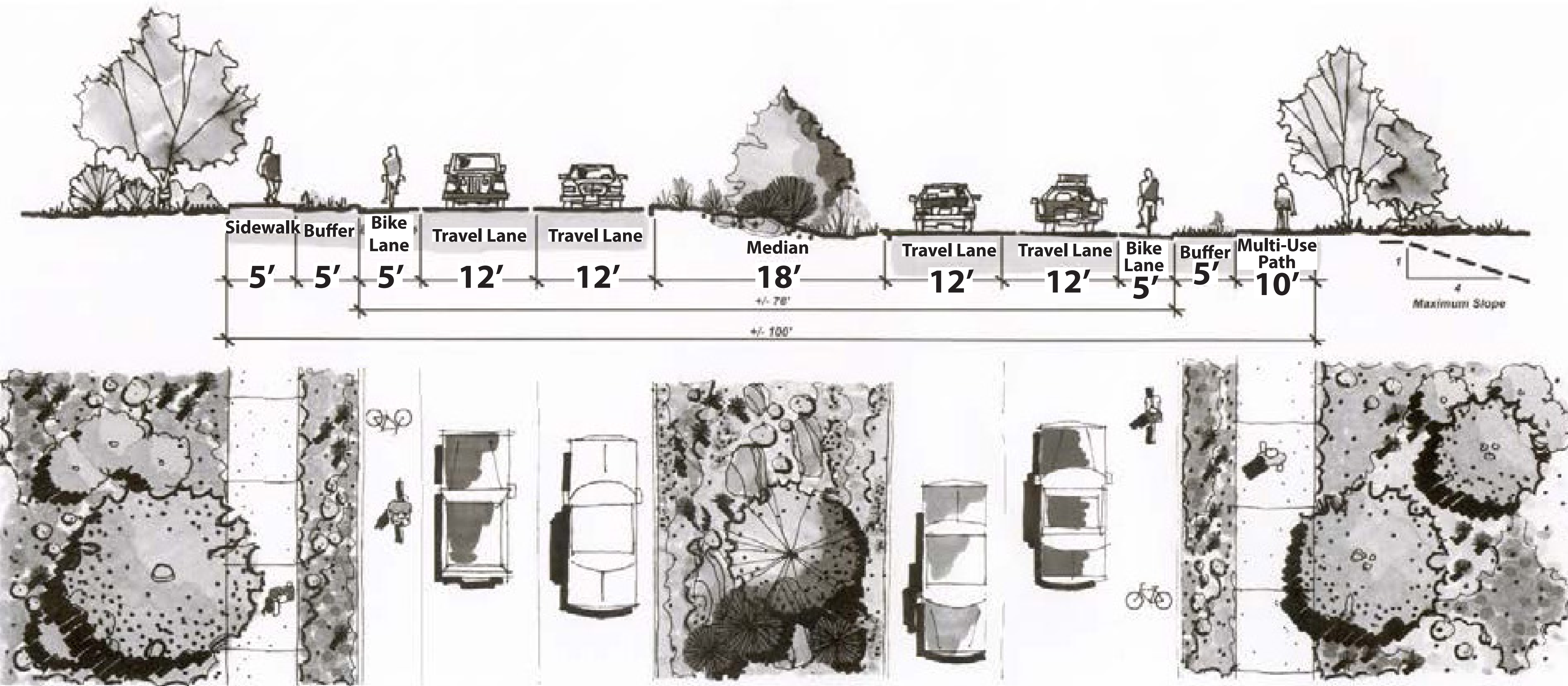
