



Arizona State Freight Plan

Prioritization Framework

June 21, 2022



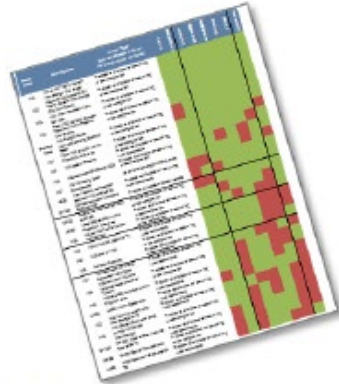
Agenda

- ✓ Prioritization Framework
- ✓ Data Refresh
- ✓ Updated Scores
- ✓ Priority Elicitation

Prioritization Framework

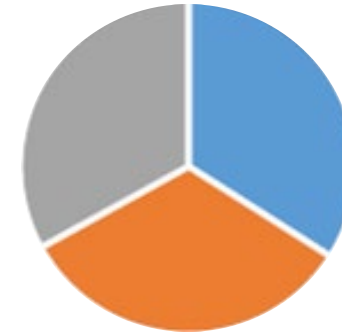
Building on the Arizona 2016 Freight Plan

Prioritization Framework



Identify Bottlenecks

- Recurring Congestion Bottleneck
- Non-Recurring Bottleneck (Safety/Weather)
- Restrictions (Bridge, Haz Mat)
- Connectivity (non-rampable/requires detour)
- Accessibility (Border/Port of Entry)
- Other
 - Inconsistent Lane Configuration
 - Crossing issue
 - Terrain



Score Projects

Enhance Economic Competitiveness

Improve System Management

Increase System Performance

First ... Some Terms to Know

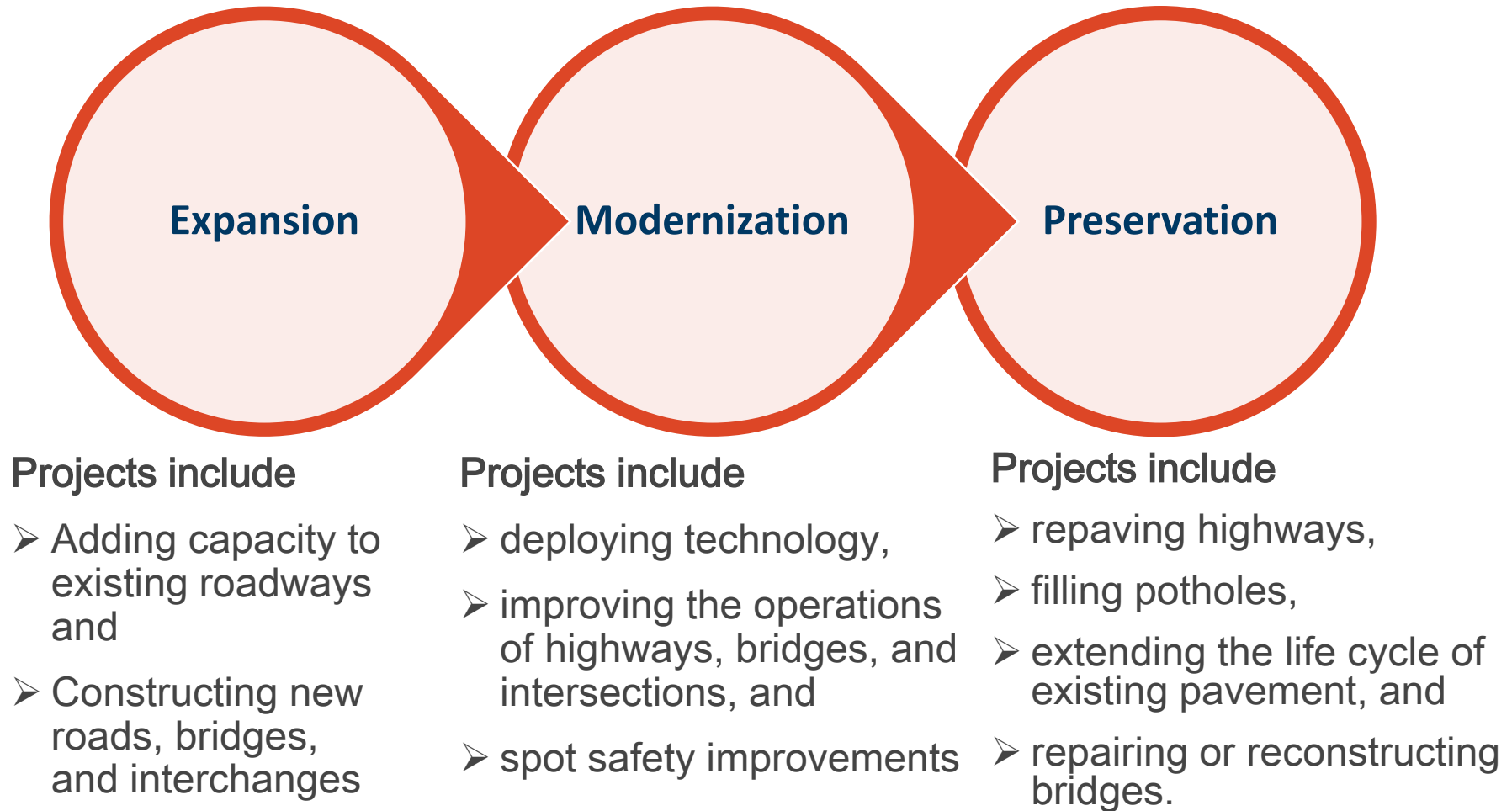
- **Key Commerce Corridors:** Highway corridors throughout Arizona where targeted improvements represent the most potential to bolster the state economy and serve broader national and international markets

Learn more here

<https://azdot.gov/planning/transportation-programs/key-commerce-corridors>



Defining Broader Project Types



Fun with Acronyms (FwA)

- **Annual Average Daily Truck Traffic (AADTT):** Typical daily truck volume
- **Truck Travel Time Index (TTTI):** Ratio of “free flow” and congested travel times
- **Truck Planning Time Index (TPTI):** The amount of time over the expected travel time that should be planned to make an on-time delivery 95 percent of the time
- **Vehicle Miles Traveled (VMT):** Total miles of motor vehicle travel that are generated by a population over a given timeframe



- **Benefit Cost Analysis (BCA):** Ratio of monetized benefits (e.g., travel time savings, crash reduction) to estimated costs

Goal 1 Enhance Economic Competitiveness Criteria

Criterion (Issue-Specific)	Measure	Weight (34% of total)
Is the Issue on a Key Commerce Corridor (KCC)?	Issue is either 'on'; 'directly connected to'; or 'unrelated' to KCC	10% of total score (29% of Goal 1 score)
Are the Flows Impacted by the Issue Significant?	Truck Volume (AADTT) through the issue segment	8% of total score (24% of Goal 1 score)
Do Future Scenarios Aggravate this Significance?	AADTT significance (over 1000) on each issue segment that are common on all future Travel Demand Model Scenarios	8% of total score (24% of Goal 1 score)
Is the Issue an Impediment to Trade?	Volumes of Arizona's commodity flows relating to manufacturing and natural resources (excl. aggregate intra AZ flows)	8% of total score (24% of Goal 1 score)

Goal 2 Increase System Performance Criteria

Criterion (Issue-Specific)	Measure	Weight (33% of total)
Would Addressing the Issue Improve Multimodal Access?	Is Issue a barrier to modal connectivity (e.g. access to airport or rail intermodal terminal)?	2% of total score (6% of Goal 2 score)
Does the Issue Hinder Mobility?	Truck Travel Time Index (TTTI)	7% of total score (21% of Goal 2 score)
Does the Issue Hinder Freight Transportation System Reliability?	Issue segment's Truck Planning Time Index (TPTI)	7% of total score (21% of Goal 2 score)
Does the Issue Increase Transportation Cost of Freight Transportation?	Total truck delay per day (hours)	7% of total score (21% of Goal 2 score)
Does the Issue Affect Transportation System Safety?	Truck Related Crashes per 100 million vehicle miles traveled (MVMT)	9% of total score (27% of Goal 2 score)
Does the Issue Result in Negative Social/Environmental Impacts?	CO2 Emissions for a peak-hour volume of traffic	1% of total score (3% of Goal 2 score)

Note: percentages reported may not equal 100% due to rounding

Goal 3 Improve System Management Criteria

Criterion (Project-Specific)	Measure	Weight (33% of total)
Does the Project Prioritize Good Management of Assets?	Project is characterized as preservation vs. modernization vs. expansion	3% of total score (10% of Goal 3 score)
Is the Project Appropriately Linked to Local Land Use/Regional Plans?	Project identified in BQAZ Statewide Transportation Framework Studies and/or regional transportation plans	5% of total score (15% of Goal 3 score)
Would the Project be expected to Receive Freight Stakeholder Support?	Evaluation of Project with input from the Freight Advisory Committee (FAC)	5% of total score (15% of Goal 3 score)
Would the Project be Likely to Attract Funding/Financing Partners?	Project's potential to attract project funding	5% of total score (15% of Goal 3 score)
Does the Project Have Positive Benefit-Cost Analysis?	Actual project benefit cost analysis	15% of total score (45% of Goal 3 score)

Data Refresh

Updates in project status and base year data

Update Data Sets

2019 (pre-COVID) datasets

TRANSEARCH

- Freight commodity tonnage

Highway Performance Monitoring System (HPMS)

- Truck traffic volumes

National Performance Management Research Data Set (NPMRDS)

