

Appendix F

- Technical Memorandum #6 – Public and Stakeholder Involvement, January 2012

Hidden Waters Parkway North
Corridor Feasibility Study:
Interstate 10 to State Route 74

Final – Technical Memorandum 6
Public and Stakeholder Participation

Prepared For:



Prepared By:



January 2012

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1.0 Introduction

Building consensus between MCDOT, local agencies, jurisdictions, key stakeholders and the public is vital to the success of the Hidden Waters Parkway North Corridor Feasibility Study. Technical Memoranda 6 documents the general public involvement efforts and stakeholder participation of the Hidden Waters Parkway Study.

1.1 Background

The Interstate-10/Hassayampa Valley Roadway Framework Study (Hassayampa Framework Study) is a transportation planning document completed by the Maricopa Association of Governments (MAG) in 2008 that identified a comprehensive roadway network to meet future traffic demands in northwest Maricopa County. The roadway network recommended by the Hassayampa Framework Study is comprised of freeways, parkways and major arterial roads. The Hidden Waters Parkway was identified as a major link in this recommended transportation framework.

The Hidden Waters Parkway North (Hidden Waters Parkway) Feasibility Study Area is located west of the Phoenix metropolitan area in Maricopa County, Arizona (Figure 1-1). The area west of the White Tank Mountains within the Hassayampa River Valley has been identified as an area where intense growth is anticipated to occur in the future. Maricopa County Department of Transportation (MCDOT) commissioned the Hidden Waters Parkway North Parkway Feasibility Study in response to this anticipated growth and the future need for a high-capacity roadway within this corridor.

The study area includes the northern section of the Hidden Waters Parkway, as shown on the Hassayampa Framework Study, from Interstate 10 (I-10) north to the future alignment of State Route 74 (SR74). The study area is approximately 28 miles long and two miles wide, primarily centered about the Hassayampa Framework Study proposed alignment (baseline alignment) for the Hidden Waters Parkway, except in the area from Northern Avenue to Bell Road where the study area expands to two miles west of the baseline alignment and from the south end of Douglas Ranch to Patton Road where the study area expands to two miles east of the baseline alignment. This results in the study corridor being a total of three miles wide in these two areas (refer to Figure 1-1 for a graphic depiction of the study area).

The proposed Hidden Waters Parkway corridor passes adjacent to, or through, several entitled Master Plan Communities (MPC) including: Millennium Ranch, Hassayampa Ranch, Belmont, and Douglas Ranch. At build-out, it is estimated that these communities may contain over 187,000 dwelling units. The need for a parkway within the Hidden Waters corridor is based upon projected development and is linked directly to the development of the previously mentioned MPC's. It is important to identify a recommended alignment for the Hidden Waters Parkway during the planning stages of the proposed MPC's to ensure that adequate right-of-way will be preserved.

The Hidden Waters Parkway study is to document conditions along the parkway corridor, identify potential fatal flaws and develop an alignment alternative that meets the future traffic needs identified in the Hassayampa Framework Study. The



recommended alignment/roadway footprint that may be used as a guide for local agencies and development within the corridor is represented in Figure 1-1.

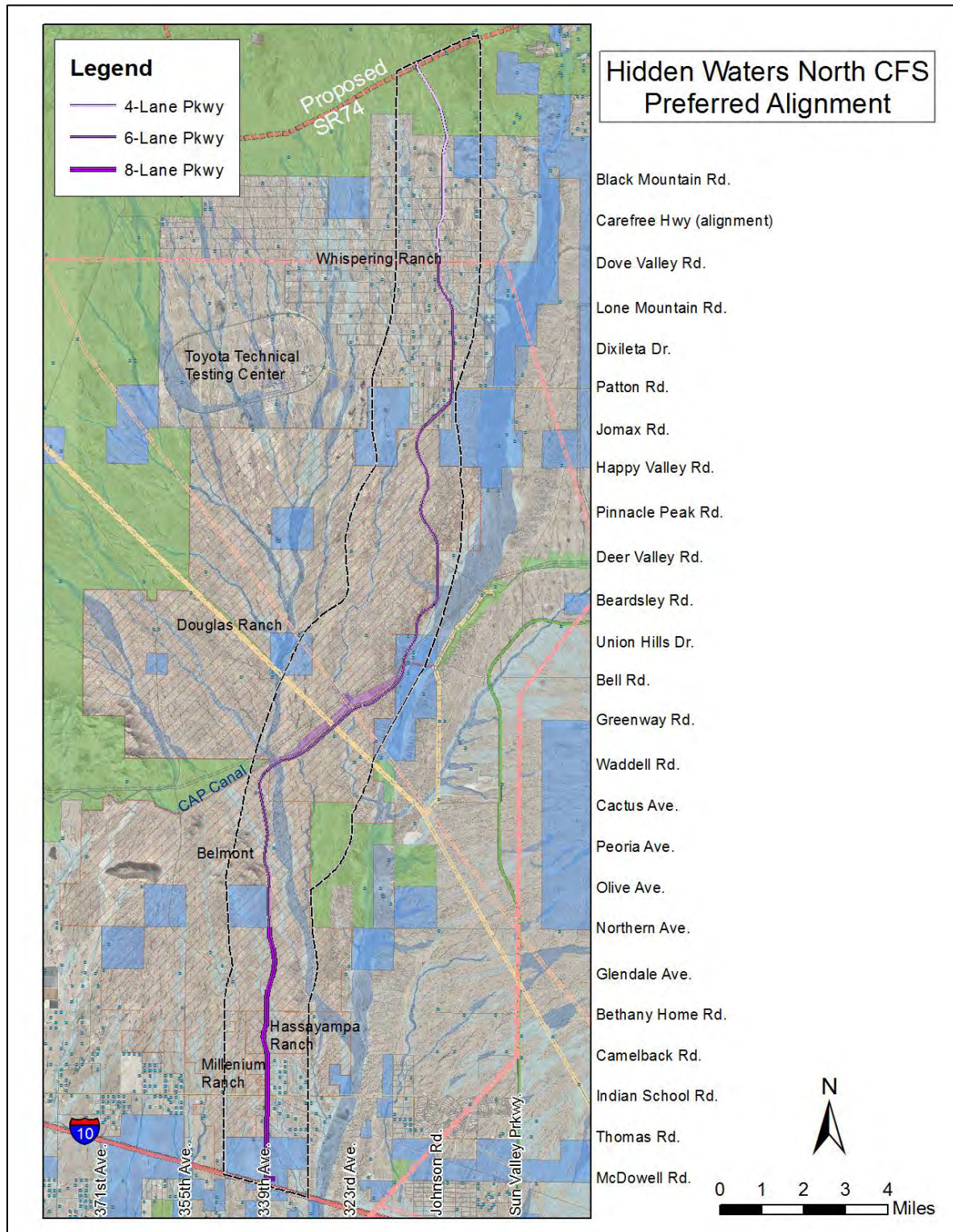


Figure 1-1 Hidden Waters Parkway Study Area/Preferred Alignment

2.0 Technical Advisory Committee

A Technical Advisory Committee (TAC) was established to solicit feedback from partnering agencies and key stakeholders at multiple stages of the corridor feasibility study. The TAC and stakeholder group included representatives from the following agencies and interests:

- Arizona Department of Transportation;
- Arizona Game and Fish Department;
- Arizona State Land Department;
- BLM
- Central Arizona Project;
- Developers (El Dorado Holdings, LKY Holdings, Harvard Investments, BET Investments);
- Federal Highway Administration;
- Flood Control District of Maricopa County;
- Utility Companies (SRP, APS, Western);
- Maricopa Association of Governments;
- Maricopa County Planning and Development;
- Maricopa County Department of Transportation;
- Property Owners/Residents;
- Town of Buckeye;
- Toyota Technical Testing Center.

The TAC met four times over the course of the study to review progress, provide feedback/direction and build consensus on study recommendations. Additional study coordination meetings were held with TAC members as needed to understand concerns and establish consensus.

TAC members were also invited to review and comment on all draft technical memoranda and the final report.

2.1 TAC Meetings

TAC meetings were held at four key milestones over the course of the study. These meetings discussed the following topics:

- *April 13, 2011* – The purpose of this meeting was to present the Work Plan to the TAC. This meeting included a general project overview, definition of the corridor limits, key study goals and objectives, identification of study area issues, project schedules, relevant studies, etc.
- *June 1, 2011* – This meeting was held to review the results of Technical Memoranda 1, 2, and 3, which described the existing and future corridor features, environmental overview and drainage overviews, respectively.
- *August 18, 2011* – The third TAC meeting presented the results of Technical Memorandum 4, which discussed the development and evaluation of the candidate parkway alignments.



- *October 25, 2011* – The final TAC meeting was held to present the detailed analysis of the preferred alignment alternative and to develop consensus on the study recommendations.

Appendix A presents summaries of the Hidden Waters Parkway TAC meetings.

3.0 Public Involvement

The MCDOT RightRoads Program conducted three public meetings to solicit public feedback for the Hidden Waters Parkway Study. The “open-house” public meeting format was chosen because it provided a free, open and accurate exchange of information between area residents with specific issues or questions and the project team.

3.1 Outreach Methods

The following outreach methods were used to inform and notify the general public and impacted residents about the study, public input meeting dates and locations and additional opportunities or means for input:

- Media releases
- Newspaper articles
- Display advertisements in local and regional publications
 - Arizona Republic
 - West Valley View
 - Buckeye Valley News
 - Buckeye Star
 - Tonopah Tribune
- MCDOT website
- Partner agency mediums
- Direct mail flyers to adjacent property owners and previous meeting attendees

3.2 Public Open House Meetings

The open-house meetings were held to address critical milestones in the study process. Over 100 people attended the three public input meetings. Graphics, aerial photography and display exhibits presented corridor alternatives and study information. Study Fact Sheets and Comment Sheets were distributed to all those in attendance.

The following sections summarize the input received during the three public open house meetings. The *Summary of Public Involvement Report*, prepared by MCDOT Community Relations staff, provides additional detail regarding the public open house meeting materials and is included in Appendix B.

3.2.1 Scoping Phase Public Input Meeting

Meeting Purpose: The first public open house was held during the initial scoping phase of the study to introduce the project to the community and to gather information from the residents about key study area issues and local transportation needs. This meeting



also provided the study team members with an opportunity to discuss and elicit feedback regarding the study purpose, goals and objectives.

Meeting Time and Location:

5:00 – 7:00 p.m., June 15, 2011
Tonopah Valley High School Cafeteria
38201 W. Indian School Road, Tonopah, AZ 85354

Attendance: 30

Meeting Comments:

- There was a general concern from homeowners regarding how the study corridor would affect their property. The majority of these comments were received from residents of the Whispering Ranch Community.
- Several residents were excited about the proposed parkway and wanted to find out how soon it would be constructed.
- One resident questioned the need for the proposed parkway given the lack of existing development within the study area.
- Another resident commented on the importance of preserving the cultural and environmental resources within the study area. She was interested in learning if additional cultural resources surveys will be completed with this corridor feasibility study.
- One resident cited drainage issues within the Whispering Ranch community as a reason for needing additional roadways in the area. It becomes difficult/dangerous to drive through the community when the washes are flowing.
- Several residents were interested in learning more about the proposed roadway width and right-of-way requirements of the Arizona Parkway concept. They also expressed interest in how indirect left-turn/two-phase signal intersections would function.
- Several residents complimented MCDOT for planning roadway/parkway locations in advance of proposed development.
- One resident of Whispering Ranch asked if the parkway could follow an alignment between 303rd and 304th avenues, citing that there were fewer residential structures and wash crossing in that area than would be encountered by the Hassayampa Framework baseline alignment.

3.2.2 Alternatives Analysis Phase Public Input Meeting

Meeting Purpose: The second public meeting was held during the Alternatives Analysis phase of the study. The purpose of the meeting was to present the conceptual alignment alternatives to residents and provide the community with the opportunity to comment on the three Candidate Alternative alignments being evaluated for the corridor.

Meeting Time and Location:

5:00 – 7:00 p.m., August 30, 2011
Nadaburg Elementary School



21419 W. Dove Valley Road, Wittmann, AZ 85361

Attendance: 50

Meeting Comments:

- A road crossing the Hassayampa River is needed.
- One resident requested that the roadway be located on 299th Avenue through Whispering Ranch.
- Another resident was frustrated that the road would be built with their tax dollars. They felt that the parkway would not be needed because there is a freeway planned just 2 miles from Whispering Ranch that could be used.
- One person stated that “Alternative 2 is the alternative we support.”
- Residents wanted to know when the road will be built.
- Many meeting participants wanted to understand how their property would be affected and if/how it will be acquired.
- Another resident expressed strong opposition to Alternative 1.
- The design team was asked to be mindful of taking existing residents properties.
- One resident who owns property on 299th expressed their support for Alternative 2.
- Alternatives 2 & 3 have the least impact to existing residents in Whispering Ranch.
- This roadway will improve property values in the Whispering Ranch area.
- The road will make it easier for residents to get out of the Whispering Ranch area.
- Alternative number 2 seems to be the best option
- Alternative number 1 is not a good route as is located in the washes and cuts through the middle of Whispering Ranch.
- The proposed road would result in increased crime and will never be needed.
- The road should be built soon.
- Some type of all-weather crossing needs to be built on Patton Road across the Hassayampa River.
- Access off of the roadway should be provided to the local streets.
- A couple residents noted that their property is currently worth less than their original purchase price. They were concerned that potential payments from the County to purchase their property would not be enough to cover their mortgage balance.
- Another resident stated that “Alternative 2 is ok with me and my family”.
- One resident complimented the design team on how the meeting went. They stated, “We were impressed with the displays of graphs, maps, and the knowledgeable personnel to answer our questions. The planning and consideration of the impact of this project is very impressive. We look forward to the building of the corridor. We are comfortable with any of the proposed alignments. Thank you.”



3.2.3 Findings and Recommendations Phase Public Input Meeting

Purpose: The findings and recommendations of the study, including the preferred parkway alignment, a right-of-way footprint, and preliminary engineering details, were presented to the public during the final "Study Findings and Recommendations" public information meeting.

Meeting Time and Location

5:00 – 7:00 p.m., November 9, 2011
Nadaburg Elementary School
21419 W. Dove Valley Road, Wittmann, AZ 85361

Attendance: 27

Meeting Comments:

- Many of the residents were familiar with the project because they had attended the previous public meetings. They were most interested in learning how the preferred/recommended alignment related to their individual properties.
- Most of the comments received from residents were in favor of the preferred alignment. Several residents complimented the study team on identifying a preferred alignment that was sensitive to existing homes and topography. They also expressed appreciation for the level of detail that was included on the preferred alternative exhibits.
- Most residents wanted to know when the roadway would be constructed. The general consensus was that they would like to see construction begin sooner than later to improve access to their properties.
- Residents wanted to know when the County would begin right-of-way acquisition. It was explained that the current project is a long range transportation study, that funding has not been identified for any improvements and there is no current timeline to predict when right-of-way acquisition will begin.
- Residents were interested in learning more about the level of access that they will have from the proposed roadway.
- One resident of Whispering Ranch expressed concern about the potential effects of the study (when finalized) on her resale capability in the interim between study completion and construction.
- One out of state land owner (10 acres in Whispering Ranch) informed the design team of their support for the project. They stated, "I, as well as many other land owners, have long awaited the development of Whispering Ranch and neighboring Douglas Ranch – the parkway would be a welcomed start to the future development of the area, hopefully with utilities to soon follow."

Appendix A

- Hidden Waters Parkway: TAC Meeting Summaries





AGENDA

Hidden Waters Parkway North Corridor Feasibility Study I-10 to SR 74 (proposed)

Technical Advisory Committee (TAC) Meeting #1

**April 13, 2011, 1:30 pm
MCDOT Conference Room**

- 1) Introductions
- 2) TAC Committee: Roles and Responsibilities
 - a) Stakeholders
 - b) Technical Review Members
- 3) Work Plan
 - a) Project Overview
 - b) Corridor Limits
 - c) Goals and Objectives
 - d) Key Corridor Issues
 - e) Schedule
 - f) Relevant Studies
 - g) Evaluation Measures
- 4) TAC Member Input
 - a) Next TAC Meeting (May/June)
- 5) Other Action Items



**Hidden Waters Parkway North Corridor Feasibility Study
I-10 to SR 74 alignment
Technical Advisory Committee (TAC) Meeting #1**

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	Jo Penunuri	WAPA	penunuri@wapa.gov

X = Attended Meeting

DISTRIBUTION DATE: April 18, 2011

DATE OF MEETING: April 13, 2011

SUBJECT: **TAC Meeting #1**
Hidden Waters Parkway North Corridor Feasibility Study
MCDOT Project No. 2010-054

TIME/PLACE: **April 13, 2011 at 1:30 P.M.**
MCDOT Conference Room
2901 West Durango Street
Phoenix, Arizona 85009

FROM: Elijah Williams, Project Manager, EPS Group Inc.
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- ATTACHMENTS:**
- Sign-in sheet
 - Presentation Slides

The meeting notes for the aforementioned project are attached for your information and use. If you have any questions, please contact me at (480) 503-2250.

Introductions

The meeting started with introductions of the participants.

Purpose of TAC

Elijah cited the need to build consensus between MCDOT, local agencies/ jurisdictions, and key stakeholders regarding the direction, goals, and outcomes of this study as the reason for forming this Technical Advisory Committee. Technical review members will be asked to provide feedback on the technical memoranda prepared for this study.

Work Plan Elements (refer to presentation handout)

Elijah reviewed previous transportation planning studies, including the Hassayampa Valley Roadway Framework Study that identified the need for the Hidden Waters Parkway.

This project will be completed in two phases. During the initial planning phase of the study, the corridor features will be described to identify potential opportunities/constraints that need to be considered when developing candidate parkway alignments. The second phase will develop and evaluate potential parkway alignments that are responsive to the study corridor features.

The limits of the study area were presented to the TAC, and the goals/objectives identified during the project scoping meeting were also reviewed.

Key issues identified during the preliminary investigation of the study area were discussed. These issues included potential impacts to existing and proposed developments, other land owners, utility stakeholders, and drainage and environmental considerations.

The relevant design guidelines to be used when developing candidate parkway alignments, including an example of a typical AZ parkway section, were presented to the TAC. Elijah also reviewed the general evaluation criteria that will be used to screen the candidate alignments. TAC members were given the opportunity to suggest additional evaluation criteria to consider.

The work plan presentation concluded with a discussion of the project schedule.

TAC Member Input

Members of the TAC were asked to comment on the proposed work plan for this study. The following bullets capture the feedback that was received:

- Floyd Hardin from SRP wanted to be sure that potential impacts to their transmission facilities were adequately identified and addressed. He indicated that there may be additional transmission facilities in the area that were not reflected on the preliminary key issues map. He suggested that Jim Looney, from APS, be contacted to make sure that the transmission line locations were up-to-date.
- Adam Zaklikowski (Town of Buckeye) stated that work plan was put together well. He did ask that the basis for the centerline of the study area (i.e. the Hassayampa Framework alignment) be clearly identified to avoid the impression that a recommended alignment has already been selected.
- Tab Bommarito indicated that AZ Game and Fish will want to make sure that proposed alignment alternatives do not negatively impact known wildlife linkage zones in the area. He suggested the CAP canal as a potential east-west linkage corridor through the study area that might not have been considered.

Next TAC Meeting

The next TAC meeting is tentatively scheduled for June 1, 2011. A formal meeting invitation/agenda will be circulated closer to the meeting date.