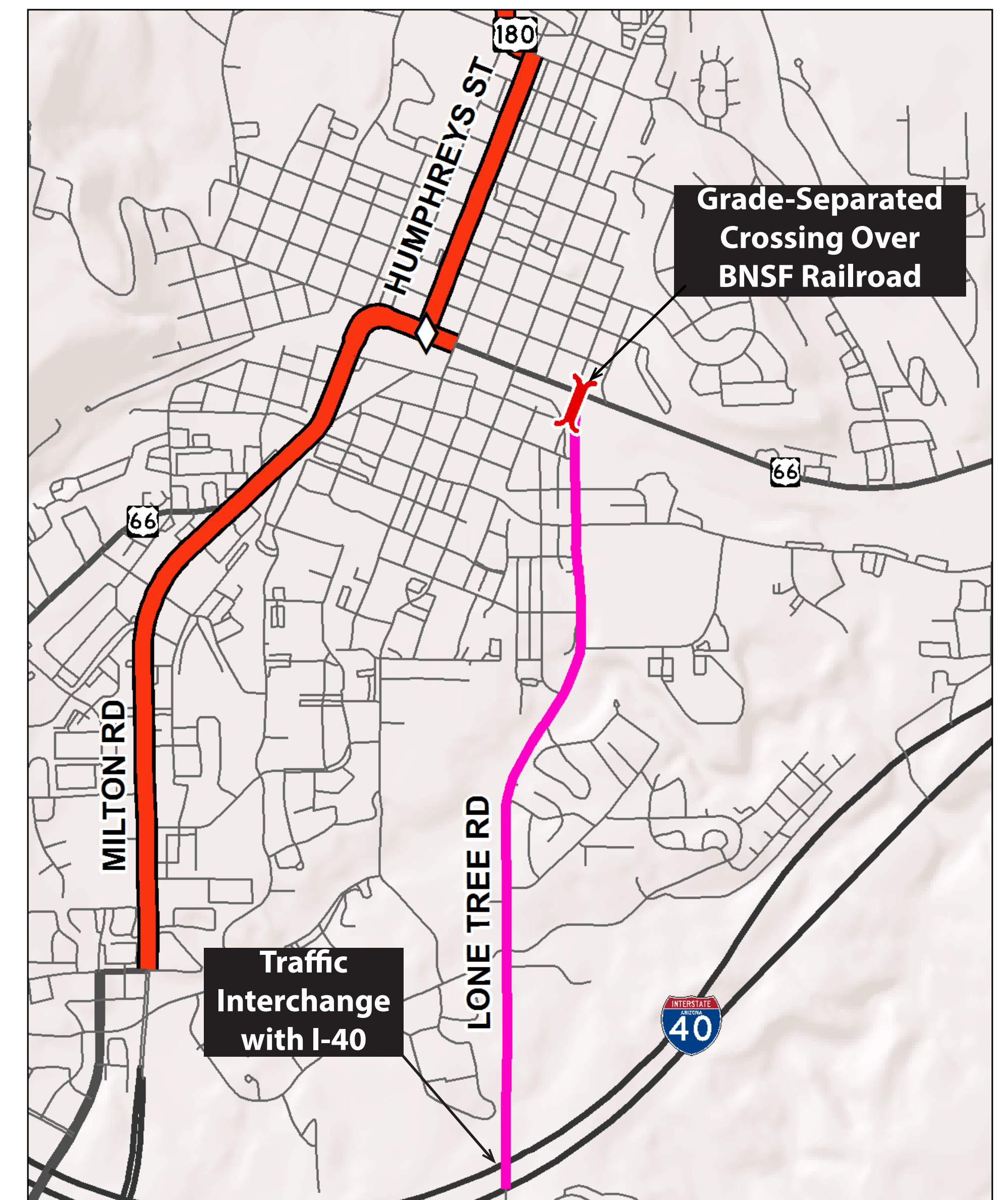