- Travel times

ADOT

- Crash records

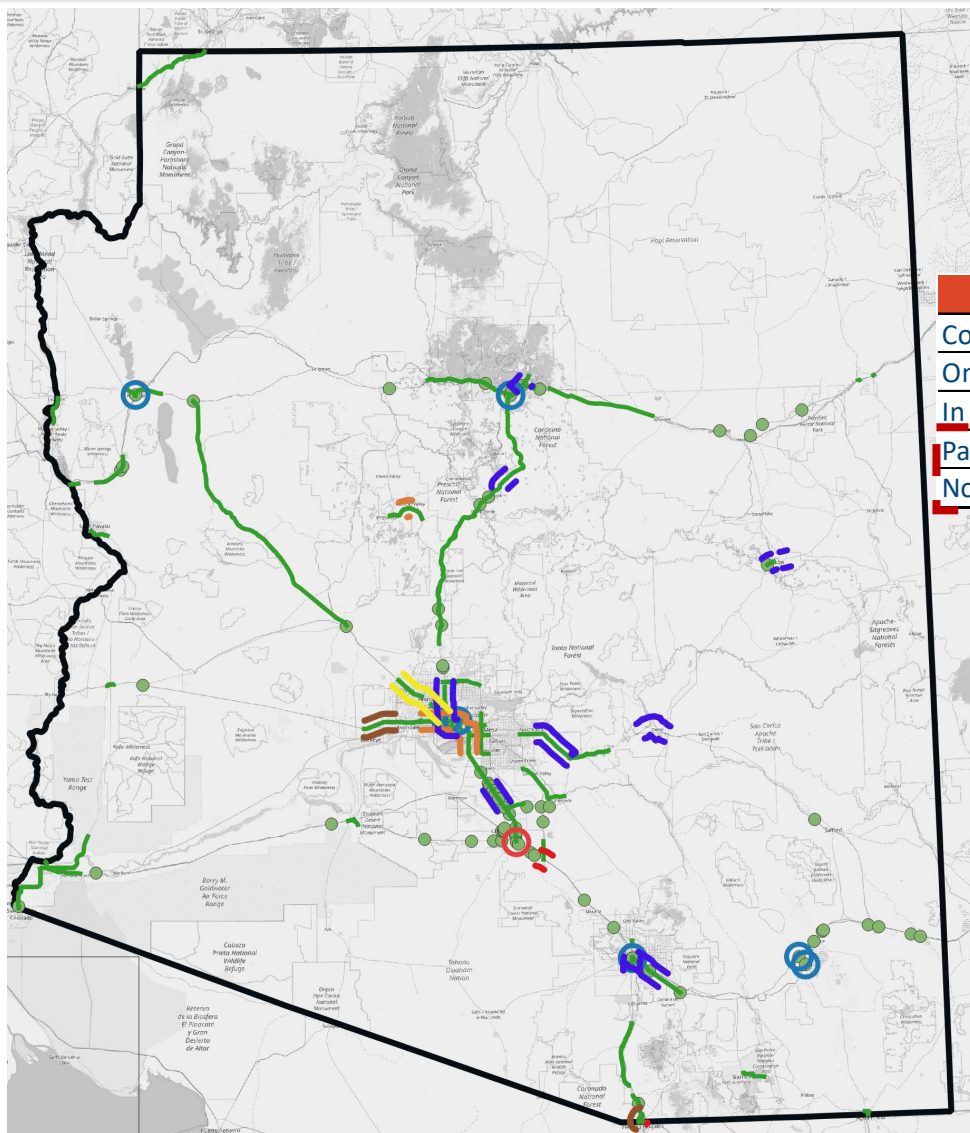
Goal 1 Criteria	Goal 2 Criteria	Goal 3 Criteria
Is the Issue on a Key Commerce Corridor (KCC)?	Would Addressing the Issue Improve Multimodal Access?	Does the Project Prioritize Good Management of Assets?
Are the Flows Impacted by the Issue Significant?	Does the Issue Hinder Mobility?	Is the Project Appropriately Linked to Local Land Use/Regional Plans?
Do Future Scenarios Aggravate this Significance?	Does the Issue Hinder Freight Transportation System Reliability?	Would the Project be expected to Receive Freight Stakeholder Support?
Is the Issue an Impediment to Trade?	Does the Issue Increase Transportation Cost of Freight Transportation?	Would the Project be Likely to Attract Funding/Financing Partners?
	Does the Issue Affect Transportation System Safety?	Does the Project Have Positive Benefit-Cost Analysis?
	Does the Issue Result in Negative Social/Environmental Impacts?	

Legend

Updated Scores

Today's Exercise

Updated Project Set (Excluding Truck Parking Needs)



19 out of 25

Projects partially done or
not started from
AZ 2016 Freight Plan

Project Status	Count
Completed	3
On-going (Under Construction)	1
In Progress (Authorized/Programmed)	2
Partially Done	2
Not Started	17



196

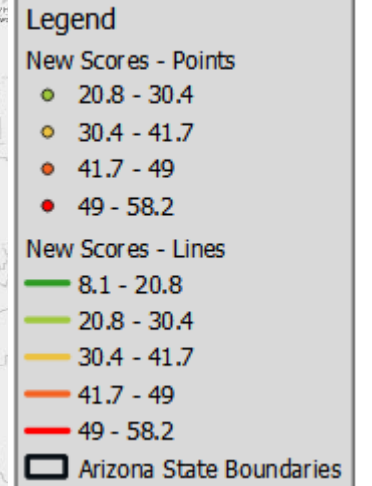
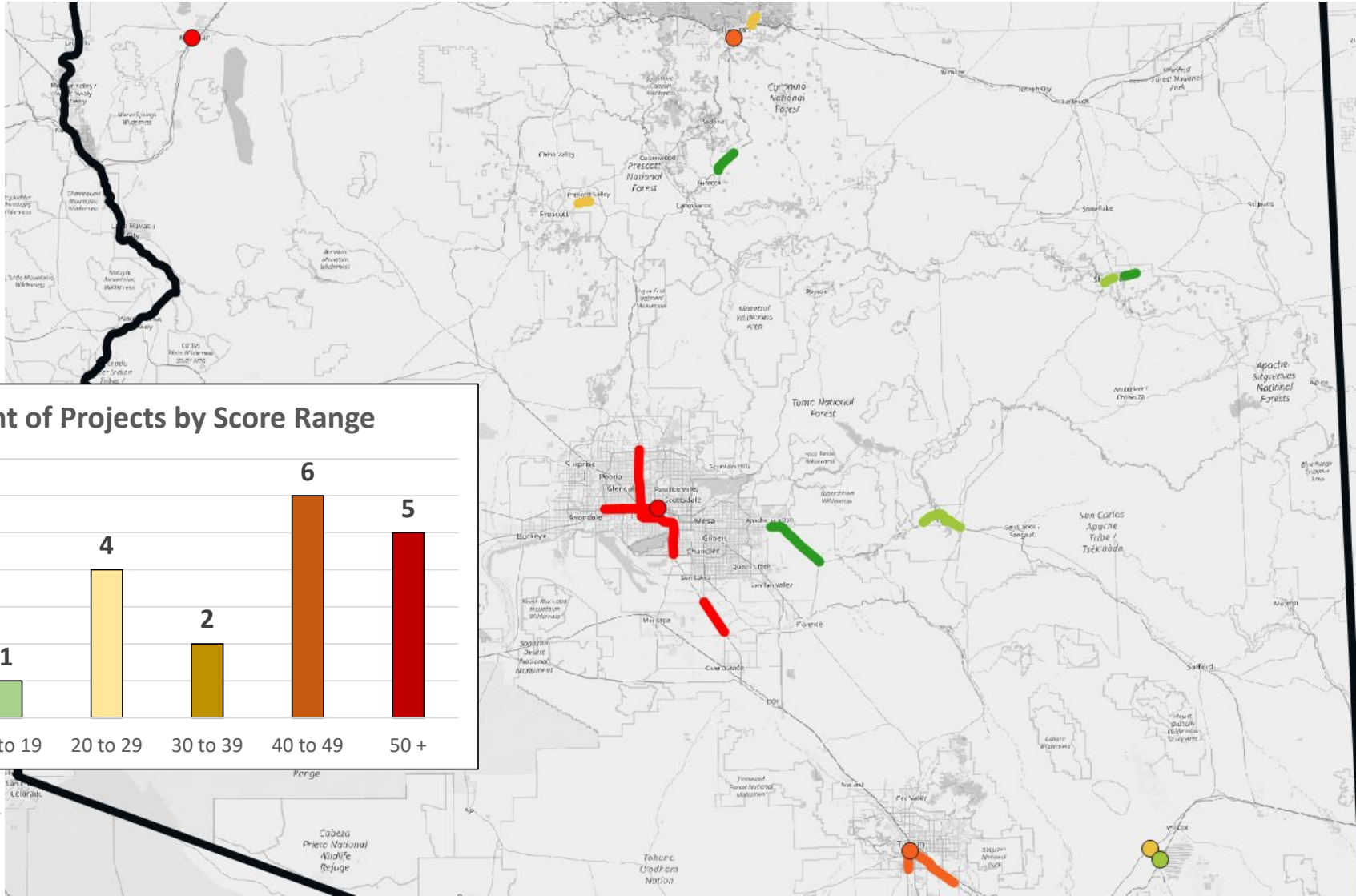
Bottlenecks identified
using updated data

Bottleneck Issue	Count
Recurring Congestion Bottleneck	
Rural	64
Urban	58
Non-Recurring Bottleneck	
Safety/Weather	3
Restrictions	
Bridge posted for height restriction	3
Bridge posted for load restriction	3
Hazardous material restriction	3
Connectivity	
Rampable with detour	3
One direction non-rampable	4
Both directions non-rampable	36
Accessibility	
Border Access	8
AZ/CA POE	1
Other	
Terrain	8
I 8 EB to I 10 WB crossing issue	1
Inconsistent Lane Configuration	1

