

MILTON ROAD AND US 180 CORRIDOR MASTER PLAN
ADOT MPD 54-17; MBI 160715
PROJECT WORK PLAN

Task 1. Partnering Exercise: Identify key study partners and formulate plan to move forward and build consensus on alternatives to meet regional needs. The Partnering Meeting will bring the CMP Team together to agree on the Study's goals and objectives, to review and approve the Work Plan, and reach consensus on the Public Involvement Plan. The CMP Team will also be introduced to ADOT's Partnering Evaluation Program (PEP), which will be used to monitor the CMP Team's effectiveness based on individual team member's perspective. During the Partnering Meeting, the Team will prepare a CMP Charter Agreement.

Lead: Kevin Kugler

Estimated schedule: Partnering meeting held August 2, 2017

Task 2. Refine the Work Plan and Public Involvement Plan: Fine tune the proposed work plan to include all study needs and meet schedule within budget. The project scope, work plan, outreach plan, project schedule, and staffing requirements to complete the study on time and within budget will be refined. Dan Gabiou and Kevin Kugler will affirm the revisions and the results will be documented in the Refined Work Plan.

Lead: Kevin Kugler and Don Tappendorf

Estimated schedule: September 29, 2017

Task 3. Schedule Kick-Off Meeting with Agency Stakeholders: Meet with CMP Team to present study schedule, needs from the team, and present study goals and objectives. Develop a presentation identifying the study goals, objectives, project schedule, identification of team members and Charter highlights, expectations of the study team, and key milestones. Aerial exhibits identifying the corridors, land ownership, jurisdictions, and alternatives developed to date, will be prepared and displayed for use during the kick-off meeting and subsequent progress meetings. Develop study website.

Lead: Kevin Kugler and Don Tappendorf

Estimated schedule: Kickoff Meeting -September 12, 2017, Completion of Task 3 activities – October 13, 2017

Task 4. Working Paper 1: For each corridor, document study purpose and need; summarize current and future conditions, and environmental overview. Gather existing studies, recommendations and previous public and agency input. There are roughly 20 years of traffic data, alternatives analysis, and public input available, and we plan to begin this study where the public and agency are currently. Table of contents is as follows:

Chapter 2 Introduction describes the study's purpose and need, objectives of the CMP Team, summary and description of the previous studies along with each resulting recommendation and alternatives not previously studied.

Chapter 3 Current Conditions compiles existing, available corridor data, such as the 2012 US 180 Winter Traffic CMP and the 2016 Milton Road Alternatives Operations Analysis Micro-Simulation Modeling Study. Land use patterns, land ownership, traffic data, percentage of trucks, roadway functional classifications, pavement conditions, and 5-year crash history, will be researched and shown graphically. The 5-year crash history will determine the frequency of fatal and serious injury crashes. Additional existing data analysis includes vehicular, transit, bicycle and pedestrian crash history for the past five years. Collected accident data will be plotted graphically so that locations with high numbers of accidents can be identified.

US 180 and Milton Road are both under ADOT's jurisdiction and ADOT's Technical Groups house the available data. We will coordinate with ADOT's Materials Group to obtain the most current International Roughness Index (IRI) and Cracking Rating (CR) data. ADOT's Right-of-Way (ROW) Group will be contacted to obtain the existing ROW limits. Non-motorized transportation modes (pedestrian, bicycle, and transit) will be researched and summarized in *Chapter 3*. Michael Baker will also collect and analyze readily available demographic and socioeconomic characteristics (population, dwelling units, employment, etc.) using the 2010 US Census, American Community Survey, NACOG community sources, and regional economic development related data.

Alternatives and solutions for Milton Road widening near the BNSF overpass are dependent on clearances that are strictly enforced by the railroad to maintain safety for the tracks as well as the traveling public. Traffic counts will be collected. Existing access management conditions will be documented in the current conditions report and will aid in development and evaluation of alternatives, primarily within the Milton Road corridor.

Note the US 180 current conditions will be prepared before the winter counts are conducted. If winter counts are significantly different than available data through existing sources, some revision to existing conditions will have to be made in the Final Report.

The Michael Baker team will develop a two-tier screening process for evaluating the previous alternatives, as well as any new alternatives that may be developed. The first tier screening will be a "fatal flaws" analysis conducted to evaluate the identified alternatives and to systematically eliminate those alternatives that don't meet the evaluation criteria. The study team will work with the PMP to develop evaluation criteria and weightings. Evaluation criteria will be higher level criteria including but not limited to; does the alternative satisfy the corridor's purpose and need, are there unavoidable environmental constraints, is constructability an issue, what is the broad economic impact upon adjacent parcels/businesses due to the likely impact of partial or full right of way takes, y, and other high level screening criteria that will help to narrow the field of alternatives for further study and screening. The criteria and weightings should tie into the goals stated in the project charter. The goal is to eliminate the alternatives that have significant physical, environmental, economic and/or policy flaws and reduce the number of alternatives considered for each CMP to a minimum of 3, and a maximum of 6 alternatives that will undergo second tier screening done as part of Working Paper 2.