Meeting Sign-in Sheet
MCDOT - Hidden Waters Parkway North Corridor Feasibility Study

Purpose: TAC Meeting No. 1 - Work Plan

Date: April 13, 2011

Initials	Name	Organization	Phone	E-mail
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MCDOT - Hidden Waters Parkway North Corridor Feasibility Study

Purpose: TAC Meeting No. 1 - Work Plan

Date: April 13, 2011

Initials	Name	Organization	Phone	E-mail
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MCDOT - Hidden Waters Parkway North Corridor Feasibility Study

Purpose: TAC Meeting No. 1 - Work Plan

Date: April 13, 2011

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Hidden Waters Parkway North Corridor Feasibility Study: I-10 to SR 74

TAC Meeting No.1
April 13, 2011



AGENDA



Hidden Waters Parkway North Corridor Feasibility Study I-10 to SR 74 (proposed)

Technical Advisory Committee (TAC) Meeting #1 April 13, 2011, 1:30 pm MCDOT Conference Room

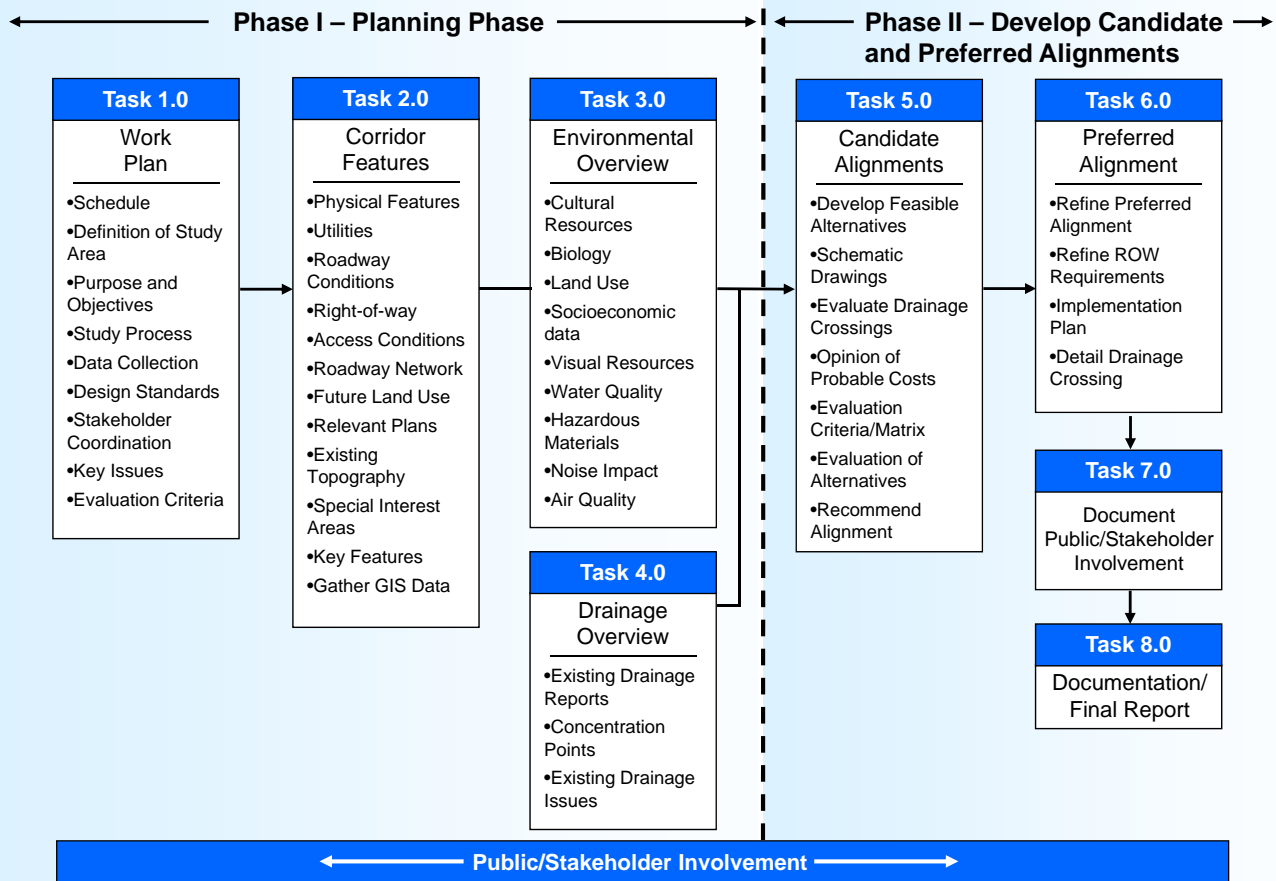
1. Introductions
2. TAC Committee: Roles and Responsibilities
 - a. Stakeholders
 - b. Technical Review Members
3. Work Plan
 - a. Project Overview
 - b. Corridor Limits
 - c. Goals and Objectives
 - d. Key Corridor Issues
 - e. Schedule
 - f. Relevant Studies
 - g. Evaluation Measures
4. TAC Member Input
 - a. Next TAC Meeting (May/June)
5. Other Action Items

Prior Studies

- Interstate 10-Hassayampa Valley Roadway Framework Study, MAG, September 2007
- Interstate 8 and 10: Hidden Valley Transportation Framework Study, MAG, October 2009
- Hassayampa Framework Study for the Wickenburg Area, MAG, ongoing.
- Town of Buckeye General Plan, Town of Buckeye, January 2008.
- Town of Buckeye Preliminary Transportation Master Plan, Town of Buckeye, December 2009.
- Other Corridor Studies

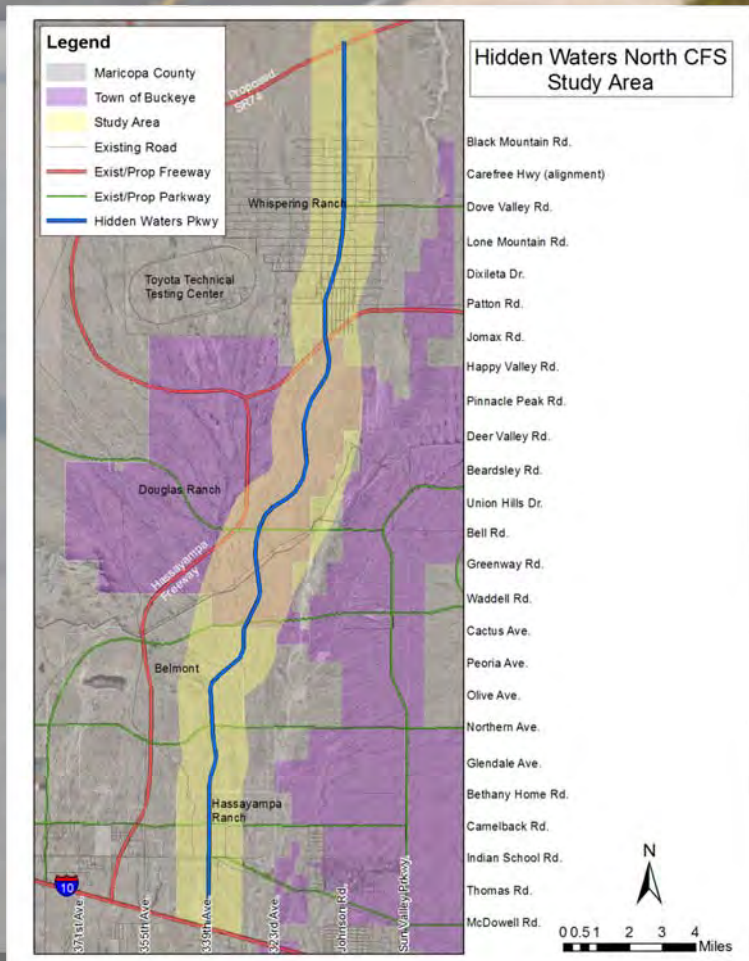


Project Overview



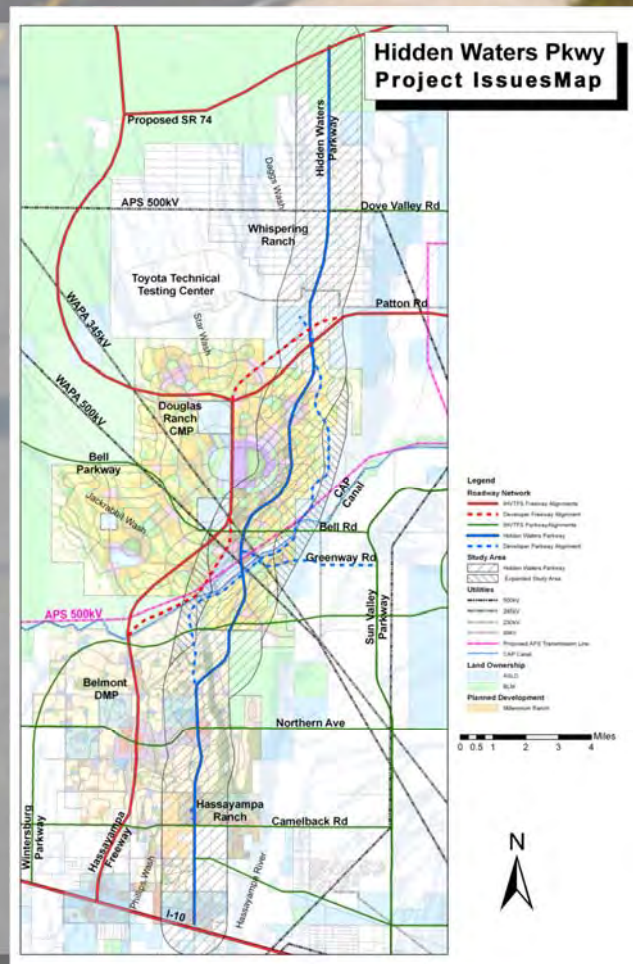
Work Plan Elements

- Corridor Limits
- Goals and Objectives
 - Characterize study corridor
 - Identify opportunities & constraints
 - Develop/Evaluate alignments
 - Recommend preferred alignment
 - Establish connectivity throughout corridor
 - Consistency with ongoing studies
 - Consider MPC circulation elements
 - Identify environmental issues
 - Consider impacts to ASLD lands
 - Minimize roadway development costs
 - Limit impacts to Whispering Ranch
 - Maintain Confidentiality of Toyota Testing Center
 - Identify potential implementation plan



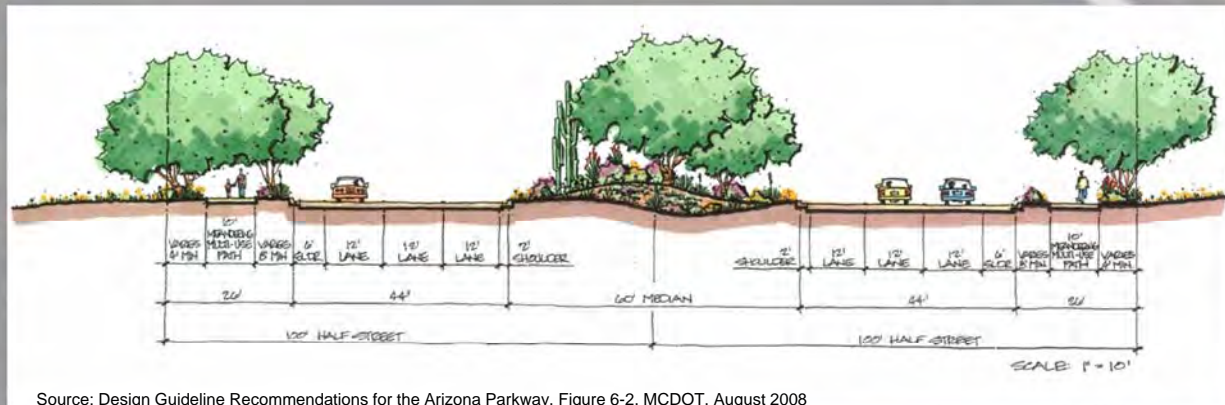
Key Issues

- Existing/Proposed Development
 - Hassayampa Ranch
 - Belmont
 - Douglas Ranch
 - Whispering Ranch
- Other Issues/Opportunities
 - ASLD (Access/Developability)
 - BLM (Wildlife Corridors)
 - Toyota Testing Center (Confidentiality)
- Utilities
 - CAP Canal
 - WAPA & APS Transmission Lines
- Drainage/Washes
- Environmental Considerations



Relevant Design Guidelines

- Design Guideline Recommendations for the Arizona Parkway, MCDOT, August 2008
- Arizona Parkway Intersection/Interchange Operational Analysis and Design Concepts Study, MCDOT, August 2009.
- Freeway to Parkway Interchange Template, ADOT, October 2010.
- MCDOT Roadway Design Manual, Revised April 2004, MCDOT, April 2004.

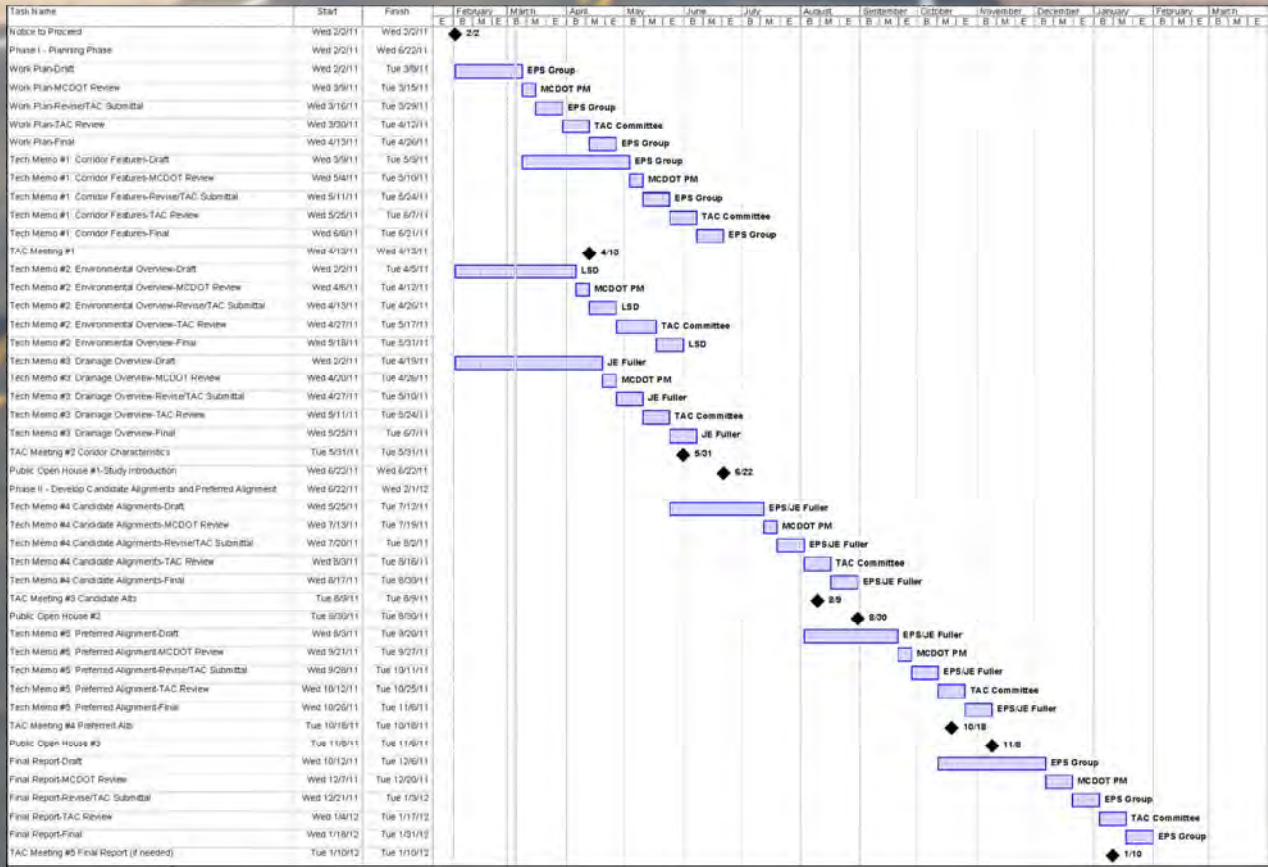


Source: Design Guideline Recommendations for the Arizona Parkway, Figure 6-2, MCDOT, August 2008

Evaluation Criteria

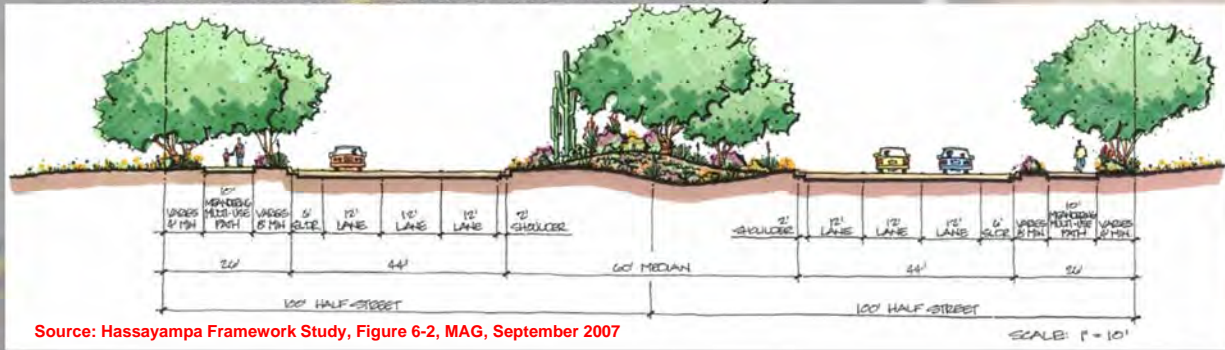
- Affected Parcels
- Consistency with approved Development/MPC Plans
- Additional Right of Way Required (sf/acre)
- Estimated Right of Way Cost
- Buildings Affected
- Constructability Issues
- Engineering Complexity
- Environmental Issues
- Potential Utility Conflicts
- Public Acceptability
- Functionality

Project Schedule

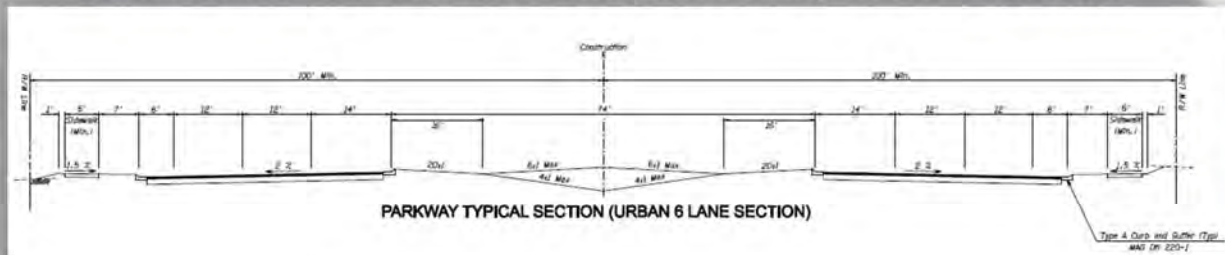


Correction

- The Figure in Slide 7 came from the Hassayampa Framework Study, not the Design Guideline Recommendations for the Arizona Parkway



- The appropriate parkway cross-section per Figure 2 of the Design Guideline Recommendations for the Arizona Parkway, MCDOT, August 2008 is as follows:





AGENDA

Hidden Waters Parkway North Corridor Feasibility Study I-10 to SR 74 (proposed)

Technical Advisory Committee (TAC) Meeting #2

**June 1, 2011, 1:30 pm
MCDOT Conference Room**

- 1) Introductions
- 2) Results of Planning Phase Evaluations (Completed Tech Memos)
 - a) Technical Memorandum 1: Existing and Future Corridor Features
 - b) Technical Memorandum 2: Environmental Overview
 - c) Technical Memorandum 3: Drainage Overview
- 3) Stakeholder meetings - Update
- 4) TAC Member Input
- 5) Next Steps
 - a) Public Open House
 - b) Develop and Evaluate Candidate Alignments
 - c) Next TAC Meeting (August)
 - d) Refine Preferred Alignment
- 6) Other Items



Hidden Waters Parkway North Corridor Feasibility Study I-10 to SR 74 alignment Technical Advisory Committee (TAC) Meeting #2

TO:

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	Steve Lopez	SRP - Transmission	steven.lopez@srpnet.com
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	Stephen Cleveland	Town of Buckeye	scleveland@buckeyeaz.gov
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	Richard Mayes	W Holdings	richardm@wholdings.com
	Jessica Herndon	WAPA	Herndon@wapa.gov
	Jo Penunuri	WAPA	penunuri@wapa.gov
	Jeffrey Kracht	Whispering Ranch	kracht@azmag.gov
	Mary Kracht	Whispering Ranch/Arizona Pacific	mary@arizonapacificrealestate.com

X = Attended Meeting

DISTRIBUTION DATE: June 8, 2011

DATE OF MEETING: June 1, 2011

SUBJECT: **TAC Meeting #2**
Hidden Waters Parkway North Corridor Feasibility Study
MCDOT Project No. 2010-054

TIME/PLACE: **June 1, 2011 at 1:30 P.M.**
MCDOT Conference Room
2901 West Durango Street
Phoenix, Arizona 85009

FROM: Elijah Williams, Project Manager, EPS Group Inc.
2045 S Vineyard, Suite 101
Mesa, AZ 85210
Phone: 480-503-2250
Fax: 480-503-2258
elijah.williams@epsgroupinc.com

- ATTACHMENTS:**
- Sign-in sheet
 - Presentation Slides
 - Public Open House Notification

The meeting notes for the aforementioned project are attached for your information and use. If you have any questions, please contact me at (480) 503-2250.

Introductions

The meeting started with introductions of the participants.

Results of the Planning Phase Evaluations (refer to presentation handout)

The initial planning phase of the study is drawing to a close. The existing and future corridor features have been characterized in Technical Memoranda 1-3.

- Tech Memo No. 1 Existing and Future Corridor Features
- Tech Memo No. 2 Environmental Overview
- Tech Memo No. 3 Drainage Overview

The corridor features were characterized to identify potential opportunities/constraints that need to be considered when developing candidate parkway alignments.

Elijah reviewed previous transportation planning studies, including the Hassayampa Valley Roadway Framework Study that identified the need for the Hidden Waters Parkway.

The Hidden Waters Parkway is located within the jurisdictional limits of the Town of Buckeye and unincorporated Maricopa County. Roughly 78% of the study area is privately owned. The remaining portions are owned by ASLD (12%), BLM (9%), and the BOR (1%).

Existing and future land uses were presented to the TAC. There are localized regions of residential parcels near the southern and northern limits of the study area; otherwise the majority of the land is undeveloped. The future land use includes several master planned communities (Belmont, Millennium Ranch, Hassayampa Ranch, & Douglas Ranch). These planned communities include over 187,000 entitled residential properties.

The TAC also discussed the existing topographic and drainage features, including delineated floodplains, within the study area. Drainages generally flow from north to south/southeast through the study area. Over 84 proposed wash crossings were identified through the approximate center of the study area.

An overview of the existing and proposed utilities was given. A special interest area was identified near the center of the study area where two Western overhead transmission corridors converge and cross the CAP canal in the vicinity of a proposed APS overhead transmission corridor.

It was noted during a discussion of environmental considerations that only ~15% of the study area has been surveyed for cultural resources. These previous surveys identified one lithic scatter (near the CAP) and one historic road (Indian School Rd) that were considered eligible for listing in the NRHP. There is no previously identified suitable/critical habitat for endangered species within the study area. Certain environmental justice populations (including the elderly and disabled) occur in greater numbers within the northern half of the study area (compared to Town of Buckeye and Maricopa County averages).

Existing and Future traffic conditions were presented to the TAC. The future traffic projections, which identified need for the Hidden Waters Parkway, were taken directly from the MAG Hassayampa Framework Study.

The special interest areas identified in the planning phase of this study were summarized in graphic and tabular form. The proposed evaluation criteria to address the special interest areas were also reviewed.

Roberta Crowe circulated the meeting notification for the Public Open House to be held June 15th at 5:00pm.

TAC Member Input

Members of the TAC were asked to comment on the material presented during the meeting. The following bullets capture the feedback that was received:

- Mary Kracht asked how individual land owners will be allowed to provide feedback on conceptual parkway alignments. Denise stated that the public will be given the opportunity to provide feedback during three separate open houses to be held in the future. The second of these scheduled public open houses will specifically solicit public feedback on conceptual parkway alignments.
- Micah Henry from MAG asked for clarification on the dashed linetypes included on the proposed development exhibit. Elijah explained that the dashed lines highlight the parkway and freeway alignments as they are proposed in the approved development master plans (Belmont, Hassayampa Ranch, and Douglas Ranch).
- Joe Liberty, representing the Whispering Ranch community, want to know how best to communicate study information to existing/potential land owners. Roberta stated that it would be appropriate for him to forward copies of MCDOT's public meeting notifications to land owners provided that no alterations are made to the material. Denise also noted that a web page will be set-up on MCDOT's web site for the Hidden Waters Parkway North corridor feasibility study to convey project information to the public.
- Gordon Taylor stated that ASLD will wait until conceptual alignments have been developed before commenting.
- Jim Sargent from MCDOT's traffic department commented on the proximity of the Hidden Waters Parkway to the proposed Hassayampa Freeway. He noted that there may be challenges to accommodate access to both facilities so close to each other.
- Paul Ward asked about the clearance requirements between the proposed parkway and existing overhead transmission towers. Western has indicated to EPS on two occasions that they will require 50ft of clearance around their existing towers.

Next TAC Meeting

The next TAC meeting is tentatively scheduled for early August. A formal meeting invitation/agenda will be circulated closer to the meeting date.

