HOUGHTON ROAD

22nd Street to Valencia Road

OPEN HOUSE PRESENTATION

November 8, 2007

PROJECT OVERVIEW

- Houghton Corridor
  - Development in the area along Houghton Road and in southeast Pima County has accelerated and generated concerns about traffic congestion.
  - Several long range plans were developed to address these concerns
HOUGHTON CORRIDOR

- The HAMP planned for areas south of Irvington
- ADOT’s Houghton Corridor Study looked specifically at the transportation issues along the entire corridor.
- The RTA authorized funding for transportation needs
  • Improved cross-town mobility, reduce congestion, improved safety and more alternative mode choices.

CORRIDOR AREAS

• The Houghton Corridor improvements currently underway: I-10 to Speedway
• This area has been divided into three segments:
  – Southern Segment: I-10 to Valencia
  – Central Segment: Valencia to 22nd Street
  – Northern Segment: 22nd to Speedway
CURRENT WORK

- We are building on all the previous planning
- We are moving forward with design and construction of the 12 miles of roadway over the next 12 years
- As we mentioned at our last Open House, we are currently preparing a Design Concept Report and 30% design plans
  - This will be completed the first part of 2008
    - you may have noticed surveying, geotechnical investigations and NPPO work

CENTRAL SEGMENT - 22ND St. to Valencia Rd.

What is planned:
- 6-lane roadway
- Median for access control
- Dual path “greenway” for pedestrians and bikes
- Improved intersections
- New bridge over Pantano wash
- Improved drainage
- Maintain desert feel with native landscaping
ACHIEVING THE PROJECT GOALS

- Improve cross-town mobility, reduce congestion, improve safety and more alternative mode choices.
  - Widen road to allow move vehicles to pass through the area
  - Add bike lanes, sidewalks, dual path greenway, and bus pullouts
  - Manage access to allow vehicles to pass through the area, but also access the developed land in the area.

WHAT IS ACCESS MANAGEMENT?

- Balances the need for safety and mobility through the area with reasonable access to adjacent land uses
  - Freeway - moves lots of traffic through an area with few opportunities for access
  - Cul-de-Sac- unlimited access, but doesn’t move traffic through the area very well

- Managing access improves travel times, road capacity and safety
What We Presented at the June Open House

- Aerial photos showing existing roadway alignment
- Proposed cross sections for 4 and 6 lanes
- Current Traffic counts

- We collected comments from you...

- Corridor Access Goals
  - Signalized intersections every mile
  - Median openings every ½ mile
June 2007 Open House Comments

- **Most common comments:**
  - Build 6 lanes now
  - Will build ultimate (6-lane) facility instead of interim (4-lane) road
  - Mitigate noise
  - Road will be paved with rubberized asphalt
  - Need for pedestrian and bicycle facilities
    - Road will have multi-use lanes in each direction
    - Greenway (dual paths) on east side
    - Sidewalk on west side
    - Bus Pullouts for future bus service
  - Access concerns
    - Most common: Austin Point, Civano, Mesquite Ranch, McGraw's, Secrist MS

June 2007 Open House Comments

- **Construction timeline/phasing**
  - Currently being evaluated
  - Will discuss at next open house
- **Pedestrian improvements at Secrist**
  - Met with school representatives
  - Agreed to provide pedestrian signal for students
  - Median opening for student drop-off
  - Improved bus circulation

- **Property acquisition concerns**
  - Goal is to minimize acquisitions
  - Preliminary alignment shown today is not taking any structures
June 2007 Open House Comments

- Bus pullouts
  - Pullouts included in preliminary alignment at major intersections, school
- Drainage concerns
  - Will eliminate all dip crossings
  - Increase the size of culverts to handle 100-yr. event
  - Some large culverts will accommodate wildlife

Additional information on comments received is on website: www.houghtonroad.info

What we are presenting today

Three stations around the room with:
- Proposed Access Management
- Preliminary Alignment
Preliminary Alignment

- Alignment design is an iterative process

1. Identify design controls
2. Determine typical road section
3. Evaluate horizontal constraints
4. Minimize conflicts
5. Preliminary vertical alignment
6. Minimize conflicts
7. Analyze vertical limitations
8. Preliminary horizontal alignment
9. Minimize conflicts

Preliminary Alignment

- Major challenges in this segment:
  - Available right of way
    - City owns 150 feet along most of the segment
  - Utilities
    - Gas, telephone, water, electric
    - WAPA electric line
  - Environmental issues/permitting
    - Pantano wash
  - Drainage
    - Many existing culverts are undersized
  - Topography
    - Hill north of Pantano will require retaining walls
What's Next...

- Evaluate your comments from tonight
- Evaluate construction phasing based on:
  - Costs
  - Benefits
  - Schedule constraints (permitting, utility relocations)
- Next open house in Spring 2008
  - Refined alignment
  - Proposed construction phasing
Q&A

Please take a look around the room
Talk to team members
Find our Fact Sheets
Feel free to submit comments!

THANK YOU FOR COMING!