PRELIMINARY SYSTEM ALTERNATIVE 9

Milton Road No Build + Lone Tree Design Concept Report



Source: Lone Tree Corridor Study, DMJM Harris | AECOM 2006



FEATURES:

- This alternative would focus upon the use and potential expansion of Lone Tree Road to provide supplemental capacity to Milton Road.
- Currently, Lone Tree Road is located approximately ¾ mile due east of Milton Road and is generally a two-lane collector roadway that primarily provides access for local destinations.
- Significant features such as a traffic interchange to connect with I-40 to the south, and a grade-separated crossing of the BNSF railway to the north are potential instrumental facilities necessary to enhance the effectiveness of the Lone Tree Road Alternative Route.
- This alternative recommends 4, 12-foot general purpose lanes, a raised median, bicycle lanes, a sidewalk on one side and a F.U.T.S. trail on the other side.

THIS ALTERNATIVE SHOULD?

Move Forward for Further Study

Be Eliminated from Further Study

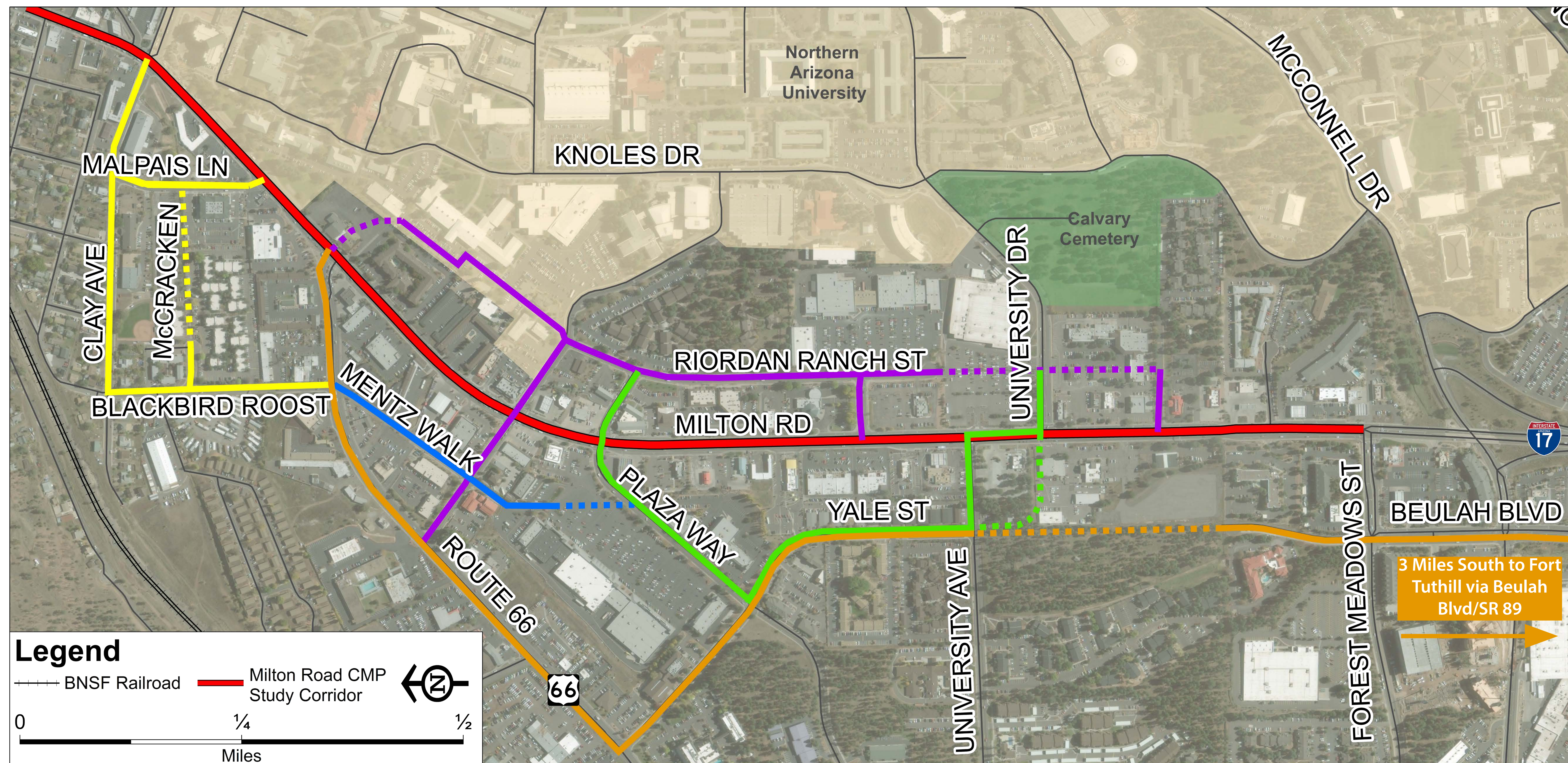
Move Forward for Further Study with Adjustments

Please Fill out a Comment Card



PRELIMINARY SYSTEM ALTERNATIVE 10

Backage Road Improvements



Legend

- BNSF Railroad
- Milton Road CMP Study Corridor

0 1/4 1/2 Miles

| Backage Roads | | | | |
|--|------------------------------------|----------------------------------|--|---|
| Clay Avenue/Malpais Lane/McCracken /Blackbird Roost Street | West Route 66/Riordan Ranch Street | Metz Walk Extension to Plaza Way | Plaza Way/Yale Street/ University Avenue | Route 66/Yale Street/ Beulah Blvd Extension/Ft. Tuthill |
| Existing Roadway | Existing Roadway | Existing Roadway | Existing Roadway | Existing Roadway |
| Proposed New Roadway | Proposed New Roadway | Proposed New Roadway | Proposed New Roadway | Proposed New Roadway |

What is a “Backage Road?”

