US191,SR 266 to US 70

Local Agency Coordination Meeting

Graham County
City of Safford
Town of Thatcher
Town of Pima

Sponsored By:
ADOT
FHWA

January 24, 2011

Agenda

US 191 & US 70 Corridor Location Study
Local Agency Coordination Meeting
January 24, 2011

- Introduction
- Sept. 23 PIM Summary
- Alternative Development (Add US 70)
- Nov. 15 Stakeholder Group Summary
- Review of Input Considerations
- Proposed Screening Action
- Discussion
- Plan next PIM
- Wrap-up

Public Information Meeting Summary

Thursday, September 23, 2010

Graham County Assembly Room

115 Attendees

55 Responses

Four Corridors Considered

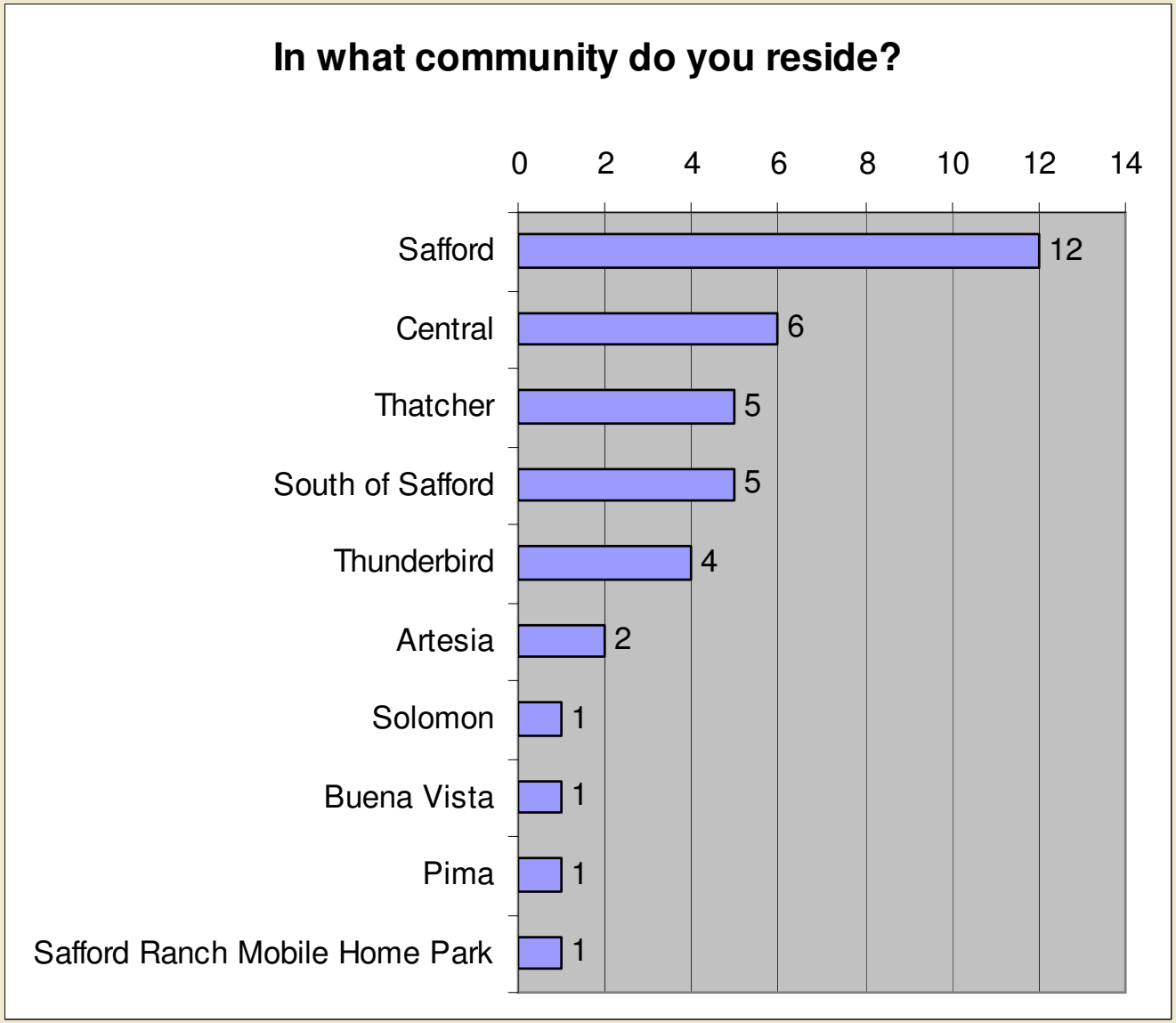
A – East Corridor

B – East to NW Corridor

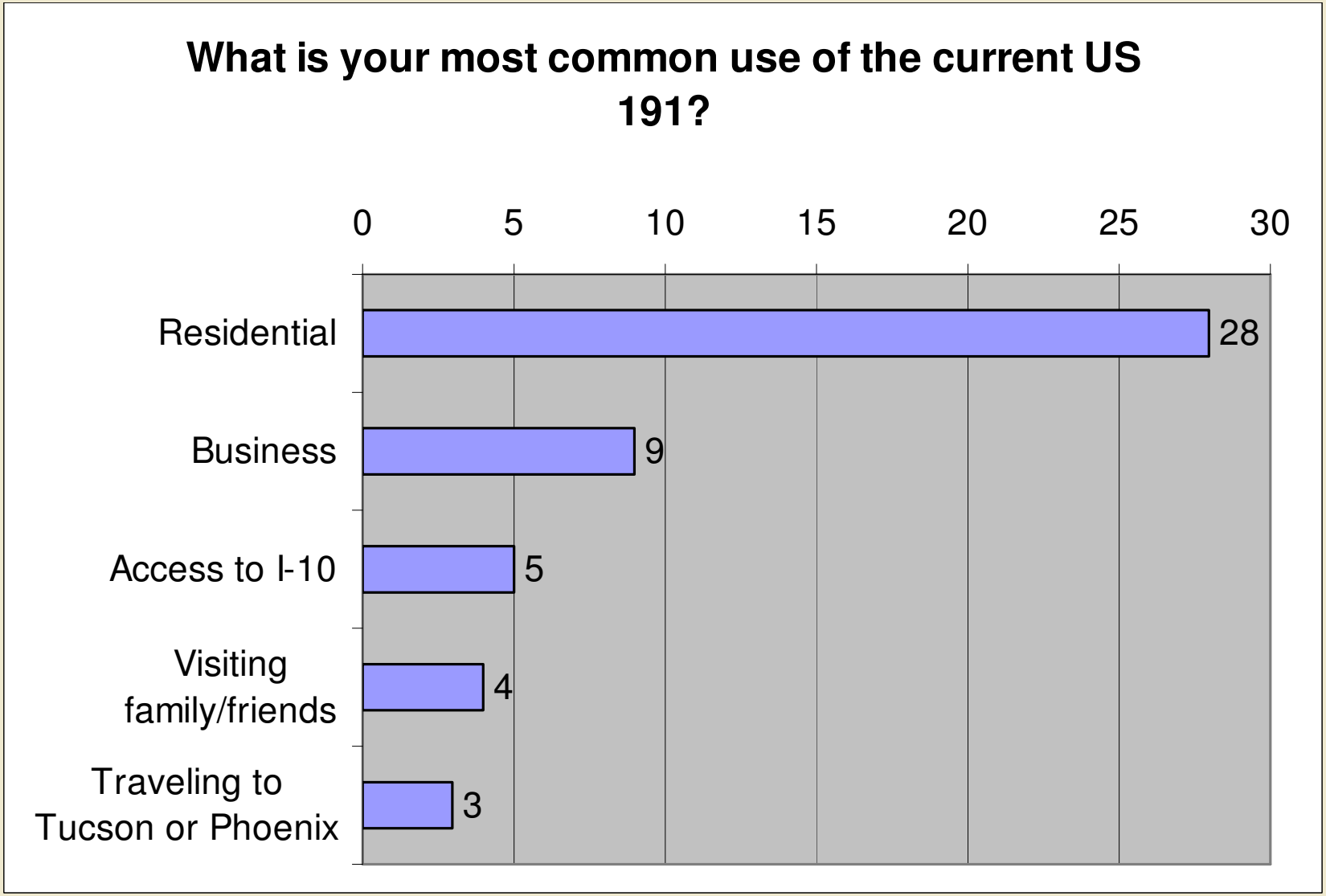
C – West Corridor

D – Existing to NW Corridor

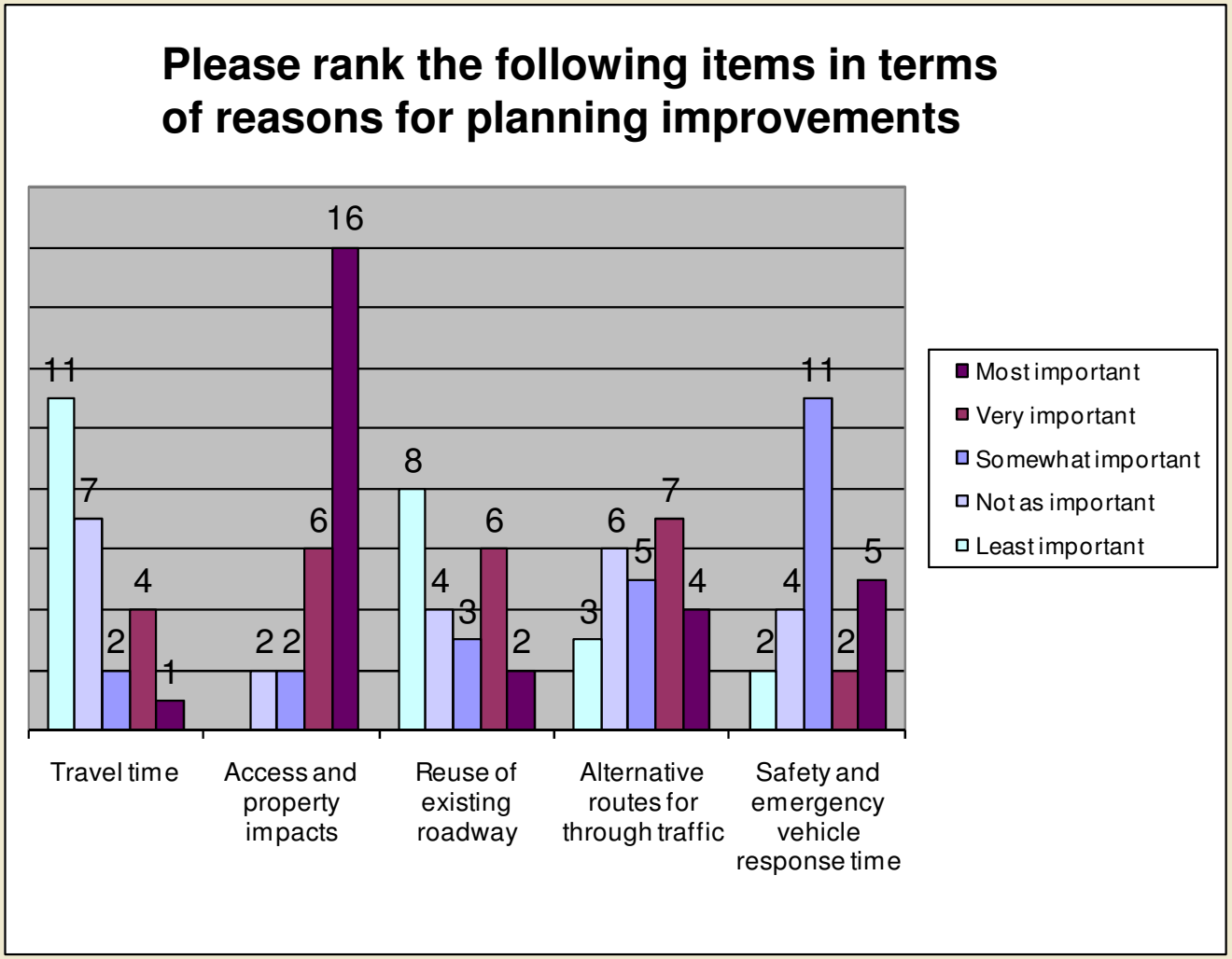
Community of Residence



Usage of US 191

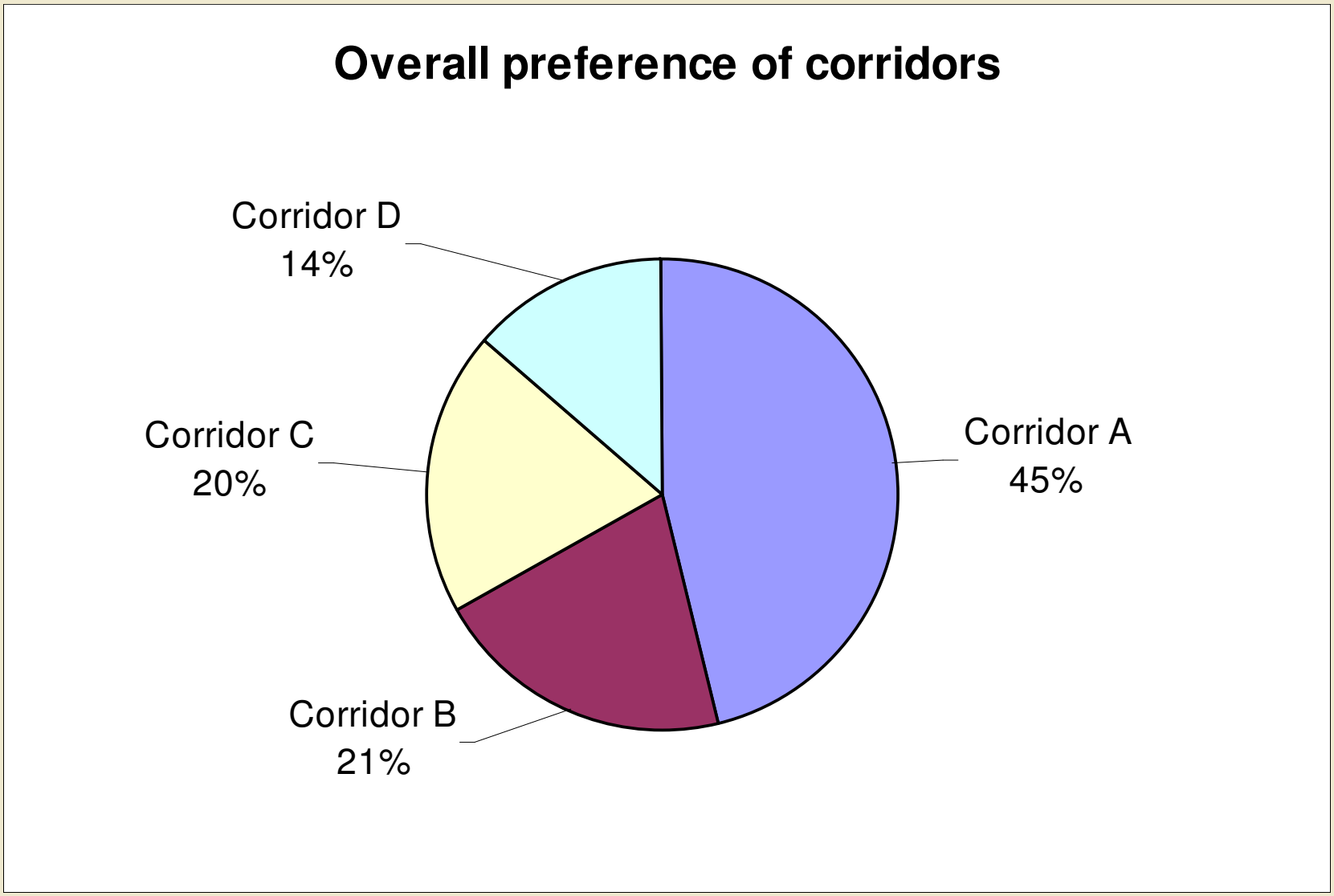


Reasons for Planning Improvements

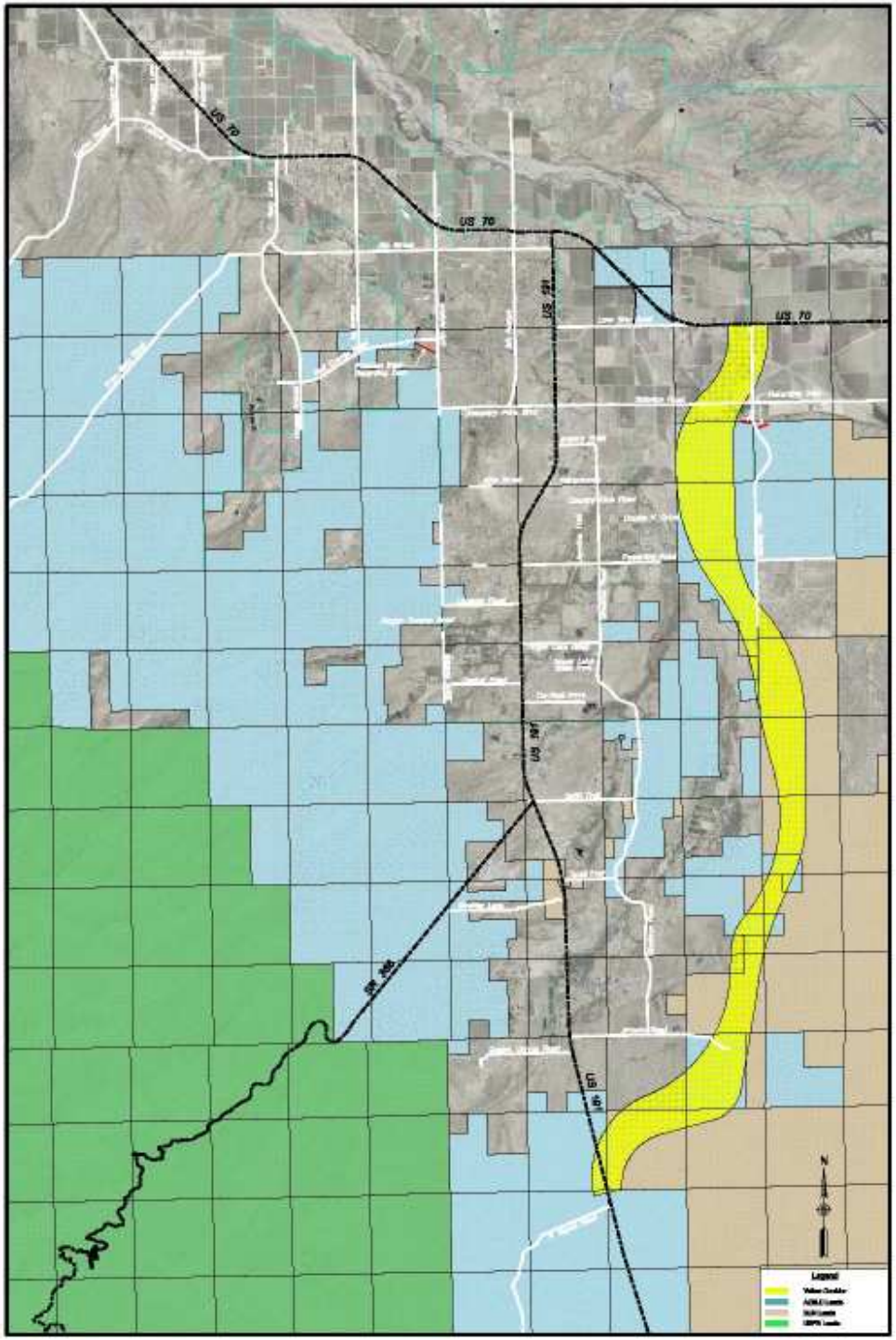


- Access and property impacts drew the strongest responses
- Safety and emergency response times also were important
- Reuse of existing highway and alternate routes were only of moderate interest
- Travel time was the least important factor

