

ABOUT THIS PROJECT...

CORRIDOR MASTER PLAN PURPOSE & NEED

The purpose of the US 180 Corridor Master Plan (CMP) is to **identify a 20-year vision** for a 17.4 miles section of US 180 corridor that **addresses current safety and traffic congestion issues** by evaluating a mixture of previously recommended and newly introduced System Alternatives. These System Alternatives include a mix of alternatives that utilize and maintain the existing US 180 right-of-way, alternatives that would require an expanded right-of-way, and alternative routes separate and in addition to the US 180 corridor itself.

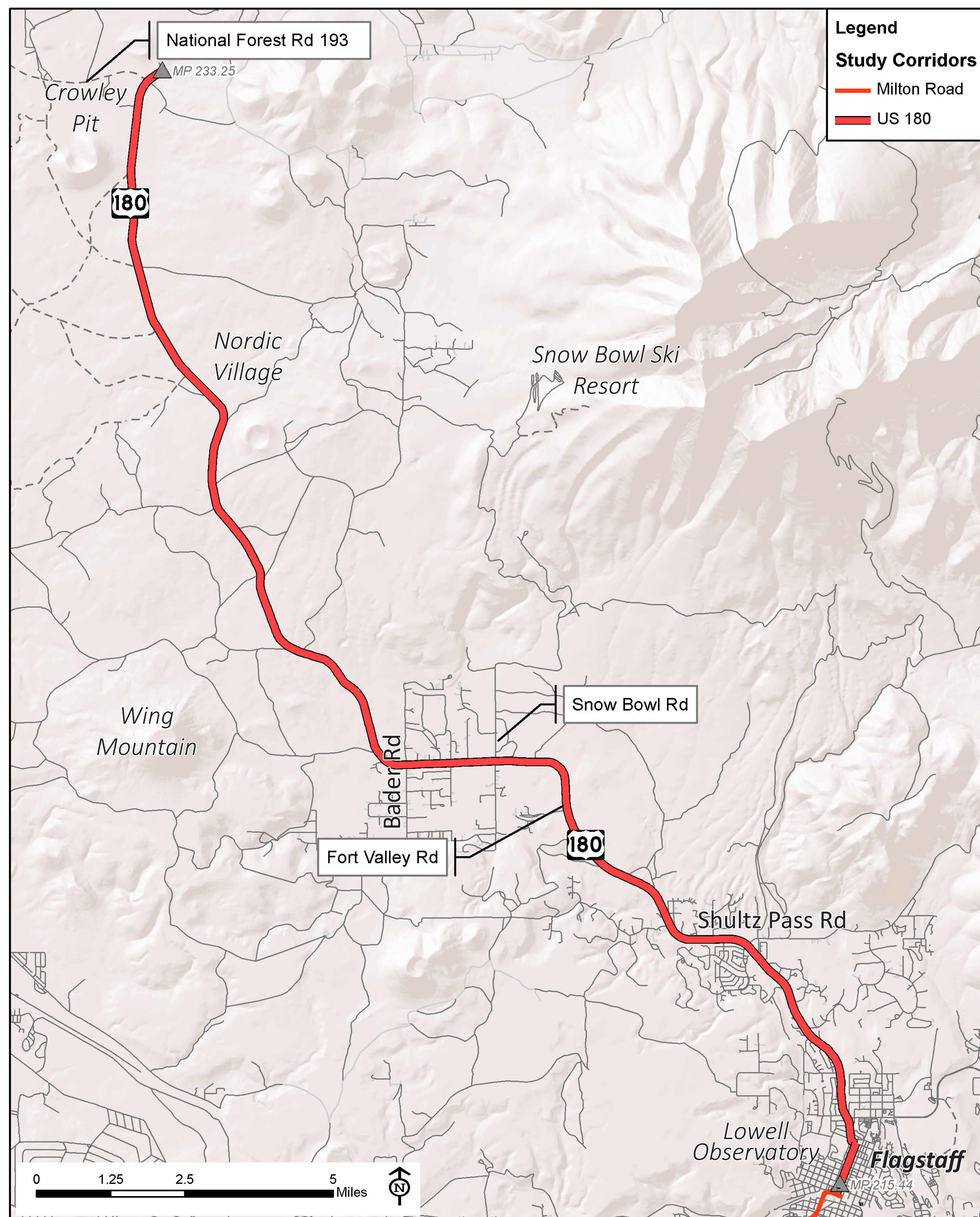
The System Alternatives are also complemented by a series of Base Build Spot Improvements – which constitute targeted, near-term low investment mitigation measures that support mid- and long-term System Alternatives.