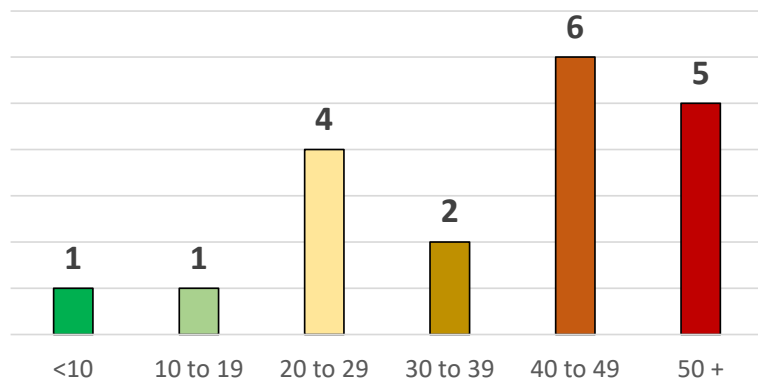
Updated Scores

Not-started/Partial Projects Components

Updated Project Scores

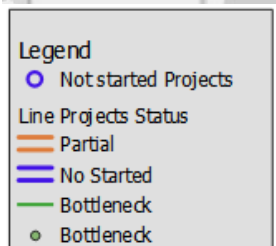
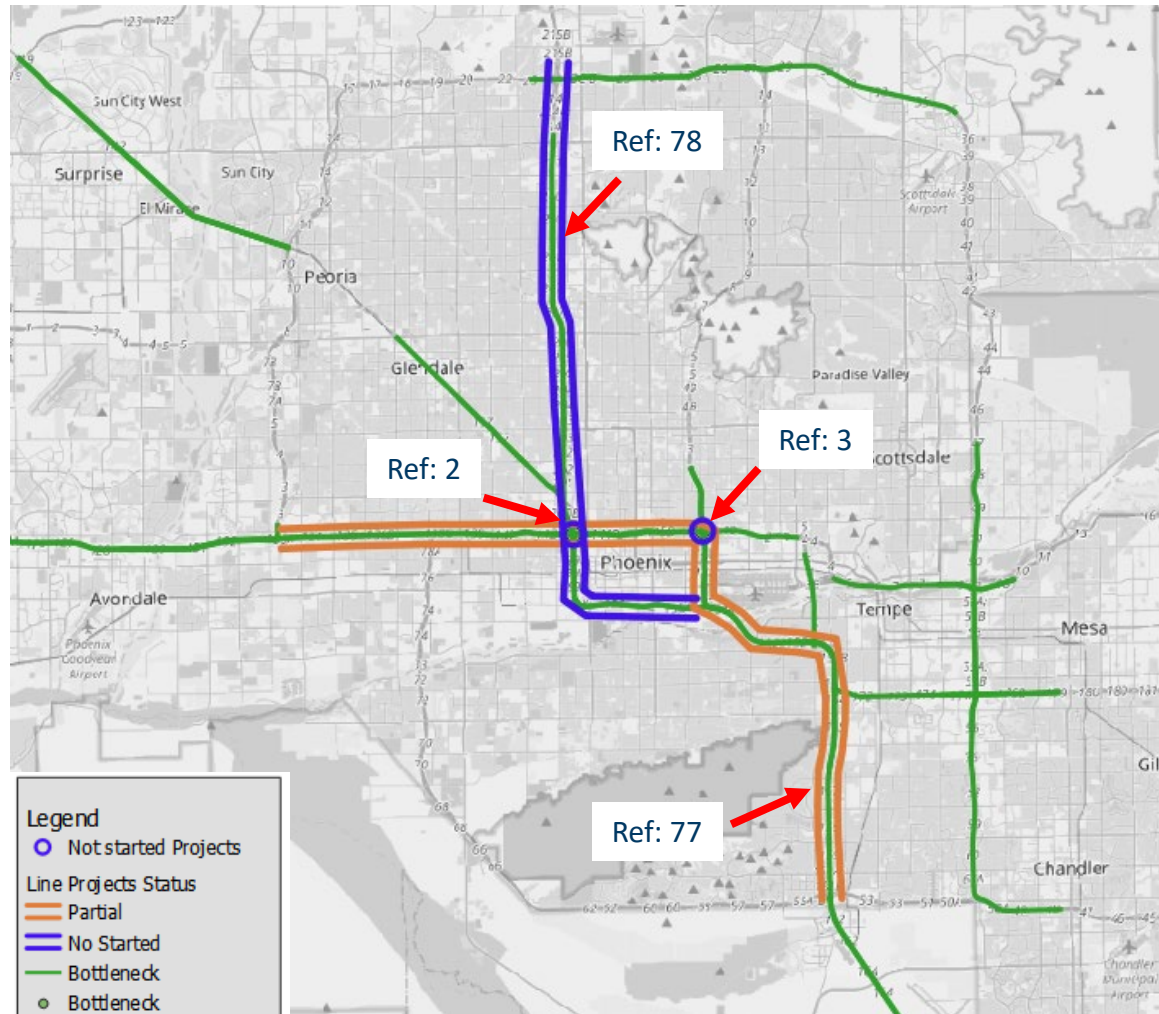


Count of Projects by Score Range



Phoenix I-10 & I-17

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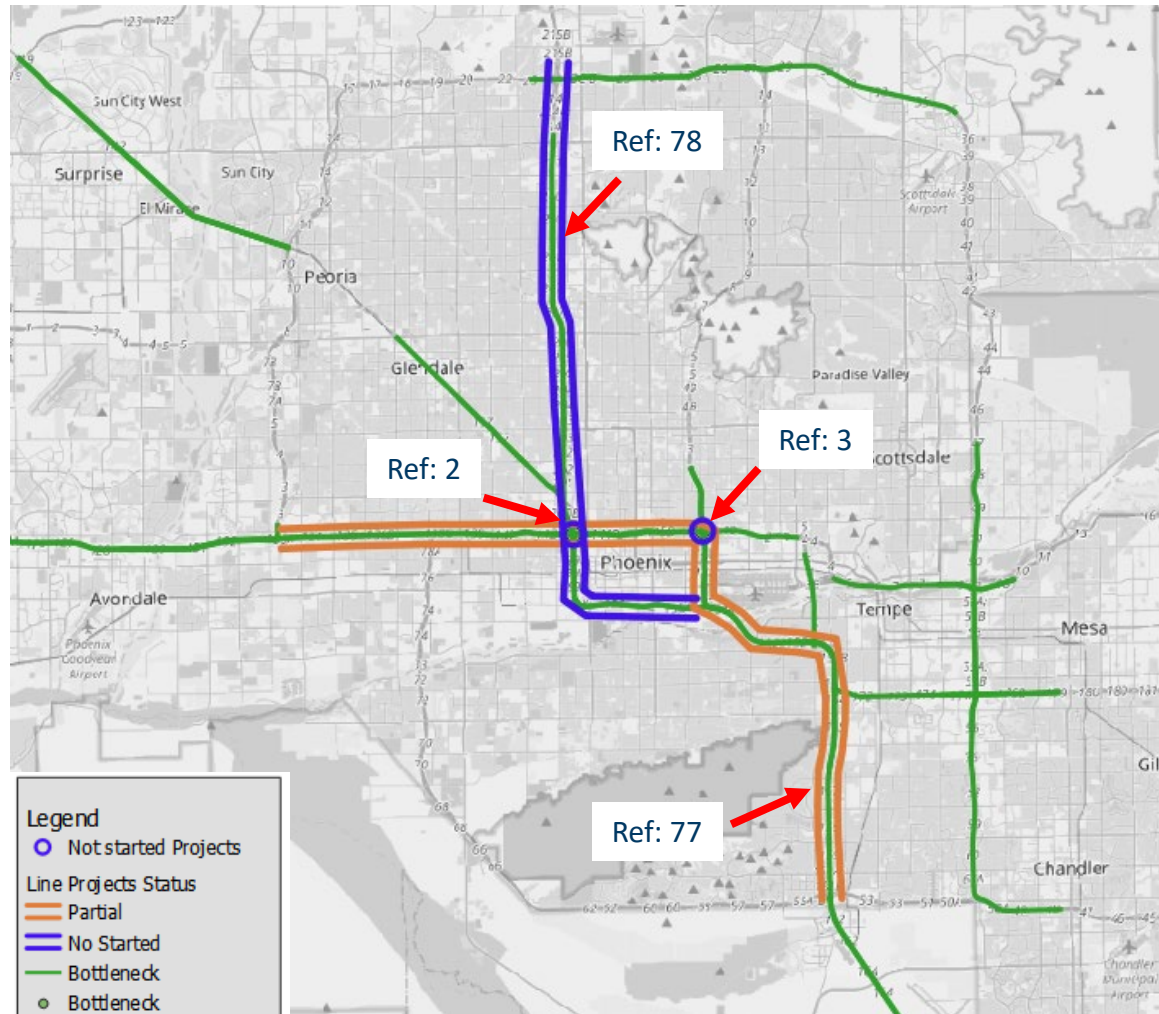
ADOT

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of Transportation

Ref	2	3	Max Score
Route (Area)	I-10	I-10	
Issue Segment	I-10 at I-17 Traffic System Interchange (The Stack)	I-10 at SR 202L and SR 51 Traffic System Interchange (The Mini- Stack)	
Issues "Type"	Recurring urban congestion	Recurring urban congestion	
G1-KCC	10	10	10
G1-Significant	4.58	6.17	8
G1-Scenario	8.00	8.00	8
G1-Trade	5.26	3.72	8
G2-Modal	2.00	2.00	2
G2-Mobility	3.96	3.03	7
G2-Reliability	2.57	6.88	7
G2-Cost	7.00	0.03	7
G2-Safety	3.53	0.68	9
G2-Emissions	0.68	0.44	1
Goal 1 and Goal 2 Criteria Cumulative Weighted Score	47.59	40.97	67.6
Planning Level Project Cost \$ million	\$ 200.00	\$ 300.00	-
G3 -Mgmt	0.00	0.00	3
G3-Land Use	5.00	5.00	5
G3-Stkhldr Support	1.00	1.00	5
G3-Funding/Financing.	3.33	3.33	5
G3-BCA	1.30	1.19	15
Goal 3 Criteria Cumulative Weighted Score	10.64	10.52	33.3
Total Score	58.23	51.49	100