Meeting Sign-in Sheet
MCDOT - Hidden Waters Parkway North Corridor Feasibility Study

Purpose: TAC Meeting No. 2 - Study Area Features

Date: June 1, 2011

Initials	Name	Organization	Phone	E-mail
	Charla Glendening	ADOT	602-712-7376	cglendening@azdot.gov
	Scott Omer	ADOT		somer@azdot.gov
	Bob Bott	APS	602-371-6255	robert.bott@aps.com
	Craig Stegmeier	APS		Craig.Stegmeier@aps.com
	Jim Looney	APS		James.Looney@aps.com
	Larry Krueger	APS		Lawrence.Krueger@aps.com
	Bobby Garza	APS Distribution	602-371-7989	baldemar.garza@aps.com
	Phil Hobday	APS Transmission	602-371-7047	philip.hobday@aps.com
	Dana Warnecke	Arizona Game & Fish	480-324-3547	dwarnecke@azgfd.gov
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TK	Tab Bommarito	Arizona Game & Fish	928-341-4069	TBommarito@azgfd.gov
	Troy Smith	Arizona Game & Fish	928-341-4068	trsmith@azgfd.gov
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G	Gordon Taylor	ASLD		Gtaylor@land.az.gov
	Kay McNeely	ASLD	602-542-3681	kmcneely@land.az.gov
	Manny Patel	ASLD	602-346-1596	mpatel@land.az.gov
	Mark Edelman	ASLD	602-542-6331	medelman@land.az.gov
	Susan Demmitt	Belmont	480-429-3064	sdemmitt@beusgilbert.com

MCDOT - Hidden Waters Parkway North Corridor Feasibility Study

Purpose: TAC Meeting No. 2 - Study Area Features

Date: June 1, 2011

Initials	Name	Organization	Phone	E-mail
	Jo Ann Goodlow	BLM	623-580-5548	joann_goodlow@blm.gov
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	Michael Cronin	El Dorado Holdings/ Douglas Ranch	602-955-2424	mcronin@eldoradoholdings.net
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	Kimberley Korp	Havard Investments/ Hassayampa Ranch	480-348-1118	kimkorp@harvardinvestments.com
AL	Joe Liberty	Liberty Southwest Realty/Whispering Ranch	602-505-7675	JoeLiberty@cox.net
	Bill Ring	LKY Holdings/Bellmont	480-951-1281	ringeraz@yahoo.com
RC	Robyn Calihan	LKY Holdings/Belmont	480-951-1281	rcalihan@lkydev.com
	Tim Strow	MAG	602-254-6300	tstrow@mag.maricopa.gov
	Jeanette Fish	Maricopa Co. Farm Bureau	601-437-1330	mcfb@qwestoffice.net
	Al Kattan	MCDOT	602-506-4618	AlKattan@mail.maricopa.gov
DS	Denise Lacey	MCDOT	602-506-6172	deniselacey@mail.maricopa.gov

MCDOT - Hidden Waters Parkway North Corridor Feasibility Study

Purpose: TAC Meeting No. 2 - Study Area Features

Date: June 1, 2011

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<i>RC</i>	Roberta Crowe	MCDOT	602-506-8003	robertacrowe@mail.maricopa.gov
<i>TS</i>	Tom Sonnemann	MCDOT	602-506-8625	TomSonnemann@mail.maricopa.gov
<i>WB</i>	Wayne Butch	MCDOT	602-506-8603	WayneButch@mail.maricopa.gov
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	Floyd Hardin	SRP - Transmission	602-236-8327	floyd.hardin@srpnet.com
	Steve Lopez	SRP - Transmission	602-236-3786	steven.lopez@srpnet.com
	Wayne Darby	SRP - Transmission		wayne.darby@srpnet.com
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	Jackie Meck	Town of Buckeye	623-349-6950	jmeck@buckeyeaz.gov
<i>PW</i>	Paul Ward	Town of Buckeye	480-203-7148	pward@scoutten.com

MCDOT - Hidden Waters Parkway North Corridor Feasibility Study

Purpose: TAC Meeting No. 2 - Study Area Features

Date: June 1, 2011

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	ROBERTA GOWE	MCDOT		

Hidden Waters Parkway North Corridor Feasibility Study: I-10 to SR 74

TAC Meeting No.2
June 1, 2011



AGENDA

Hidden Waters Parkway North Corridor Feasibility Study I-10 to SR 74 (proposed)

Technical Advisory Committee (TAC) Meeting #2 June 1, 2011, 1:30 pm MCDOT Conference Room

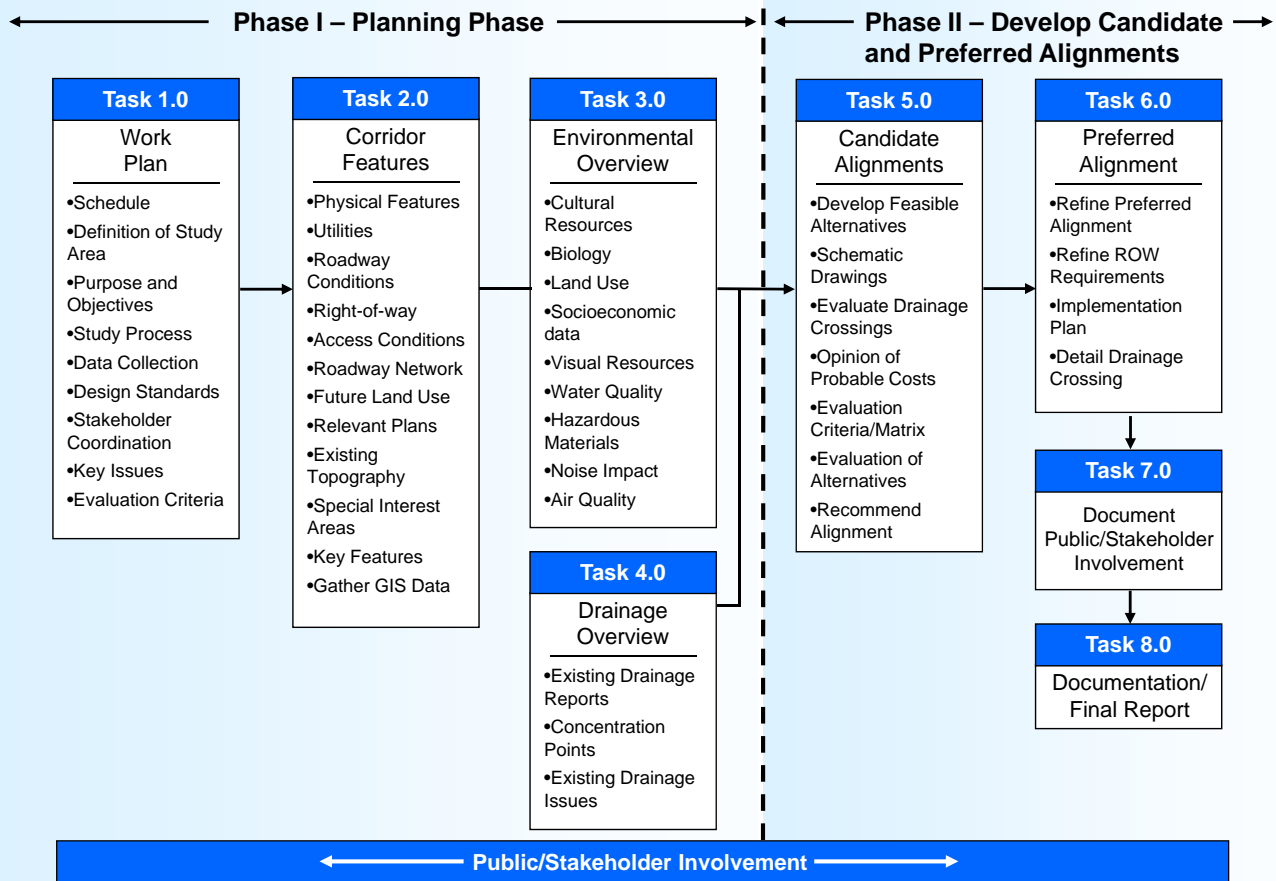
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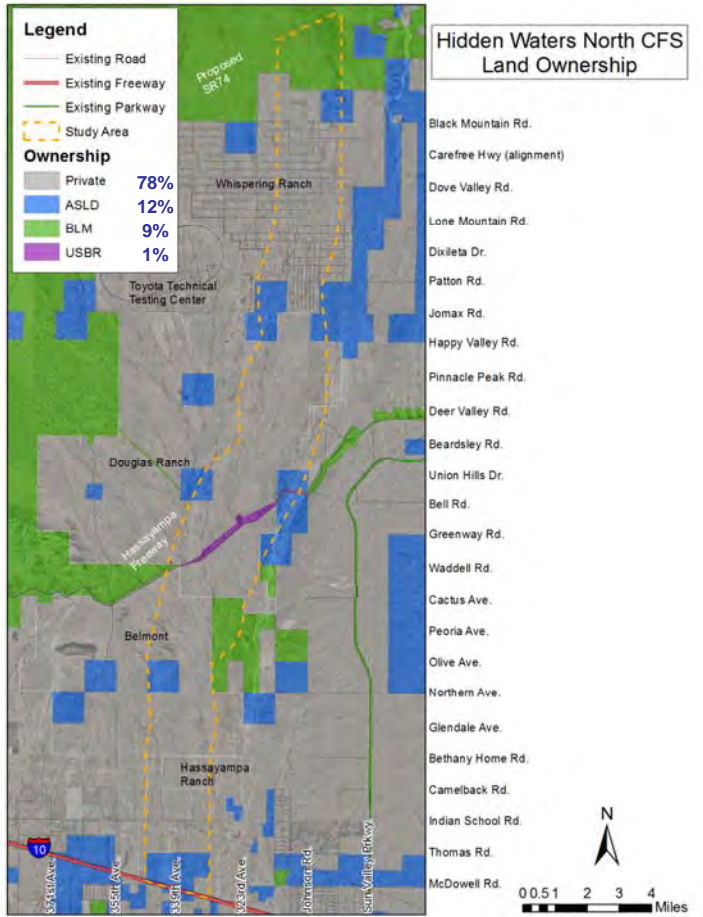
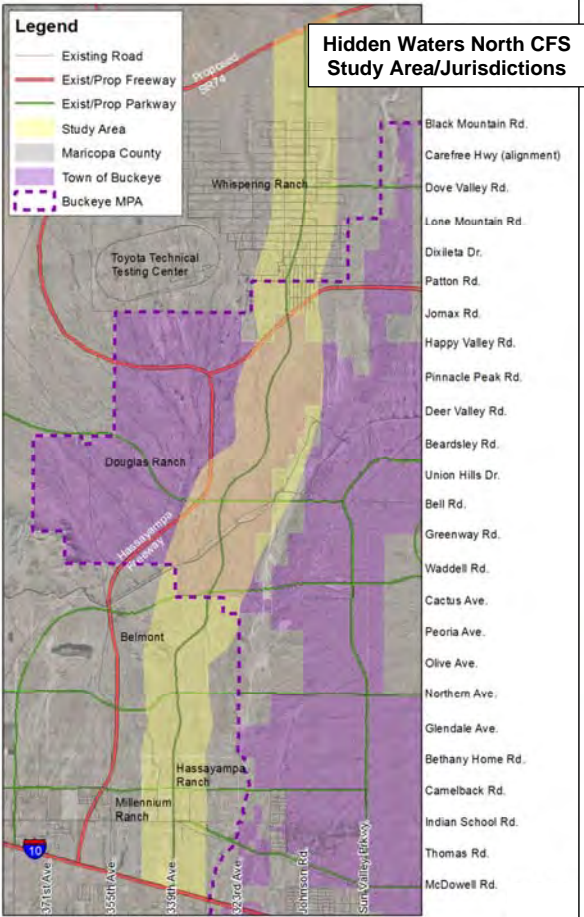
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- Other Corridor Studies

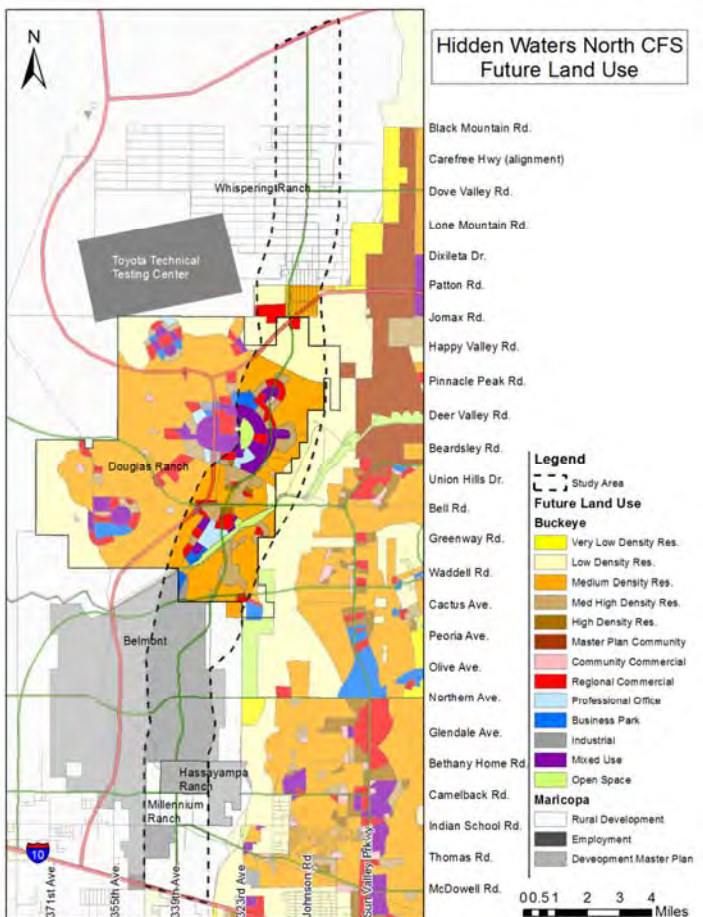
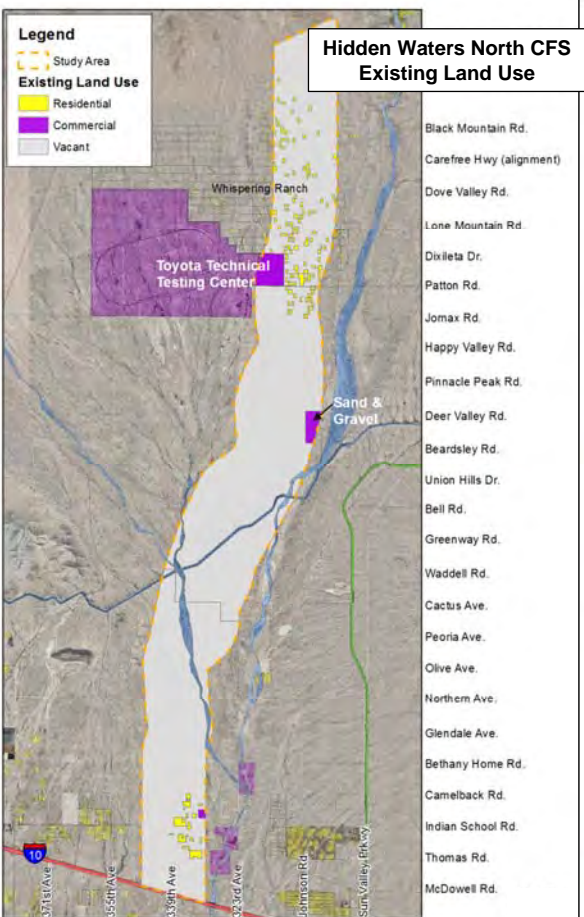


Project Overview





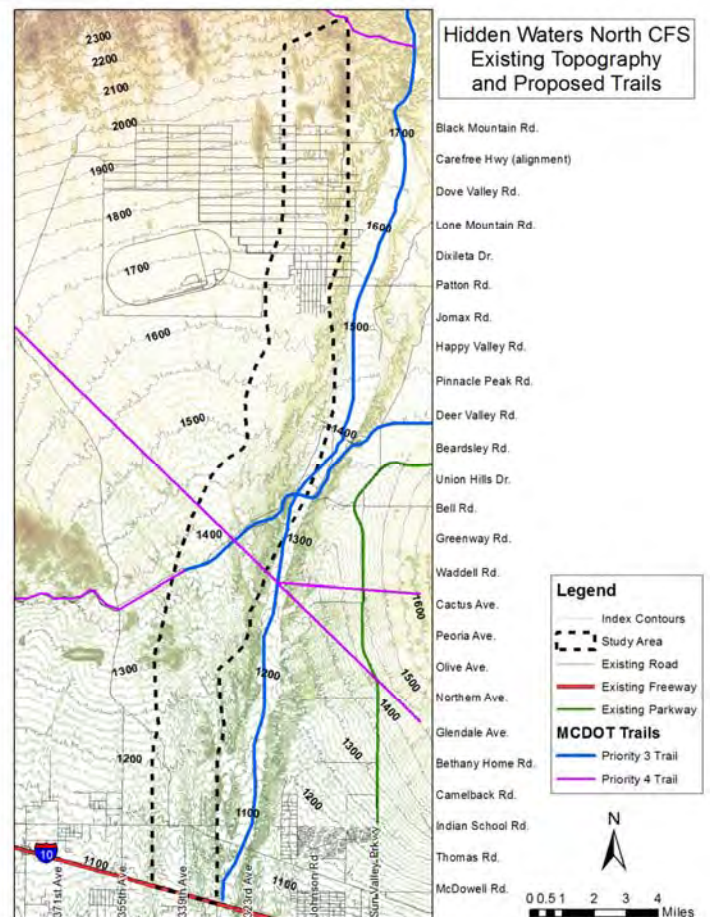
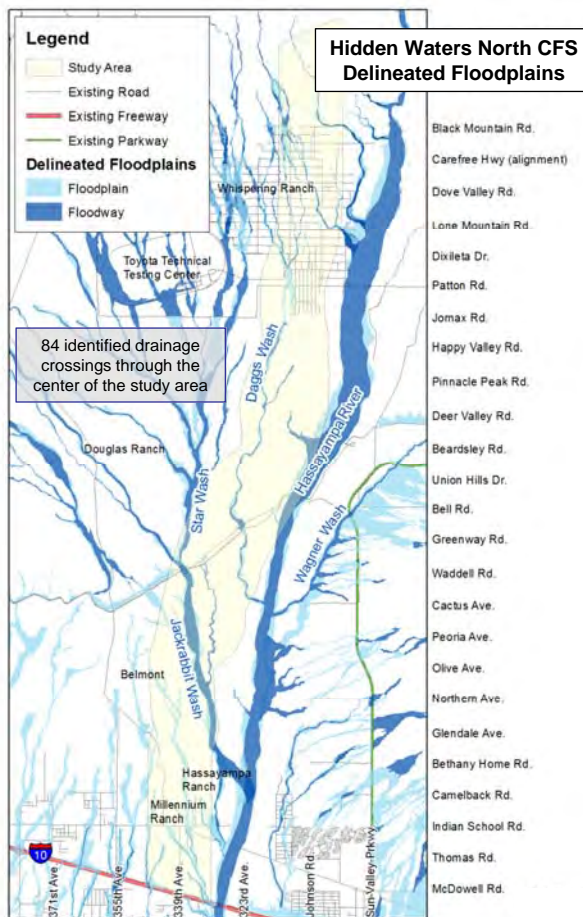
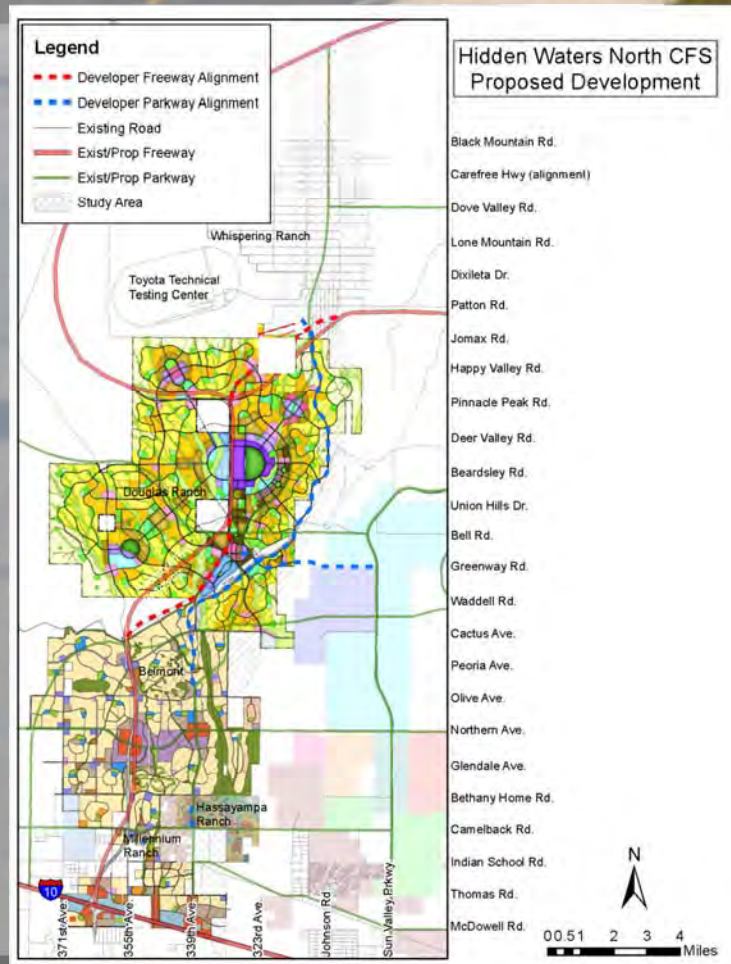
Note: Roadway alignments shown are approximate based on the Hassayampa Framework Study and may be revised based on further, more detailed study.
 Data source: MCDOT GIS: Elec_Cities.shp, alris_own.shp & Town of Buckeye Planning GIS mpa.shp



Note: Roadway alignments shown are approximate based on the Hassayampa Framework Study and may be revised based on further, more detailed study.
 Data source: MCDOT GIS: MAG_genplan_landuse07.shp, mag_landuse2009.shp & Town of Buckeye Planning GIS landuse_2009_1008.shp

