

APPENDIX J

Project Evaluation - Traffic Analysis 19th Avenue/McDowell Road/Grand Avenue

MYRTLE AVENUE CONNECTION TO GRAND

NEED

When Grand Avenue grade separation at 59th and Glendale was developed, it basically disconnected Grand Avenue from the other streets and the surrounding area. Myrtle Avenue was identified as replacement access from Grand to 59th Avenue, Glendale Avenue and Downtown Glendale. The linkage to Glendale Avenue includes separate consideration of linkages to the east and west of 59th Avenue. The existing two-lane street does not meet the needs of this connection. Refer to Figure 1.

Subsequently, the Northern Parkway concept was developed with a free-flow connection from the Parkway to Grand Avenue east of 67th Avenue. This linkage will provide a good path for traffic from the developing western portions of Glendale and Peoria to access Grand Avenue and to access Downtown Glendale via Myrtle. The additional traffic flows from Northern Parkway will create the need for additional capacity at Myrtle Avenue. Without the additional capacity, the Myrtle intersection could be a constriction on Grand Avenue and cause traffic to back-up on Grand Avenue thus reducing the effectiveness of the investments made in Grand Avenue.

Since Myrtle will be the main access from Grand Avenue to Downtown Glendale, its width and character should be consistent with a gateway street. The existing narrow street is more residential in character and does not meet the gateway criteria.

PLAN

To meet the expected traffic demand from Grand to 59th Avenue, Glendale Avenue (east of 59th) and Downtown Glendale access, a dual left turn lane will be needed for SE bound traffic at Myrtle. To provide this dual left, Grand Avenue will have to be widened to the northeast and Myrtle will have to be widened to four lanes to accommodate the dual lefts turning onto Myrtle. It is proposed to widen Myrtle from Grand to 59th Avenue to provide for two lanes in each direction plus a left turn lane.

It is also proposed to widen Myrtle to four lanes from 62nd Avenue to Grand Avenue. Myrtle west of Grand Avenue can be widened within the existing right-of-way and will provide a higher capacity collector street to connect Grand Avenue to Glendale Avenue via 62nd Street. Seven feet of additional right-of-way on each side will be needed to provide for a detached sidewalk and landscaping suitable for a gateway collector street.

Several alternative concepts were developed for widening Myrtle. The recommended concept provides the required number of lanes while avoiding the need to remove businesses or to take additional right-of-way from residential property.

The plan is shown in the attached plans. With some exceptions, the proposed widening can be constructed within the existing right-of-way and no homes or businesses will be displaced. The end result will be a greatly improved collector street to preserve the

capacity being built into Grand Avenue and to re-establish the connections between Grand Avenue and 59th Avenue, Glendale Avenue and Downtown Glendale.

COSTS

The table below provides a summary of the estimated cost for construction, utility relocation and right-of-way. The improvements to Grand Avenue are estimated to cost \$1.2 million including right-of-way. The cost of widening Myrtle is estimated to be over \$1.4 million for a total project cost of almost \$2.7 million.

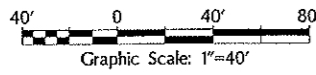
The cost for widening Grand Avenue to provide the dual left turn lanes can be covered by cost already included in the MIS for the right turn lane at Myrtle Avenue.

Grand Avenue at Myrtle Avenue			
	Myrtle Improvements	Grand Improvements	Total Improvements
Construction Subtotal	\$651,000	\$295,000	\$946,000
Utilities Subtotal	\$584,000	\$300,000	\$884,000
Right-of-Way Subtotal	\$210,000	\$624,000	\$834,000
Project Total	\$1,445,000	\$1,219,000	\$2,664,000