Phoenix I-10 & I-17

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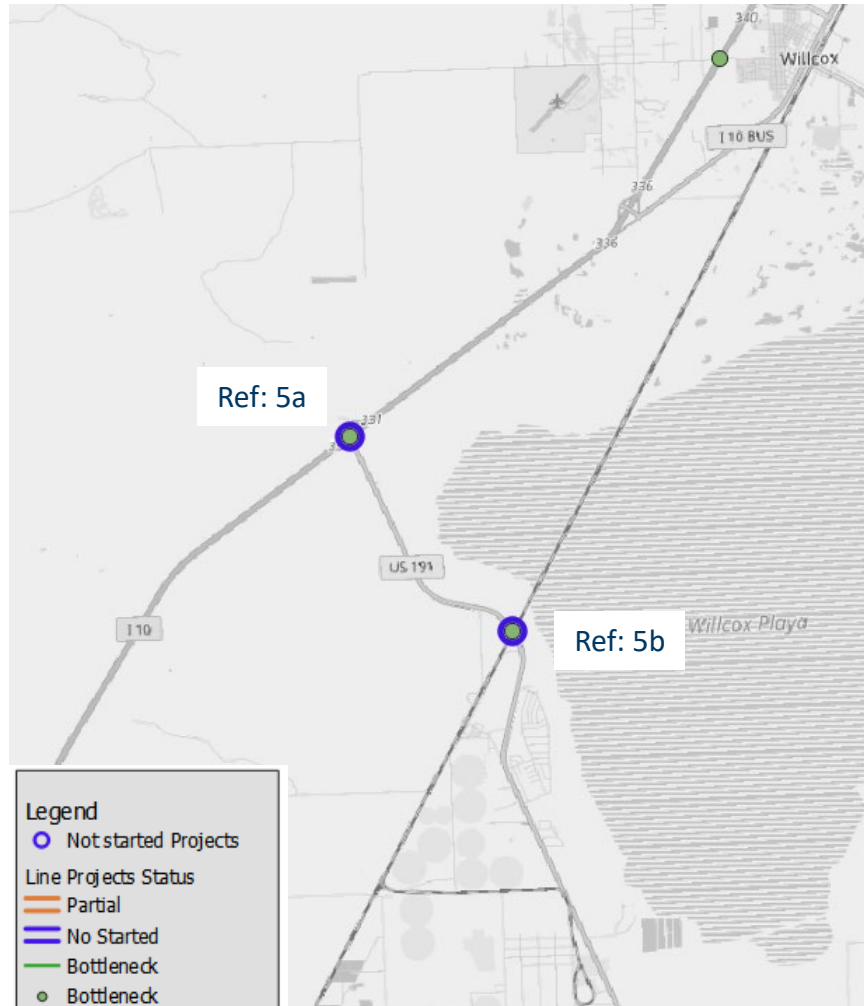


ADOT

Arizona Department
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Ref	77	78	Max Score
Route (Area)	I-10	I-17	
Issue Segment	From L101 to L202 (Santan Freeway) within Phoenix Metro area	From I-10 to L101 within Phoenix Metro area	
Issues "Type"	Recurring urban congestion	Recurring urban congestion	
G1-KCC	10	10	10
G1-Significant	8.00	2.07	8
G1-Scenario	8.00	8.00	8
G1-Trade	6.86	2.16	8
G2-Modal	2.00	2.00	2
G2-Mobility	4.31	2.87	7
G2-Reliability	1.98	3.20	7
G2-Cost	0.49	5.67	7
G2-Safety	1.34	1.07	9
G2-Emissions	1.00	0.90	1
Goal 1 and Goal 2 Criteria Cumulative Weighted Score	43.98	37.93	67.6
Planning Level Project Cost \$ million	\$ 775.00	\$ 600.00	-
G3 -Mgmt	0.00	0.00	3
G3-Land Use	5.00	5.00	5
G3-Stkhldr Support	1.00	1.00	5
G3-Funding/Financing.	5.00	5.00	5
G3-BCA	0.55	0.87	15
Goal 3 Criteria Cumulative Weighted Score	11.55	11.87	33.3
Total Score	55.53	49.80	100

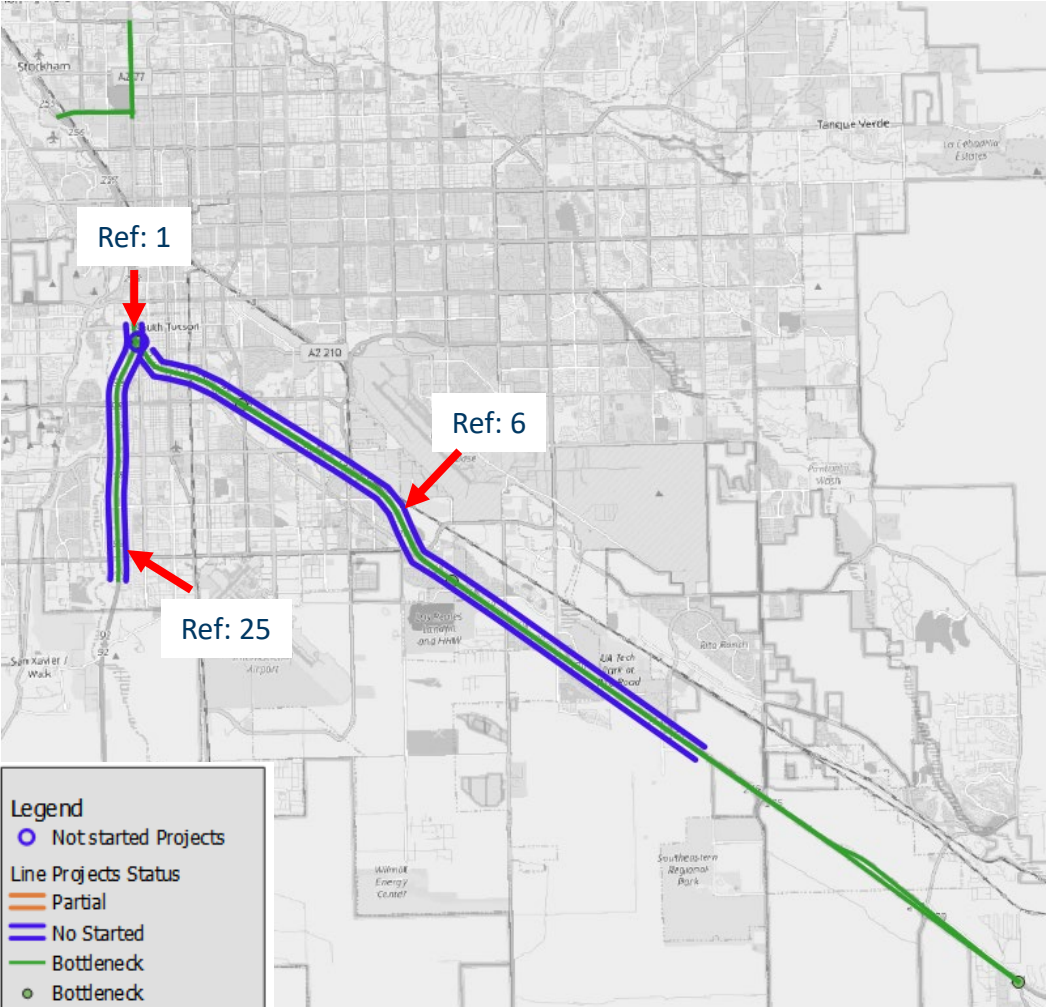
Cochise I-10 & US 191



Ref	5a	5b	Max Score
Route (Area)	I-10	US 191	
Issue Segment	I-10 at US 191 (Cochise TI)	US 191/Cochise RR Overpass	
Issues "Type"	Recurring rural bottlenecks	Recurring rural bottlenecks	
G1-KCC	10	10	10
G1-Significant	0.00	0.00	8
G1-Scenario	0.00	0.00	8
G1-Trade	2.13	2.13	8
G2-Modal	0.00	0.00	2
G2-Mobility	0.00	0.00	7
G2-Reliability	0.11	0.11	7
G2-Cost	0.00	0.00	7
G2-Safety	2.38	2.38	9
G2-Emissions	0.10	0.10	1
Goal 1 and Goal 2 Criteria Cumulative Weighted Score	14.72	14.72	67.6
Planning Level Project Cost \$ million	\$ 1.50	\$ 16.50	-
G3-Mgmt	3.00	3.00	3
G3-Land Use	0.00	0.00	5
G3-Stkhldr Support	5.00	5.00	5
G3-Funding/Financing.	0.00	0.00	5
G3-BCA	15.00	2.08	15
Goal 3 Criteria Cumulative Weighted Score	23.00	10.08	33.3
Total Score	37.72	24.80	100

Tucson I-10 & I-19

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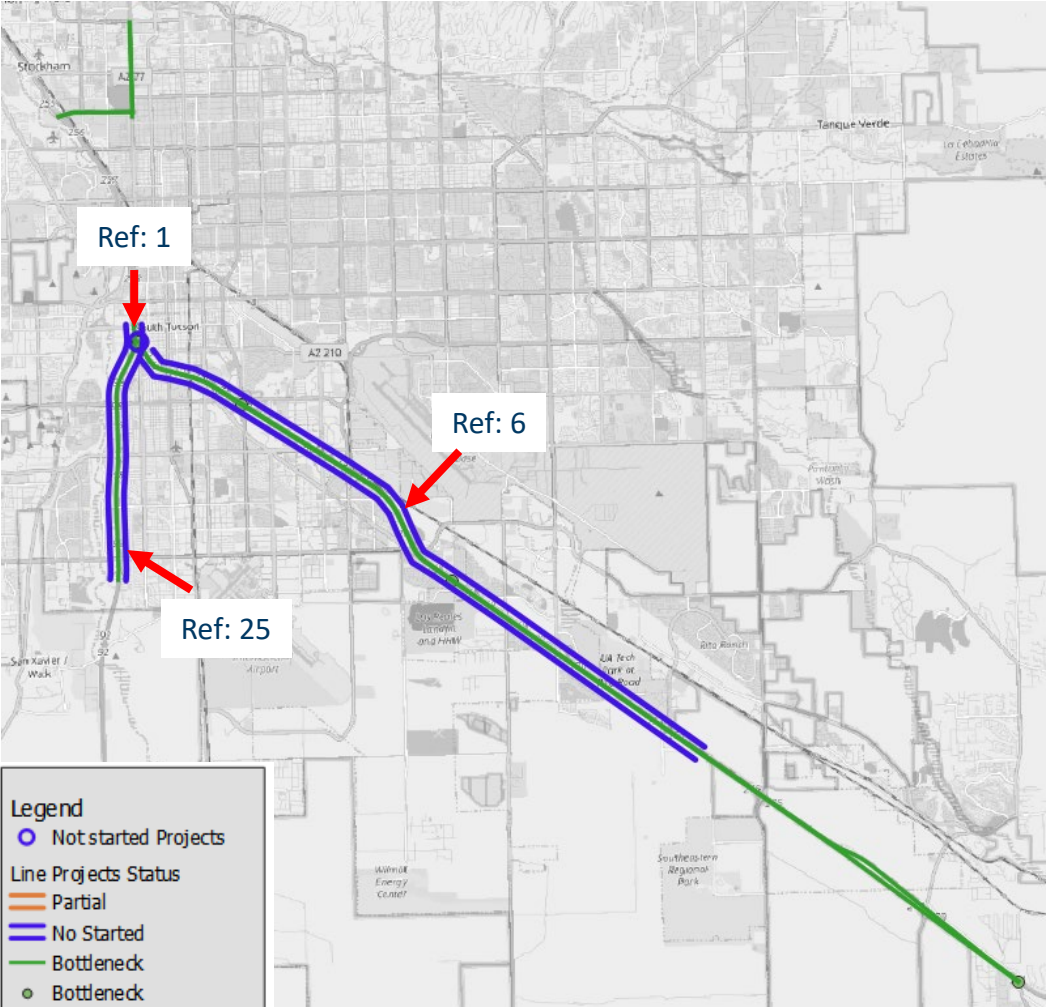