Proposed Development

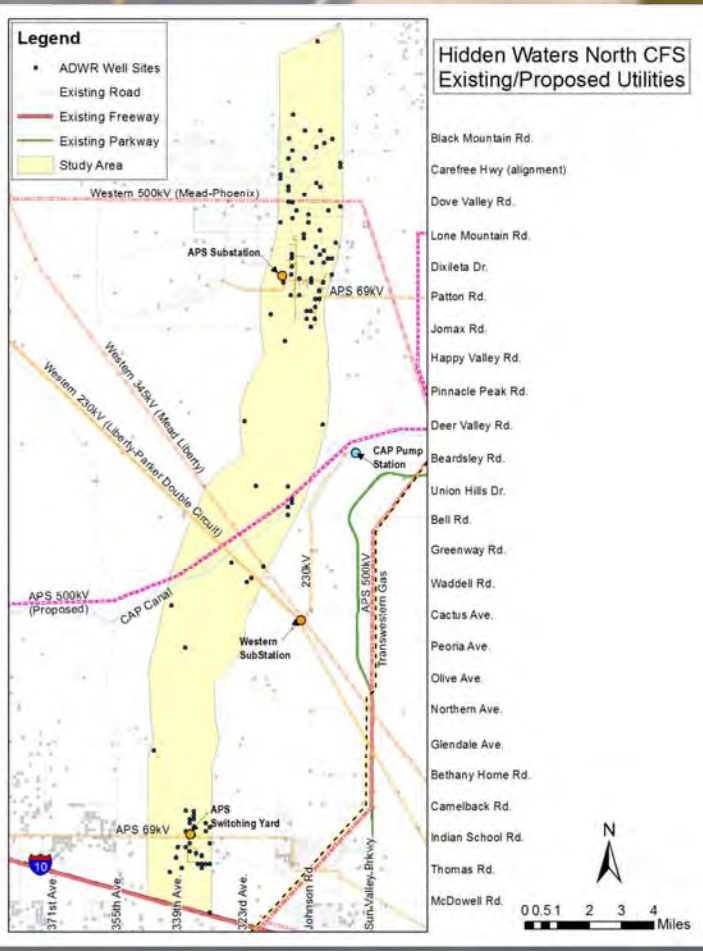
- Belmont
 - LKY Development
 - Date of Approval June 2008
 - 24,800 acres
 - 78,370 Dwelling Units
- Millennium Ranch
 - BET Investments, Inc.
 - Date of Approval: June 2010
 - 773 acres
 - 3,186 Dwelling Units
- Hassayampa Ranch
 - Harvard Investments
 - Date of Approval: January 2007
 - 2,078 acres
 - 5,707 Dwelling Units
- Douglas Ranch
 - El Dorado Holdings
 - Date of Approval: February 2010
 - 33,800 acres
 - 100,000 Dwelling Units



Data source: MCDOT GIS: fpzncfd.shp, fpzncfema.shp, elvln_1280.shp,

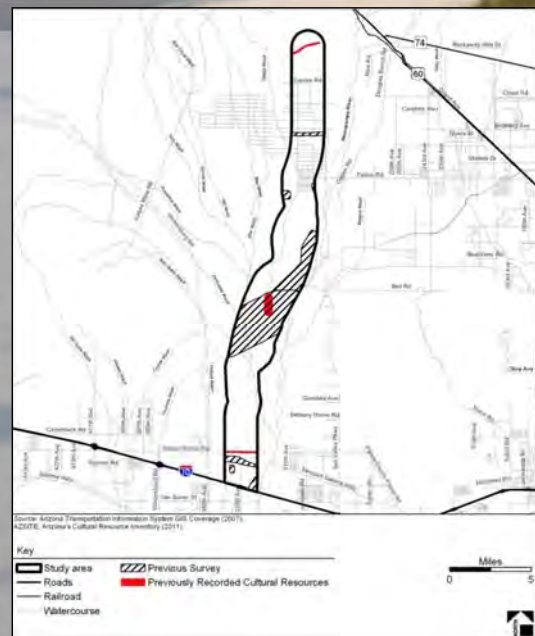
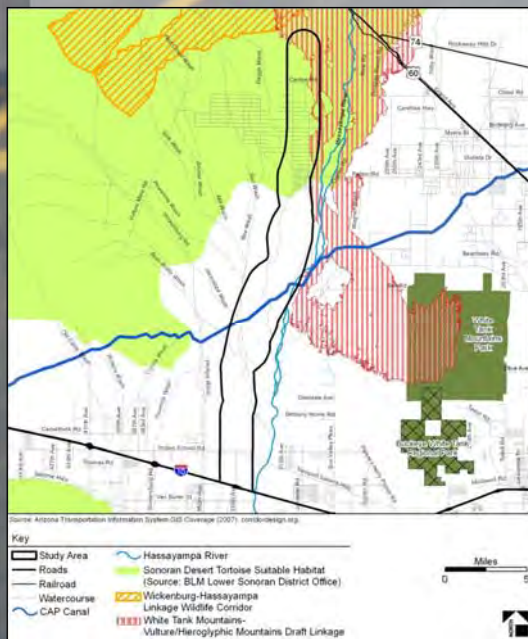
Existing/Prop Utilities

- AT&T
 - Two transcontinental FO lines near Indian School Rd
- ADOT
 - 8 drainage structures along I-10
- APS
 - 69kV along Indian School Rd, switching yard, 12kV distribution
 - 69kV and 12kV within Whispering Ranch, + substation
 - Proposed 500kV along CAP
- CAP
 - Main Canal & associated electrical and FO facilities
- Qwest
 - Data Requested
- Sprint
 - FO line along Indian School Rd
- Western
 - 230kV (Liberty-Parker double circuit)
 - 345kV (Mead-Liberty)
 - 500kV (Mead-Phoenix)
- Zona Communications
 - Overhead FO in Whispering Ranch
- ADWR Well Sites
 - 139 registered sites



Environmental Considerations

- Cultural
 - ~15% Study Area Surveyed for Cultural Resources
 - Five cultural resource sites identified (3 not eligible for NRHP)
 - Indian School Road and one lithic scatter recommended eligible for listing in the NRHP



- Natural Resources
 - No suitable/critical habitat for endangered species
 - Northern study area contains suitable habitat for Sonoran desert tortoise & California leaf-nosed bat
 - Wildlife Linkage Corridors
- Land Use and Socioeconomics
 - Environmental justice populations (elderly and disabled) occur in greater number within the northern half of the study area.

Existing Right-of-Way

Road	Segment		Right-of-Way		
			West/South of Centerline/ Sectionline	East/North of Centerline/ Sectionline	Total Width
339th Avenue	Thomas Road	to 2640' north of Thomas Road	40'	40'	80'
	2640' north of Thomas Road	to 3545' north of Thomas Road	0'	40'	40'
	3545' north of Thomas Road	to 3865' north of Thomas Road	40'	40'	80'
	3865' north of Thomas Road	to Indian School Road	0'	40'	40'
	Indian School Road	to 2640' north of Indian School Road	65'	0'	65'
	2640' north of Indian School Road	to 3960' north of Indian School Road	65'	32'	97'
	3960' north of Indian School Road	to Camelback Road	65'	65'	130'
	Camelback Road	to Bethany Home Road	0'	0'	0'
	Bethany Home Road	to Northern Avenue	75'	75'	150'
	Northern Avenue	to Olive Avenue	0'	75'	75'
	Olive Avenue	to Peoria Avenue	75'	75'	150'
Indian School Road/ Tonopah-Salome Hwy.	339th Ave	to 5280' west of 339th Avenue	20'	20'	40'
	339th Ave	to 5280' east of 339th Avenue	55'	55'	110'

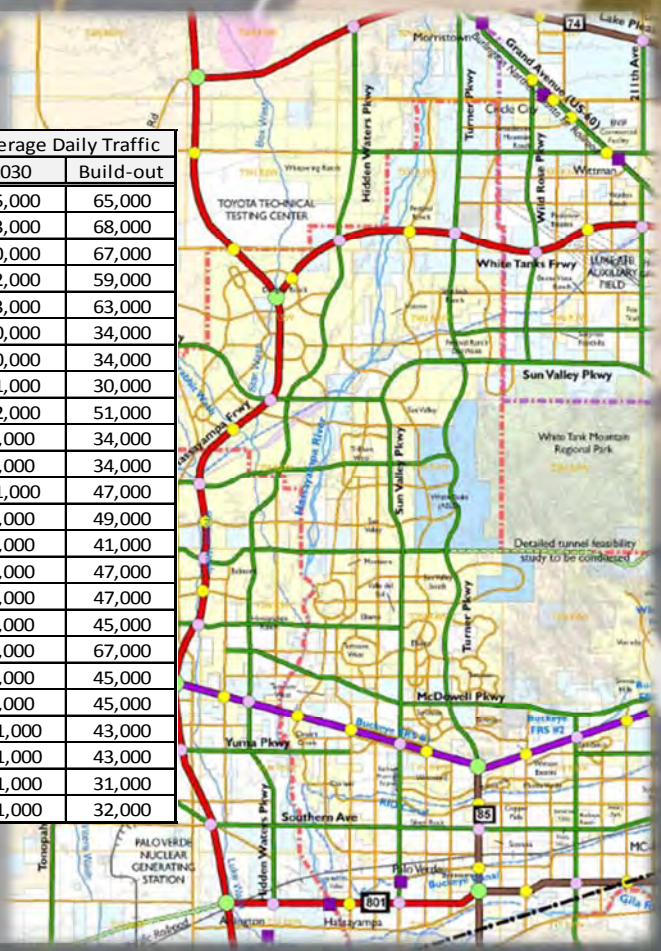
Existing Traffic Conditions

Road	Segment	Length (Miles)	Existing Facility	Width (Feet)	Surface Type	Pavement Condition	Year Built	ADT (2010)
339th Ave.	5962' North of I-10 to Indian School Road	1.0	2-lane minor arterial	30	Asphaltic Rubber	Very Good	1982	941
Indian School Road	347th Avenue to 331st Avenue	2	2-lane minor arterial	28	Not Reported	Not Reported	Not Reported	213
Patton Road	299th Avenue to 5280' East of 299th Avenue	1	2-lane major collector	28	Penetration Chip	Good	1989	500
299th Avenue	Patton Road to Peak View Road	0.5	2-lane local road	28	Asphaltic Concrete	Excellent	1991	466
Peak View Road	299th Avenue to 5280' West of 299th Avenue	1	2-lane local road	28	Asphaltic Concrete	Excellent	1991	411

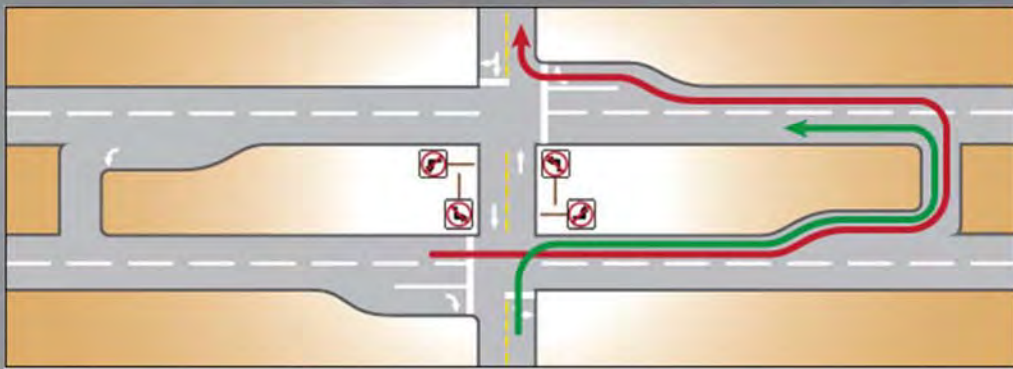
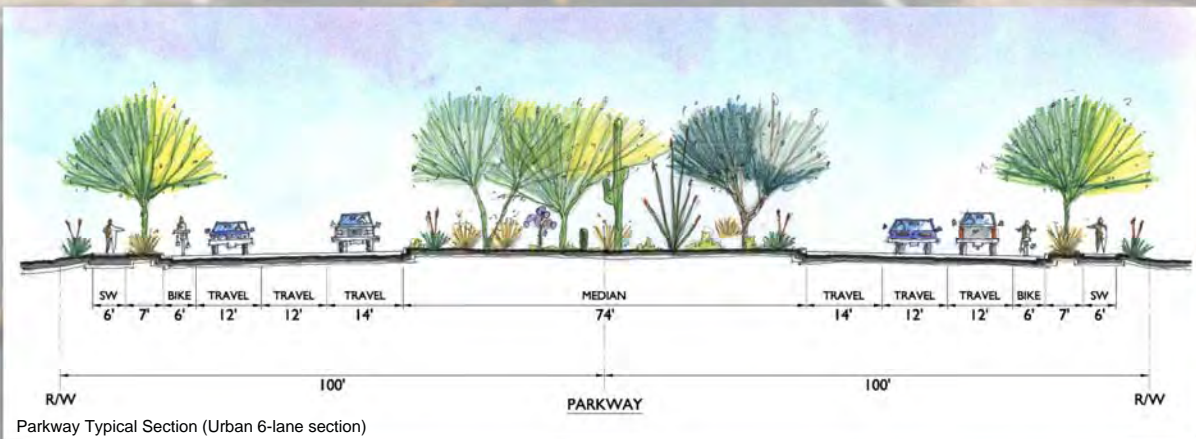


Future Traffic Conditions

Hidden Waters Parkway North Segment		Average Daily Traffic	
From	To	2030	Build-out
I-10	Thomas Rd.	15,000	65,000
Thomas Rd.	Indian School Rd.	13,000	68,000
Indian School Rd.	Camelback Rd.	10,000	67,000
Camelback Rd.	Bethany Home Rd.	12,000	59,000
Bethany Home Rd.	Glendale Ave.	13,000	63,000
Glendale Ave.	Northern Ave.	10,000	34,000
Northern Ave.	Olive Ave.	10,000	34,000
Olive Ave.	Peoria Ave.	11,000	30,000
Peoria Ave.	Cactus Ave.	12,000	51,000
Cactus Ave.	Waddel Ave.	7,000	34,000
Waddel Ave.	Greenway Rd.	7,000	34,000
Greenway Rd.	Bell Rd.	11,000	47,000
Bell Rd.	Union Hills Dr.	4,000	49,000
Union Hills Dr.	Beardsley Rd.	4,000	41,000
Beardsley Rd.	Deer Valley Rd.	3,000	47,000
Deer Valley Rd.	Pinnacle Peak Rd.	3,000	47,000
Pinnacle Peak Rd.	Happy Valley Rd.	2,000	45,000
Happy Valley Rd.	Jomax Rd.	1,000	67,000
Jomax Rd.	Patton Rd.	1,000	45,000
Patton Rd.	Dixileta Dr.	1,000	45,000
Dixileta Dr.	Lone Mountain Rd.	< 1,000	43,000
Lone Mountain Rd.	Dove Valley Rd.	< 1,000	43,000
Dove Valley Rd.	Carefree Highway (alignment)	< 1,000	31,000
Carefree Highway (alignment)	Black Mountain Rd.	< 1,000	32,000

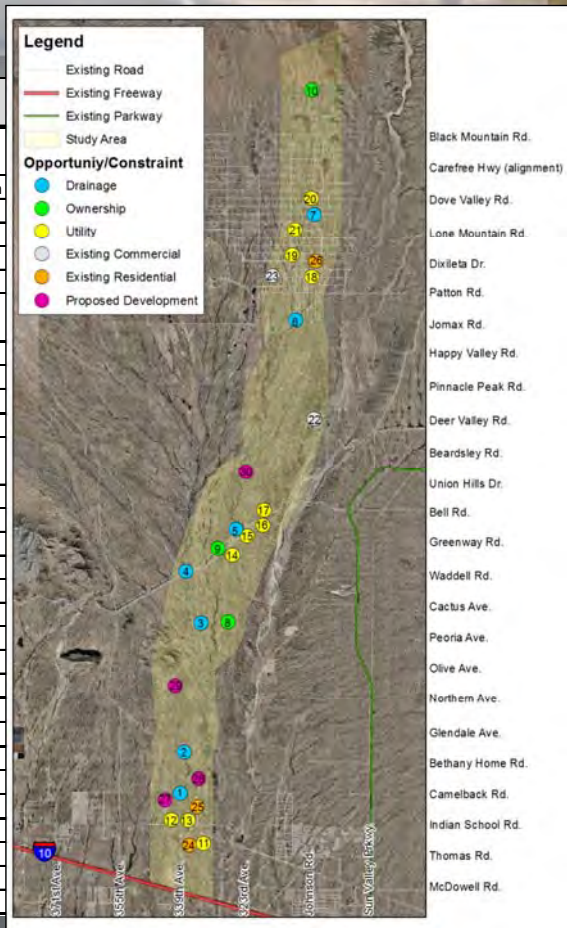


Proposed Functional Class: Arizona Parkway



Special Interest Areas

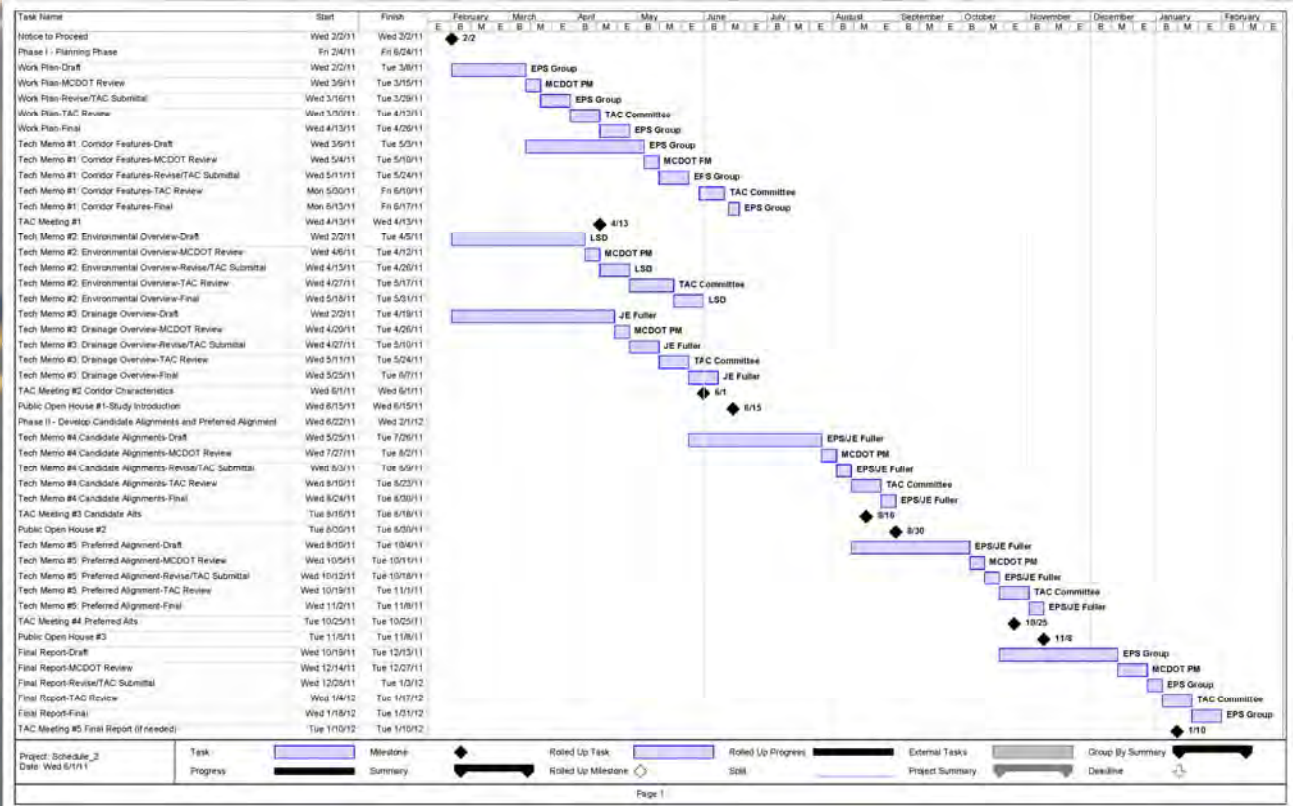
#	Opportunity/Constraint	Description
1	Drainage	Opportunity to avoid numerous wash crossings by locating alignments on adjacent ridgelines
2		Centerline of study area aligned with long stretch of existing wash
3		Bridge likely required to cross Jackrabbit Wash
4		CAP siphon beneath Jackrabbit Wash
5		Daggs Wash Flume over the CAP canal
6		Study area passes through complex braided floodplain area
7		Opportunity to avoid numerous wash crossings by locating alignments on adjacent ridgelines
8	Ownership	Bureau of Land Management
9		Bureau of Reclamation
10		Bureau of Land Management
11	Utility	Numerous existing well sites
12		Overhead 69kV and 12kV Transmission Lines (APS), Buried fiber optic lines (AT&T, Sprint)
13		APS Switching Station
14		Overhead 230kV Transmission Lines, Double Circuit (Western)
15		Overhead 345kV Transmission Lines (Western)
16		CAP canal
17		Proposed Overhead 500kV Transmission Lines (APS)
18		Overhead 69kV and 12kV Transmission Lines (APS)
19		Overhead fiber optic lines (Zona Communications)
20		Overhead 500kV Transmission Lines (Western)
21		Numerous existing well sites
22	Existing Commercial	Existing Sand & Gravel Operations
23	Existing Commercial	Toyota Arizona Proving Grounds
24	Existing Residential	Existing Large Lot Residential Parcels
25		Existing Large Lot Residential Parcels
26		Existing Community of Whispering Ranch
27	Proposed Residential	Proposed Millennium Ranch Development
28		Proposed Hassayampa Ranch Development
29		Proposed Belmont Master Planned Community
30		Proposed Douglas Ranch Community Master Plan



Evaluation Criteria

- Affected Parcels
- Consistency with approved Development/MPC Plans
- Right of Way Required
- Buildings Affected
- Constructability Issues
- Engineering Complexity
- Environmental Issues
- Potential Utility Conflicts
- Public Acceptability
- Functionality

Project Schedule



We Need Your Input

Hidden Waters Parkway (North) Corridor Feasibility Study

I-10 to future SR74 Alignment

Public Open House

Wednesday, June 15, 2011
5:00 p.m. to 7:00 p.m.

Tonopah Valley High School
38201 W. Indian School Road
Tonopah, AZ 85354
(west of Wintersburg Road)

Public "Scoping" Meeting

The Maricopa County Department of Transportation's (MCDOT) **RightRoads Program** is conducting the first in a series of three public input meetings being conducted through the course of this long-range transportation study to gather community feedback about future roadway improvements along the Hidden Waters Parkway corridor between I-10 and the future SR74 alignment. The study area includes the northern section of the Hidden Waters Parkway from Interstate 10 northward to the future alignment of State Route 74 as depicted in the 2008 Maricopa Association of Governments (MAG) I-10/Hassayampa Valley Transportation Framework Study.

Community input is one of the first steps in the roadway development process and an important component of this long-range transportation corridor study to identify and protect a continuous future Hidden Waters Parkway roadway corridor that will safely accommodate ultimate traffic demands within the study area (projected build-out Year 2050+).

