

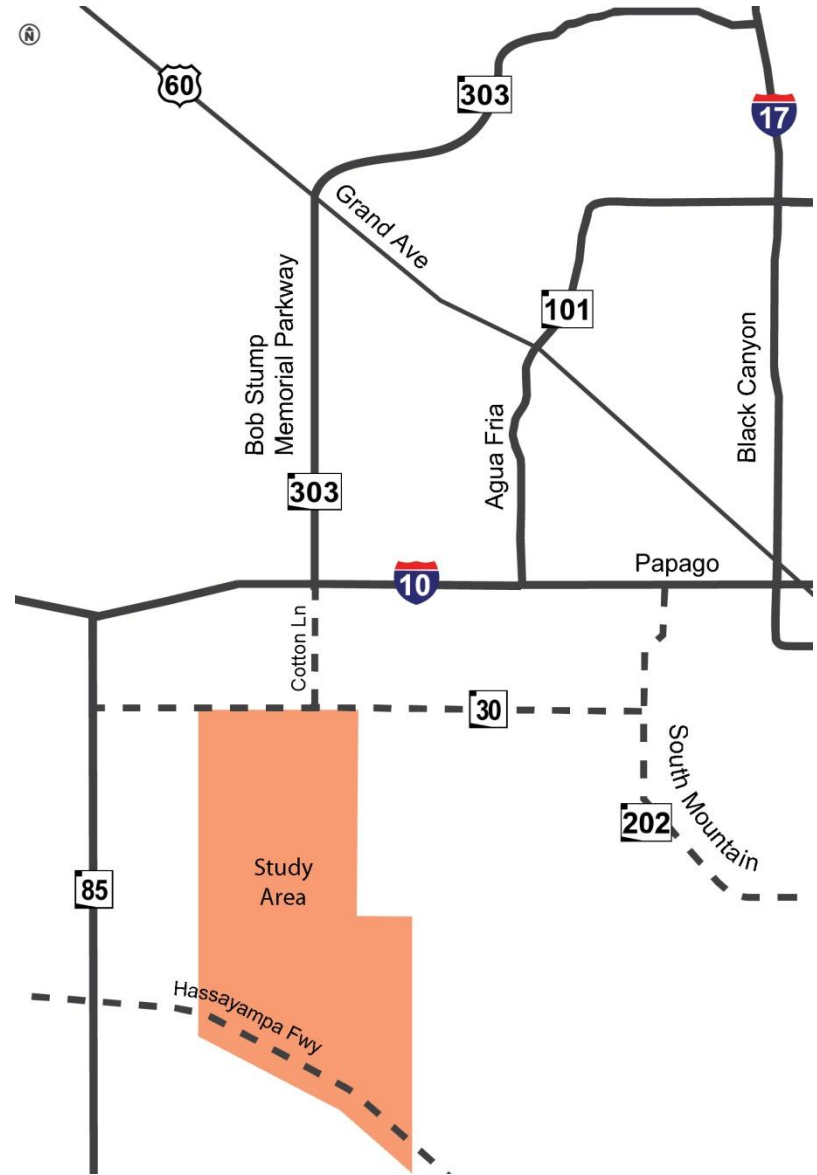
**State Route 303L
Hassayampa Freeway to SR30**