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Ref	1	6	Max Score
Route (Area)	I-10	I-10	
Issue Segment	I-10 at I-19 Traffic System Interchange	I-10 east of I-19	
Issues "Type"	Recurring urban congestion	Recurring urban congestion	
G1-KCC	10	10	10
G1-Significant	4.10	3.24	8
G1-Scenario	8.00	8.00	8
G1-Trade	5.21	7.55	8
G2-Modal	2.00	2.00	2
G2-Mobility	2.04	2.53	7
G2-Reliability	1.67	0.79	7
G2-Cost	0.32	0.02	7
G2-Safety	0.16	1.32	9
G2-Emissions	1.00	0.61	1
Goal 1 and Goal 2 Criteria Cumulative Weighted Score	34.50	36.07	67.6
Planning Level Project Cost \$ million	\$ 83.00	\$1,860.00	-
G3 -Mgmt	0.00	0.00	3
G3-Land Use	0.00	5.00	5
G3-Stkhdr Support	5.00	1.00	5
G3-Funding/Financing.	3.33	3.33	5
G3-BCA	0.79	0.35	15
Goal 3 Criteria Cumulative Weighted Score	9.12	9.68	33.3
Total Score	43.62	45.75	100

Tucson I-10 & I-19

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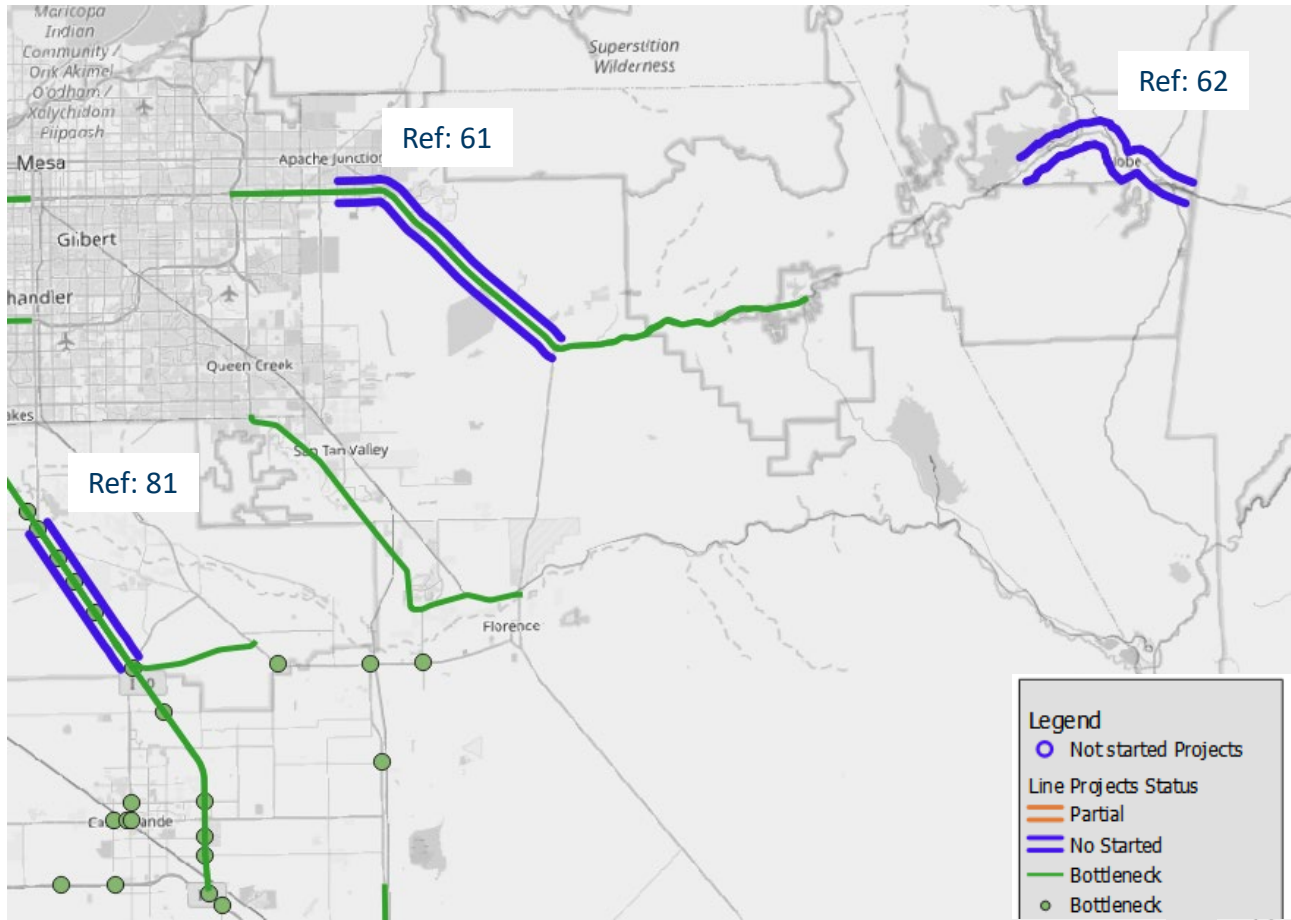


Arizona Department
of Transportation

Ref	25	
Route (Area)	I-19	
Issue Segment	I-19 between I-10 and Valencia Road (south of Tucson)	
Issues "Type"	Recurring urban congestion	Max Score
G1-KCC	10	10
G1-Significant	4.31	8
G1-Scenario	8.00	8
G1-Trade	1.21	8
G2-Modal	2.00	2
G2-Mobility	2.45	7
G2-Reliability	1.10	7
G2-Cost	1.89	7
G2-Safety	0.85	9
G2-Emissions	0.48	1
Goal 1 and Goal 2 Criteria Cumulative Weighted Score	32.29	67.6
Planning Level Project Cost \$ million	\$ 625.00	-
G3 -Mgmt	0.00	3
G3-Land Use	5.00	5
G3-Stkhldr Support	1.00	5
G3-Funding/Financing.	3.33	5
G3-BCA	0.53	15
Goal 3 Criteria Cumulative Weighted Score	9.87	33.3
Total Score	42.16	100

