION	UNIT	QUANTITY	PRICE	AMOUNT
REMOVAL OF CONCRETE CURB AND GUTTER, SIDEWALK, DRIVEWAY & SLA	SQ.FT.	7,000	\$7.00	\$49,000
SAWCUT PAVEMENT	L.FT.	700	\$1.5	\$1,050
RAISED MEDIAN	SQ.FT.	1,400	\$15.00	\$21,000
AGGREGATE BASE, CLASS 2	CU.YD.	2,800	\$150	\$420,000
ASPHALTIC CONCRETE PAVEMENT	TON	131	\$250	\$32,667
SLURRY SEAL	SQ.YD.	2,603	\$5	\$13,015
CONCRETE CURB AND GUTTER	L.FT.	700	\$25	\$17,500
CONCRETE SIDEWALK	SQ.FT.	7,000	\$15	\$105,000
PAVEMENT MARKING	L.FT.	3,500	\$0.5	\$1,750
PAVEMENT MARKING (Bike Lane Cross Hatch and Bike Symbol)	L.Sum	1	\$1,000.0	\$1,000
ADA CURB RAMP	EACH	5	\$2,500	\$12,500
CONCRETE DRIVEWAYS	EACH	4	\$4,000	\$16,000
TRAFFIC SIGNALS	EACH	1	\$400,000	\$400,000
GRASS LANDSCAPE (HYDROSEEDING)	ACRE	0.321396	\$8,000	\$2,571
SPOT IMPROVEMENTS	L.S.	1	\$25,800	\$25,800
<b>DCR DETAILED ESTIMATE SUBTOTAL</b>				<b>\$1,118,853</b>
MISCELLANEOUS WORK (20%)	COST	20%		\$223,771
<b>Subtotal</b>				<b>\$1,342,624</b>
DUST PALLIATIVE (1%)	COST	1%		\$13,426
FURNISH WATER (1%)	COST	1%		\$13,426
MAINTENANCE AND PROTECTION OF TRAFFIC (12%)	COST	12%		\$161,115
EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	1%		\$13,426
CONTRACTOR QUALITY CONTROL (2%)	COST	2%		\$26,852
CONSTRUCTION SURVEYING AND LAYOUT (2%)	COST	2%		\$26,852
<b>Subtotal</b>				<b>\$1,597,722</b>
MOBILIZATION (10%)	COST	10%		\$159,772
<b>Subtotal</b>				<b>\$1,757,494</b>
CONTIGENCIES (5%)	COST	5%		\$87,875
CONSTRUCTION ENGINEERING (9%)	COST	9%		\$158,174
<b>Subtotal</b>				<b>\$2,003,543</b>
<b>DETAILED ESTIMATE</b>				<b>\$2,003,543</b>
ENGINEERING DESIGN (8%)	COST	8%		\$160,283
RIGHT OF WAY (Phase 2)	SQ. FT.	12,600	\$36	\$453,600
UTILITIES (20%)	COST	20%		\$400,709
<b>Subtotal</b>				<b>\$1,014,592</b>
<b>OTHER COST TOTAL</b>				<b>\$1,014,592</b>
<b>SUMMARY</b>				
<b>DETAILED ESTIMATE</b>				<b>\$2,004,000</b>
<b>OTHER COST TOTAL</b>				<b>\$1,015,000</b>
<b>TOTAL PROJECT CONSTRUCTION COST</b>				<b>\$3,019,000</b>