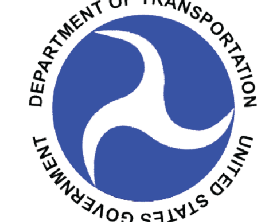
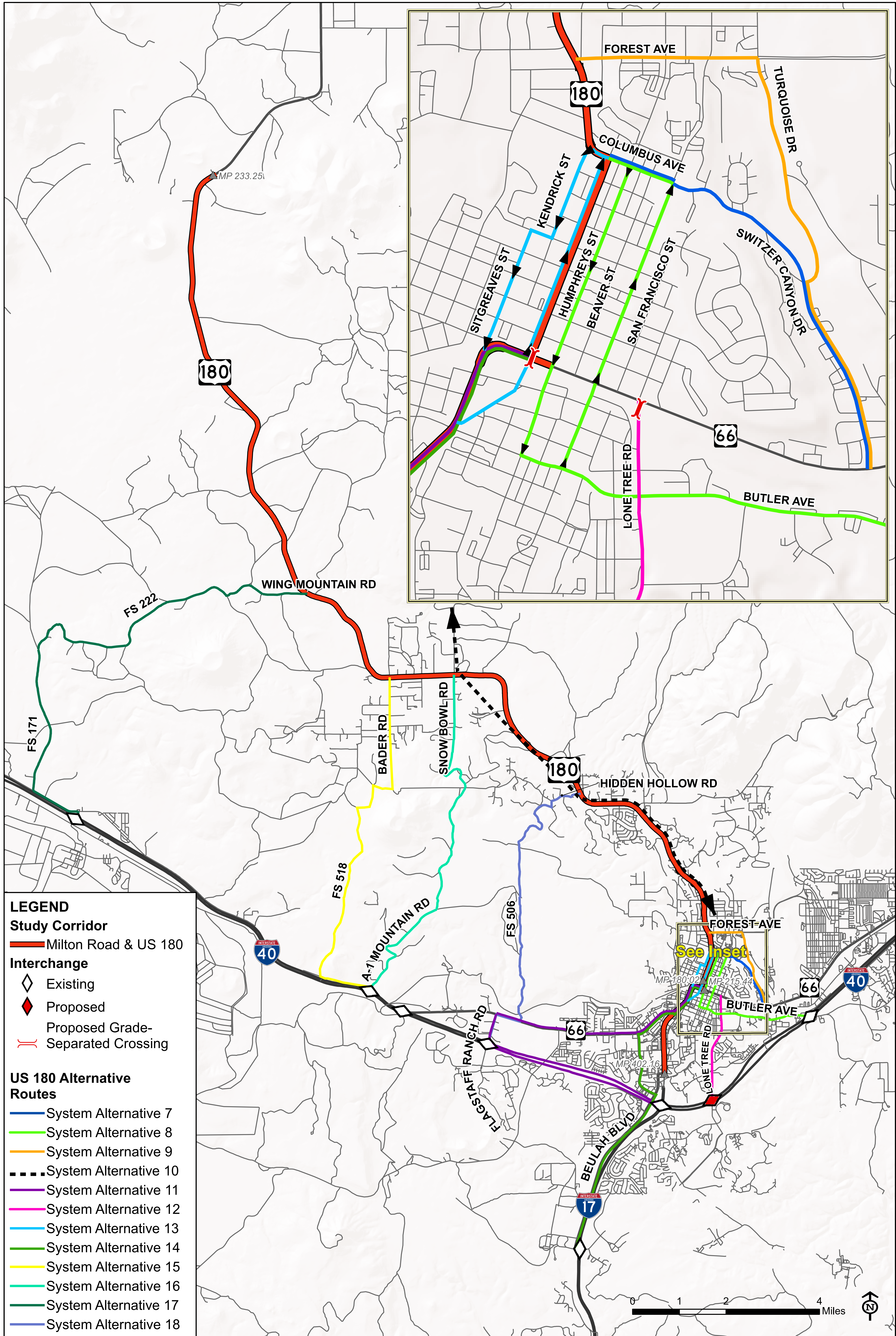