Gila River I-10 & Apache Junction/Gold Canyon/Globe US 60

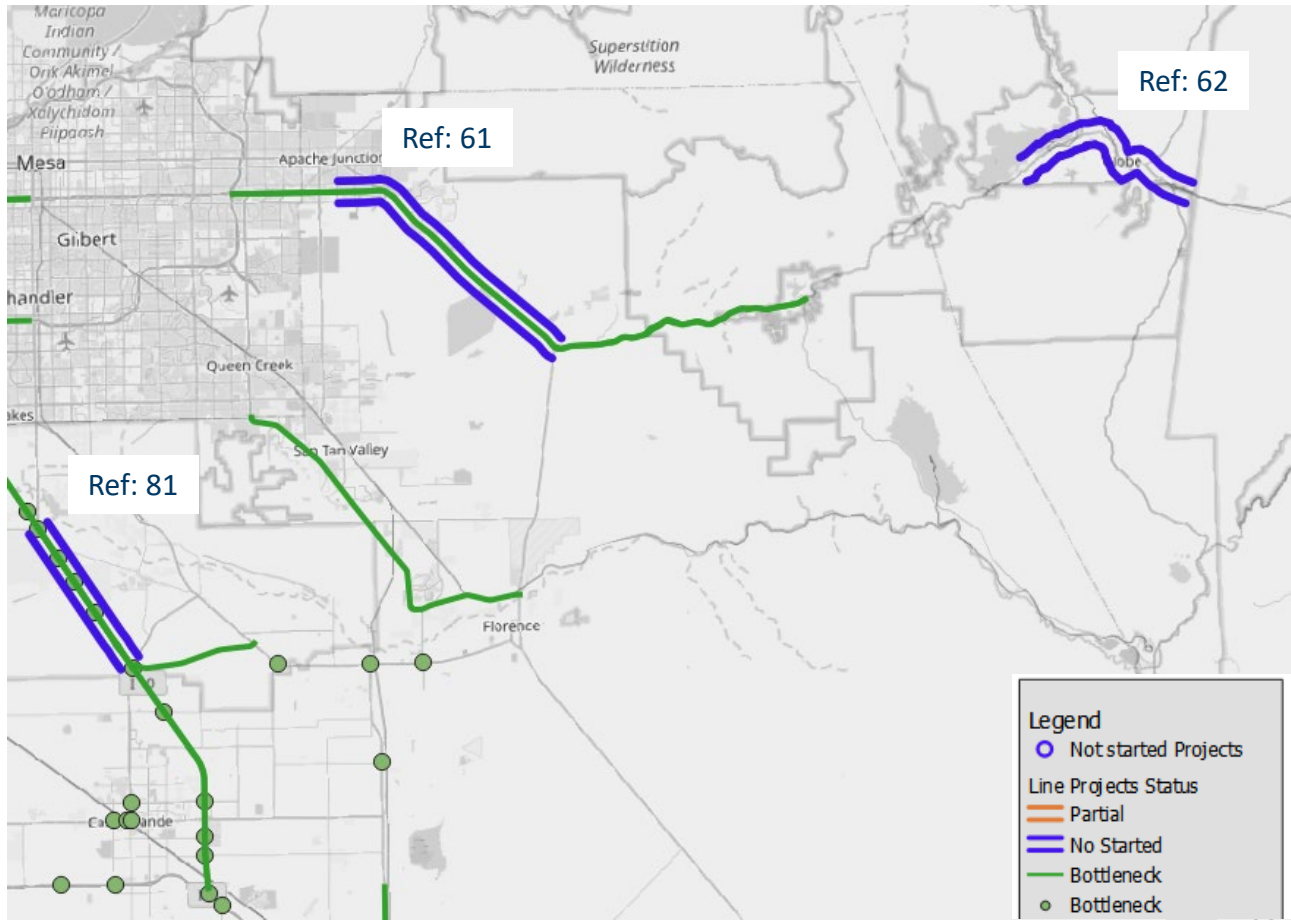
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Ref	61	62	
Route (Area)	US 60	US 60	
Issue Segment	US 60 between SR 88 and SR 79	US 60 within Globe area	Max Score
Issues "Type"	Recurring rural bottlenecks	Recurring rural bottlenecks	
G1-KCC	0	0	10
G1-Significant	1.14	0.60	8
G1-Scenario	8.00	0.00	8
G1-Trade	0.28	0.20	8
G2-Modal	2.00	0.00	2
G2-Mobility	2.02	2.39	7
G2-Reliability	0.28	2.06	7
G2-Cost	0.00	0.14	7
G2-Safety	1.46	0.71	9
G2-Emissions	0.11	0.07	1
Goal 1 and Goal 2 Criteria Cumulative Weighted Score	15.30	6.17	67.6
Planning Level Project Cost \$ million	\$ 245.00	\$ 6.80	-
G3 -Mgmt	0.00	3.00	3
G3-Land Use	0.00	0.00	5
G3-Stkhldr Support	0.00	0.50	5
G3-Funding/Financing.	1.67	1.67	5
G3-BCA	0.77	12.92	15
Goal 3 Criteria Cumulative Weighted Score	2.43	18.09	33.3
Total Score	17.73	24.26	100

Gila River I-10 & Apache Junction/Gold Canyon/Globe US 60

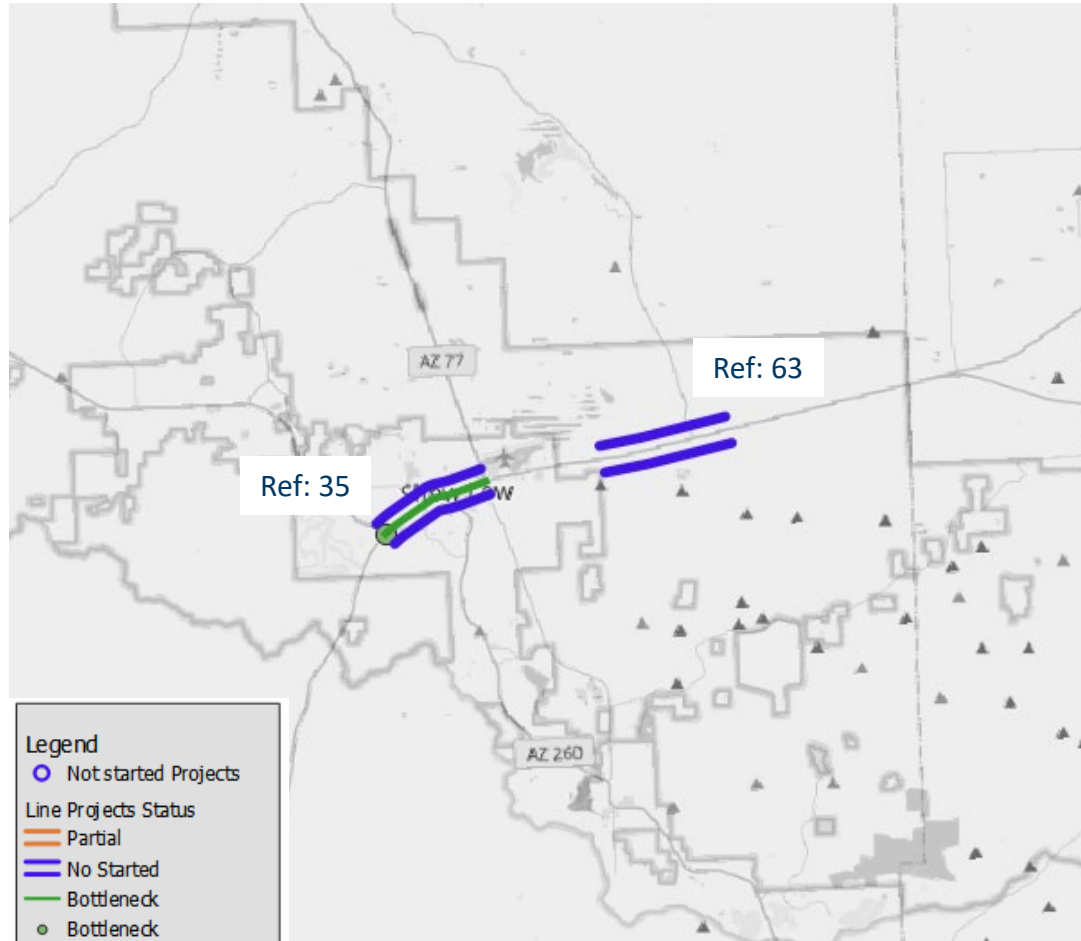
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Ref	81
Route (Area)	I-10
Issue Segment	From SR 202L to East of SR 387
Issues "Type"	Recurring urban congestion
G1-KCC	10
G1-Significant	2.73
G1-Scenario	8.00
G1-Trade	8.00
G2-Modal	0.00
G2-Mobility	2.69
G2-Reliability	0.30
G2-Cost	0.12
G2-Safety	0.91
G2-Emissions	0.33
Goal 1 and Goal 2 Criteria Cumulative Weighted Score	33.08
Planning Level Project Cost \$ million	\$ 189.00
G3 -Mgmt	0.00
G3-Land Use	5.00
G3-Stkhldr Support	1.00
G3-Funding/Financing.	3.33
G3-BCA	8.64
Goal 3 Criteria Cumulative Weighted Score	17.97
Total Score	51.05

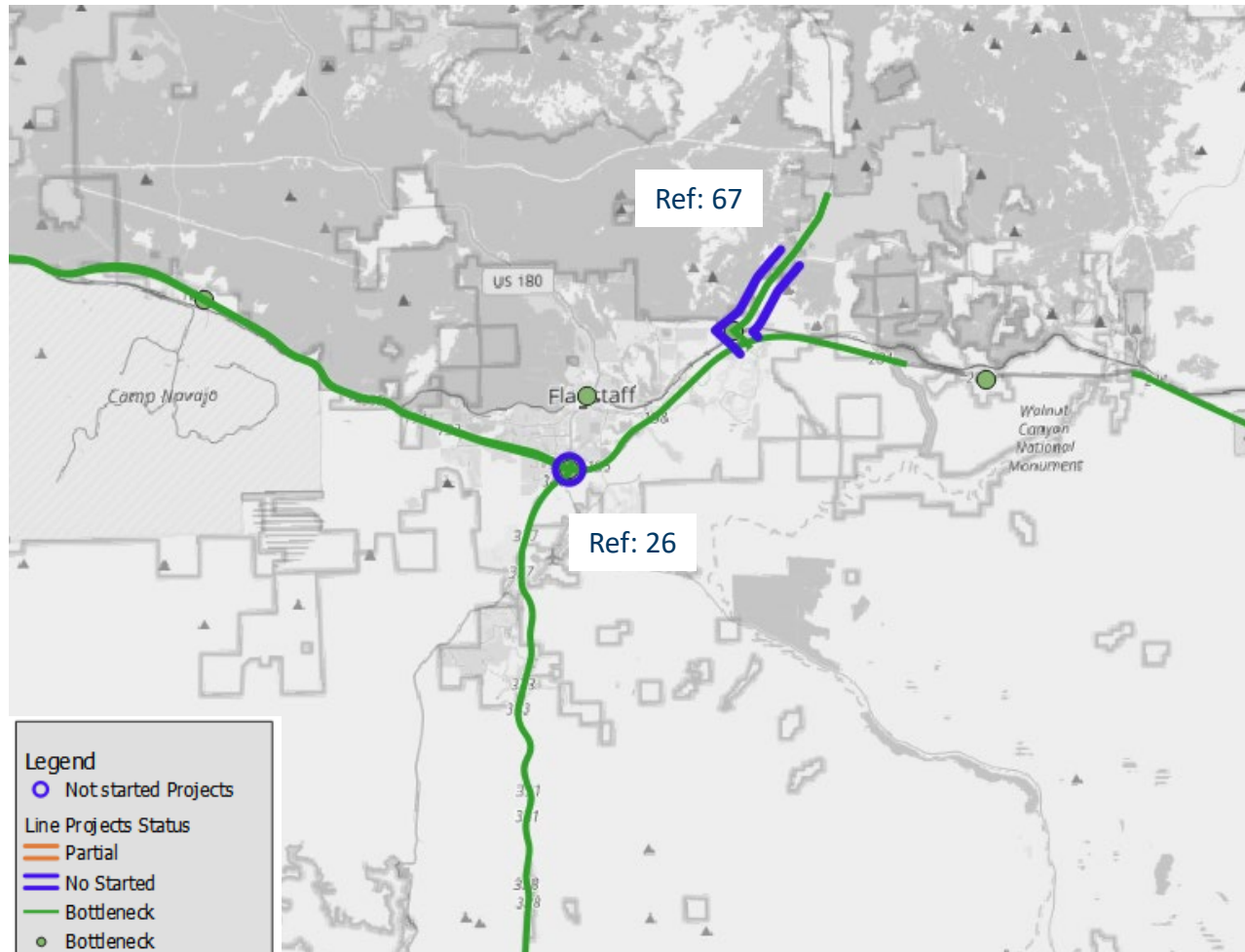
Max Score
10
8
8
8
2
7
7
7
9
1
67.6
-
3
5
5
5
15
33.3
100