PROJECT PARTNERS

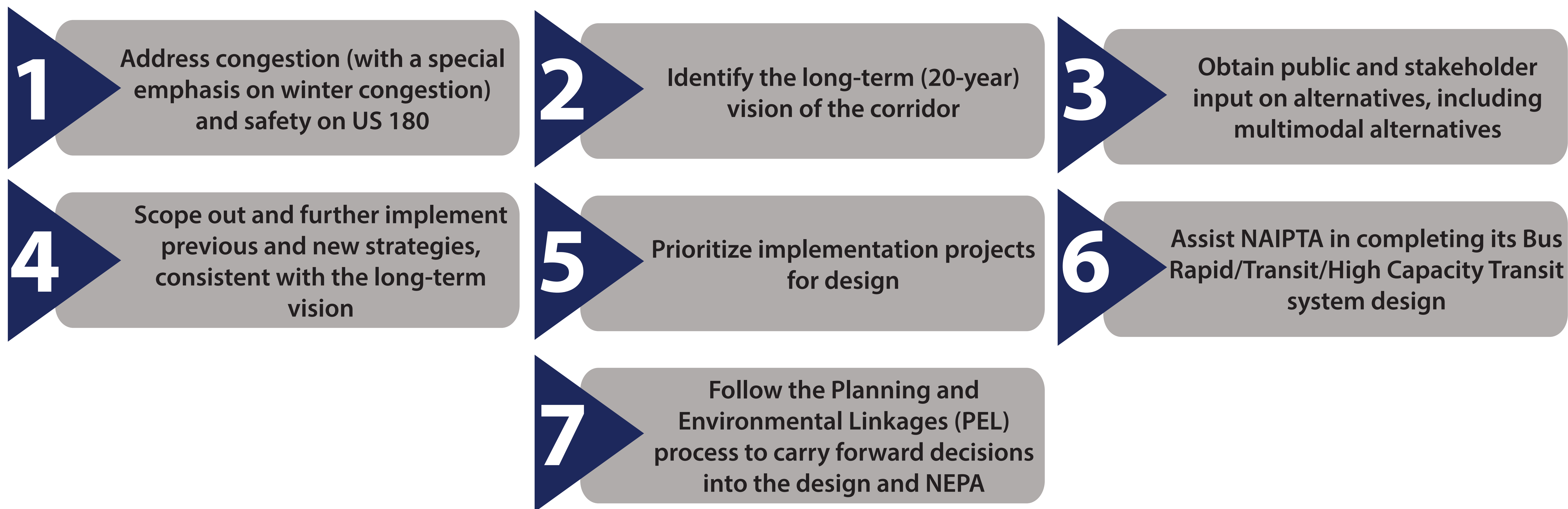
As part of the CMP Process, a team of Project Partners (Partners) has been assembled to include representatives from the following agencies to help guide the success of the US 180 CMP study process:

- Arizona Department of Transportation (ADOT)
- Flagstaff Metropolitan Planning Organization (FMPO)
- Northern Arizona Intergovernmental Public Transportation Authority (NAIPTA)
- City of Flagstaff
- Coconino County
- US Forest Service (USFS)
- Federal Highways Administration (FHWA)
- Northern Arizona University (NAU)
- Burlington Northern Santa Fe Railroad (BNSF)

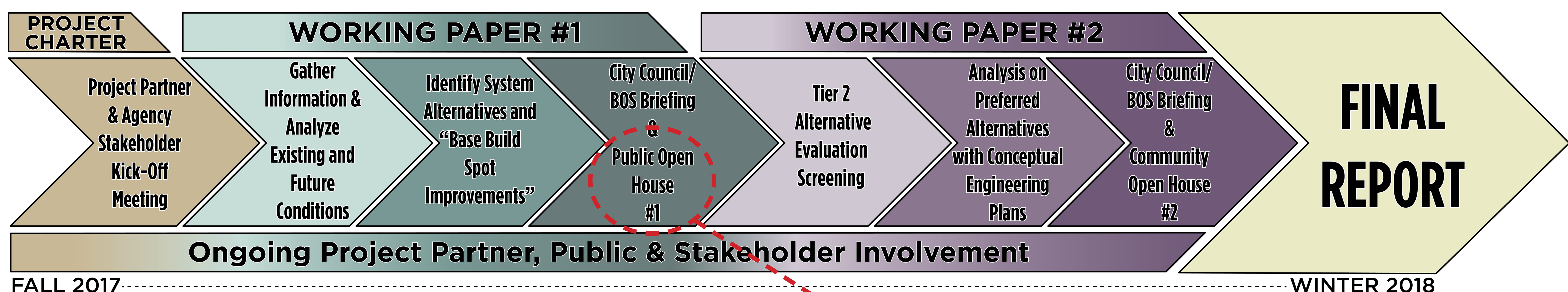
The Project Partners established the following seven goals for the US 180 CMP which are not prioritized in any particular order:



CORRIDOR MASTER PLAN GOALS



PROJECT SCHEDULE

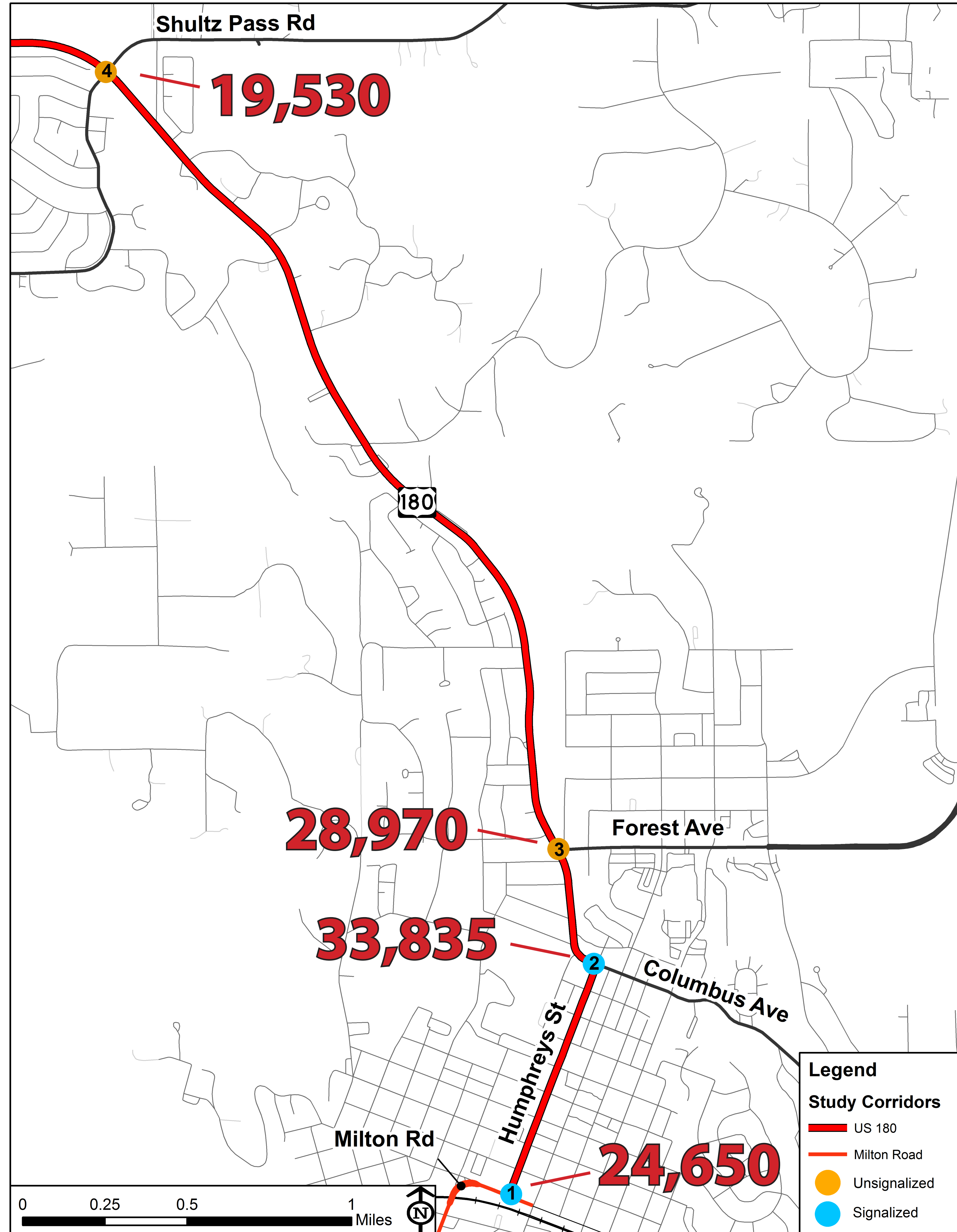