This first Public "Scoping" Meeting will provide area residents and other impacted study stakeholders with an opportunity to inform study team members about existing conditions and issues within the study area and future transportation needs. This meeting will also serve to elicit your feedback regarding the study's purpose, goals and overall objectives, as well as the Arizona Parkway roadway design concept. Study information, maps and exhibits will be available for viewing during the meeting to aid in the evaluation and identification of a "preferred Alignment". Your input during this early phase is an integral part of the MCDOT study process and will contribute in the selection of the future roadway corridor. Please stop by anytime between 5:00 and 7:00 p.m. to speak with MCDOT study team members.

About the Study

The Hidden Waters Parkway (North) Corridor Feasibility Study is one of several long-range transportation studies currently being conducted on future Parkways identified in the recently completed Maricopa Association of Governments (MAG) I-10/Hassayampa Valley Transportation Framework Study that recommended a comprehensive roadway network of freeways, parkways and arterial roadways designed to meet the future traffic demands for the build-out (Year 2050+) for the area west of the White Tank Mountains.

The Hidden Waters Parkway Corridor Feasibility Study area is approximately 28 miles long and is two miles wide (extending one mile each side of the Hidden Waters Parkway

alignment except in the area between Northern Avenue and Bell Road, where the study area expands two miles west of the Hidden Waters Parkway alignment, and from the south end of Douglas Ranch to Patton Road, where the study area expands two miles east of the alignment, for a total study area width of three miles in these two areas.

The primary purpose of this Corridor Feasibility Study is to identify the optimum corridor for the future Hidden Waters Parkway alignment. In order to preserve sufficient public right-of-way and protect the future roadway corridor from development and encroachment.



District 4 Supervisor, Max Wilson

www.mcdot.maricopa.gov



Right Road Right Time Right Cost

The Arizona Parkway

The MAG I-10 Hassayampa Transportation Framework Study identified the need for non-free-way roadways with restricted access able to offer significantly greater travel capacity than that provided by traditional six-lane surface streets.

The Arizona Parkway intersection configuration provides additional travel capacity without employing full grade-separations (underpasses or overpasses) at intersections with arterial cross streets. It also provides the benefit of increasing intersection capacity while maintaining the potential for direct driveway access to each corner of an intersection.

This innovative design alternative generally focuses on the provision of simple two-phase traffic signal operations at the intersections by eliminating left-turn movements. The Arizona Parkway includes a distinct intersection treatment that uses a simple green/yellow/red traffic signal control and prohibits left-turns at cross-street intersections. Instead, all left-turn movements are made using an “indirect” left-turn crossover immediately beyond the crossroad intersection.

For More Information

For more information, contact Denise Lacey at (602) 506-6172 or write to Lacey at: MCDOT, 2901 W. Durango Street, Phoenix, AZ 85009, or e-mail at: deniselacey@mail.maricopa.gov or contact Roberta Crowe, Public Information Officer at **(602) 506-8003**.

Si desea recibir esta información en Español, favor llame (480) 350-9288.

Con aviso de setenta y dos horas o más, es posible obtener plans razonables para personas con discapacidades; lo mismo para representantes que hablan Español. Si quiere más información, llame (480) 350-9288.

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

Safe Driving Tips:

Inoperative Traffic Light/Power Outage

- Treat the intersection just like a four-way STOP!

Flooded Roadway and Washes

- Don't Risk It!
- Never cross a rain-swollen wash
- Do not drive around roadway barriers
- Never underestimate the power and force of water
- A vehicle is NOT a flotation device!

Dust Storms

- Turn your headlights on and slow to a prudent speed
- If you pull off the road, get as far to the right as possible. Turn off the car and headlights, and set the parking brake
- Keep your foot off the brake pedal – other drivers may think you're a car in motion

Make More Clean Air!

- **Drive less**
Car pool, van pool or use public transit
- **Don't Wait**
Avoid waiting in long drive-thru lines.
Park your car and go inside
- **Gas Up at night or early morning**
- **Make every trip count (*because every breath counts*)**
Consolidate errands, appointments and shopping trips

Learn more ways to reduce ozone pollution by visiting www.maricopa.gov/aq.

**Maricopa County
Green Government Initiative**



AGENDA

Hidden Waters Parkway North Corridor Feasibility Study I-10 to SR 74 (proposed)

Technical Advisory Committee (TAC) Meeting #3

**August 18, 2011, 1:30 pm
MCDOT Conference Room**

- 1) Introductions
- 2) Technical Memorandum 4: Candidate Alignments and Evaluation
 - a) Conceptual Alignments → Candidate Alignments
 - b) Qualitative Analysis
 - c) Planning Level Cost Estimate
 - d) Initial Recommendation
- 3) TAC Member Input
- 4) Next Steps
 - a) Public Open House (August 30th, Wickenburg)
 - b) Select/Refine a Preferred Alignment
 - c) Next TAC Meeting (October)
- 5) Other Items



Hidden Waters Parkway North Corridor Feasibility Study I-10 to SR 74 alignment Technical Advisory Committee (TAC) Meeting #3

TO:

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	Phil Hobday	APS Transmission	philip.hobday@aps.com
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	Jessica Herndon	WAPA	Herndon@wapa.gov
	Jo Penunuri	WAPA	penunuri@wapa.gov
	Jeffrey Kracht	Whispering Ranch	kracht@azmag.gov
	Mary Kracht	Whispering Ranch/Arizona Pacific	mary@arizonapacificrealestate.com

X = Attended Meeting

DISTRIBUTION DATE: August 23, 2011

DATE OF MEETING: August 18, 2011

SUBJECT: **TAC Meeting #3**
Hidden Waters Parkway North Corridor Feasibility Study
MCDOT Project No. 2010-054

TIME/PLACE: **August 18, 2011 at 1:30 P.M.**
MCDOT Conference Room
2901 West Durango Street
Phoenix, Arizona 85009

FROM: Elijah Williams, Project Manager, EPS Group Inc.
2045 S Vineyard, Suite 101
Mesa, AZ 85210
Phone: 480-503-2250
Fax: 480-503-2258
elijah.williams@epsgroupinc.com

- ATTACHMENTS:**
- Sign-in sheet
 - Presentation Slides

The meeting notes for the aforementioned project are attached for your information and use. If you have any questions, please contact me at (480) 503-2250.

Introductions

The meeting started with introductions of the participants.

Reviewed the Results of Working Paper #4 Candidate Alignments and Evaluation

The TAC briefly reviewed the general tasks of the Hidden Waters Feasibility Study. The purpose of TAC meeting No. 3 was to review the results of the development/evaluation of the candidate parkway alignments.

Conceptual alignment alternatives were initially developed in response to the opportunities and constraints that were identified during the planning phase of this study, which fall into the following categories:

- Existing/Proposed Residential Communities
- Existing Commercial and/or Employment Centers
- Current Land Ownership
- Environmental Resources
- Existing/Proposed Utilities
- Existing Drainage Patterns

The design team consolidated the conceptual alignment alternatives into three candidate parkway alignments for further evaluation. The three candidate alignments were described as follows:

- Alignment 1: Based upon the Hassayampa Framework Study alignment for the Hidden Waters Parkway.
- Alignment 2: This alternative was developed to be responsive to stakeholder feedback including the approved development master plans.
- Alignment 3: The third candidate alternative was developed to be responsive to the geomorphology, drainage patterns, utilities, etc.

The three candidate alignments were qualitatively evaluated in 10 separate categories to determine which alternative would be recommended for further evaluation. Schematic drawings of the three candidate alternatives were presented to the TAC. The results of the qualitative analysis are summarized in the following table.

<i>Evaluation Criteria</i>	<i>Alternative 1</i>	<i>Alternative 2</i>	<i>Alternative 3</i>	<i>No Build</i>
<i>Proposed Development</i>				
<i>Environmental Impacts</i>				
<i>Utility Impacts</i>				
<i>Drainage Impacts</i>				
<i>Engineering Complexity</i>				
<i>System Functionality</i>				
<i>Buildings/Property Impacts</i>				
<i>Stakeholder/Community Feedback</i>				
<i>Right of Way Requirements</i>	686 ac	717 ac	695 ac	N/A
<i>Cost (in millions)</i>	\$236.5	\$215.6	\$203.6	N/A
<i>Recommended for Further Evaluation</i>	No	Yes	No	No

Next Public Meeting

The next public meeting is scheduled for September 30th at the Wickenburg Elementary School.

TAC Member Input

Members of the TAC were asked to comment on the material presented during the meeting. The following bullets capture the feedback that was received:

- Aaron Ashcroft stated that the CAP would likely require a bridge over the Hassayampa River Siphon to allow them access to the pipe should they need to maintain it in the future. The proposed bridge would have to be large enough to accommodate construction/repair of the siphon plus an access road (similar to that which was done on the loop 303 and New River). They prefer alignment alternative 1 that crosses the CAP canal on less of a skew.

He also noted that the Bureau of Reclamation (BOR) may require additional mitigation measures across their property on the north side of the canal. The BOR property along the north side of the canal was provided as a “Green-up” area to help offset the environmental impacts of the CAP. Aaron agreed to provide the design team with any BOR guidelines on the “Green-up” area to help identify potential mitigation measures for the candidate alternatives.

- Adam Zaklikowski from the Town of Buckeye wanted to see how the candidate alignment alternatives relate to the approved circulation elements of the CMPs. The design team presented a slide to illustrate the relationship and noted that a similar graphic would be included in Technical Memoranda 4 when it is distributed to the TAC. He asked for a copy of the candidate alignment shapefiles for city staff to review.
Adam also questioned who would be responsible to construct the portions of the Hidden Waters Parkway within Town’s limits that do not fall within the Douglas Ranch Planned Area Development. It was noted that the scope of this feasibility study does not address funding responsibility.
- MAG did not have any comments on the presentation materials.
- Ed Stillings, stated that FHWA did not have any specific comments on the presentation materials. He was pleased to see the level of agency and stakeholder participation on this transportation planning study.
- Tom Sonneman was in favor of the candidate alignment (Alt 3) that was most responsive to the geomorphological features of the study area. Although he has no real issue with Alternative 2, he expressed concerns with the alternative because it parallels the CAP and crosses the canal on a skew
- Jim Sargent asked to see a graphic illustrating how the candidate alignment alternatives relate to the other proposed parkways of the Hassayampa Framework Study. It was stated that this graphic is included in Technical Memoranda 4, which will be distributed to the TAC in the next few days.
- Kim Korp, representing Hassayampa Ranch, wanted to know if the county would consider an administrative amendment to a development’s circulation plan should the recommended Hidden Waters Parkway alignment differ from the approved MPC circulation element. Denise responded that a change to a MPC circulation element would likely be considered too large to qualify for an administrative amendment.
- Tab Bommarito, from AGFD, stated that the CAP canal acts as an east-west wildlife linkage zone through the study area between the Hassayampa River and Jackrabbit Wash. He was concerned that candidate alignments two and three will constrain the existing wildlife linkage corridor on the south side of the CAP canal. He would prefer to see more space between the proposed parkway and CAP canal to preserve existing wildlife movements.
- Valerie Swick with the FCDMC wanted to know if the three candidate alternatives represented the only options that will be considered going forward, or if the final recommendation might include a combination of elements/segments from each alternative. The design team is currently considering recommending alternative 2 as it is represented. It was noted that the recommended alternative may be modified during the detailed evaluation of the alignment in Technical Memorandum 5.

Meeting Sign-in Sheet
MCDOT - Hidden Waters Parkway North Corridor Feasibility Study

Purpose: TAC Meeting No. 3 - Conceptual Parkway Alignments

Date: August 18th 2011, 1:30

Initials	Name	Organization	Phone	E-mail
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	Jim Looney	APS		James.Looney@aps.com
	Bobby Garza	APS Distribution	602-371-7989	baldemar.garza@aps.com
	Phil Hobday	APS Transmission	602-371-7047	philip.hobday@aps.com
	Dana Warnecke	Arizona Game & Fish	480-324-3547	dwarnecke@azgfd.gov
	Kelly Wolff-Krauter	Arizona Game & Fish		kWolff-Krauter@azgfd.gov
<i>Tak</i>	Tab Bommarito	Arizona Game & Fish	928-341-4069	TBommarito@azgfd.gov
	Troy Smith	Arizona Game & Fish	928-341-4068	trsmith@azgfd.gov
	Ed Dietrich	ASLD	602-542-2653	edietrich@land.az.gov
<i>A</i>	Gordon Taylor	ASLD		Gtaylor@land.az.gov
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	Manny Patel	ASLD	602-346-1596	mpatel@land.az.gov
	Mark Edelman	ASLD	602-542-6331	medelman@land.az.gov
	Susan Demmitt	Belmont	480-429-3064	sdemmitt@beusgilbert.com
	Jo Ann Goodlow	BLM	623-580-5548	joann_goodlow@blm.gov
<i>AA</i>	Aaron Ashcroft	Central Arizona Project	623-869-2257	aashcroft@cap-az.com

MCDOT - Hidden Waters Parkway North Corridor Feasibility Study

Purpose: TAC Meeting No. 3 - Conceptual Parkway Alignments








Date: August 18th 2011, 1:30

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MCDOT - Hidden Waters Parkway North Corridor Feasibility Study

Purpose: TAC Meeting No. 3 - Conceptual Parkway Alignments

Date: August 18th 2011, 1:30

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	Hugh Davidson	MCDOT	602-506-8082	hughdavidson@mail.maricopa.gov
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	Becky Seattten <i>Bratcher</i>	Town of Buckeye		becky@scoutten.com

MCDOT - Hidden Waters Parkway North Corridor Feasibility Study

Purpose: TAC Meeting No. 3 - Conceptual Parkway Alignments

Date: August 18th 2011, 1:30

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Hidden Waters Parkway North Corridor Feasibility Study: I-10 to SR 74

TAC Meeting No.3
August 18, 2011



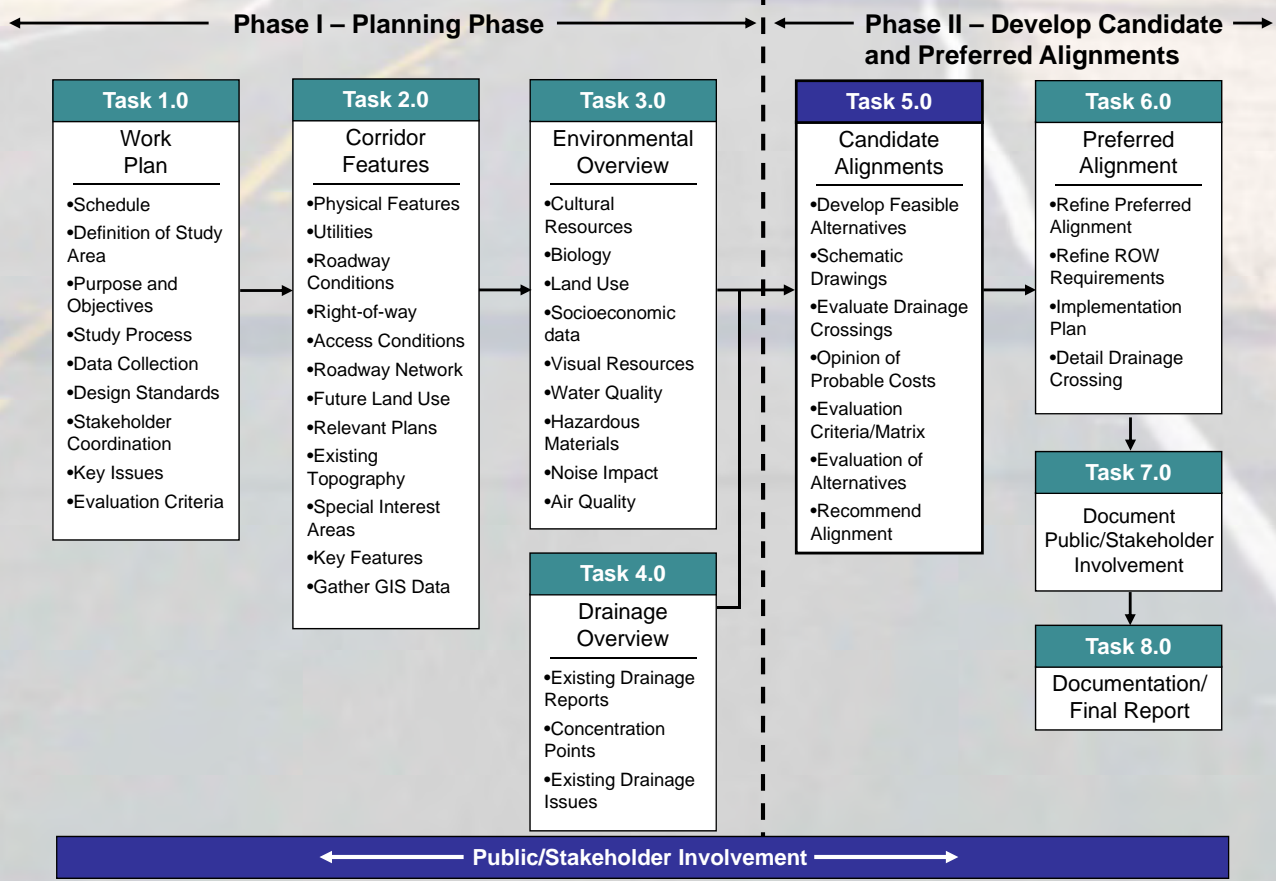
AGENDA

Hidden Waters Parkway North Corridor Feasibility Study I-10 to SR 74 (proposed)

Technical Advisory Committee (TAC) Meeting #3 August 18, 2011, 1:30 pm MCDOT Conference Room

1. Introductions
2. Technical Memorandum 4: Candidate Alignments and Evaluation
 - a. Conceptual Alignments → Candidate Alignments
 - b. Qualitative Analysis
 - c. Planning Level Cost Estimate
 - d. Initial Recommendation
3. TAC Member Input
4. Next Steps
 - a. Public Open House (September 30th, Wickenburg)
 - b. Select/Refine a Preferred Alignment
 - c. Next TAC Meeting (October)
5. Other Items

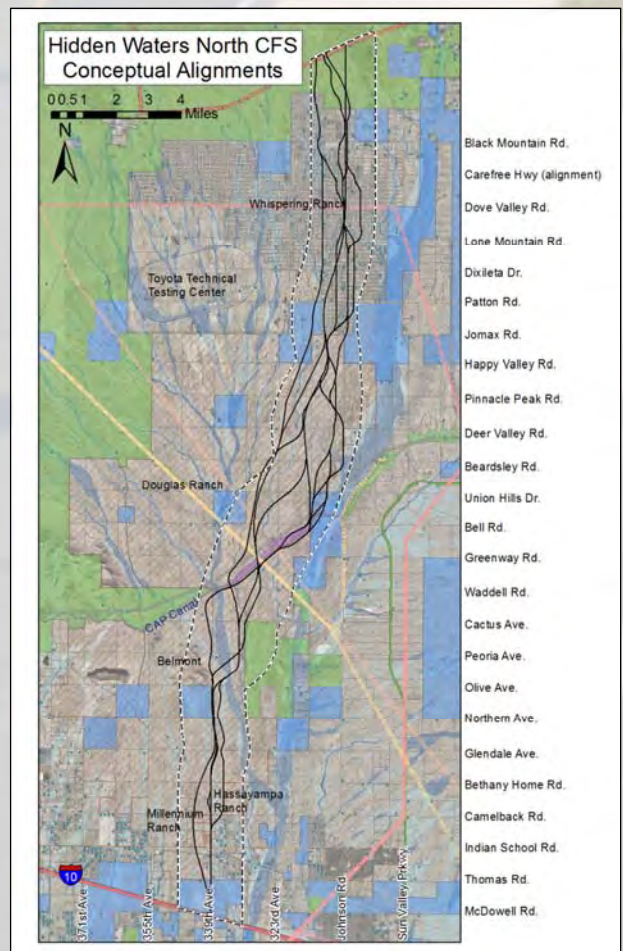
Project Overview



Conceptual Alignments

Opportunities and Constraints

- Existing/Proposed Residential Communities
- Existing Commercial and/or Employment Centers
- Current Land Ownership
- Environmental Resources
- Existing/Proposed Utilities
- Existing Drainage Patterns



Candidate Alignments

Alternative 1

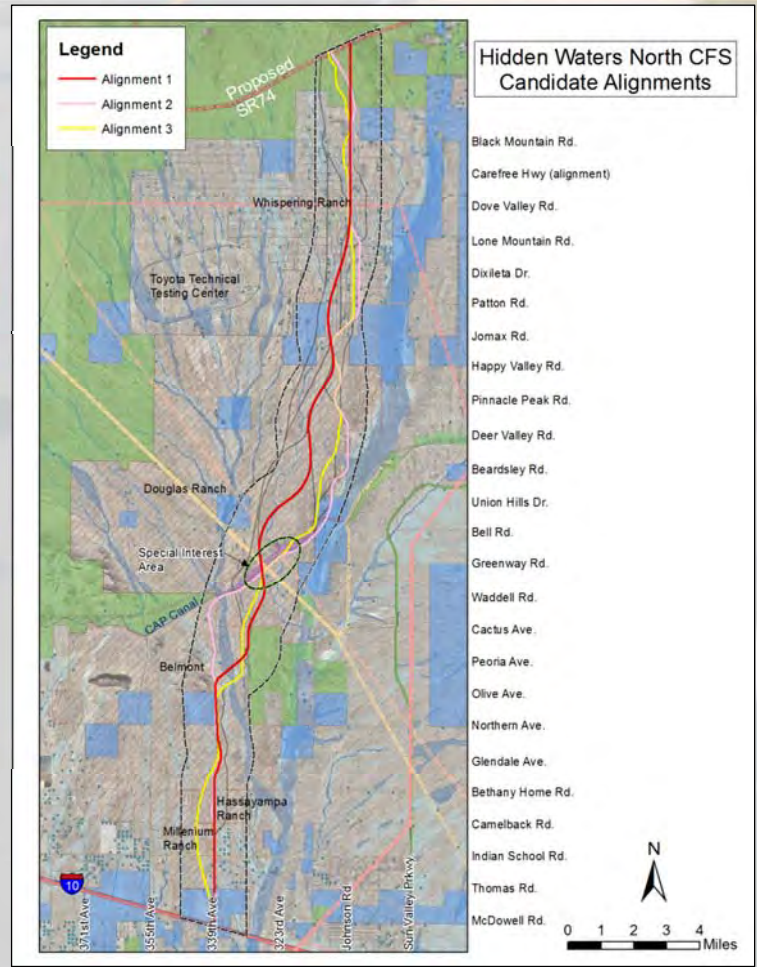
- Based upon the Hassayampa Framework Study

Alternative 2

- Responsive to stakeholder feedback including approved development master plans.