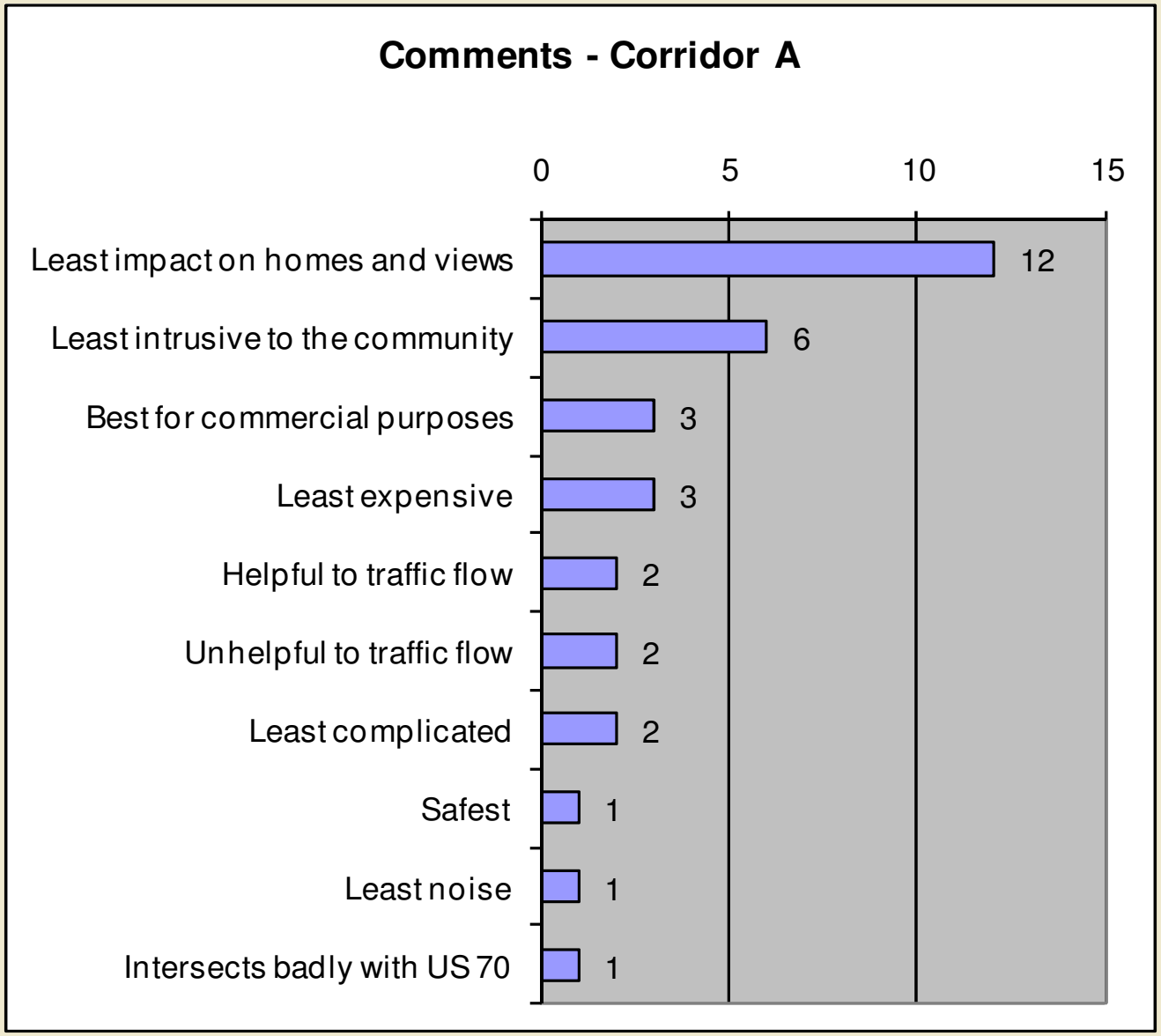
Preference of Corridors



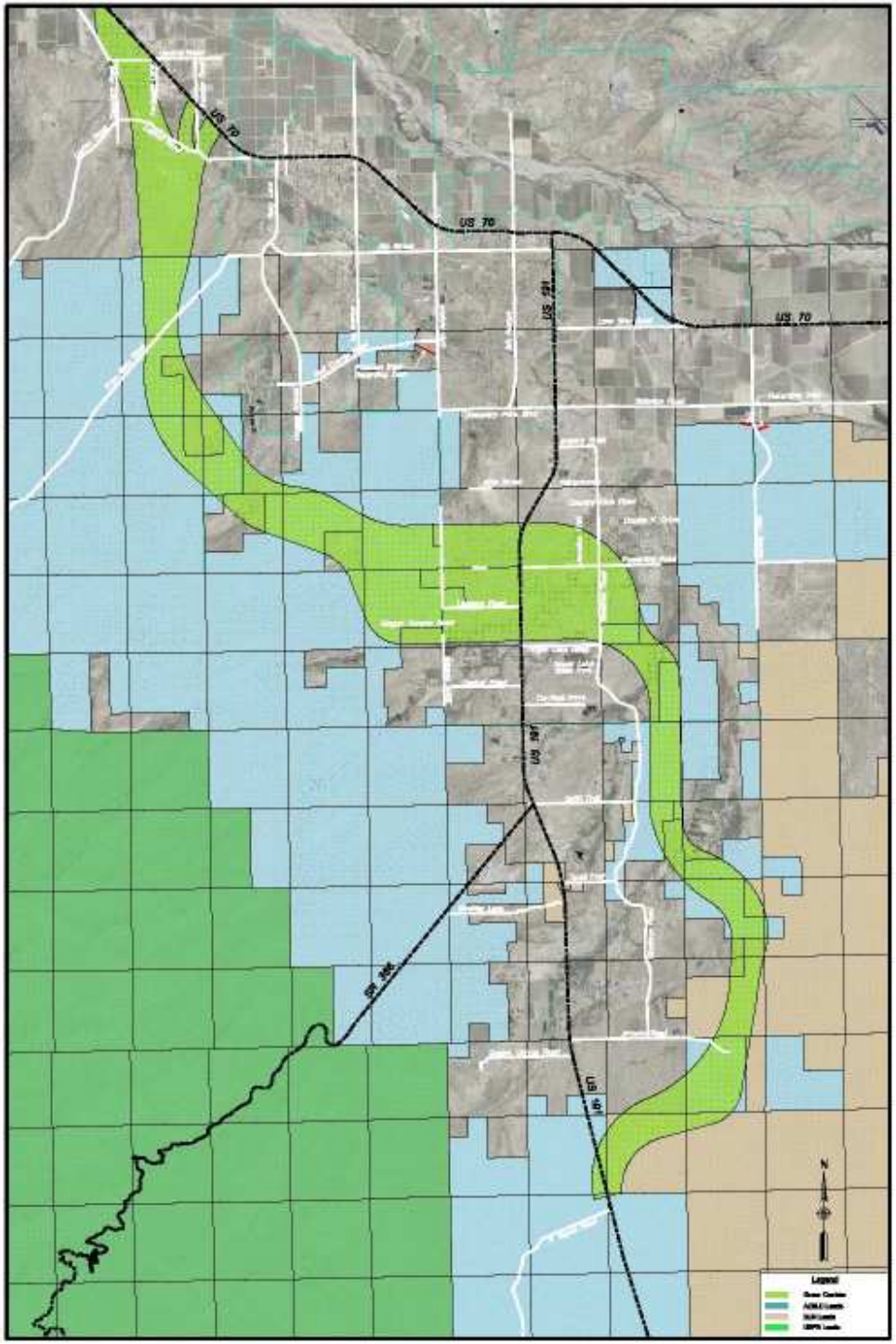
Corridor A – East Corridor



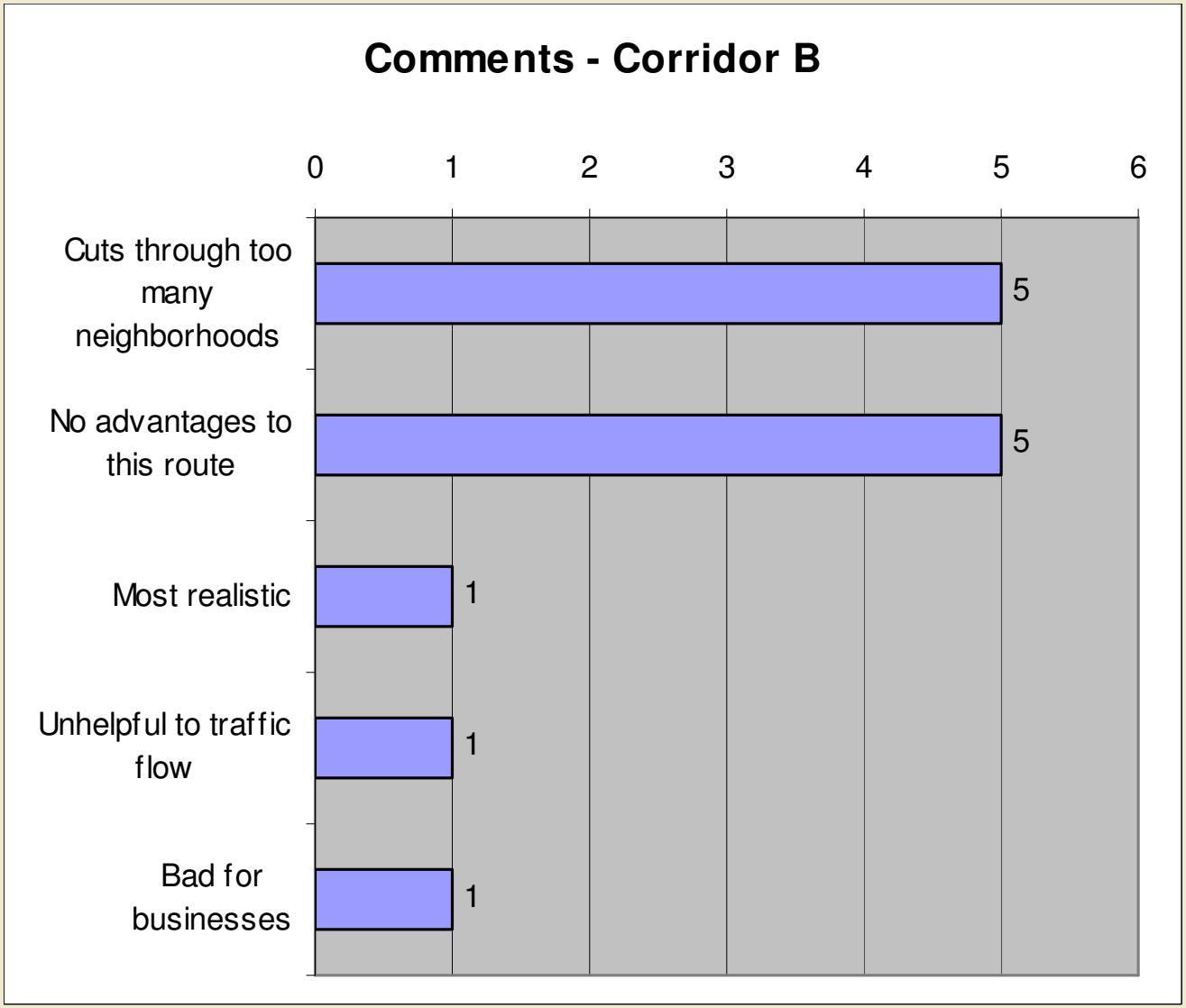
Summary of Comments – Corridor A



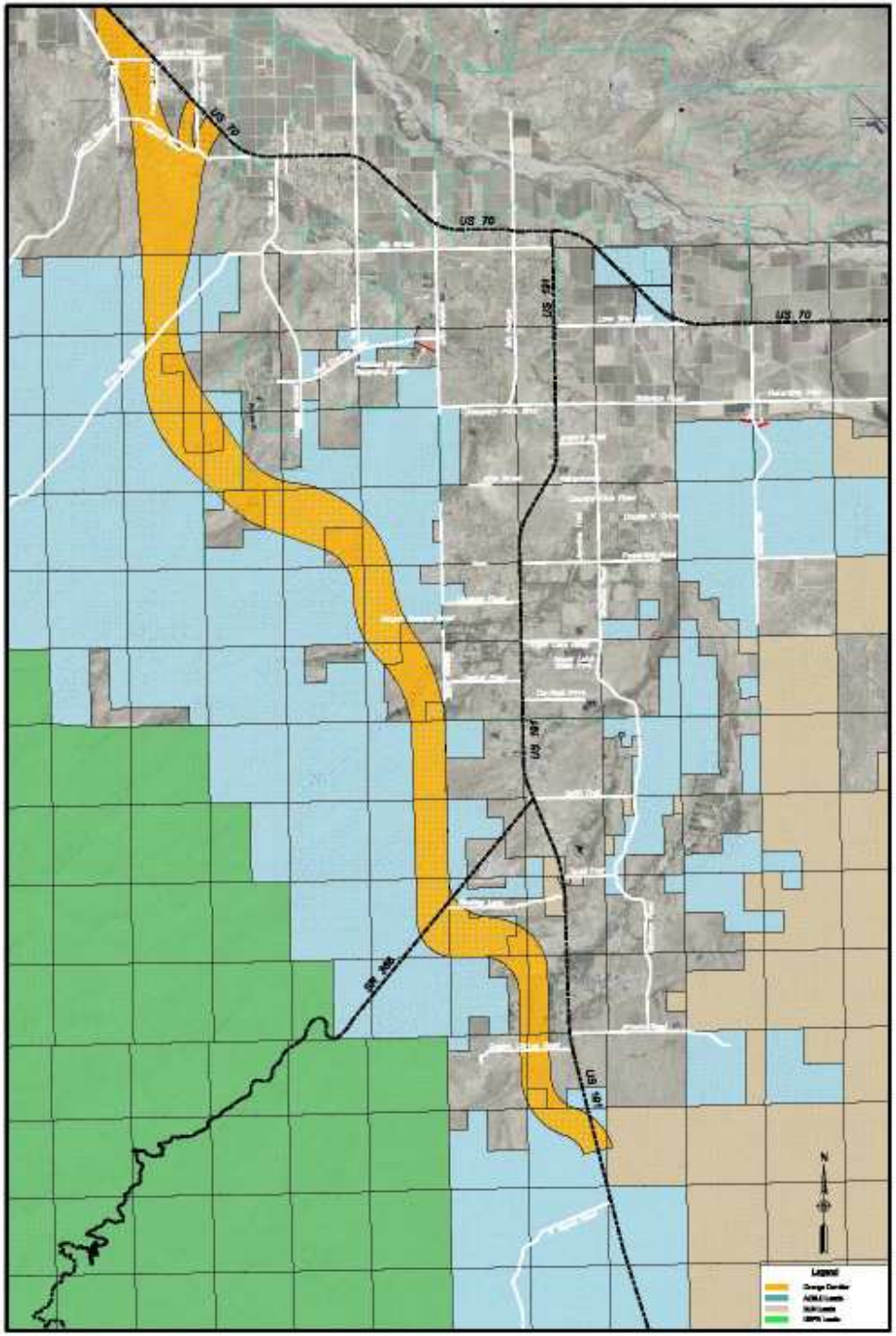
Corridor B – East to NW Corridor



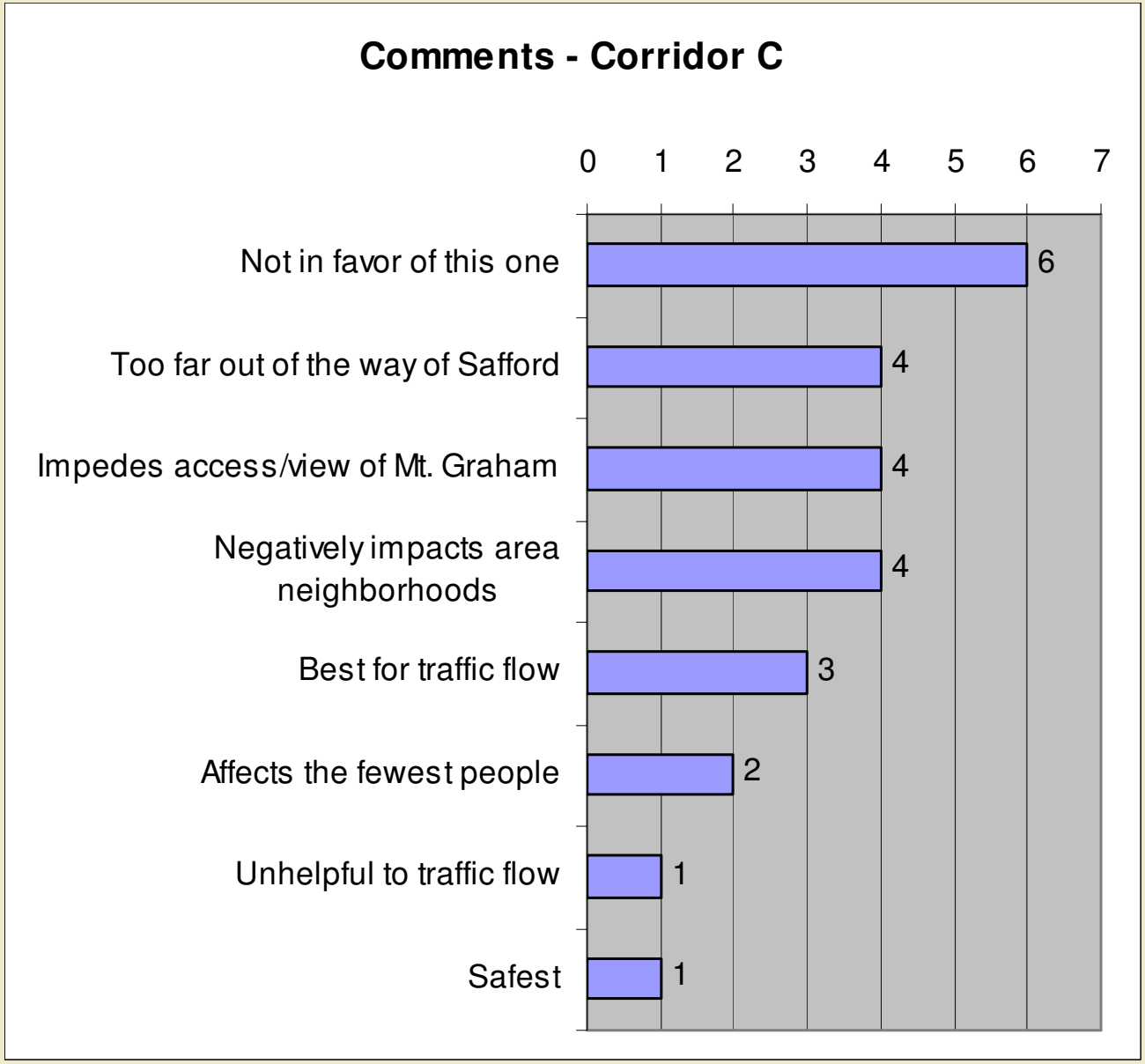
Summary of Comments – Corridor B



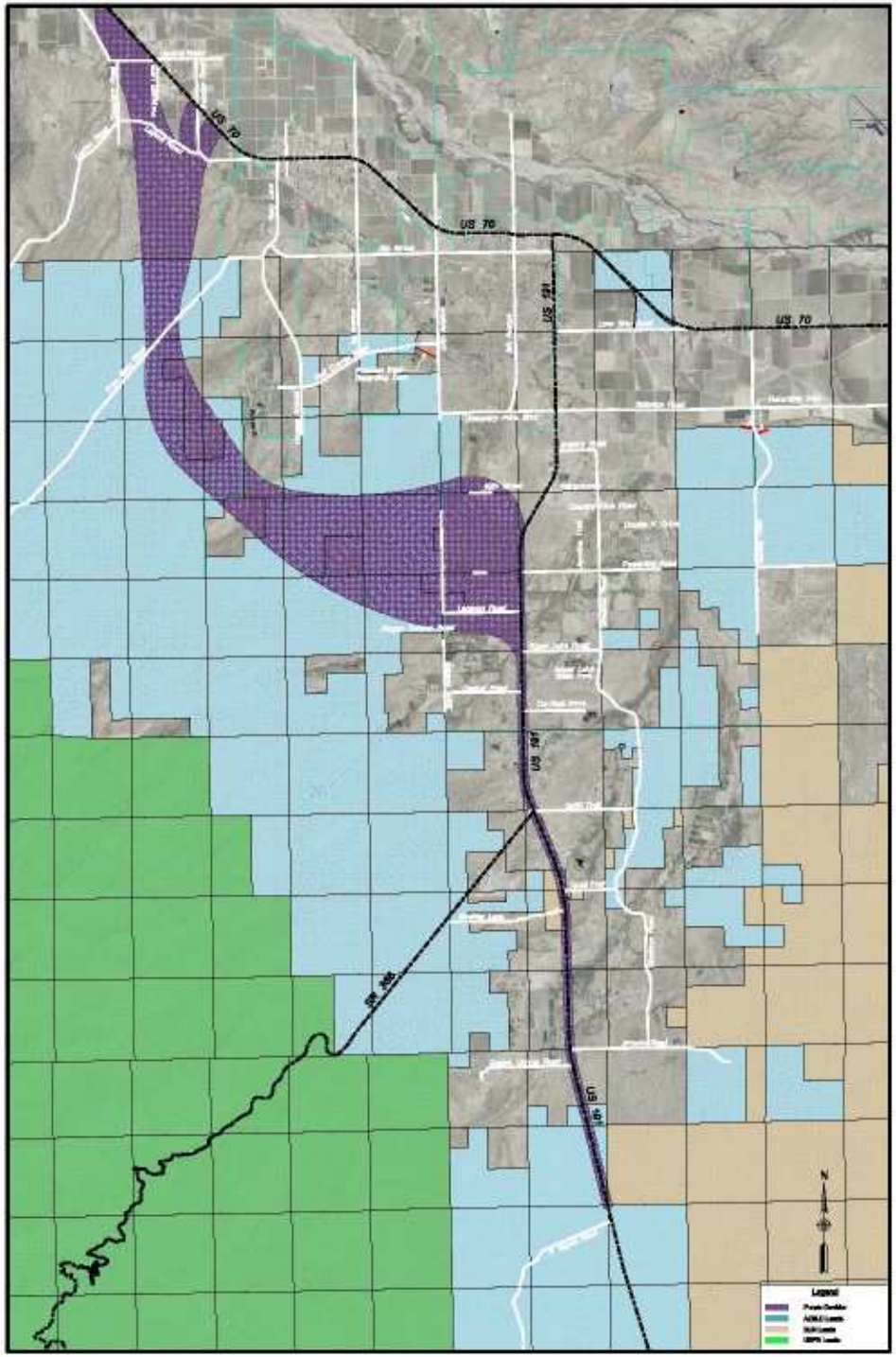
Corridor C – West Corridor