**Corridor Feasibility
Study**

Town of Buckeye
Council Workshop
October 16, 2012

Study Area

Regional Perspective

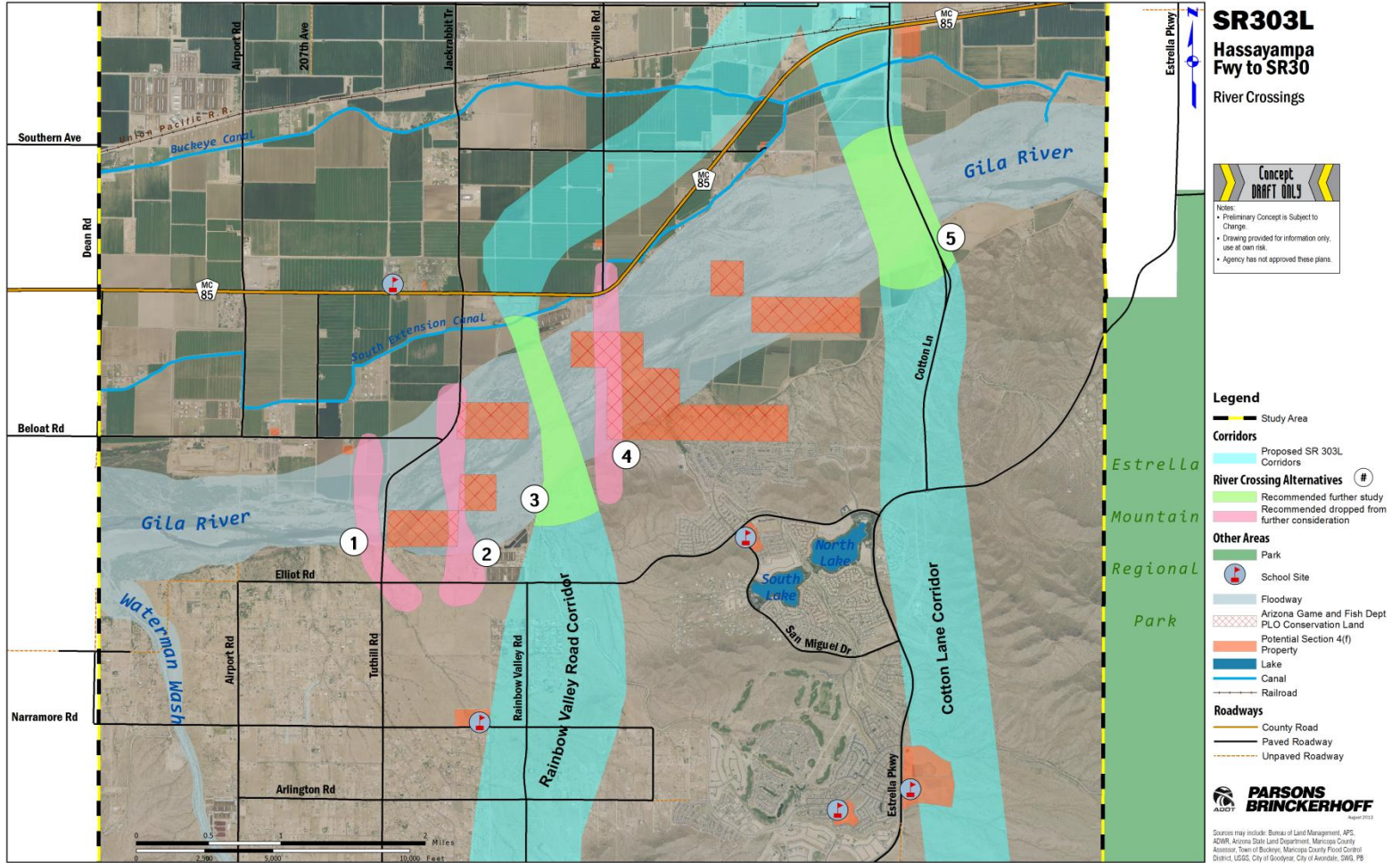


Study Background

ADOT is conducting studies in the southwest metropolitan area to plan, design and eventually construct freeways included in the Proposition 400 Regional Transportation Plan passed by voters in 2004.

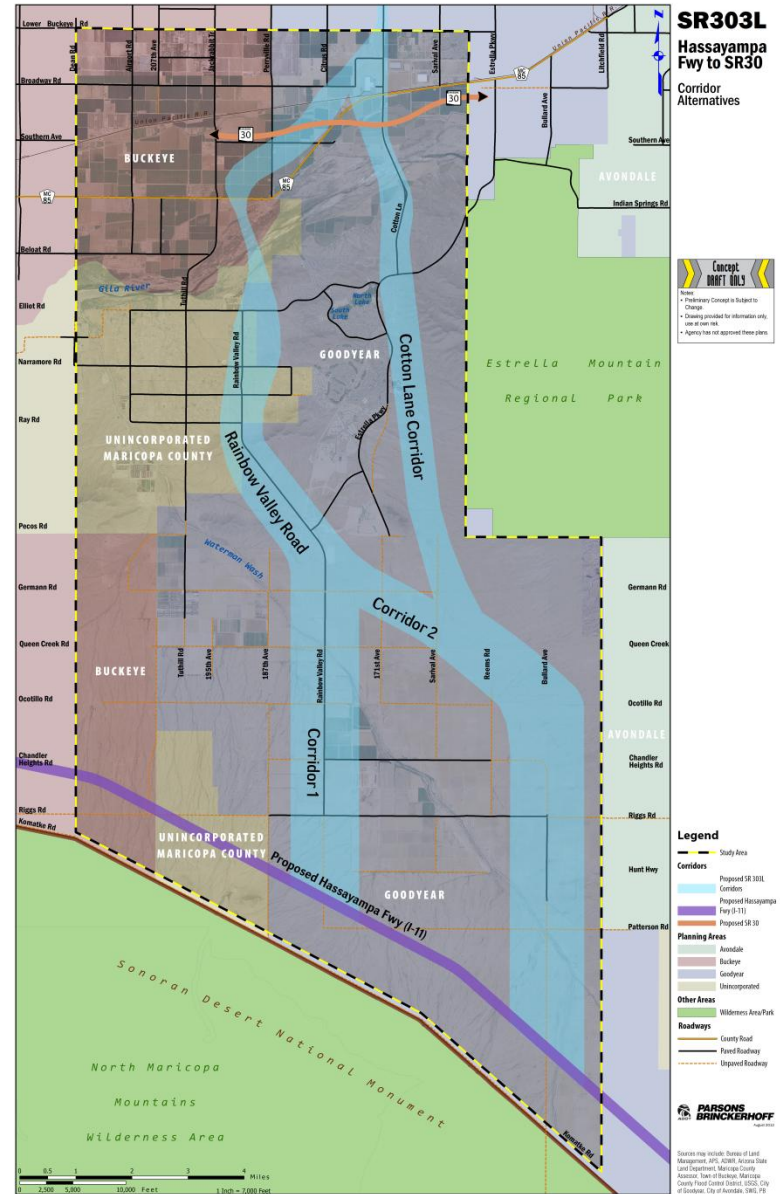
- ADOT Studies
 - 303L Design Concept/Environmental Assessment – I-10 to SR30
(Includes SR303L & SR30 System Interchange)
 - SR30 – SR85 to 202L
 - **303L Corridor Feasibility Study – Hassayampa Freeway to SR30**
- Previous Studies
 - MCDOT Study – 303L, Riggs Road to MC85 (March 2004)
 - MAG Framework Study (2009)
 - City of Goodyear General Plan (2009)