### PRELIMINARY SYSTEM ALTERNATIVES ALTERNATIVE ROUTES





### PRELIMINARY SYSTEM ALTERNATIVES 7, 8, & 9

#### ALTERNATIVE ROUTES

| MAP | DESCRIPTION   | THIS ALTERNATIVE SHOULD?                     |  |   |
|-----|---|--|--|---|
|     | <p><b>System Alternative 7</b><br/>Columbus -&gt; Switzer Canyon -&gt; Route 66</p> <ul style="list-style-type: none"> <li>•1.3 miles</li> <li>•2 General Purpose (GP) lanes and a center turn lane.</li> <li>•Travelers with southern destinations could proceed east on Route 66 to Ponderosa Pkwy., then to Butler Ave. and its interchange with I-40 west to then proceed to I-17 south.</li> </ul>   | <p><b>Move Forward for Further Study</b></p> | <p><b>Be Eliminated from Further Study</b></p> | <p><b>Move Forward for Further Study with Adjustments</b><br/><i>Please Fill out a Comment Card</i></p> |
|     | <p><b>System Alternative 8</b><br/>Columbus -&gt; Beaver -&gt; Butler (SB One Way) &amp; Butler -&gt; San Francisco -&gt; Columbus (NB One Way)</p> <ul style="list-style-type: none"> <li>•2.8 miles</li> <li>•Columbus Ave. is 3 lane collector with 2 GP lanes and a center turn lane.</li> <li>•Beaver St. (SB) &amp; San Francisco St. (NB) are one-way streets with 2-3 GP lanes with parking on both sides. Both roads include at-grade railroad crossings.</li> </ul> | <p><b>Move Forward for Further Study</b></p> | <p><b>Be Eliminated from Further Study</b></p> | <p><b>Move Forward for Further Study with Adjustments</b><br/><i>Please Fill out a Comment Card</i></p> |
|     | <p><b>System Alternative 9</b><br/>Forest -&gt; Turquoise -&gt; Switzer Canyon -&gt; Route 66</p> <ul style="list-style-type: none"> <li>•1.8 miles</li> <li>•Adequate dedicated left turn lane at SB US 180 at Forest Ave.</li> <li>•Forest Ave. is a 3 lane collector 2 GP lanes and a center turn lane with bike lanes to San Francisco St. Forest Ave. has moderate grades and is a 5 lane facility with 4 GP lanes and a center turn lane.</li> </ul>                    | <p><b>Move Forward for Further Study</b></p> | <p><b>Be Eliminated from Further Study</b></p> | <p><b>Move Forward for Further Study with Adjustments</b><br/><i>Please Fill out a Comment Card</i></p> |



### PRELIMINARY SYSTEM ALTERNATIVES 10, 11, & 12

### ALTERNATIVE ROUTES

| MAP | DESCRIPTION   | THIS ALTERNATIVE SHOULD?              |   |   |
|-----|---|---------------------------------------|---|---|
|     | <p><b>System Alternative 10</b><br/>Cable Propelled Gondola</p> <p>Detailed studies would be necessary to explore the economic cost effectiveness and environmental practicality of a gondola system with respect to its potential to be situated in proximity to the environmentally and culturally sensitive Kachina Peaks Wilderness Area.</p>   | <p>Move Forward for Further Study</p> | <p>Be Eliminated from Further Study</p> | <p>Move Forward for Further Study with Adjustments</p> <p><i>Please Fill out a Comment Card</i></p> |
|     | <p><b>System Alternative 11</b><br/>Milton -&gt; Route 66 -&gt; Flagstaff Ranch Road -&gt; I-40</p> <ul style="list-style-type: none"> <li>•SB approach to Route 66 has a 250 ft. dedicated right turn.</li> <li>•Route 66 at its widest is 5 lanes with 4 GP lanes and a center turn lane, and is 3 lanes at its narrowest with 2 GP lanes and a center turn lane.</li> <li>•Flagstaff Ranch Rd. offers full traffic interchange access to I-40 where the majority of winter recreation vehicles likely will continue approximately 2.75 miles to I-17 south.</li> </ul> | <p>Move Forward for Further Study</p> | <p>Be Eliminated from Further Study</p> | <p>Move Forward for Further Study with Adjustments</p> <p><i>Please Fill out a Comment Card</i></p> |
|     | <p><b>System Alternative 12</b><br/>Lone Tree Road</p> <ul style="list-style-type: none"> <li>•Located approximately ¾ miles east of Milton Rd.</li> <li>•Planned to be 100 ft. ROW with 4 GP lanes, a raised median, bike lanes, pathways on both sides, a sidewalk on one side and a FUTS trail on one side.</li> <li>•Requires a traffic interchange to connect with I-40 and a grade-separated BNSF railway to connect with Route 66.</li> </ul>  | <p>Move Forward for Further Study</p> | <p>Be Eliminated from Further Study</p> | <p>Move Forward for Further Study with Adjustments</p> <p><i>Please Fill out a Comment Card</i></p> |