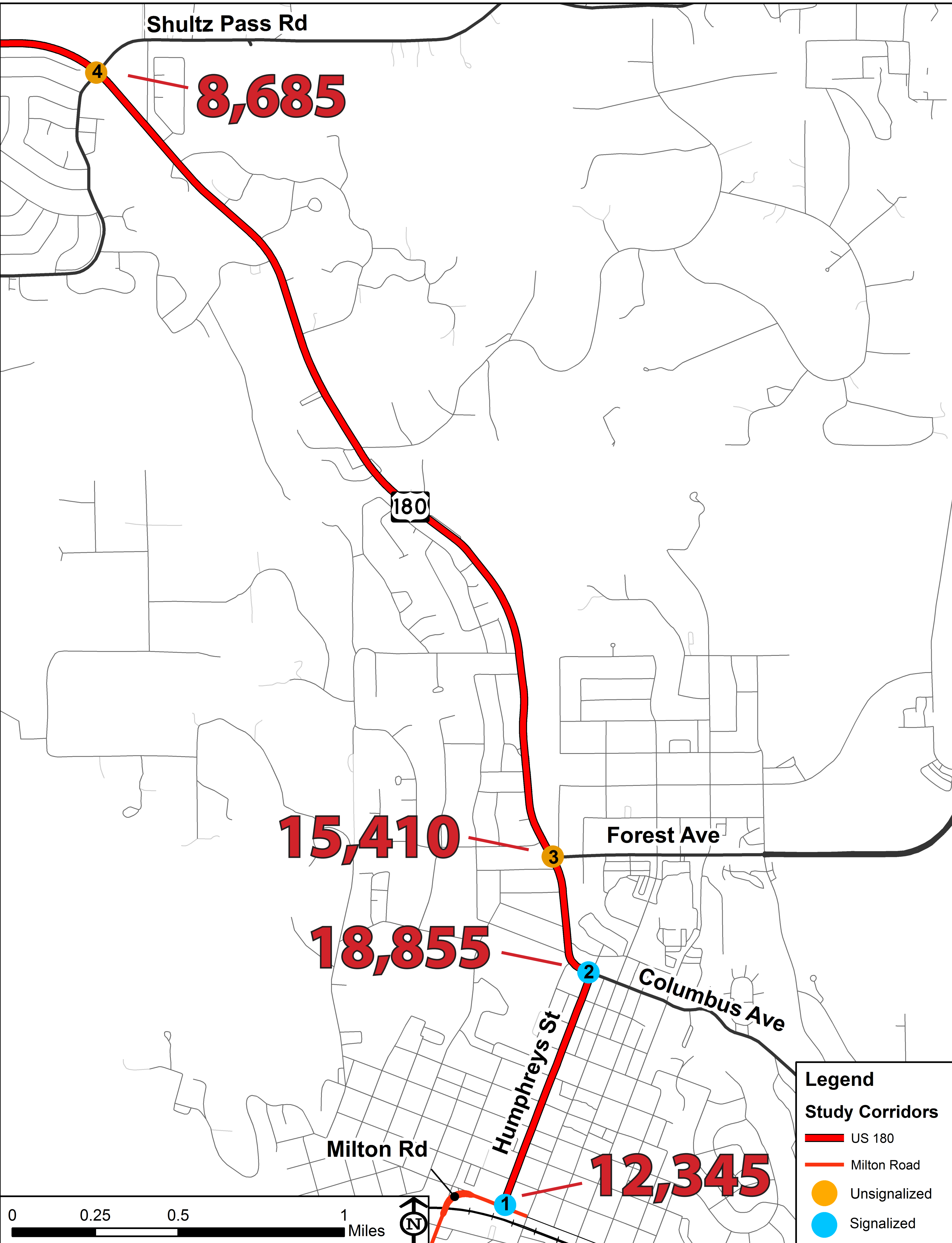


We Are Here



STUDY CORRIDOR AT A GLANCE...