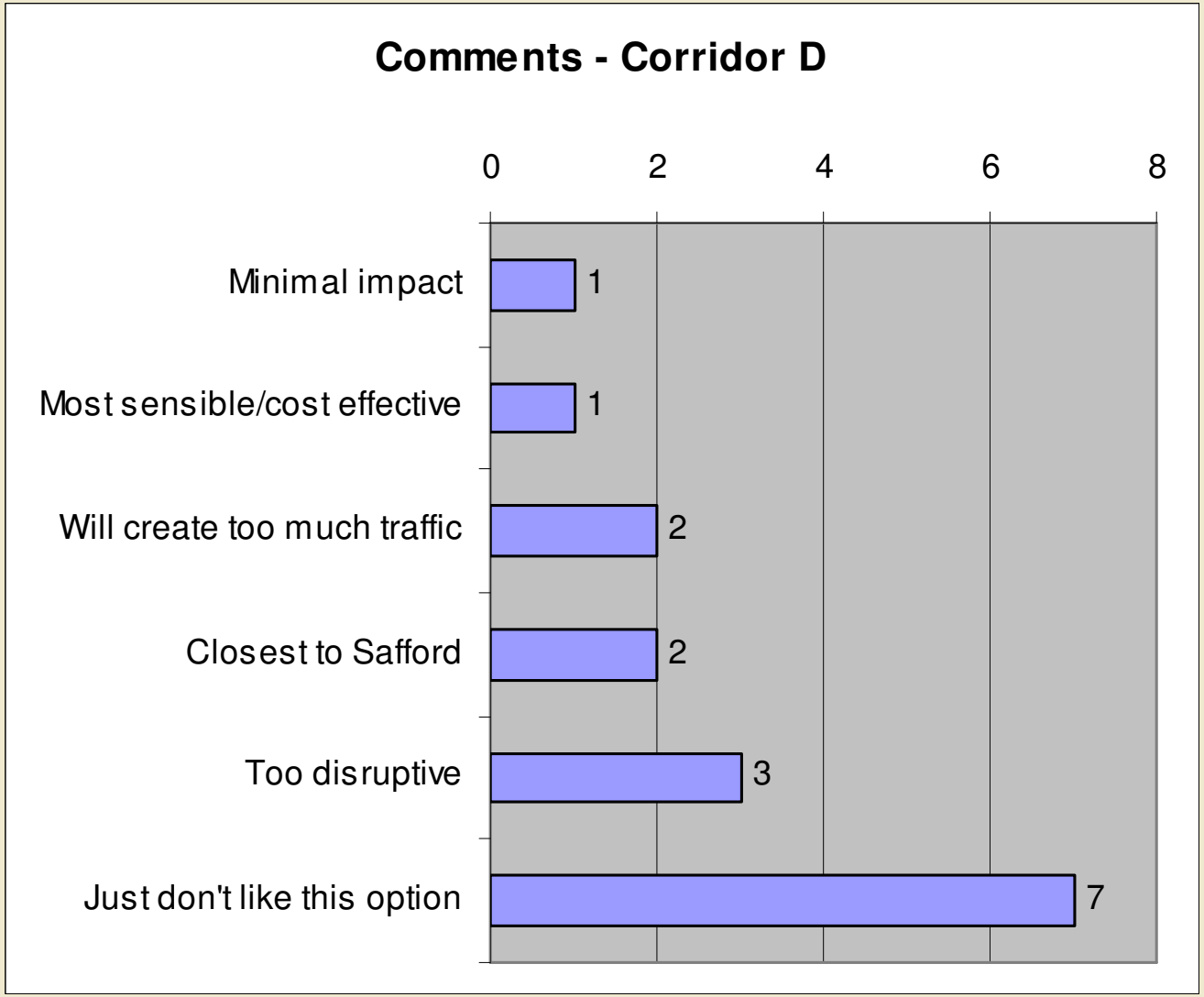
Summary of Comments – Corridor C



Corridor D – Existing to NW Corridor



Summary of Comments – Corridor D



Stakeholder Group Meeting Summary

Meeting: November 15, 2010

Attendees:

- Michael Bryce – Graham County
- Heath Brown – Thatcher
- Mary Frye – FHWA
- Randy Petty – Safford
- Dustin Welker – Safford

Stakeholder Group Meeting Summary

November 15, 2010

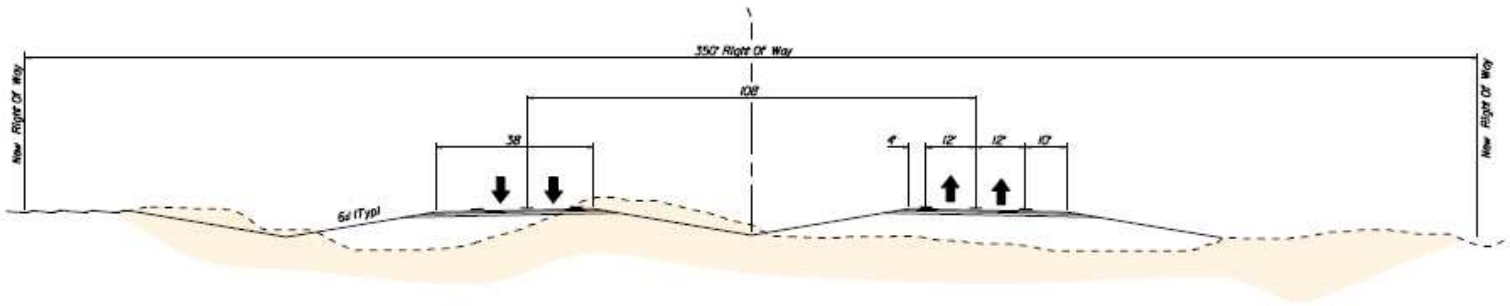
Stakeholder input included the following:

- Alternatives A and B take traffic to the east of Safford which is unfavorable as traffic generally moves west.
- Local traffic may remain on existing US 191 rather than go east to use Alternatives A or B.
- Traffic model shows Alternative A results in more traffic in town.
- Alternative B conflicts with extensive floodplains.
- Alternative C results in less traffic in town.
- Alternatives A and B expected to cost more.