Alternative 3

- Developed in response to the geomorphology, drainage patterns, utilities, etc.

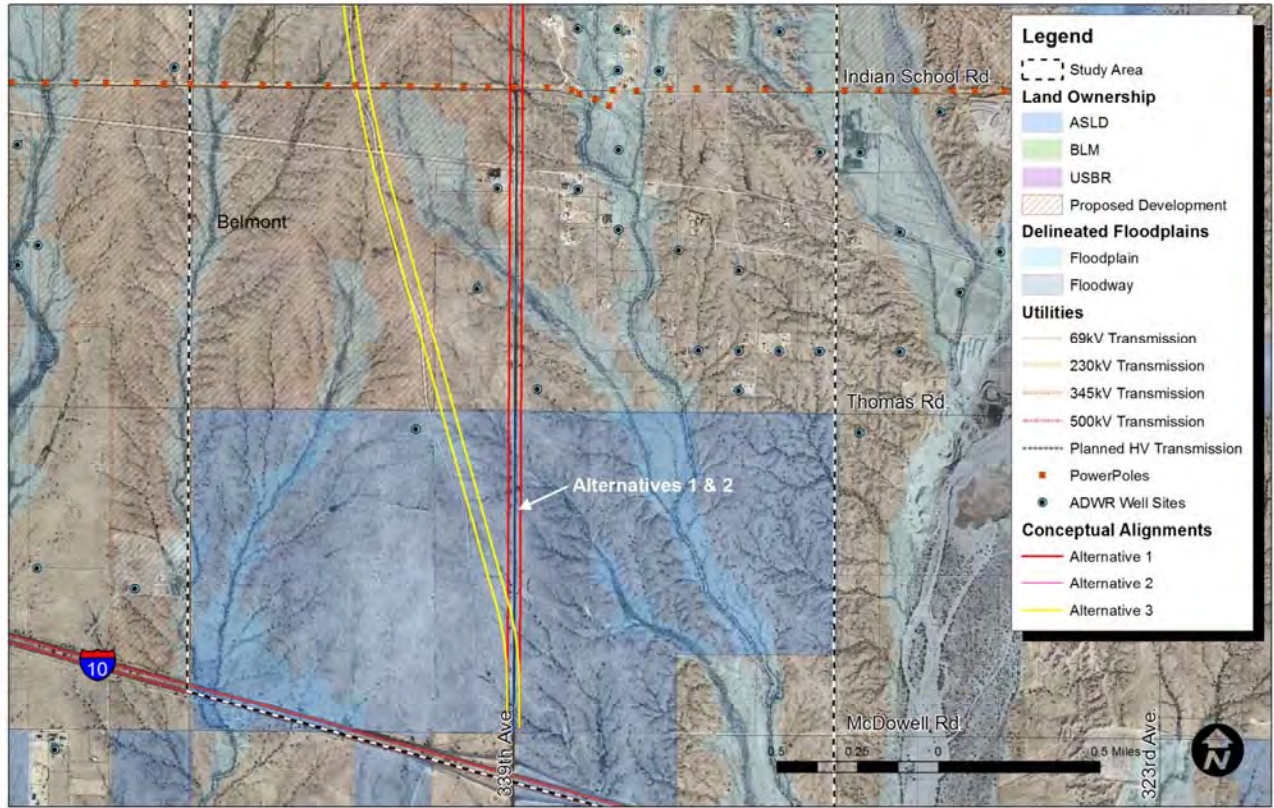


Qualitative Evaluation Criteria

- Consistency with Proposed Development
- Environmental Impacts
- Utility Impacts
- Drainage Impacts
- Engineering Complexity
- System Functionality
- Right of Way Requirements
- Buildings/Property Impacts
- Planning Level Cost Estimate
- Stakeholder and Community Feedback

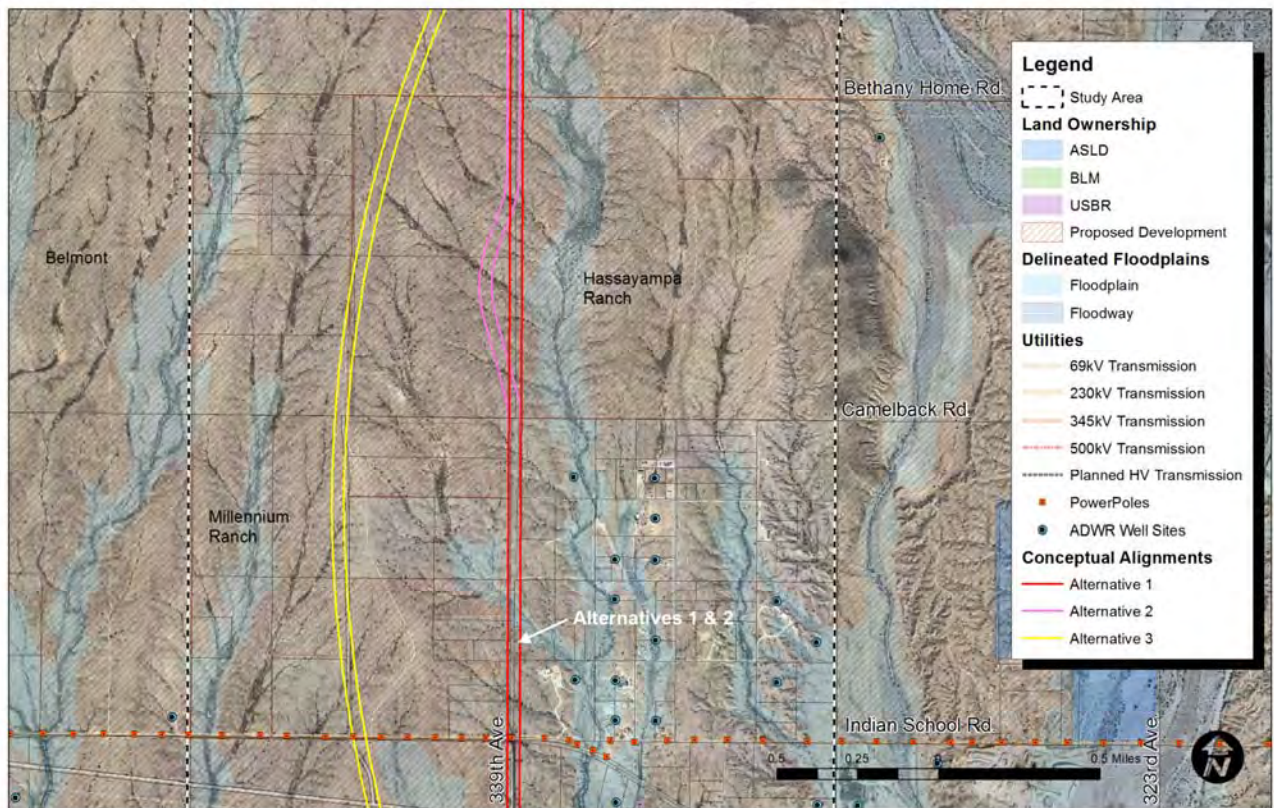
Strong Disadvantage	Disadvantage	Neutral	Advantage	Strong Advantage
●	◐	○	◑	●

Schematic Drawings



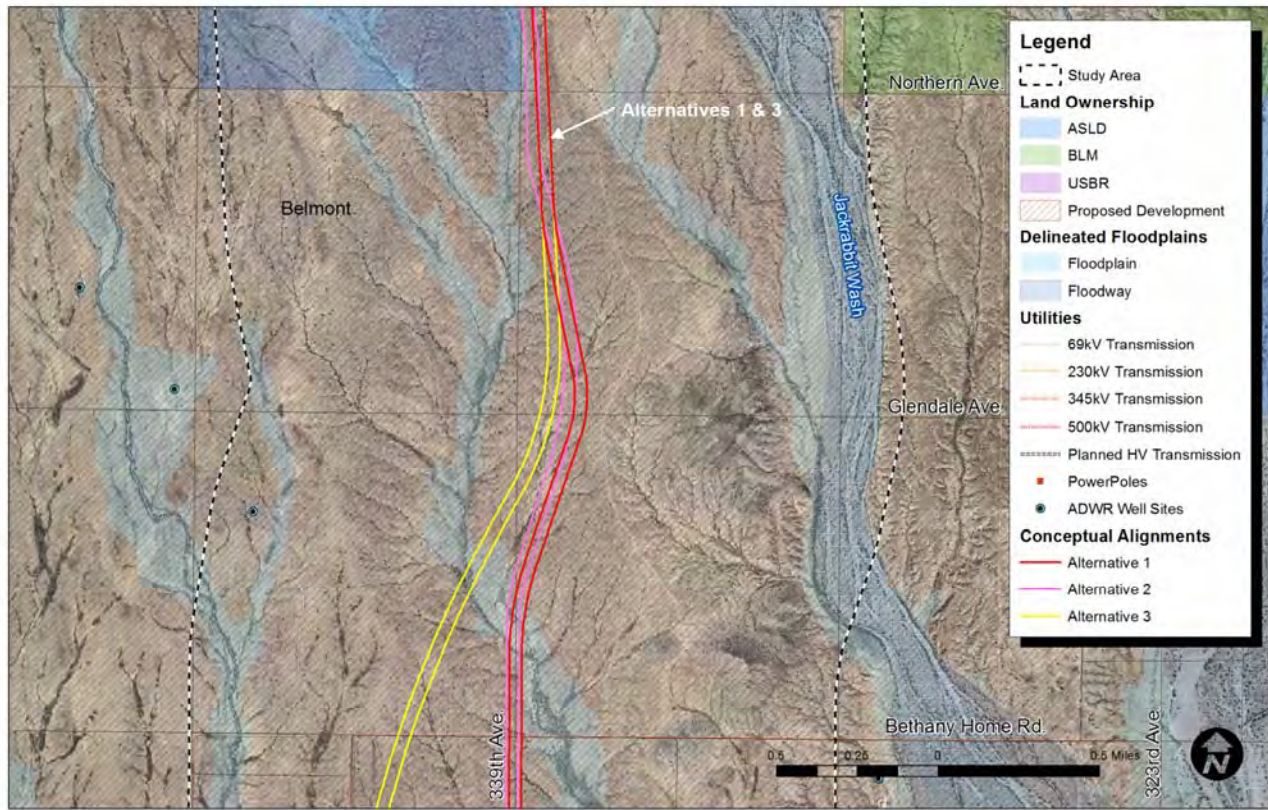
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Schematic Drawings

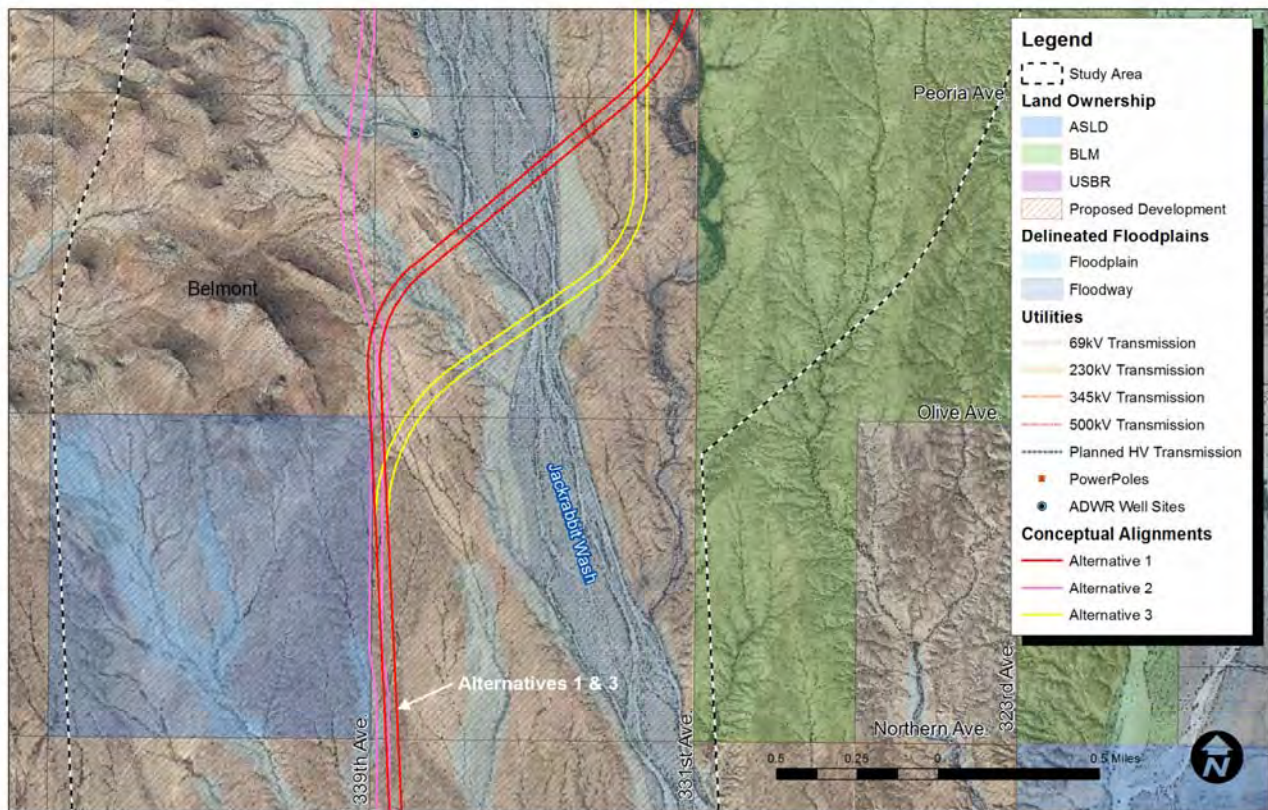


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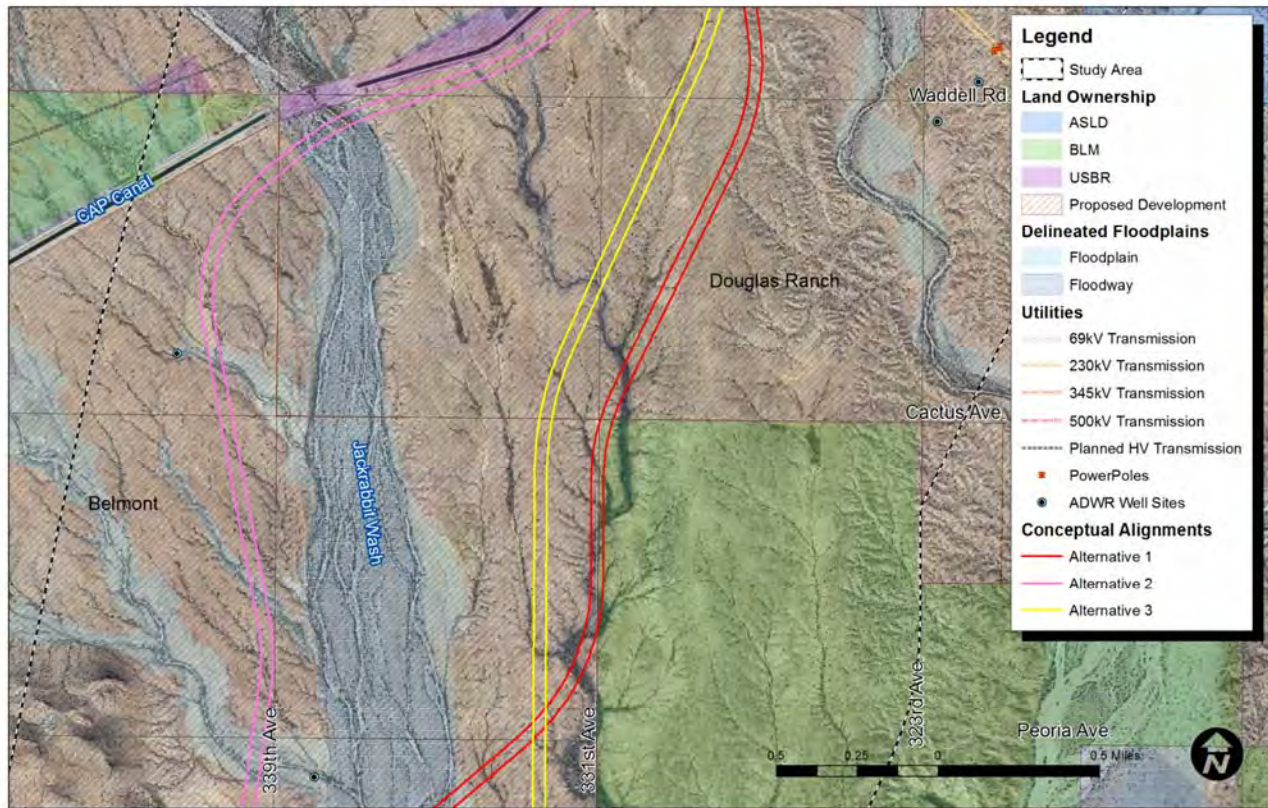
Schematic Drawings



Schematic Drawings

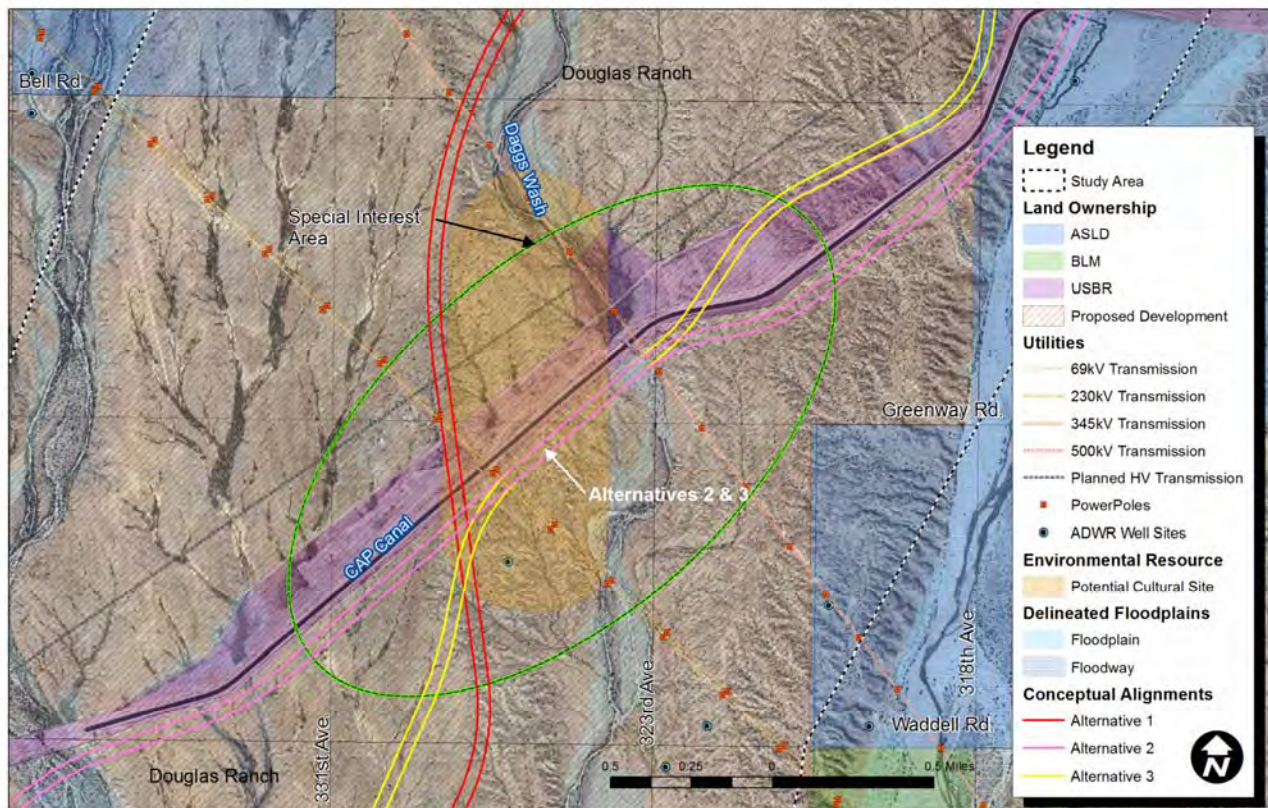


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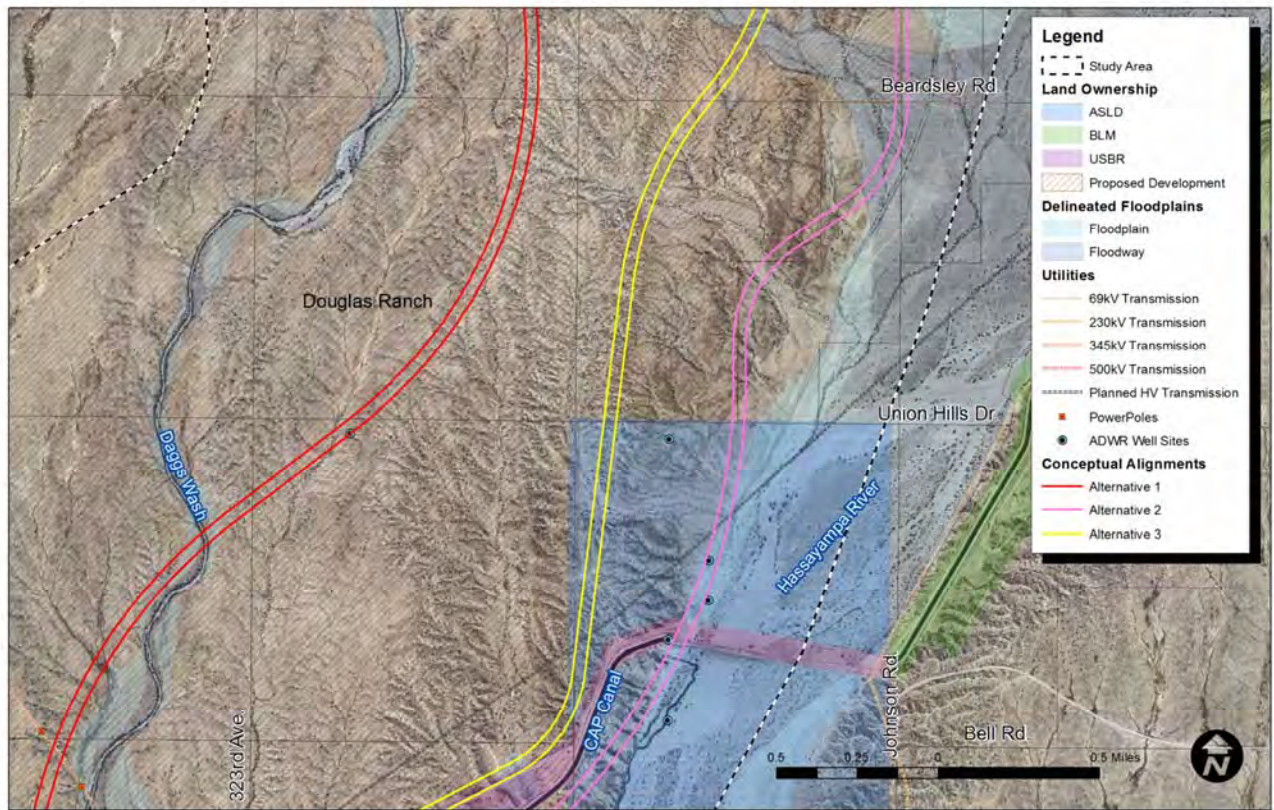
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Schematic Drawings