Show Low SR 260 / US 60



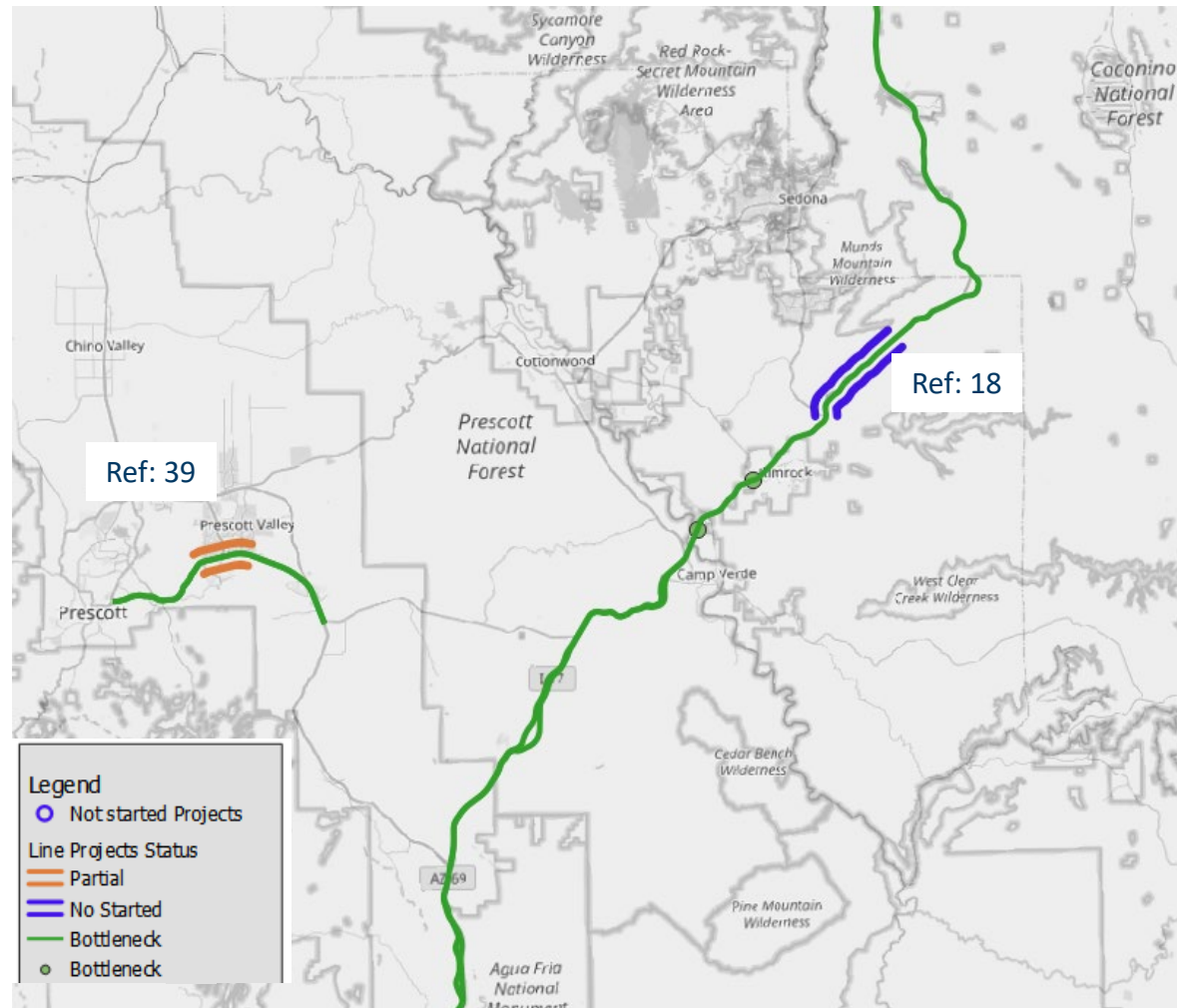
Ref	35	63	
Route (Area)	SR 260	US 60	
Issue Segment	SR 260, West of Show Low to East of SR 73	US 60 Passing Lane: Westbound	
Issues "Type"	Recurring rural bottlenecks	Inadequate passing/climbing lanes	Max Score
G1-KCC	0	0	10
G1-Significant	0.77	0.38	8
G1-Scenario	0.00	0.00	8
G1-Trade	0.00	0.04	8
G2-Modal	0.00	0.00	2
G2-Mobility	2.22	2.10	7
G2-Reliability	2.68	1.50	7
G2-Cost	0.83	0.59	7
G2-Safety	6.04	0.17	9
G2-Emissions	0.05	0.00	1
Goal 1 and Goal 2 Criteria Cumulative Weighted Score	12.59	4.79	67.6
Planning Level Project Cost \$ million	\$ 8.00	\$ 5.10	-
G3-Mgmt	3.00	0.00	3
G3-Land Use	0.00	0.00	5
G3-Stkhldr Support	5.00	0.50	5
G3-Funding/Financing.	0.00	1.67	5
G3-BCA	2.32	1.09	15
Goal 3 Criteria Cumulative Weighted Score	10.32	3.26	33.3
Total Score	22.91	8.05	100

Flagstaff I-40 & US 89



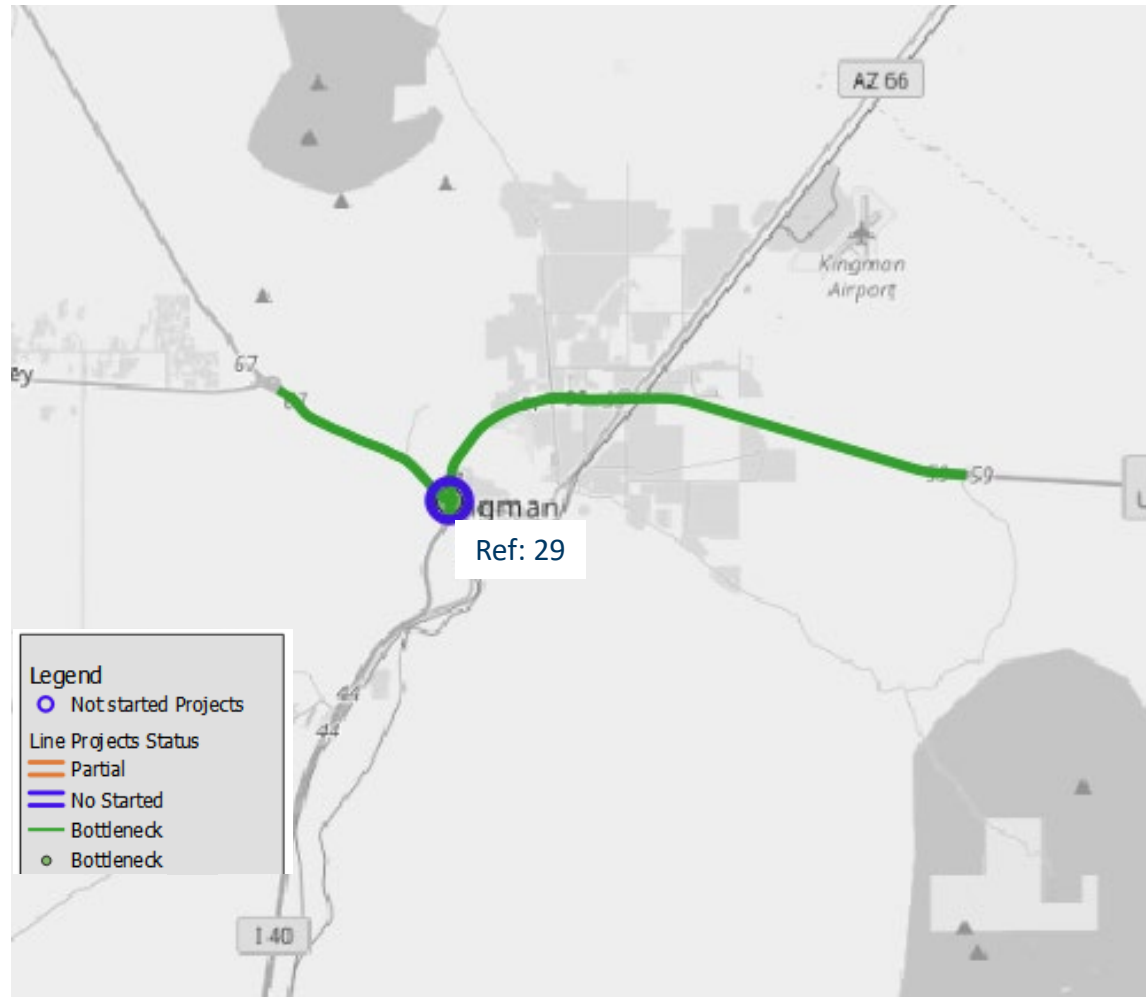
Ref	26	67	
Route (Area)	I-40	US 89	
Issue Segment	I-40 (EB to NB system ramp at I-40/I-17/SR 89 interchange)	US 89 Within Flagstaff, north of I-40	Max Score
Issues "Type"	Recurring urban congestion	Recurring urban congestion	
G1-KCC	10	3.333333	10
G1-Significant	3.86	3.09	8
G1-Scenario	8.00	8.00	8
G1-Trade	2.90	0.98	8
G2-Modal	2.00	2.00	2
G2-Mobility	2.28	3.89	7
G2-Reliability	1.53	0.84	7
G2-Cost	0.01	0.74	7
G2-Safety	8.29	4.44	9
G2-Emissions	0.08	0.11	1
Goal 1 and Goal 2 Criteria Cumulative Weighted Score	38.95	27.43	67.6
Planning Level Project Cost \$ million	\$ 82.00	\$ 29.00	-
G3-Mgmt	0.00	3.00	3
G3-Land Use	0.00	0.00	5
G3-Stkhldr Support	5.00	5.00	5
G3-Funding/Financing.	3.33	0.00	5
G3-BCA	0.17	5.70	15
Goal 3 Criteria Cumulative Weighted Score	8.50	13.70	33.3
Total Score	47.45	41.13	100