Alternative Refinement

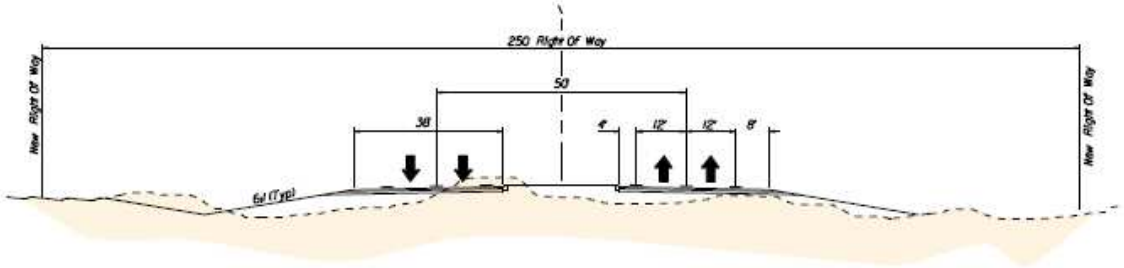
- New Alternatives
  - US 70 corridor now part of the study
  - Portions of A, C and D used
- Resulted in New Naming to Avoid Confusion With Previous Alternatives
  - East, West or existing US 191
  - North or South US 70

Alternative Development



RA TYPICAL SECTION

Suburban Freeway
Interchange Access

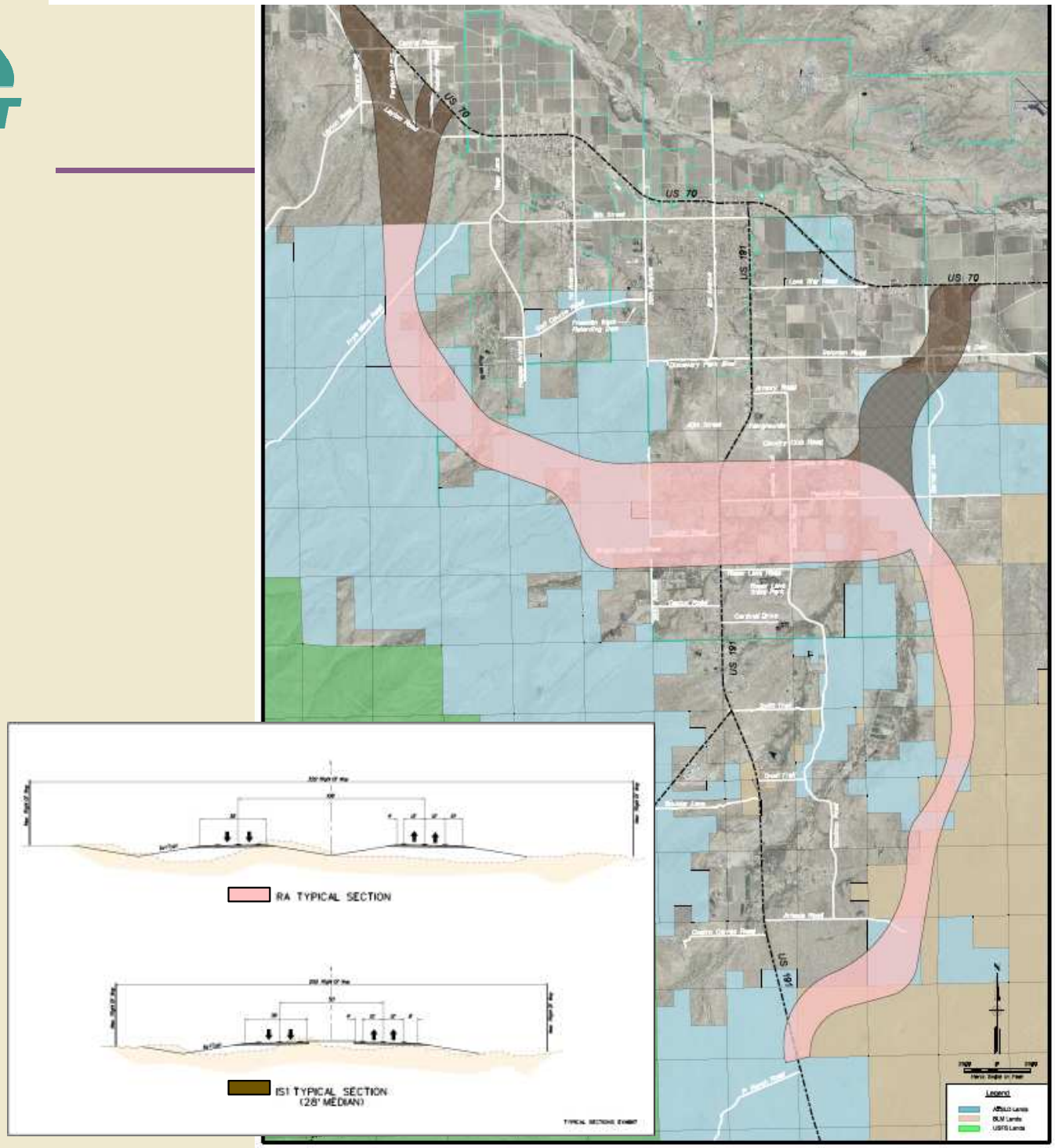


IS1 TYPICAL SECTION

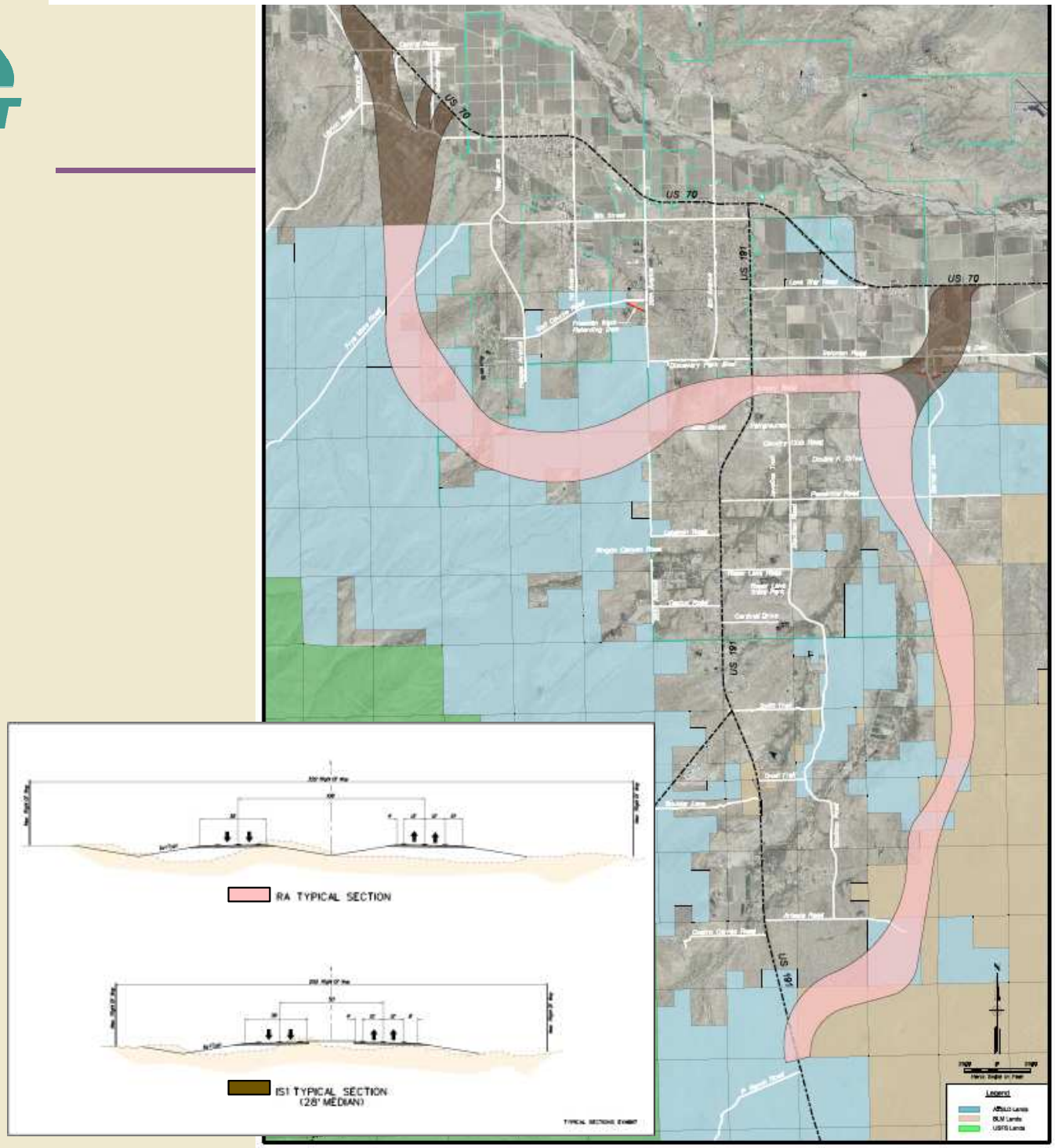
Urban Arterial Street
Signalized Intersection Access