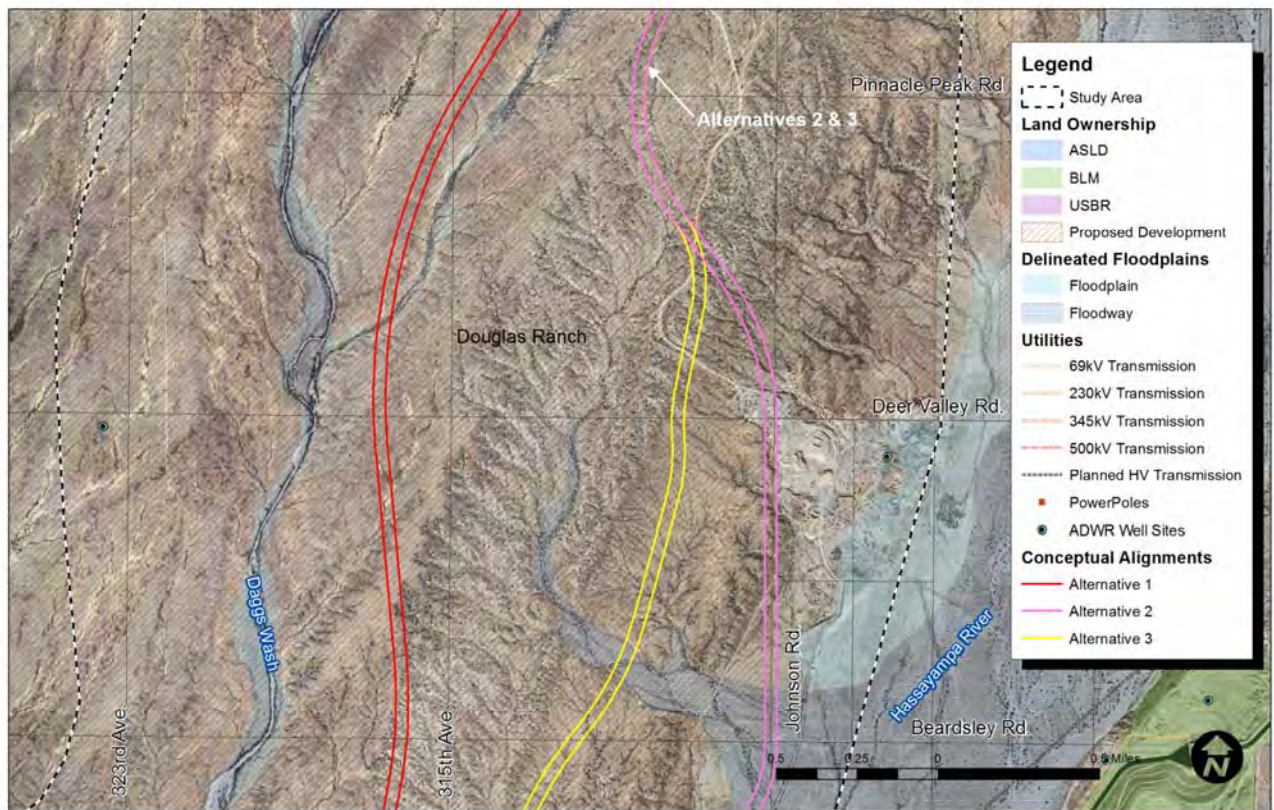


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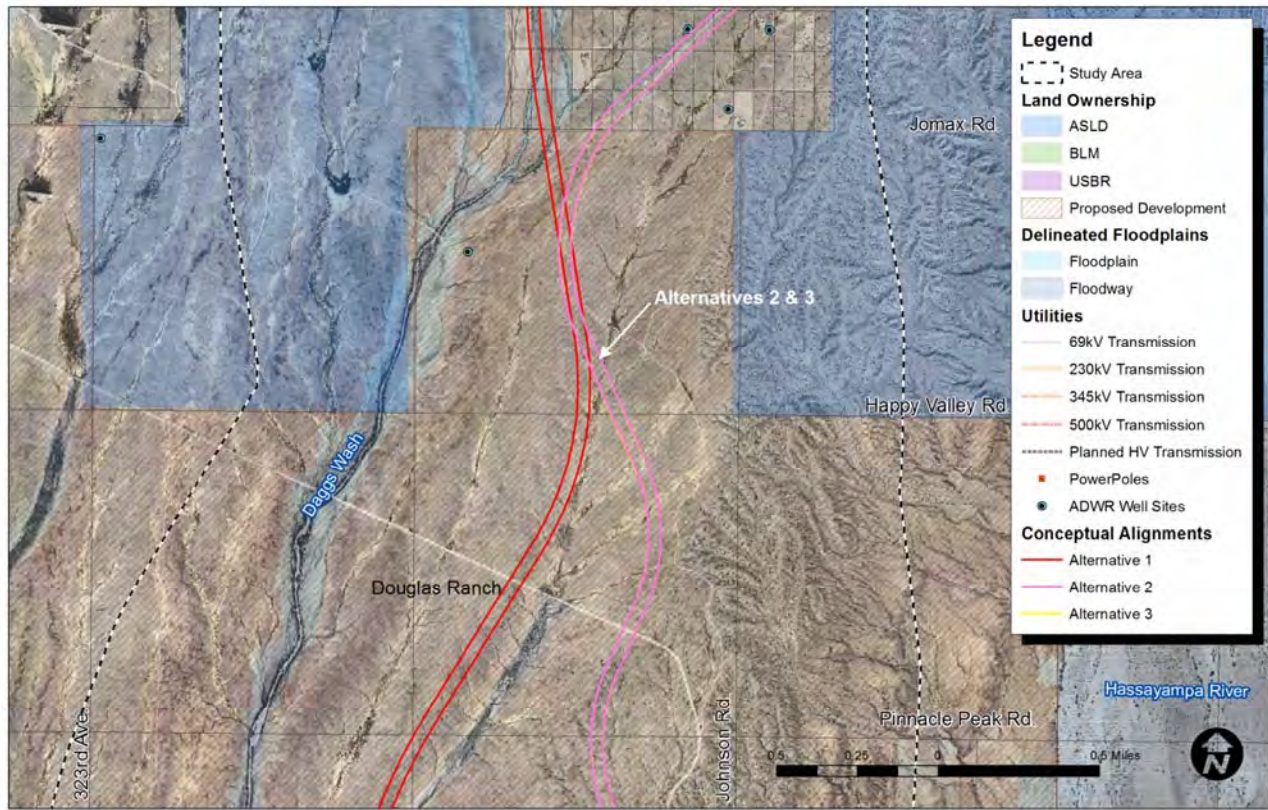
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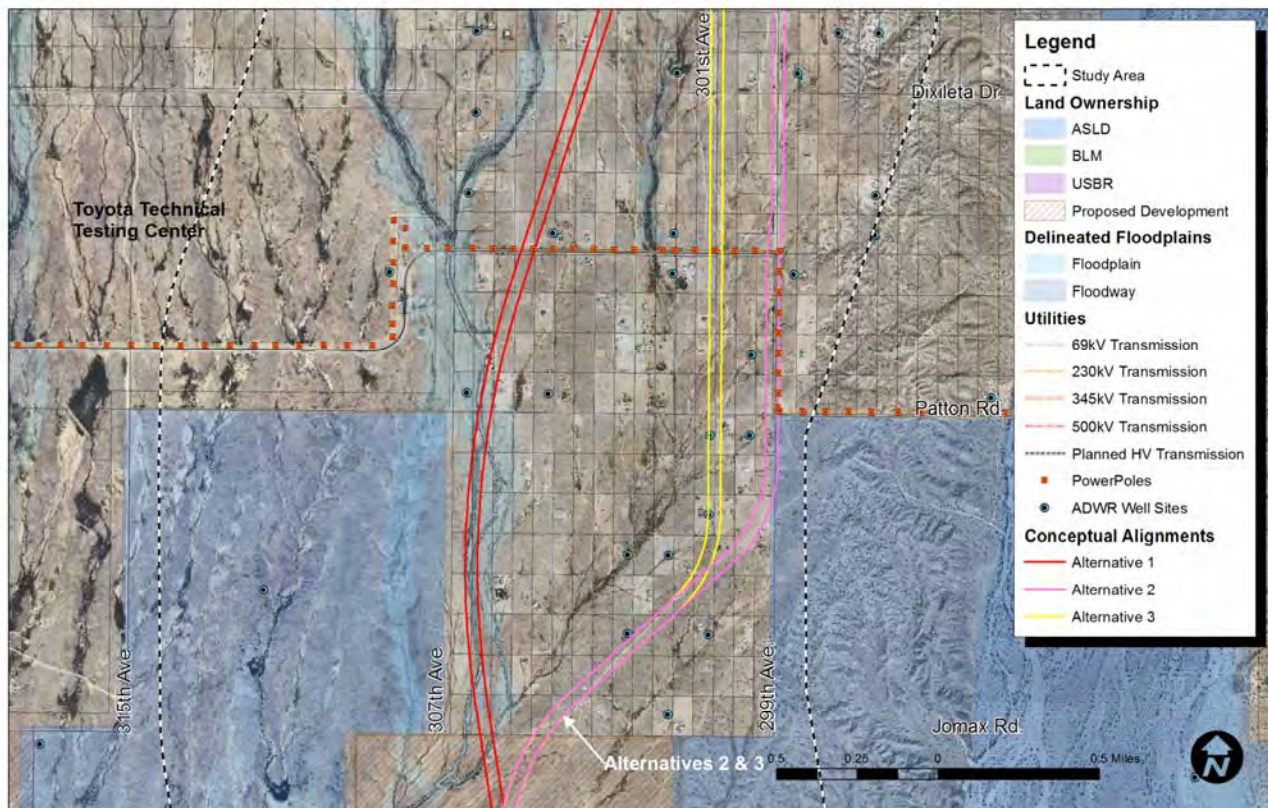
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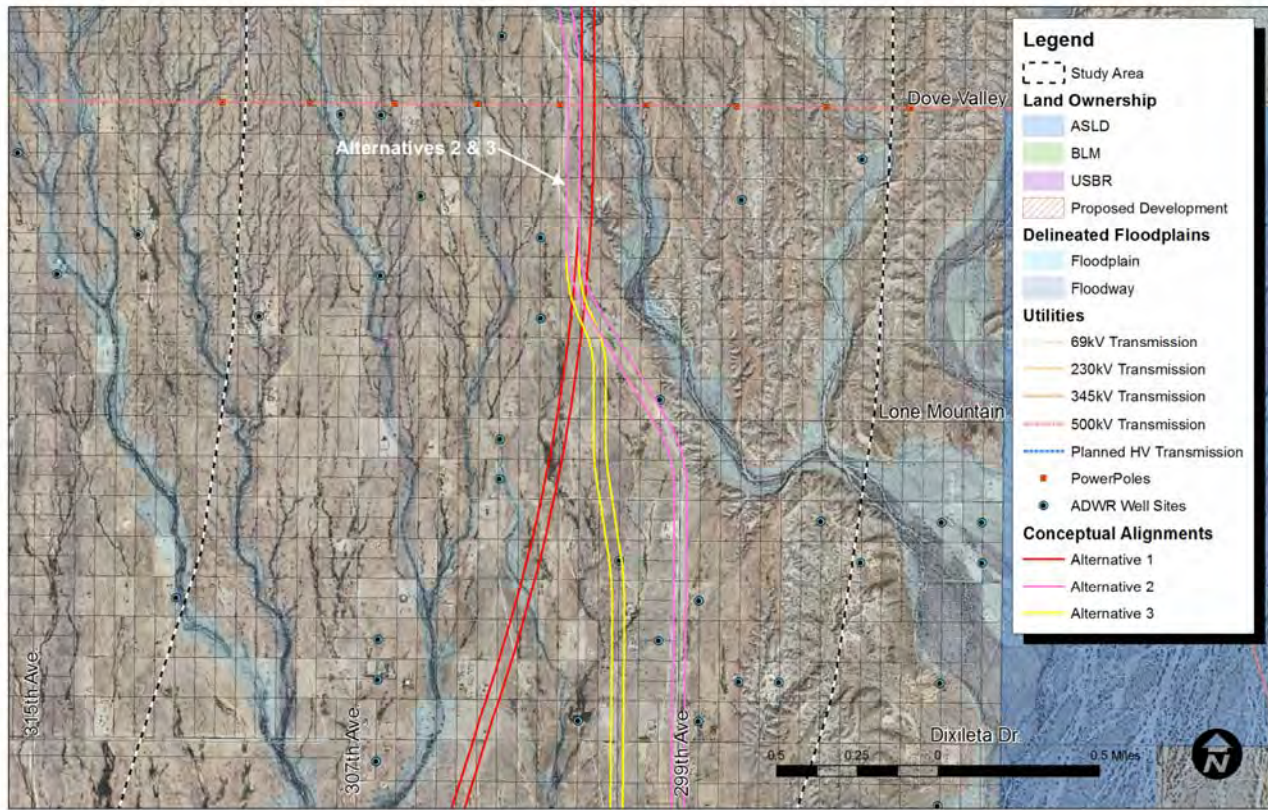
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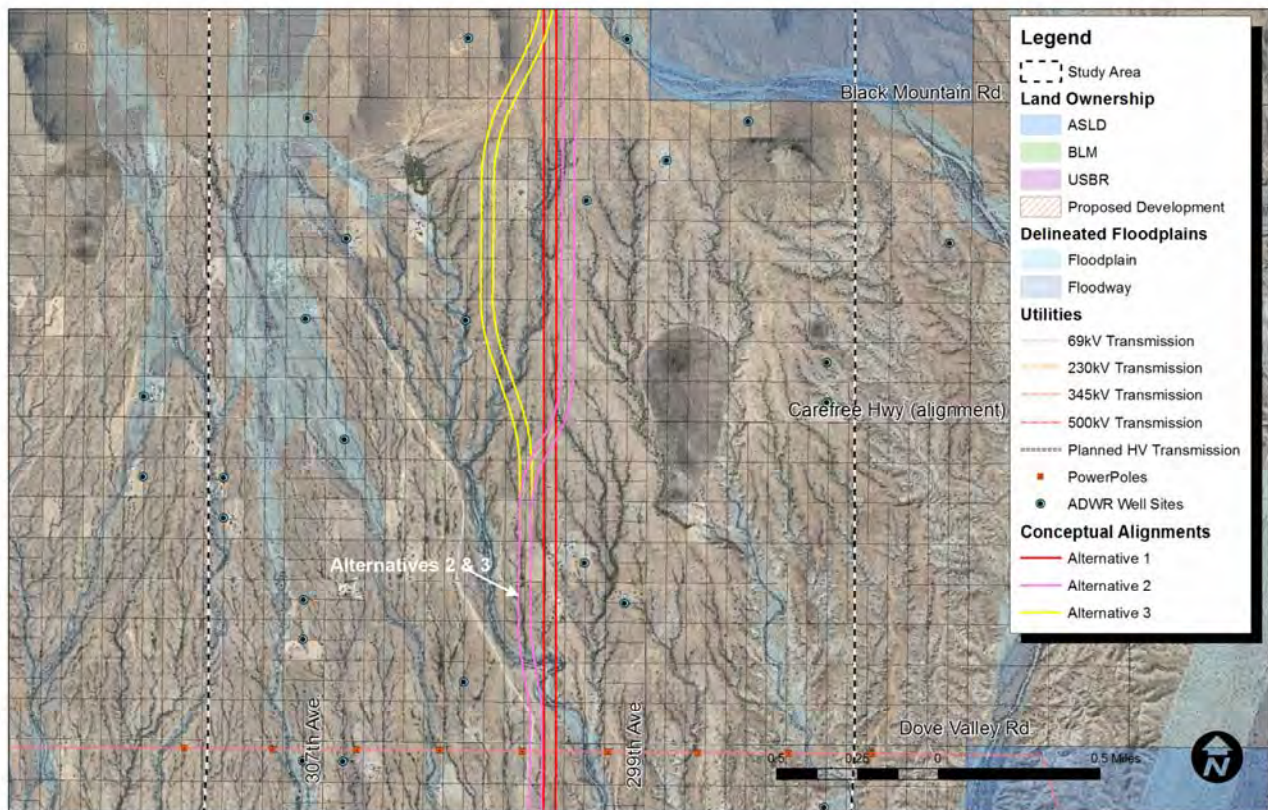
Schematic Drawings



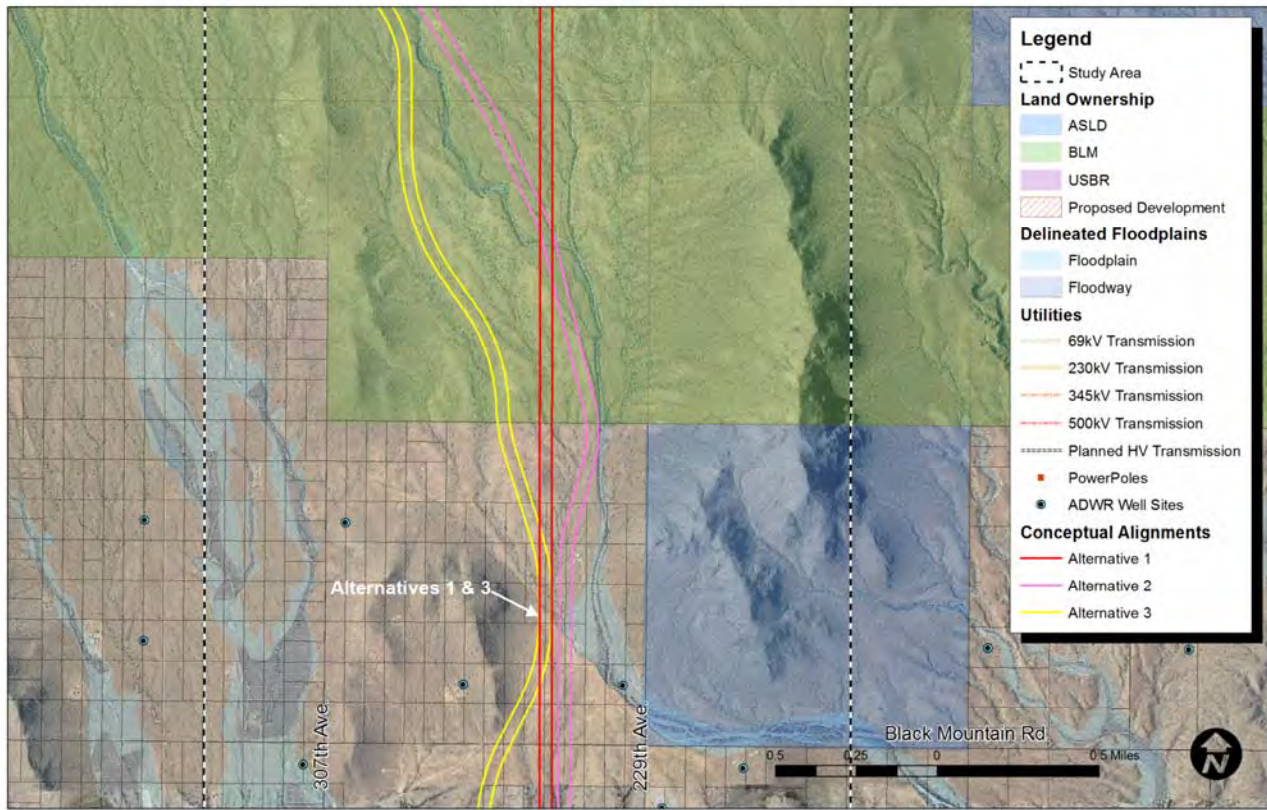
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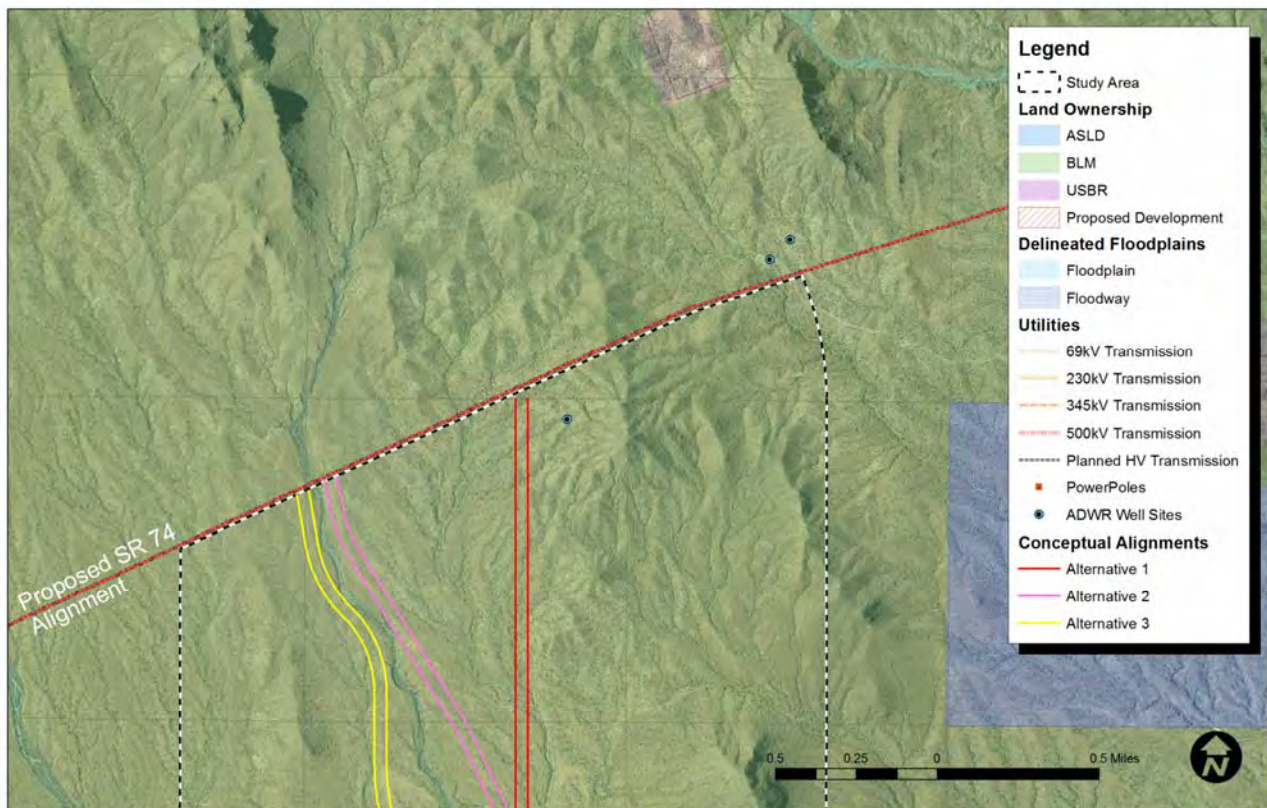
Schematic Drawings