Number of Average Daily Vehicles **TODAY** Number of Average Daily Vehicles **2040**



NOTE: Vehicle Counts Observed on Tuesday, September 12, 2017

Intersection Level-of-Service TODAY

Level-of-Service (LOS) Criteria

Intersection Level-of-Service 2040

| Intersection | AM Peak | | PM Peak | |
|-----------------------------|---------|-----------------|---------|-----------------|
| | LOS | Delay (Sec/Veh) | LOS | Delay (Sec/Veh) |
| Milton Rd & Humphreys St | B | 19.6 | C | 28.5 |
| Humphreys St & Columbus Ave | C | 25.8 | D | 35.0 |
| US 180 & Forest Ave | A* | 3.6 | A* | 7.6 |
| US 180 & Shultz Pass Rd | A | 8.5 | A | 9.3 |

| LOS | Average Delay | |
|-----|--------------------------|----------------------------|
| | Signalized Intersections | Unsignalized Intersections |
| A | ≤ 10 | ≤ 10 |
| B | > 10-20 | > 10-15 |
| C | >20-35 | >15-25 |
| D | >35-55 | >25-35 |
| E | >55-80 | >35-50 |
| F | >80 | >50 |

| Intersection | AM Peak | | PM Peak | |
|-----------------------------|---------|-----------------|---------|-----------------|
| | LOS | Delay (Sec/Veh) | LOS | Delay (Sec/Veh) |
| Milton Rd & Humphreys St | F | 546.3 | F | 615.6 |
| Humphreys St & Columbus Ave | F | 648.8 | F | 540.3 |
| US 180 & Forest Ave | F* | 69.3 | F* | 135.7 |
| US 180 & Shultz Pass Rd | F | 95.4 | B | 19.4 |

*Synchro output did not include HCM LOS. LOS reported is based on the Average Delay

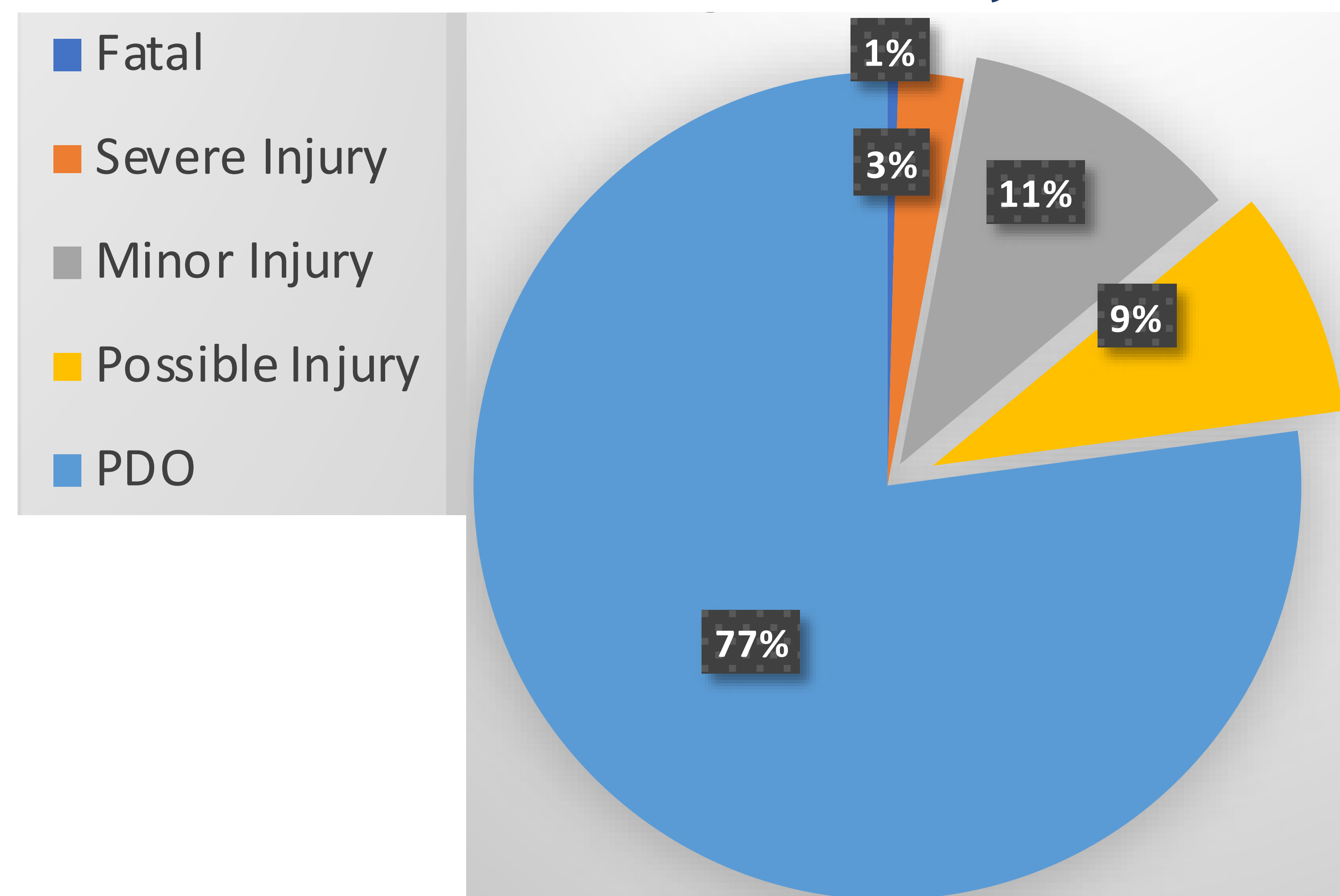
*Synchro output did not include HCM LOS. LOS reported is based on the Average Delay