TYPICAL SECTIONS EXHIBIT

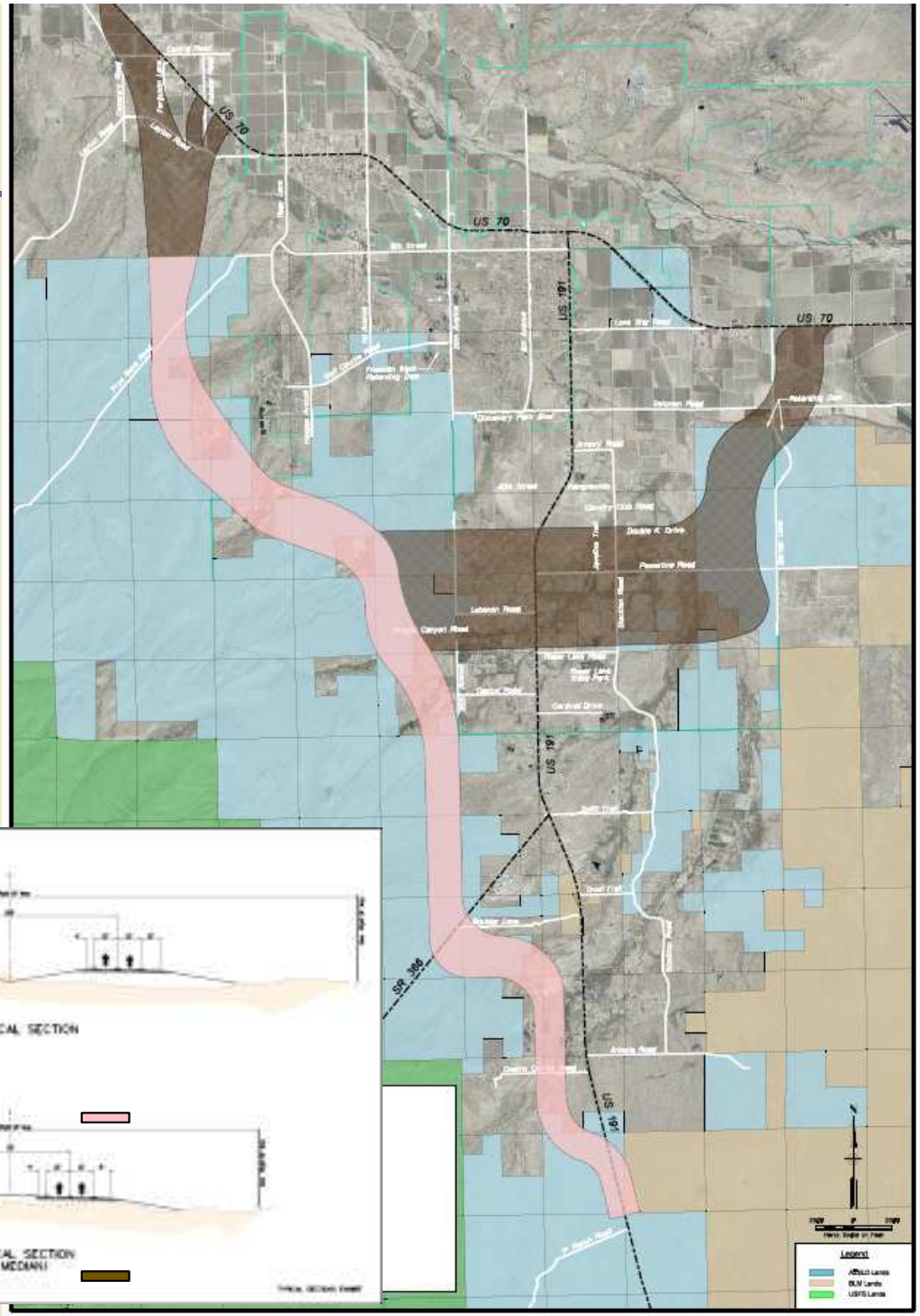
East US 191 – South US 70 Alternative

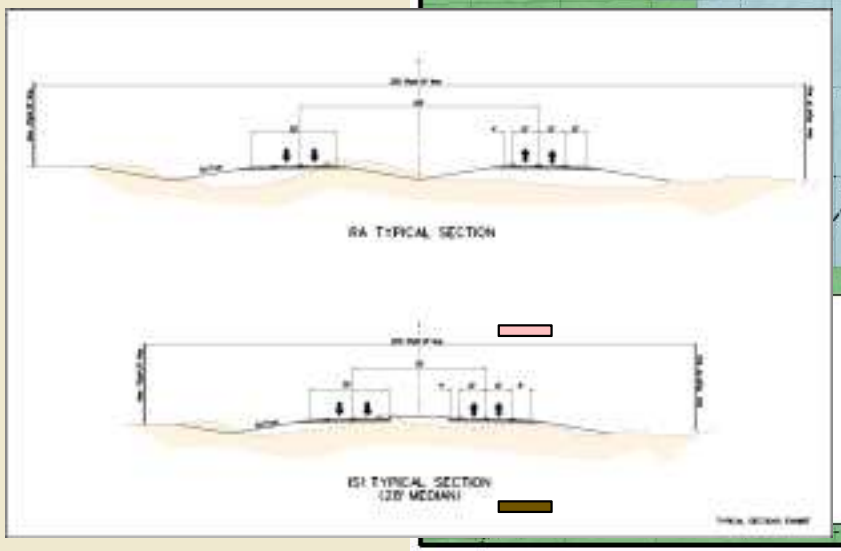


East US 191 – North US 70 Alternative

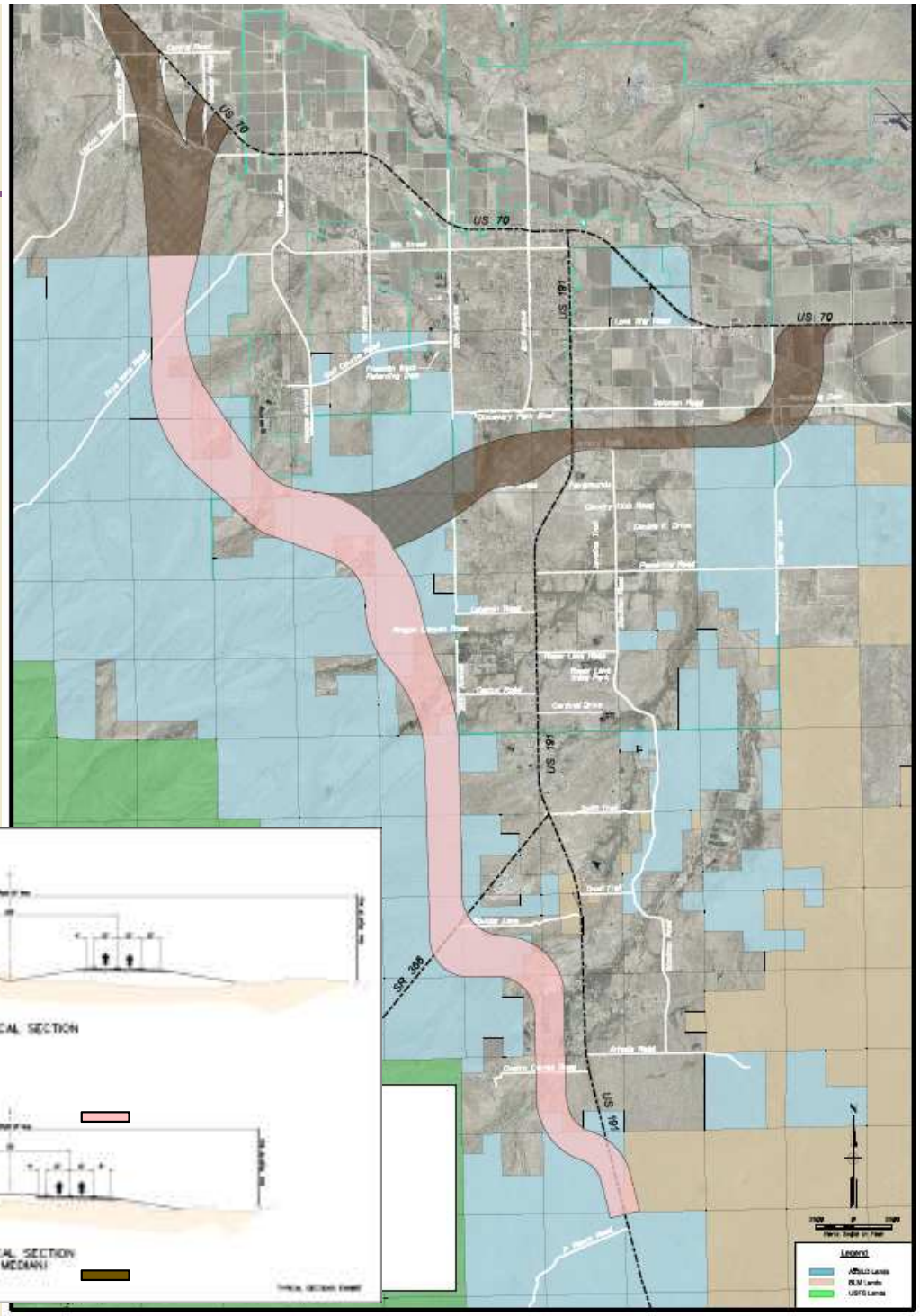


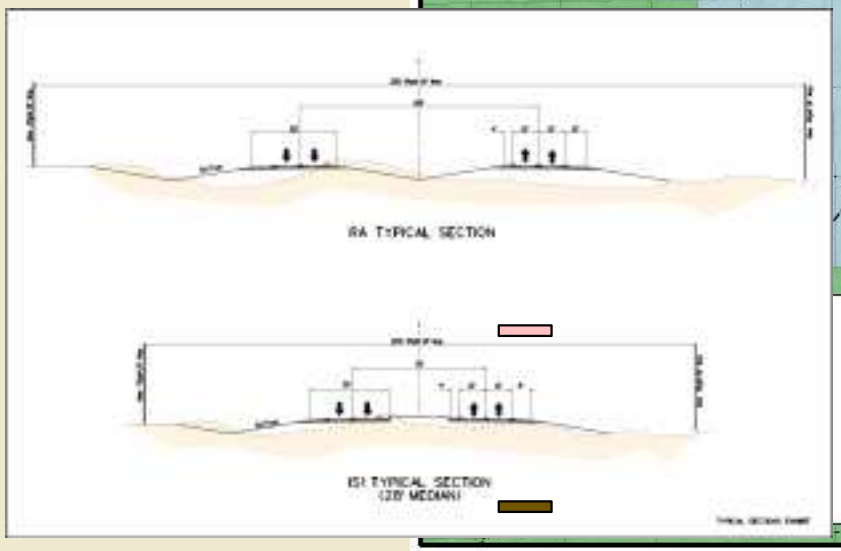
West US 191 – South US 70 Alternative



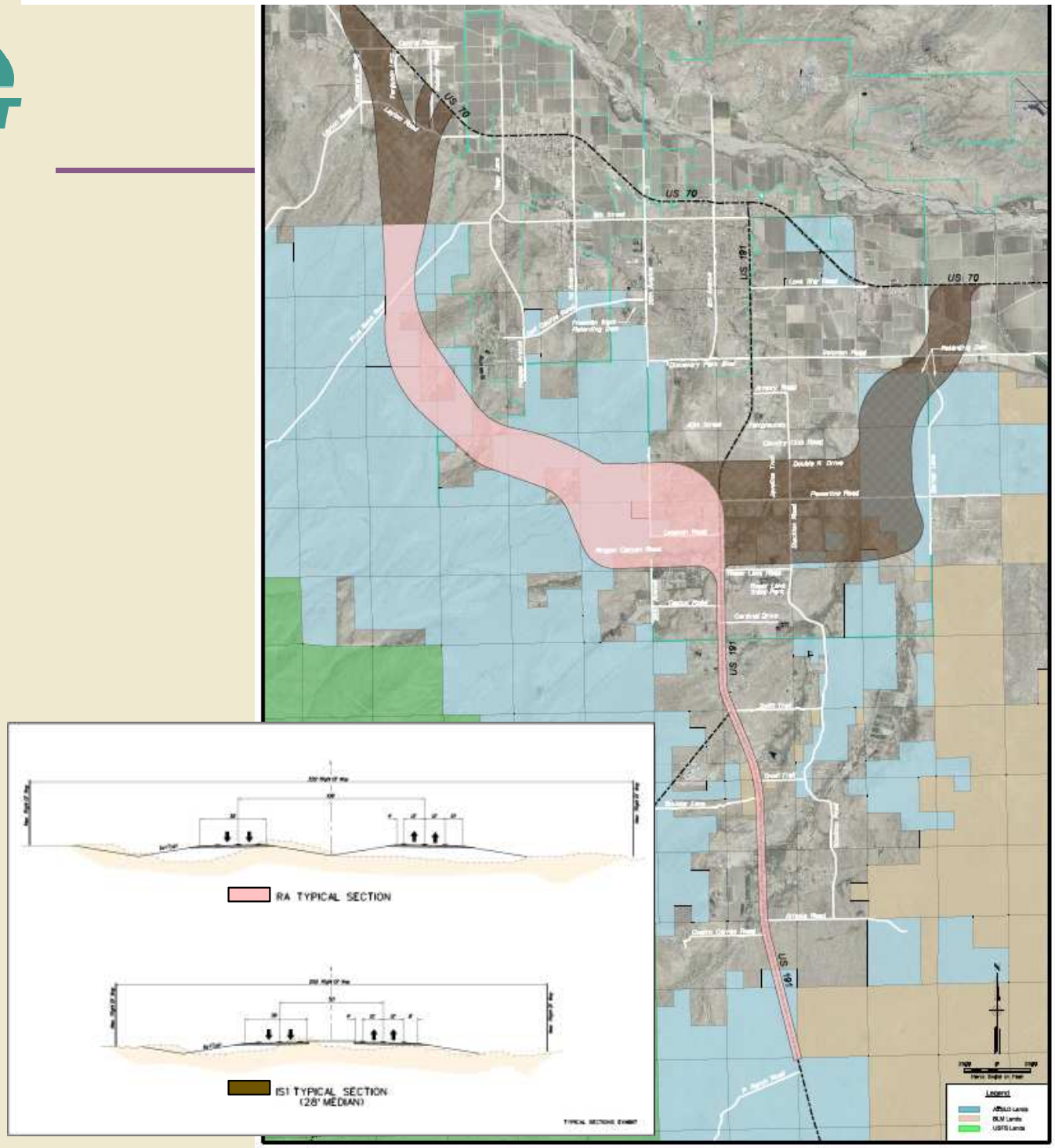


West US 191 – North US 70 Alternative

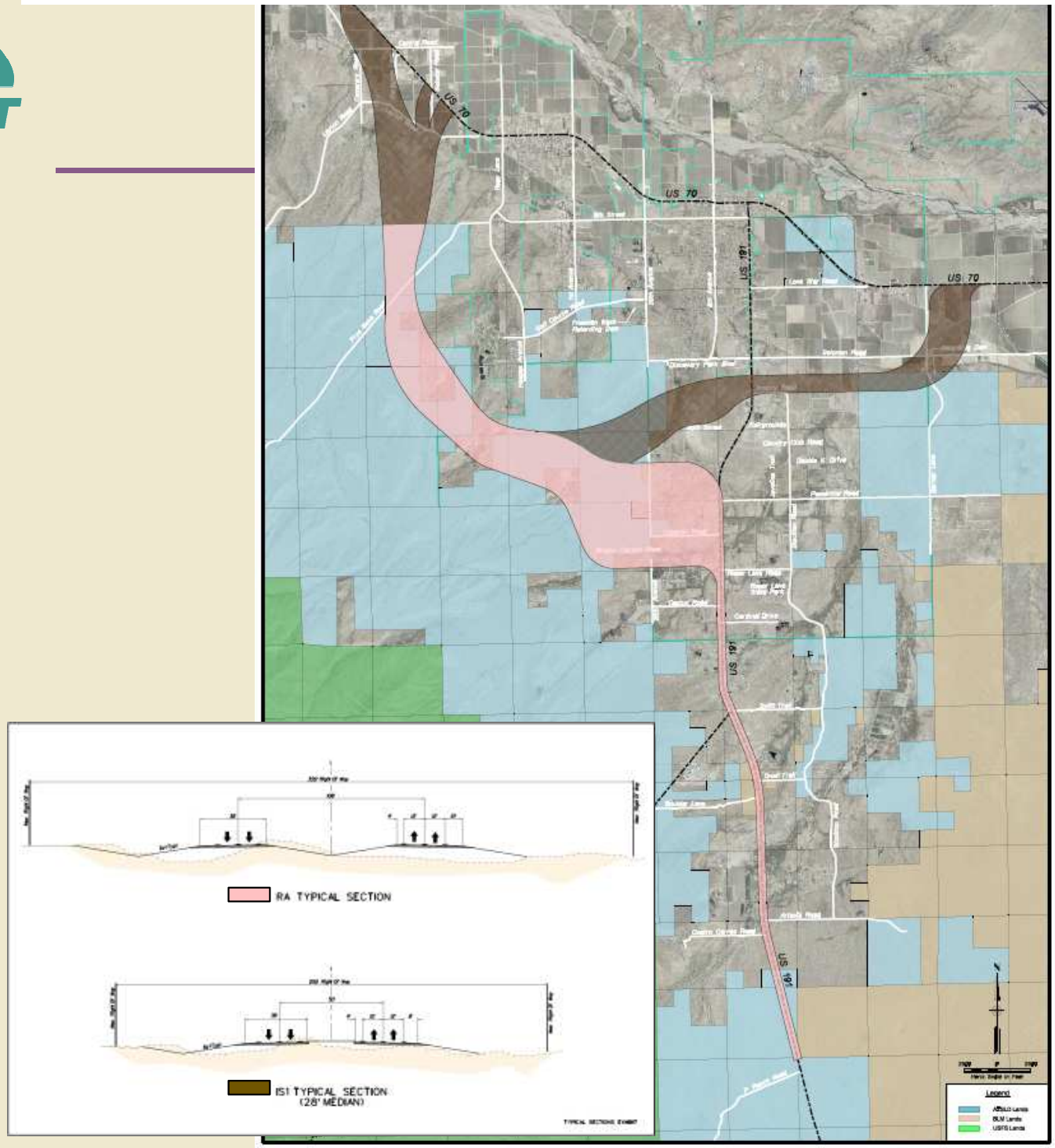




Existing US 191 – South US 70 Alternative



Existing US 191 – North US 70 Alternative



Review of Considerations

- Community Benefit & Function
- Flood Plain Impacts
- Development Impacts
- Traffic Function from ADOT/FHWA perception
- Cost for US 191 Portion
- Stakeholder Group Input
- Public Input

Proposed Action –
Drop One US 191 & One US 70 Alternative

- Drop the East US 191 Alternatives
- Drop the South US 70 Alternatives
- Consideration Factors
  - Screened Alternatives left more traffic on existing roads.
  - Screened Alternatives had more flood plains impacted.
  - Screened Alternatives had more existing & potential future development impacts.
  - A key function of ADOT FHWA is to provide efficient travel times. The out of direction travel would result in more improvements to existing ADOT facilities and slower travel times.
  - Screened Alternatives had higher costs for US 191 Corridor.
  - The Stakeholder Group felt the west corridor served the community better.
  - The Public response was mixed, with commenters focused on 'Not in my backyard', comments did not reflect a future vision.

Public Information Meeting
Planning

- Late February / Early March