Prescott SR 69 & Coconino National Forest I-17



Ref	18	39	Max Score
Route (Area)	I-17	SR 69	
Issue Segment	I-17 between SR 179 to Stoneman Lake Road	SR 69, East of Prescott area	
Issues "Type"	Recurring rural bottlenecks	Recurring urban congestion	
G1-KCC	10	0	10
G1-Significant	1.10	1.60	8
G1-Scenario	0.00	2.67	8
G1-Trade	2.12	0.41	8
G2-Modal	0.00	0.00	2
G2-Mobility	2.71	2.81	7
G2-Reliability	0.00	5.74	7
G2-Cost	0.04	0.97	7
G2-Safety	0.50	1.01	9
G2-Emissions	0.11	0.17	1
Goal 1 and Goal 2 Criteria Cumulative Weighted Score	16.58	15.37	67.6
Planning Level Project Cost \$ million	\$ 23.10	\$ 3.30	-
G3 -Mgmt	0.00	3.00	3
G3-Land Use	0.00	5.00	5
G3-Stkhldr Support	0.50	1.50	5
G3-Funding/Financing.	1.67	5.00	5
G3-BCA	1.50	9.67	15
Goal 3 Criteria Cumulative Weighted Score	3.67	24.17	33.3
Total Score	20.25	39.54	100

Kingman I-40 & US 93



Ref	29	
Route (Area)	I-40	
Issue Segment	I-40 at US 93 Junction within Kingman area	Max Score
Issues "Type"	Recurring rural bottlenecks	
G1-KCC	10	10
G1-Significant	3.78	8
G1-Scenario	2.67	8
G1-Trade	4.02	8
G2-Modal	2.00	2
G2-Mobility	7.00	7
G2-Reliability	3.39	7
G2-Cost	1.16	7
G2-Safety	9.00	9
G2-Emissions	0.12	1
Goal 1 and Goal 2 Criteria Cumulative Weighted Score	43.14	67.6
Planning Level Project Cost \$ million	\$ 86.50	-
G3 -Mgmt	3.00	3
G3-Land Use	0.00	5
G3-Stkhdr Support	5.00	5
G3-Funding/Financing.	1.67	5
G3-BCA	0.00	15
Goal 3 Criteria Cumulative Weighted Score	9.67	33.3
Total Score	52.81	100

Projects by Scoring Tier

Highest Priority					Lowest Priority
1. Phoenix I-10 at I-17 Traffic System Interchange (The Stack)	6. Phoenix I-17 From I-10 to L101	12. Prescott SR 69 east of metro	14. Cochise US 191/ Cochise RR Overpass	18. Apache Junction/ Gold Canyon US 60 between SR 88 and SR 79	19. Show Low US 60 Passing Lane: Westbound
2. Phoenix I-10 From L101 to L202 (Santan Freeway)	7. Flagstaff I-40 (EB to NB system ramp at I-40/I-17/SR 89 interchange)	13. Cochise I-10 at US 191 (Cochise TI)	15. Globe US 60		
3. Kingman I-40 at US 93 Junction	8. Tucson I-10 east of I-19		16. Show Low SR 260, West of metro to East of SR 73		
4. Phoenix I-10 at SR 202L and SR 51 Traffic System Interchange (The Mini- Stack)	9. Tucson I-10 at I-19 Traffic System Interchange		17. Coconino National Forest I-17 between SR 179 to Stoneman Lake Road		
5. Gila River I-10 From SR 202L to East of SR 387	10. Tucson I-19 between I-10 and Valencia Road				
	11. Flagstaff US 89 north of I-40				

DISCLAIMER: Not everything will be able to receive funds ...

For context, ~6 projects from 2016 have since been completed, is on-going or now in-progress

Discussion

Are these scores intuitive?



What should we fund?

Gathering FAC priorities and allocating resources

Comparing Apples and Oranges

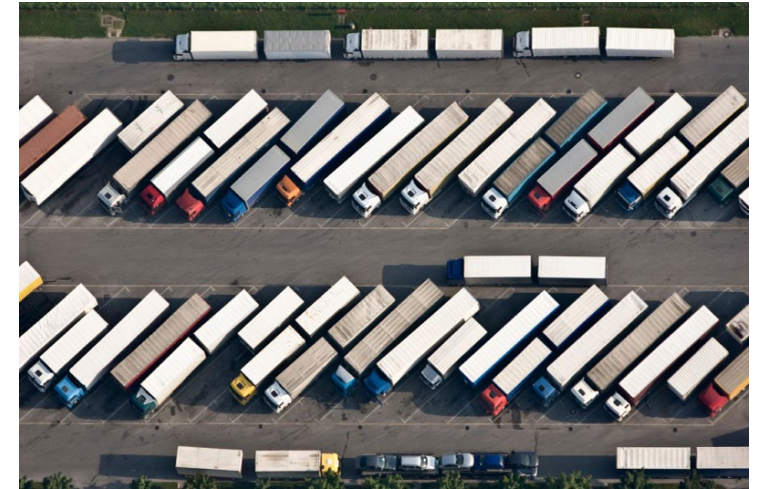
Rhetorical Question (for now...)

What amount of
funding should be
set-aside for truck
parking?



Some Context

- Typical truck parking project costs:
 - Parking space addition without ramp alignment = \$195K/space
 - Parking space addition with ramp alignment = \$285K – 375K /space
 - Lots paving and striping = \$100K/space



Some Context – Remaining projects

Rank	Location (Milepost)	Truck Parking Spaces within 25mi (Number of Spaces)	Expansion Opportunities	Information Solutions
I-17 North of Phoenix				
8	Sunset Point Rest Area Ramps: I-17 (MP 252)	Almost 60 spaces at 2 locations. Limited availability at nearby truck parking locations.	Sunset Point Rest Area (MP 252): Unsuitable for Expansion <ul style="list-style-type: none"> Land surrounding the rest area is unsuitable for expansion Facilitate discussion and provide data for private truck stop (NATSO highlighted a members interest in developing a truck stop on I-17) 	Limited truck parking availability nearby limits the opportunity for an information solution
I-10 at Texas Canyon				
9	Texas Canyon Rest Area Ramps: I-10 (MP 320)	410+ spaces at 5 locations. Truck stops at exits 302, 322, and 340. Availability at: <ul style="list-style-type: none"> Exit 322: Shell (20) Exit 302: Loves (125) 	Texas Canyon Rest Area (MP 320): Unsuitable for Expansion <ul style="list-style-type: none"> Land surrounding the rest area is unsuitable for expansion Facilitate discussion and provide data for private truck stop (NATSO highlighted a members interest in developing a truck stop on I-10 west of Tucson) 	Interstate Oasis Program with nearby truck stops. TPIMS at Texas Canyon Rest Area.
I-10 Near Casa Grande				
11	I-10 Exit 200: On/Off Ramps Near Casa Grande	1,040+ spaces at 9 locations. Truck stops at exits 200, 203, and 208. Availability at: <ul style="list-style-type: none"> Exit 200: Pride (50) & Petro (175) Exit 203: TA (234) & Circle K (25) Exit 208: Flying J (350) & Pilot (145) 	Sacaton Rest Area (MP 182): Expansion Opportunity (32 to 49 spaces) <ul style="list-style-type: none"> Eastbound: 17 truck parking spaces and opportunity for 8 additional spaces Westbound: 15 truck parking spaces and opportunity for 9 additional spaces The concentration of private truck parking near Sacaton makes the expansion of the rest area a low priority	Interstate Oasis Program with nearby truck stops.
I-40 East Arizona				
12	I-40 Exit 300: Ramps	390+ spaces at 5 locations. Truck stops at exits 277, 283, 292, 325, and 333. Availability at: <ul style="list-style-type: none"> Exit 292: Hopi Travel Center (150) Exit 325: Navajo Travel Center (60) Exit 333: Mobil (50) 	No ADOT rest areas within 25 miles of Exit 300 and 320	Interstate Oasis Program with nearby truck stops.
13	I-40 Exit 320: Ramps			

Some Context - Remaining projects

Rank	Location (Milepost)	Truck Parking Spaces within 25mi (Number of Spaces)	Expansion Opportunities	Information Solutions
I-15 Arizona/Utah Border				
14	I-15 Exit 27: Ramps & Vacant Lot	There are no truck parking locations on I-15 in Arizona.	ADOT could formalize roadside truck parking that occurs at milepost 28 (Westbound on I-15) Additional study would be required to assess the right-of-way and identify the cost of developing a parking only location	Work with Nevada and Utah to inform drivers about truck parking locations on I-15 near the Arizona border, such as notifying truck drivers that no truck services or parking are available on I-15 in Arizona
15	I-15 (MP 28): Roadside Gravel Lot			

Allocation “Warm up” Activity

Please get out your
favorite electronic device

🌐 When poll is active, respond at **pollev.com/streets315**

📱 Text **STREETS315** to **22333** once to join

Tradeoffs are hard ...
time to get your thinking
caps on



🌐 When poll is active, respond at pollev.com/streets315

📱 Text **STREETS315** to **22333** once to join

Out of the available budget, what percentage would you allocate to truck parking?



Feeling sufficiently warmed
up?

Let's update scores and
allocate some resources

Please get out your
favorite electronic device
and navigate to:

<https://highstreet.shinyapps.io/azfac/>



Next Steps

- Identify any criteria additions/modifications
- Gather any remaining projects
- Confirm costs



Thank you

Questions, Comments, Compliments...