STUDY CORRIDOR AT A GLANCE... EXISTING CORRIDOR SAFETY CONSIDERATIONS

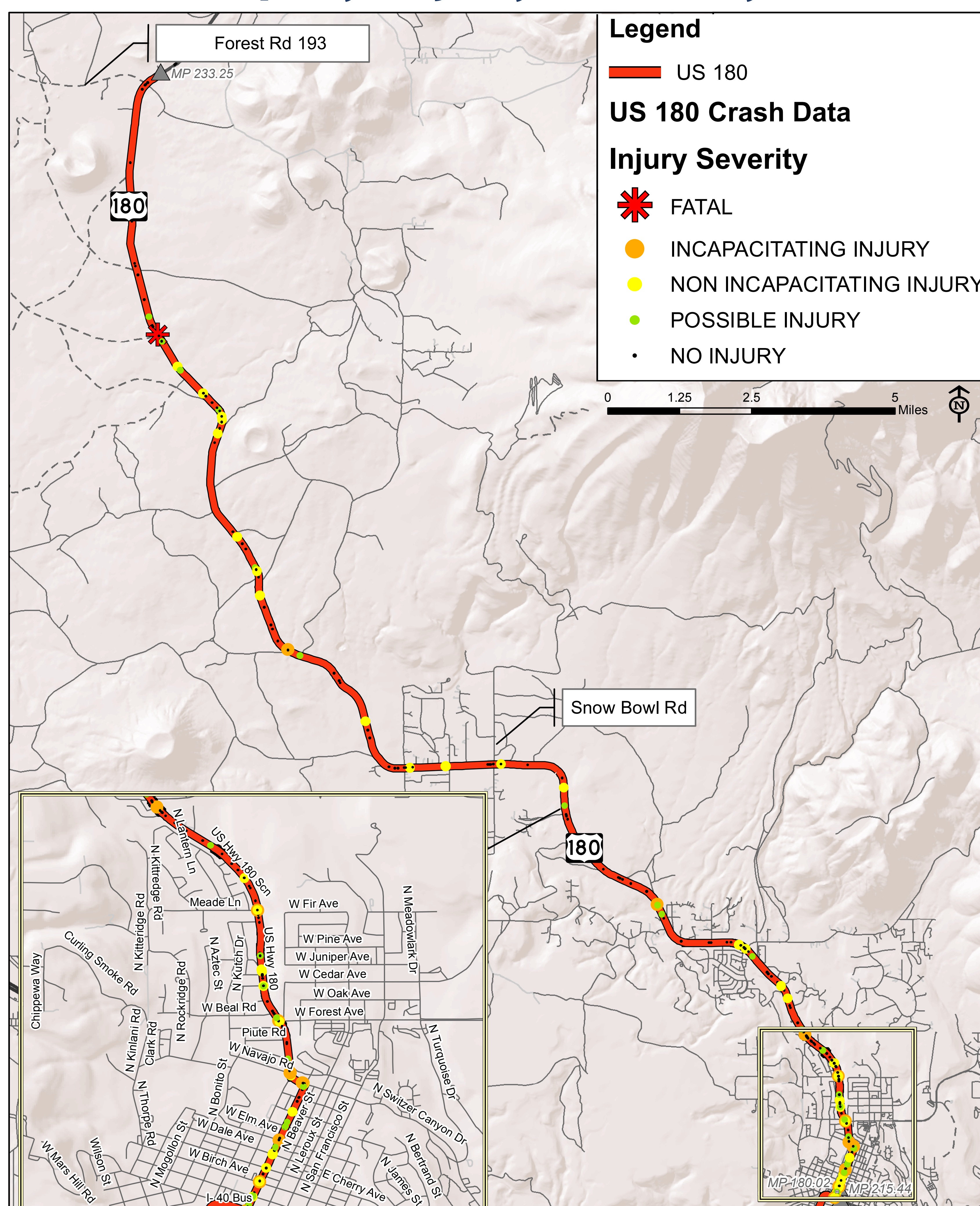
Crash Severity Comparison

| Crash Severity | Number | US 180 % | Statewide Average %* |
|----------------------|--------|----------|----------------------|
| Fatal | 2 | 0.004% | 1% |
| Injury | 146 | 25% | 31% |
| Property Damage Only | 422 | 75% | 68% |