Figure 1
Vicinity Map – Grand Avenue & Myrtle Avenue

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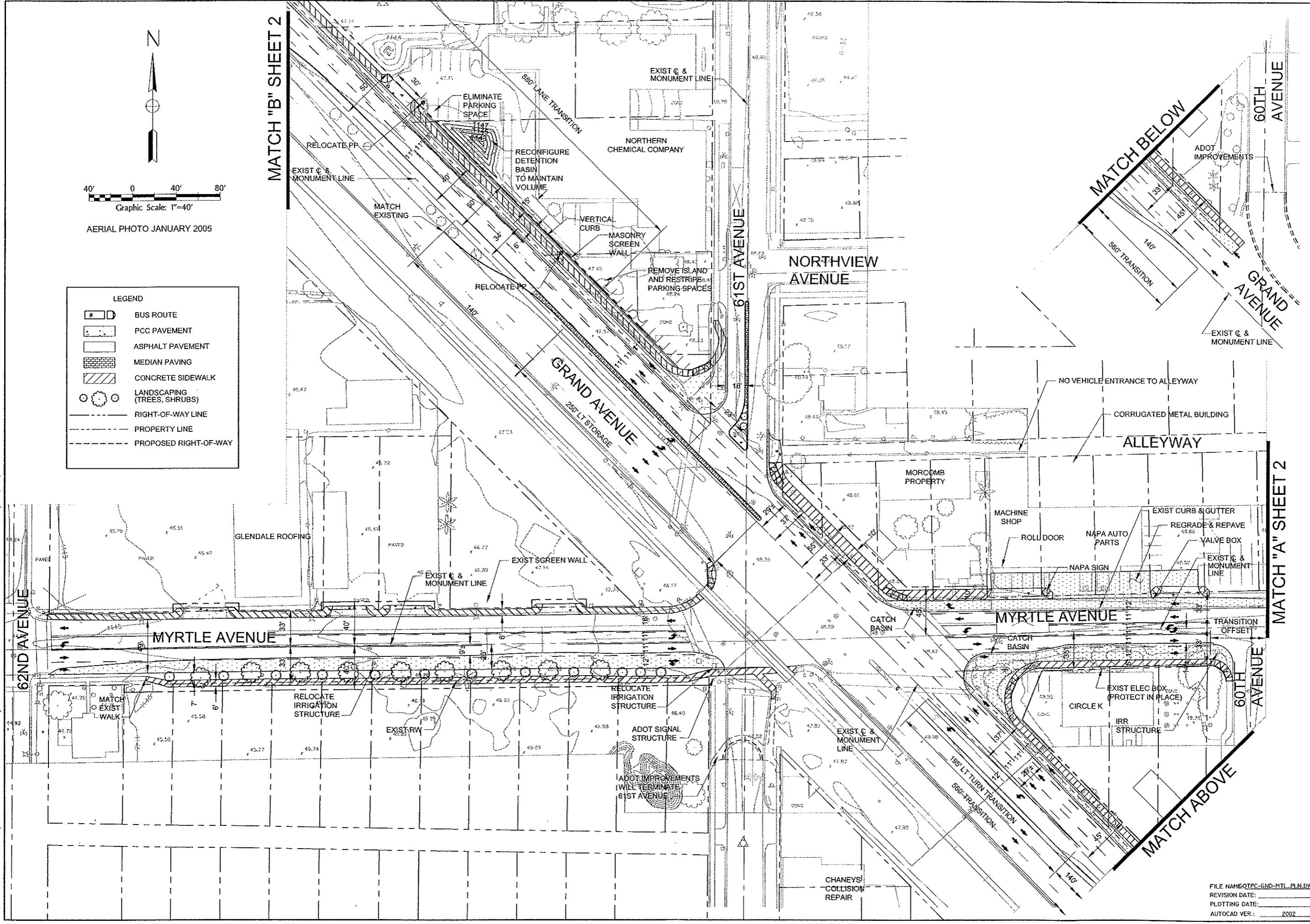