The concept of a “backage road” (aka reverse frontage roads) is a road that runs parallel to the arterial roadway (Milton Road) and behind developed land. Backage roads can be advantageous in reducing traffic congestion on the mainline (Milton Road), as well as minimize visual distractions and headlight glare on the mainline. However, backage roads can also create opportunities for delay, congestion, and crashes if there is insufficient storage for entering and exiting vehicles.

There are a handful of backage road scenarios illustrated that together and/or separately could possibly mitigate traffic congestion for northbound and southbound traffic on Milton Road. It should be noted that future traffic modeling analysis of any backage road scenario(s) would be needed to adequately quantify the anticipated performance and level-of-service of backage roads.

PRELIMINARY SYSTEM ALTERNATIVES 10

Backpage Road Improvements

| MAP | DESCRIPTION | THIS ALTERNATIVE SHOULD? | | |
|-----|--|---------------------------------------|--|--|
| | <p>Clay Ave./Malpais Ln./McCracken/Blackbird Roost St.</p> <p>Though likely contributing to some neighborhood encroachment concerns, the McCracken option will also allow access to future commercial redevelopment opportunities and will reduce neighborhood cut through traffic.</p> <ul style="list-style-type: none"> • 0.15 Miles of Proposed New Roadway • 0.80 Miles of Existing Road way | <p>Move Forward for Further Study</p> | <p>Be Eliminated fom Further Study</p> | <p>Move Forward for Further Study with Adjustments</p> |
| | <p>West Route 66/Riordan Ranch St.</p> <p>Riordan Ranch Street currently exists from Chambers Drive to its intersection with Riordan Road to the north. A northern extension of Riordan Ranch Street (where it currently terminates into a parking lot near the Newman Center, NAU Art Museum and other NAU buildings) to the north to connect with the Milton Road/Route 66 intersection would be needed. A southern extension of Riordan Ranch Street to University Ave and to the south is also recommended. Additional investigations as to whether NAU would prefer to see a connection to Knoles Drive would also be needed.</p> <ul style="list-style-type: none"> • 0.27 Miles of Proposed New Roadway • 0.90 Miles of Existing Roadway | | | |
| | <p>Metz Walk Extension to Plaza Way</p> <p>This conceptual backpage road would require right-of-way acquisition through the existing Safeway parking lot to connect to Plaza Way.</p> <ul style="list-style-type: none"> • 0.075 Miles of Proposed New Roadway • 0.80 Miles of Existing Roadway | | | |

PRELIMINARY SYSTEM ALTERNATIVES 10

Backpage Road Improvements

| MAP | DESCRIPTION | THIS ALTERNATIVE SHOULD? | | |
|--|---|---------------------------------------|---|--|
| | <p>Plaza Way/Yale Street/ University Avenue</p> <p>Utilizing the existing roadways, this potential backpage road network offers a 1/3 mile backpage road deviation from the Milton Road mainline. The 80-foot turning pocket on southbound Plaza Way and broad turning radius at the Yale Street may present operation and safety challenges.</p> <ul style="list-style-type: none"> • 0.15 Miles of Proposed New Roadway • 0.75 Miles of Existing Roadway | <p>Move Forward for Further Study</p> | <p>Be Eliminated from Further Study</p> | <p>Move Forward for Further Study with Adjustments</p> |
| <p>3 Miles South to Fort Tuthill via Beulah Blvd/SR 89</p> | <p>Route 66/Yale Street/Beulah Blvd. Extension/Ft. Tuthill</p> <p>Utilizing Route 66 to Yale Street, the southern leg of this proposed backpage road network would require a 1/4 mile extension of Beulah Boulevard from its current northern terminus just north of Forest Meadows Drive to the intersection of University Avenue and Yale Street.</p> <ul style="list-style-type: none"> • 0.25 Miles of Proposed New Roadway • 4.44 Miles of Existing Roadway | | | |