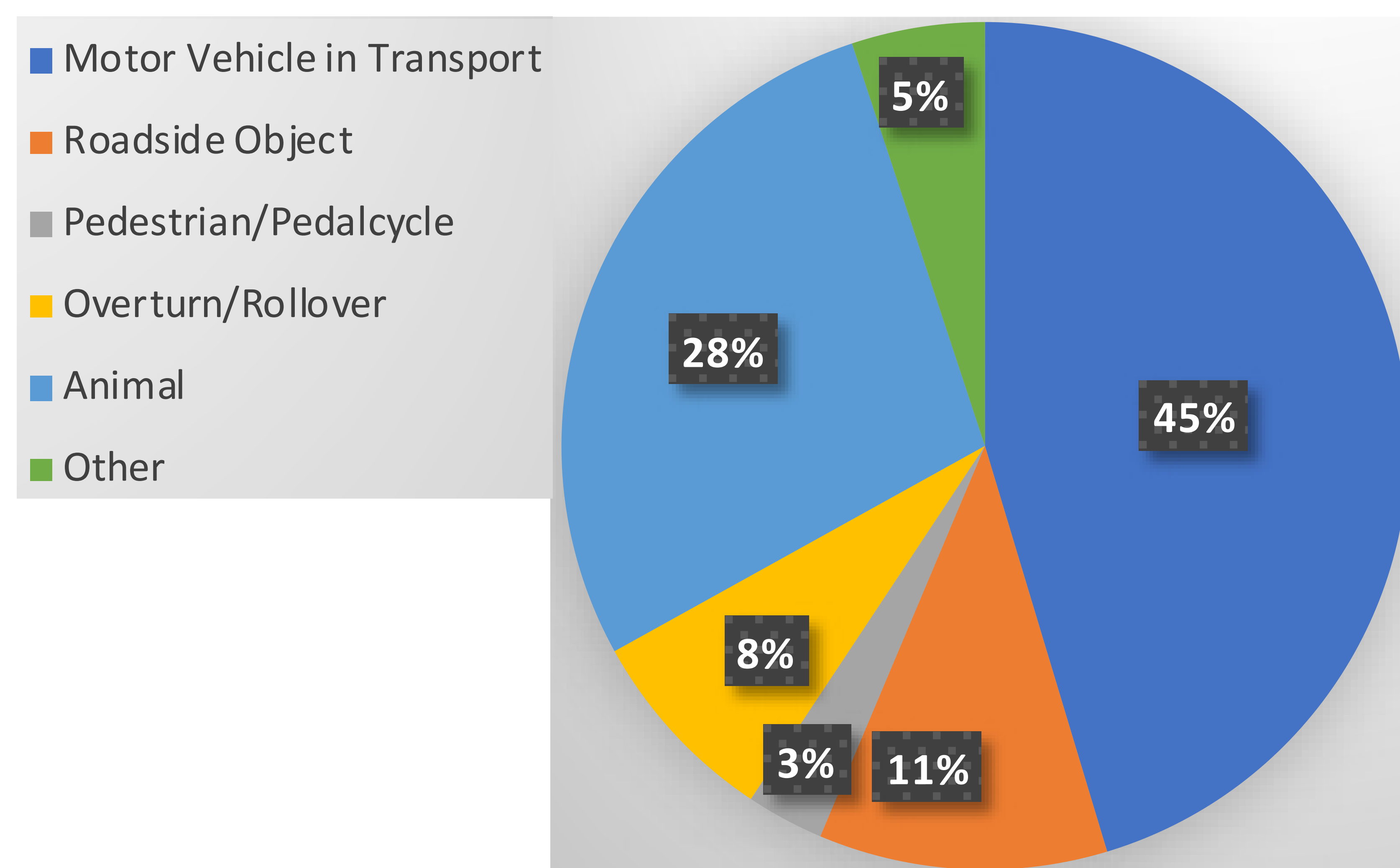
Percentage of Crashes Based on Severity



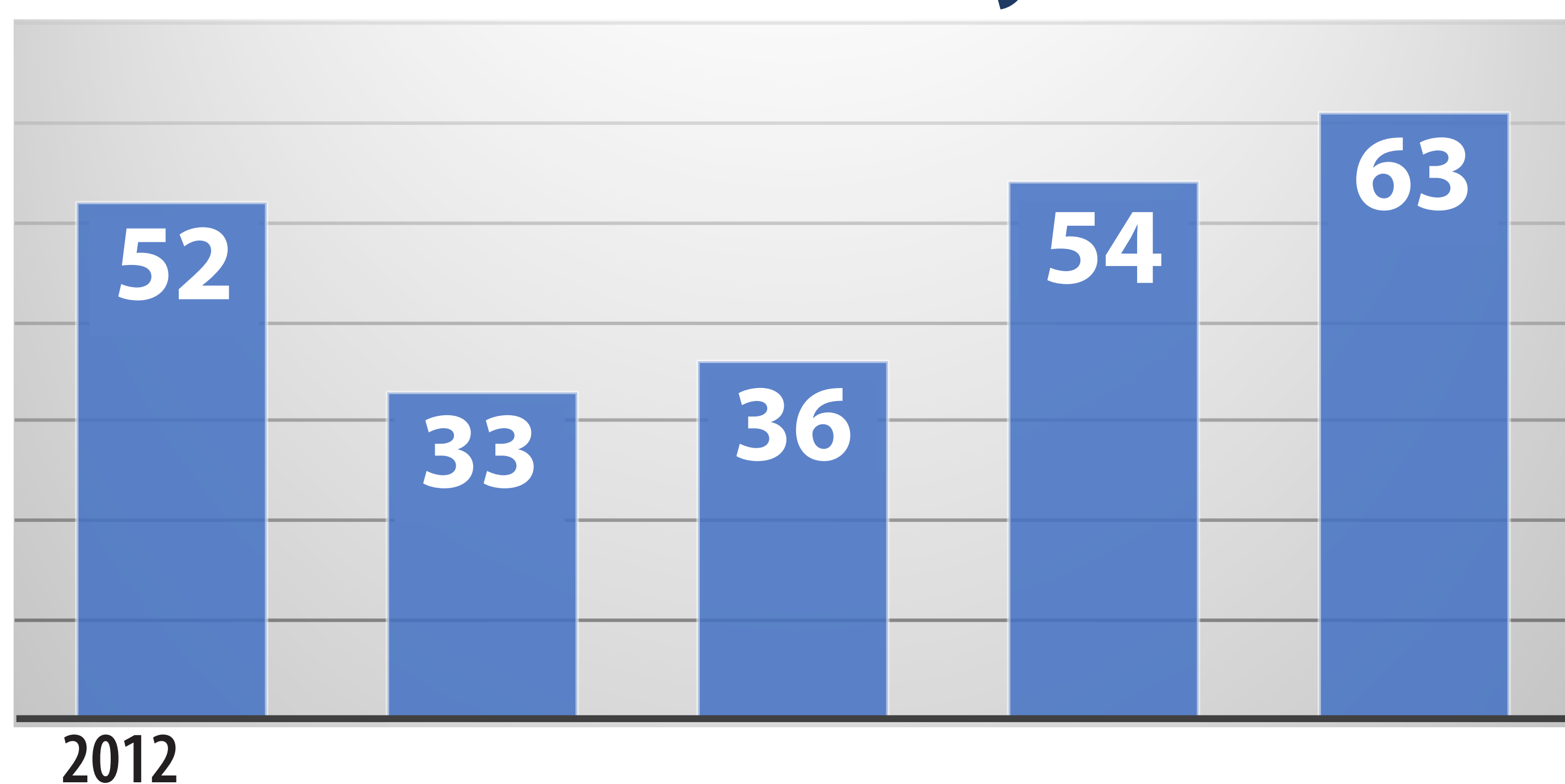
Crash Map by Injury Severity



Crashes by Cause



Total Crashes by Year



Total Crashes by Month