AERIAL PHOTO JANUARY 2005

LEGEND	
	BUS ROUTE
	PCC PAVEMENT
	ASPHALT PAVEMENT
	MEDIAN PAVING
	CONCRETE SIDEWALK
	LANDSCAPING (TREES, SHRUBS)
	RIGHT-OF-WAY LINE
	PROPERTY LINE
	PROPOSED RIGHT-OF-WAY

MATCH "B" SHEET 2

MATCH "A" SHEET 2



CITY OF GLENDALE
 TRANSPORTATION DEPARTMENT
 5850 W. GLENDALE AVE.
 GLENDALE, ARIZONA 85301 (623) 930-3630

DESIGNED	DRAWN	CHECKED
BL	MF	DH

NO.	DATE	DESCRIPTION	REVISIONS

GLENDALE ONBOARD
 TRANSPORTATION PROGRAM
 MYRTLE AVE: 62nd AVE to 59th Ave
 DESIGN CONCEPT MEDIUM OPTION

URS
 7720 N. 16th Street
 Phoenix, Arizona 85020
 (602) 371-1100

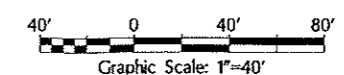
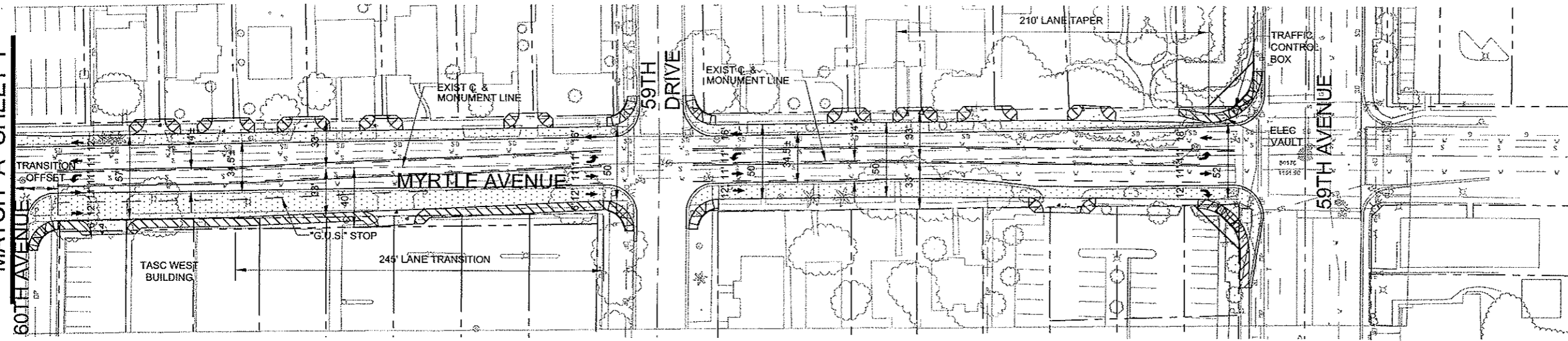
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MATCH "A" SHEET 1