Gila River Crossing Alternatives



SR303L Corridor Alternatives

- Rainbow Valley Road Corridor 1
- Rainbow Valley Road Corridor 2
- Cotton Lane Corridor



Public Involvement

Four Public Meetings were held in January 2012

Two in Rainbow Valley and two in Estrella Ranch

- 811 Comments were received during the comment period
- Minimizing traffic noise, impacts to property and air quality were among the most important areas of concern
- Proximity to a high-capacity transportation facility and quick and easy access to the Phoenix-Metro area was rated the lowest priority
- The majority of respondents expressed concern with having a freeway close to their homes, schools, and businesses and preferred the corridor furthest from their location
- Goodyear supports the Rainbow Valley Road Corridor 2

Rainbow Valley Road Corridor 1

Length = 16.8 miles

Estimated Cost = \$876 M

Pros

- Uses right-of-way corridor purchased by Goodyear in the northern part of the study area
- Shortest route to Hassayampa Freeway
- Least costly of Rainbow Valley Road corridors
- Minimizes impacts to wildlife habitat and archeological sites, and avoids a hazardous waste site at MC85 and Cotton Lane
- Preferred by AGFD if SR303L is constructed south of SR30

Cons

- Long Gila River Crossing (*7,000 ft*)
- Greater potential impact to well sites (*91*)
- Bisects area of rural residential development
- Not consistent with Goodyear Land Use Plan
- Could conflict with plan for the Sonoran Valley Parkway in the southern portion of the study area
- Not supported by Goodyear, MAG, ASLD, or Maricopa County

Rainbow Valley Road Corridor 2

Length = 22.0 miles

Estimated Cost = \$1,054 M

Pros

- Uses right-of-way corridor purchased by Goodyear in the northern part of the study area
- Minimizes impacts to wildlife habitat and archeological sites, and avoids a hazardous waste site at MC85 and Cotton Lane
- Consistent with Goodyear Land Use Plan
- Maximizes freeway access and development potential
- Compatible with long range plan for street network within the study area
- Preferred by AGFD if SR303L is constructed south of SR30
- Supported by Goodyear, MAG, ASLD, Maricopa County, and developers

Cons

- Long Gila River Crossing (7,000 ft)
- Greater potential impact to well sites (96)
- Bisects area of rural residential development
- Most expensive alternative
- Longest route to Hassayampa Freeway

Cotton Lane Corridor

Length = 18.4 miles

Estimated Cost = \$770 M

Pros

- Shortest Gila River Crossing (*3,000 ft*)
- Most direct route to southern portions of Goodyear
- Least expensive alternative
- Provides better relief to the arterial roadway system

Cons

- Does not use the right-of-way corridor purchased by Goodyear in the northern part of the study area
- Has the potential for greater impacts to wildlife habitat, archeological sites, and a hazardous waste site at MC85 and Cotton Lane
- Not consistent with Goodyear Land Use Plan
- Conflicts with plan for proposed Cotton Lane Parkway south of Estrella Parkway
- Not supported by Goodyear, MAG, ASLD, Maricopa County, or AGFD

Draft Feasibility Report Recommendation

Rainbow Valley Road Corridor 2

- Meets future transportation needs for a freeway within the study area
- Minimizes potential impacts to wildlife habitat and cultural resources
- Is consistent with the long range transportation planning for freeways, parkways, and arterials
- Is consistent with the City of Goodyear General Plan
- Greater economic development potential for the study area

What's next?

- Finalize Feasibility Report in November
- Move forward with 303L study to the north and SR30 studies
- Additional studies well into the future will refine the alignment, identify right-of-way requirements, and provide further environmental analysis within the corridor