Lead: Natalie Carrick for traffic analysis, Kevin Kugler for demographic and socioeconomic characteristics, Janie Hollingsworth (ETA) for railroad coordination, Don Tappendorf, Kevin Kugler and Jackie Noblitt for first tier screening.

Key Dates: Data collection – ongoing through the week of September 11th.

Expect processed data by September 22, 2017.

Possible additional ROW survey by ADOT – decision is pending.

Chapter 4 Environmental Overview (EO) describes the corridors' social, economic, and environmental character. This chapter will identify potential fatal flaws and issues associated with alternatives carried forward, and will follow ADOT Environmental Planning guidelines to describe the affected environment, environmental concerns, consultation/coordination needs.

Lead: Todd Williams, with assistance from Katie Molnar (MBI) and Doug Mitchell (ACS)

Chapter 5 Future Conditions will evaluate alternatives determined to be feasible and carried forward. This analysis will be developed to identify ROW impacts, new ROW needs, and potential temporary construction easements. The analysis will consider possible utility conflicts or impacts, and will include enough detail for BNSF to conduct a preliminary review. Traffic modeling and socioeconomic impacts will be evaluated.

Lead: Natalie Carrick, with assistance from Kevin Kugler and Don Tappendorf

Estimated schedule: Draft report – early November, Final report – early December

Task 5. Working Paper 2: For each corridor, evaluate and document the Second Tier evaluation criteria and weighting of the 3-6 feasible and reasonable alternatives carried forward from the First Tier evaluation process in Working Paper #1. Conceptual engineering plans with environmental, utility, R/W, and Tier 2 “planning level” evaluation criteria and weighting will be prepared, described and depicted graphically. Report preparation will continue with the development of *Chapter 6* which will include the Alternatives Analysis and Alternatives Analysis Report, detailing feasible and reasonable alternatives evaluated by the team. Alternatives that are considered but eliminated from further study will be summarized. This task will include alternatives screening and determination of recommended alternatives.

Lead: Jackie Noblitt with assistance from Don Tappendorf, Natalie Carrick and Kevin Kugler

Estimated schedule: April - May 2018

Tasks 6 and 9. City Council and Board of Supervisors Project Briefings 1 and 2: The Flagstaff City Council and the Coconino County Board of Supervisors will each receive a series of two project briefings to receive progress updates and obtain input and guidance at key milestones in the planning process. Each series of public official briefings will be conducted in advance of planned public open house meetings.

Briefing #1 will primarily consist of a review and discussion of the findings and recommendations of Draft Working Paper #1. This review will briefly cover the existing conditions and focus upon the findings of the First Tier alternatives selection and the rationale of how the evaluation criteria and weighting determined which alternatives will be carried forward and which will be eliminated for further consideration.

Briefing #2 will primarily consist of a review and discussion of findings and recommendations of Draft Working Paper #2. This meeting will focus on the review of conceptual engineering plans with environmental, utility, R/W, and the rationale of how the Tier 2 “planning level” evaluation criteria and weighting determined the priority alternative(s) being recommended.

Lead: Kevin Kugler with assistance from Don Tappendorf and team

Target Meeting Dates: November 14 or 28, 2017 & April/May 2018

Tasks 7 and 10. Public Open House Meetings 1 and 2: Two public open house meetings will be conducted to provide an opportunity for residents, business owners and interested stakeholders to participate, receive information and offer input at two key milestones in the planning process.

Public Open House Meeting #1 will primarily consist of a review and discussion of the findings and recommendations of Draft Working Paper #1. This review will briefly cover the existing conditions and focus upon the findings of the First Tier alternatives selection and the rationale of how the evaluation criteria and weighting determined which alternatives will be carried forward and which will be eliminated for further consideration. Meeting attendees will have an opportunity to express their ideas, concerns and/or suggestions.

Public Open House Meeting #2 will primarily consist of a review and discussion of findings and recommendations of Draft Working Paper #2. This meeting will focus on the review of conceptual engineering plans with environmental, utility, R/W, and the rationale of how the Tier 2 “planning level” evaluation criteria and weighting determined the priority alternative(s) being recommended. Meeting attendees will have an opportunity to express their ideas, concerns and/or suggestions.

Lead: Kevin Kugler with assistance from Don Tappendorf and team

Target Meeting Dates: early December 2017; and May/June 2018

Task 8. Draft Final Reports: Compile previous Chapters 2 through 6; develop Chapter 1 Executive Summary and Chapter 7 Recommended Alternatives.

Lead: Kevin Kugler and Don Tappendorf, with assistance from whole team including subconsultants

Estimated schedule: September 2018

Task 11. Public Involvement Summary Reports: Document public comments and responses; prepare Chapter 8 Public Involvement for Final Report.

Lead: Kevin Kugler

Estimated schedule: September 2018

Task 12. Final Reports: Compile Chapters 1 through 8, Chapter 9 Conclusion.

Lead: Kevin Kugler and Don Tappendorf

Estimated schedule: November 2018

Task 13. GIS Data and CMP Closeout File: Compile GIS study data and closeout documentation on CD for ADOT PM and stakeholders.

Lead: Evan Fisher and Brian Snider

Estimated schedule: December 2018