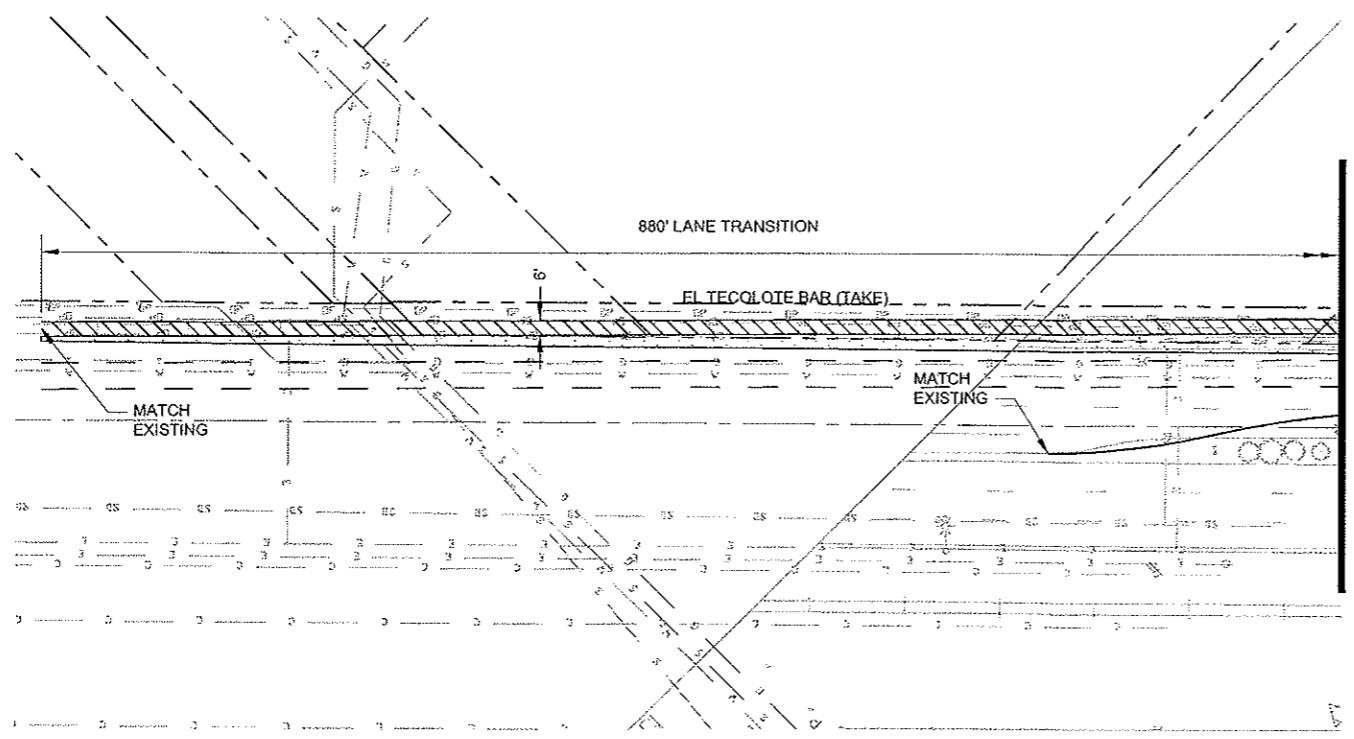
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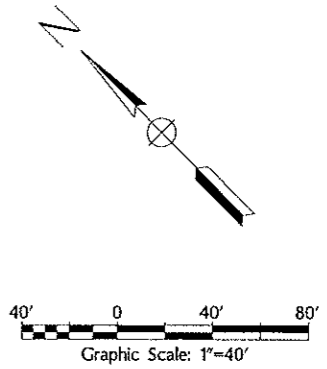
URS
 7720 N. 16th Street
 Phoenix, Arizona 85020
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263-1100
CALL COLLECT

SHT. 2
 OF 2



MATCH "B" SHEET 2



AERIAL PHOTO JANUARY 2005

LEGEND	
	BUS ROUTE
	PCC PAVEMENT
	ASPHALT PAVEMENT
	MEDIAN PAVING
	CONCRETE SIDEWALK
	LANDSCAPING (TREES, SHRUBS)
	RIGHT-OF-WAY LINE
	PROPERTY LINE
	PROPOSED RIGHT-OF-WAY

DESIGNED	DRAWN	CHECKED	NO.	DATE	DESCRIPTION	REVISIONS
BL	MF	DH				

GLENDALE ONBOARD
TRANSPORTATION PROGRAM
MYRTLE AVE: 62nd AVE to 59th AVE
DESIGN CONCEPT MEDIUM OPTION

CITY OF GLENDALE
TRANSPORTATION DEPARTMENT
 8850 W. GLENDALE AVE.
 GLENDALE, ARIZONA 85301 (623) 920-2630