**REMOVED BY PROJECT PARTNERS**



# PRELIMINARY SYSTEM ALTERNATIVES 13, 14, & 15

## ALTERNATIVE ROUTES

| MAP | DESCRIPTION  | THIS ALTERNATIVE SHOULD?                     |  |   |
|-----|--|--|--|---|
|     | <p><b>System Alternative 13</b><br/>Mike's Pike -&gt; Humphreys (NB one way) &amp; Kendrick -&gt; Sitgreaves -&gt; Milton</p> <ul style="list-style-type: none"> <li>•NB traffic to Mike's Pike St. to a future proposed overpass to Humphrey's St. with a managed lane concept.</li> <li>•SB traffic to 2 lane Kendrick St., then right turn at Elm St. to Sitgreaves St. which is a 2 lane local street with on-street parking. Then merge onto Milton Rd. southbound. Additional analysis needed of overpass and adjacent redevelopment efforts.</li> </ul> | <p><b>Move Forward for Further Study</b></p> | <p><b>Be Eliminated from Further Study</b></p> | <p><b>Move Forward for Further Study with Adjustments</b><br/><i>Please Fill out a Comment Card</i></p> |
|     | <p><b>System Alternative 14</b><br/>Milton -&gt; Route 66 -&gt; Woodland's Village -&gt; Beulah -&gt; John Wesley Powell -&gt; I-17 South</p> <ul style="list-style-type: none"> <li>•Route 66 is a 5 lane roadway with 4 GP lanes and a center turn lane.</li> <li>•Woodland's Village Blvd. is a 4 lane divided, access controlled, collector roadway with 2 GP lanes.</li> <li>•2.75 miles of 2 lane roadway on Beulah Blvd. to the JW Powell traffic interchange to I-17.</li> </ul>   | <p><b>Move Forward for Further Study</b></p> | <p><b>Be Eliminated from Further Study</b></p> | <p><b>Move Forward for Further Study with Adjustments</b><br/><i>Please Fill out a Comment Card</i></p> |
|     | <p><b>System Alternative 15</b><br/>Bader -&gt; FS 518 -&gt; A-1 Mountain -&gt; I-40</p> <ul style="list-style-type: none"> <li>•Route is 7.6 miles.</li> <li>•Requires extensive coordination with Coconino County, the US Forest Service and would require federal environmental clearance.</li> <li>•Proposed facility could be a dirt road or paved roadway.</li> </ul>  | <p><b>Move Forward for Further Study</b></p> | <p><b>Be Eliminated from Further Study</b></p> | <p><b>Move Forward for Further Study with Adjustments</b><br/><i>Please Fill out a Comment Card</i></p> |



# PRELIMINARY SYSTEM ALTERNATIVES 16, 17, & 18

## ALTERNATIVE ROUTES

| MAP | DESCRIPTION   | THIS ALTERNATIVE SHOULD?                     |  |   |
|-----|---|--|--|---|
|     | <p><b>System Alternative 16</b><br/>Snow Bowl Road -&gt; A-1 Mountain Road -&gt; I-40</p> <ul style="list-style-type: none"> <li>•Route is 7.3 miles.</li> <li>•Requires extensive coordination with Coconino County, the US Forest Service and would require federal environmental clearance.</li> <li>•Proposed facility could be a dirt road or paved roadway.</li> </ul>  | <p><b>Move Forward for Further Study</b></p> | <p><b>Be Eliminated from Further Study</b></p> | <p><b>Move Forward for Further Study with Adjustments</b><br/><i>Please Fill out a Comment Card</i></p> |
|     | <p><b>System Alternative 17</b><br/>Wing Mountain Rd -&gt; FS 222 -&gt; FS 171 -&gt; I-40</p> <ul style="list-style-type: none"> <li>•Route is 7.3 miles.</li> <li>•Utilizes existing traffic interchange in Belmont, AZ.</li> <li>•Requires extensive coordination with Coconino County, the US Forest Service and would require federal environmental clearance.</li> <li>•Proposed facility could be a dirt road or paved roadway.</li> </ul>  | <p><b>Move Forward for Further Study</b></p> | <p><b>Be Eliminated from Further Study</b></p> | <p><b>Move Forward for Further Study with Adjustments</b><br/><i>Please Fill out a Comment Card</i></p> |
|     | <p><b>System Alternative 18</b><br/>Hidden Hollow Rd -&gt; FS 506 -&gt; Route 66 -&gt; I-40</p> <ul style="list-style-type: none"> <li>•Route is 5.5 miles.</li> <li>•A southbound right turn deceleration lane on US 180 approaching Hidden Hollow Road will likely be necessary.</li> <li>•Requires extensive coordination with Coconino County, the US Forest Service and would require federal environmental clearance.</li> <li>•Proposed facility could be a dirt road or paved roadway.</li> </ul> | <p><b>Move Forward for Further Study</b></p> | <p><b>Be Eliminated from Further Study</b></p> | <p><b>Move Forward for Further Study with Adjustments</b><br/><i>Please Fill out a Comment Card</i></p> |