Schematic Drawings



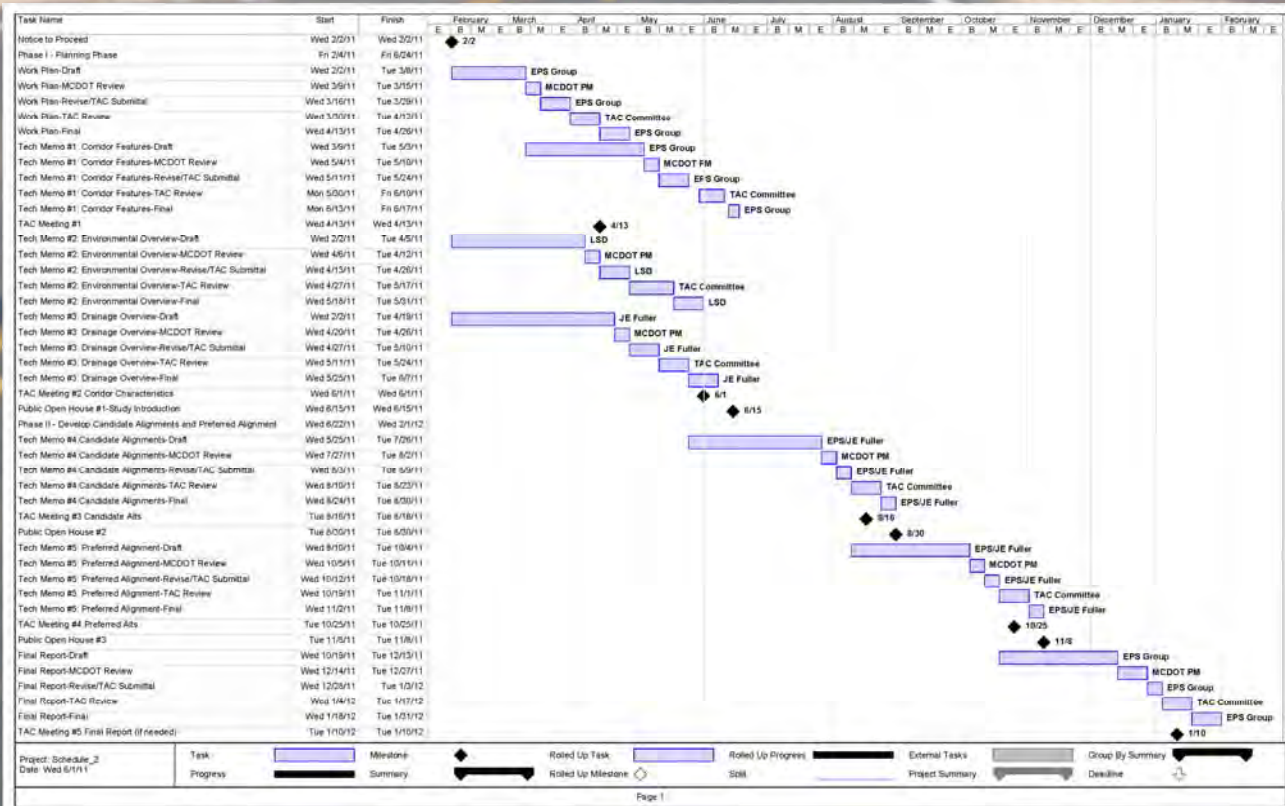
Schematic Drawings



Summary of Qualitative Analysis

Evaluation Criteria	Alternative 1	Alternative 2	Alternative 3	No Build
Proposed Development	●	●	●	◐
Environmental Impacts	◐	◐	◐	○
Utility Impacts	◐	○	○	○
Drainage Impacts	●	◐	◐	◐
Engineering Complexity	◐	◐	◐	○
System Functionality	●	○	●	●
Buildings/Property Impacts	◐	○	○	◐
Stakeholder/Community Feedback	●	●	●	◐
Right of Way Requirements	686 ac	717 ac	695 ac	N/A
Cost (in millions)	\$236.5	\$215.6	\$203.6	N/A
Recommended for Further Evaluation	No	Yes	No	No

Project Schedule



Questions?

TAC Meeting No.3
August 18, 2011





AGENDA

Hidden Waters Parkway North Corridor Feasibility Study I-10 to SR 74 (proposed)

Technical Advisory Committee (TAC) Meeting #4

**October 25, 2011, 9:00 am
MCDOT Conference Room**

- 1) Introductions
- 2) Technical Memorandum 5: Detailed Preferred Alignment
 - a) Design Considerations
 - b) Special Interest Areas
 - c) Detailed Drawings
- 3) TAC Member Input
- 4) Next Steps
 - a) Distribute Draft TM 5 to TAC for review
 - b) Public Open House (November 9th at Nadaburg Elementary in Wittmann)
 - c) Draft Final Report
- 5) Other Items



Hidden Waters Parkway North Corridor Feasibility Study I-10 to SR 74 alignment Technical Advisory Committee (TAC) Meeting #4

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X	Robyn Calihan	LKY Holdings/Belmont	rcalihan@lkydev.com
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X = Attended Meeting

DISTRIBUTION DATE: November 1, 2011

DATE OF MEETING: October 25, 2011

SUBJECT: **TAC Meeting #4**
 Hidden Waters Parkway North Corridor Feasibility Study
 MCDOT Project No. 2010-054

TIME/PLACE: **October 25, 2011 at 9:00 A.M.**
 MCDOT Conference Room
 2901 West Durango Street
 Phoenix, Arizona 85009

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 2045 S Vineyard, Suite 101
 Mesa, AZ 85210
 Phone: 480-503-2250
 Fax: 480-503-2258
elijah.williams@epsgroupinc.com

- ATTACHMENTS:**
- Sign-in sheet
 - Presentation Slides

The meeting notes for the aforementioned project are attached for your information and use. If you have any questions, please contact me at (480) 503-2250.

Introductions

The meeting started with introductions of the participants.

Reviewed the Results of Working Paper #5 Detailed Preferred Alignment

The TAC briefly reviewed the general tasks of the Hidden Waters Feasibility Study. The purpose of TAC meeting No. 4 was to review the detailed preferred alignment and the factors/design criteria that contributed to its development.

Conceptual alignment alternatives were initially developed in response to the opportunities and constraints that were identified during the planning phase of this study. These alignments were narrowed down to three candidate alignments. A preferred alignment was selected based upon a qualitative analysis of the candidate alternatives (described in Technical Memorandum 4).

The preferred alignment was refined based upon design criteria defined in *The Design Guideline Recommendations for the Arizona Parkway* (MCDOT, August 2008) and the *MCDOT Roadway Design Manual* (2004). The design team reviewed the design criteria and the general access management guidelines for the AZ Parkway with the TAC.

Scroll plots of the detailed preferred alignment were presented to the TAC along with a discussion of the two special interest areas identified during Technical Memorandum 4.

Construction of the Hidden Waters Parkway will be driven by development and will likely progress from south to north. The northernmost portion of the parkway (north of Jomax Rd) will likely not be needed until the future SR 74 freeway is built.

Phasing options, including two-lane/full-width implementation and half-street implementation were discussed with the TAC.

The design team also presented a planning level cost estimate for the preferred alternative and phasing options.

TAC Member Input

Members of the TAC were asked to comment on the material presented during the meeting. The following bullets capture the feedback that was received:

- Adam Zaklikowski and Paul Ward did not have any additional comments on behalf of the Town of Buckeye.
- Scott Moore, representing Millennium Ranch, did not have any comments at this time.
- Aaron Ashcroft had no further comments on behalf of CAP.
- Kim Korp, representing Hassayampa Ranch, did not have any comments at this time.
- Gordon Taylor stated that ASLD did not have any comments at this time.
- Jim Sargent did not have any comments on behalf of MCDOT Traffic.
- Valerie Swick noted that the preferred alignment traverses several parcels on a diagonal through the Whispering Ranch community. She questioned whether or not this will lead to larger property acquisitions within Whispering Ranch. The design team reported that they considered the number of impacted parcels during the qualitative analysis of the Candidate Alternatives. The preferred alignment had the lowest impacts to existing parcels of the three candidate alternatives. The preferred parcel was centered along parcel lines whenever possible to more evenly distribute the right-of-way burden amongst the property owners.
- Noel Griemsmann, did not have any further comments on behalf of Toyota.
- Tim Strow stated that MAG did not have any comments at this time.
- Richard Stuhan, with APS, wanted to make sure that the design team was aware of the proposed 500 kV transmission line along the north side of the CAP canal. The design team noted that they were aware of the proposed transmission line and that efforts were made to orient the preferred alignment perpendicular to the future transmission corridor in order to minimize the potential for conflicts with future transmission towers.

- Dana Warnecke, from AGFD, reiterated that the CAP canal acts as an east-west wildlife linkage zone through the study area between the Hassayampa River and Jackrabbit Wash (based upon the best biological data available at this time). She expressed the concern that the preferred alignment's proximity to the CAP canal will deter large animal movements (including deer and mountain lions) through the study area. They would prefer to see a greater separation between the CAP and proposed Hidden Waters Parkway.

AGFD is also concerned that the proposed roadway network conflicts with existing animal crossings over the CAP Canal (i.e. the Daggs Wash Flume, the bridge at station ~636+70, the Jackrabbit Wash Siphon, etc.) that are in use today. The design team noted that future coordination will be required with AGFD to incorporate appropriate wildlife crossing features into the final design of the Hidden Waters Parkway.

- Mike Cronin complimented the design team on the level of coordination and general responsiveness to landowner's concerns during the development and selection of the preferred alignment.
- Robyn Calihan echoed Mike's sentiments regarding the level of coordination between the design team and land owners.

Project Schedule

A draft version of TM 5 will be distributed to the TAC for review in the upcoming week. The next steps of the study will be the final public open house followed by a draft Final Report.

The TAC agreed that there would be no need to hold a 5th TAC meeting provided that there were no surprises from the upcoming public meeting.

Next Public Meeting

The next public meeting is scheduled for November 9th at the Nadaburg Elementary School.

Meeting Sign-in Sheet
MCDOT - Hidden Waters Parkway North Corridor Feasibility Study

Purpose: TAC Meeting No. 4 - Detailed Preferred Alignment

Date: October 25th 2011, 9:00 AM

Initials	Name	Organization	Phone	E-mail
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MCDOT - Hidden Waters Parkway North Corridor Feasibility Study

Purpose: TAC Meeting No. 4 - Detailed Preferred Alignment

Date: October 25th 2011, 9:00 AM

Initials	Name	Organization	Phone	E-mail
AA	Aaron Ashcroft	Central Arizona Project	623-869-2257	aashcroft@cap-az.com
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MJC	Michael Cronin	El Dorado Holdings/ Douglas Ranch	602-955-2424	mcronin@eldoradoholdings.net
	Jeff Klem	Elliot Homes	480-831-9200	j.klem@elliotthomesaz.com
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	Chris Cacheris	Harvard Investments/ Hassayampa Ranch	480-348-1118	Chriscacheris@harvardinvestments.com
KAK	Kimberley Korp	Harvard Investments/ Hassayampa Ranch	480-348-1118	kimkorp@harvardinvestments.com
	Joe Liberty	Liberty Southwest Realty/Whispering Ranch	602-505-7675	JoeLiberty@cox.net
	Bill Ring	LKY Holdings/Bellmont	480-951-1281	ringraz@yahoo.com
RC	Robyn Calihan	LKY Holdings/Bellmont	480-951-1281	rcalihan@lkydev.com
	Micah Henry	MAG	602-254-6300	mhenry@azmag.gov

MCDOT - Hidden Waters Parkway North Corridor Feasibility Study

Purpose: TAC Meeting No. 4 - Detailed Preferred Alignment

Date: October 25th 2011, 9:00 AM

Initials	Name	Organization	Phone	E-mail
X	Tim Strow	MAG	602-254-6300	tstrow@mag.maricopa.gov
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	Al Kattan	MCDOT	602-506-4618	AlKattan@mail.maricopa.gov
	Denise Lacey	MCDOT	602-506-6172	deniselacey@mail.maricopa.gov
	Hugh Davidson	MCDOT	602-506-8082	hughdavidson@mail.maricopa.gov
X	James Sargent	MCDOT		JamesSargent@mail.maricopa.gov
	Joe Pinto	MCDOT	602-506-8068	joepinto@mail.maricopa.gov
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	Roberta Crowe	MCDOT	602-506-8003	robertacrowe@mail.maricopa.gov
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	Wayne Butch	MCDOT	602-506-8603	WayneButch@mail.maricopa.gov
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N	Noel Griemsmann	Snell & Wilmer/Toyota Technical Testing Center	602-382-6824	ngriemsmann@swlaw.com
	John Wood	SRP - Distribution	602-236-0452	john.wood@srpnet.com
	Elijah Lubandi	SRP - Transmission	602-236-3794	elijah.lubandi@srpnet.com
	Floyd Hardin	SRP - Transmission	602-236-8327	floyd.hardin@srpnet.com
	Steve Lopez	SRP - Transmission	602-236-3786	steven.lopez@srpnet.com
	Wayne Darby	SRP - Transmission		wayne.darby@srpnet.com
	Paula Atkins	SRP - Transmission Maintenance	602-236-4885	paula.atkins@srpnet.com

Hidden Waters Parkway North Corridor Feasibility Study: I-10 to SR 74

TAC Meeting No.4
October 25, 2011



AGENDA

Hidden Waters Parkway North Corridor Feasibility Study I-10 to SR 74 (proposed)

Technical Advisory Committee (TAC) Meeting #4

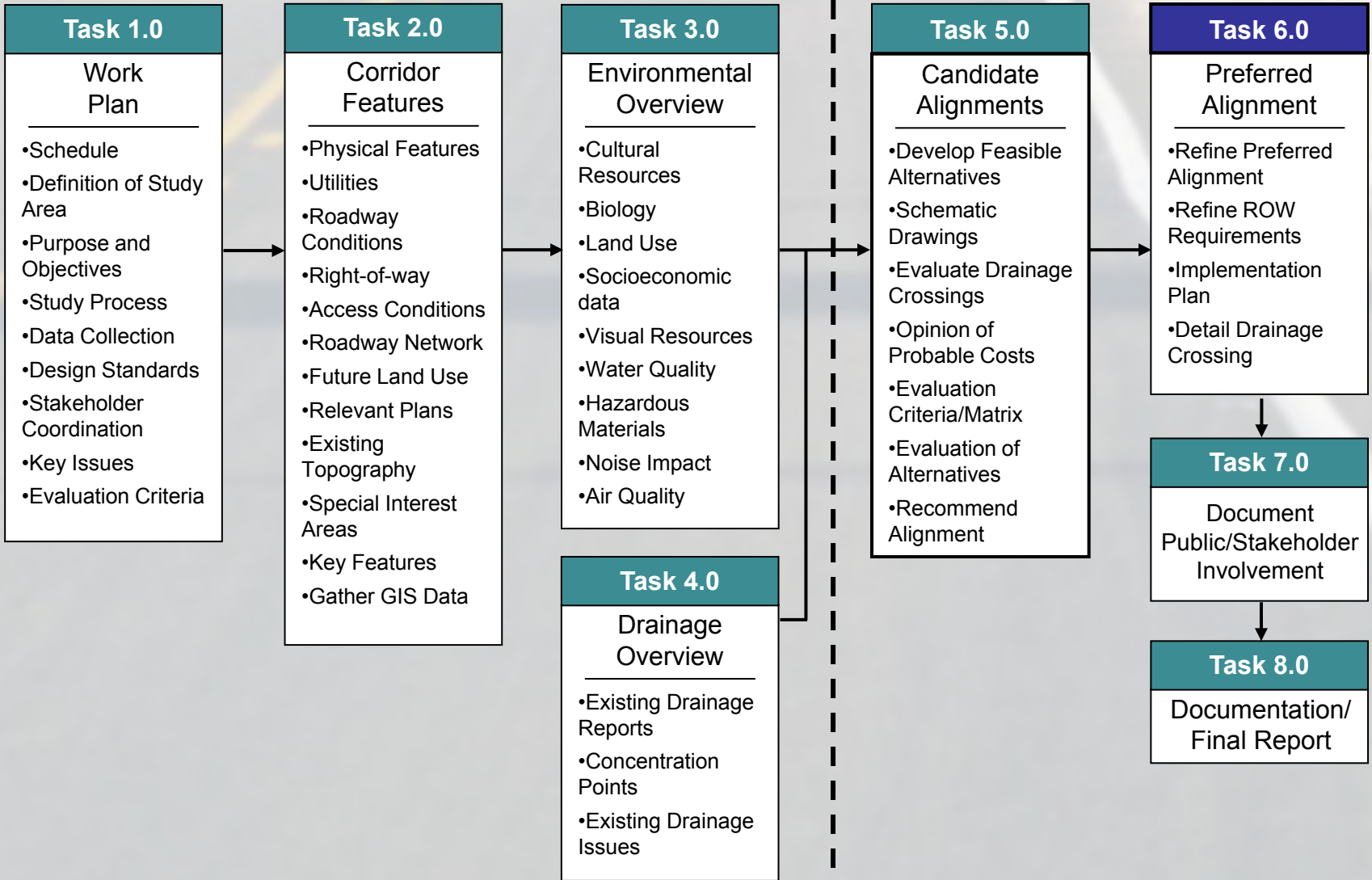
**October 25, 2011, 9:00 am
MCDOT Conference Room**

1. Introductions
2. Technical Memorandum 5: Detailed Preferred Alignment
 - a. Design Considerations
 - b. Special Interest Areas
 - c. Detailed Drawings
3. TAC Member Input
4. Next Steps
 - a. Distribute Draft TM 5 to TAC for review
 - b. Public Open House (November 9th at Nadaburg Elementary in Wittmann)
 - c. Draft Final Report
5. Other Items

Project Overview

Phase I – Planning Phase

Phase II – Develop Candidate and Preferred Alignments



Public/Stakeholder Involvement

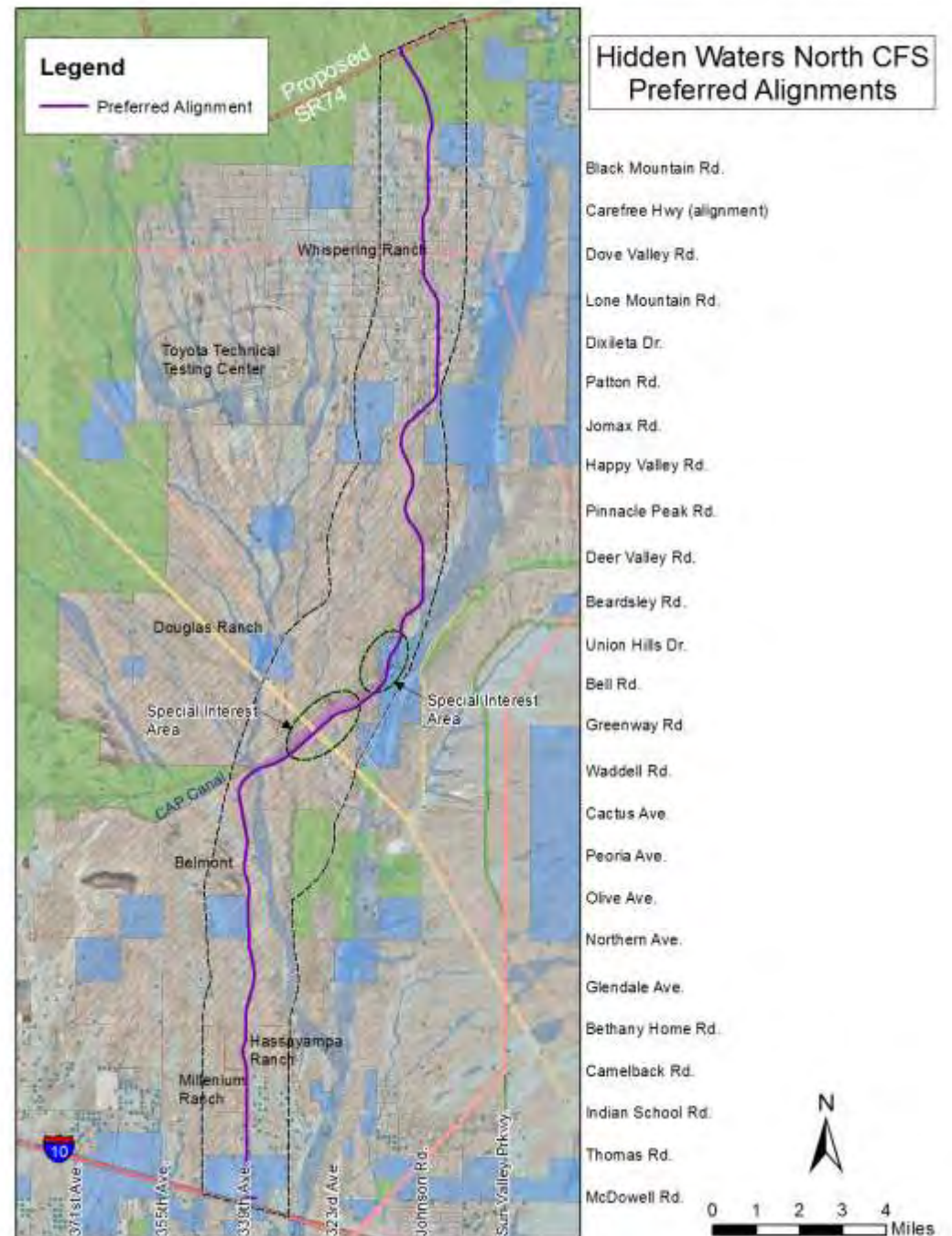
Preferred Alignment

Opportunities and Constraints

- Existing/Proposed Residential Communities
- Existing Commercial and/or Employment Centers
- Current Land Ownership
- Environmental Resources
- Existing/Proposed Utilities
- Existing Drainage Patterns

Qualitative Evaluation Criteria

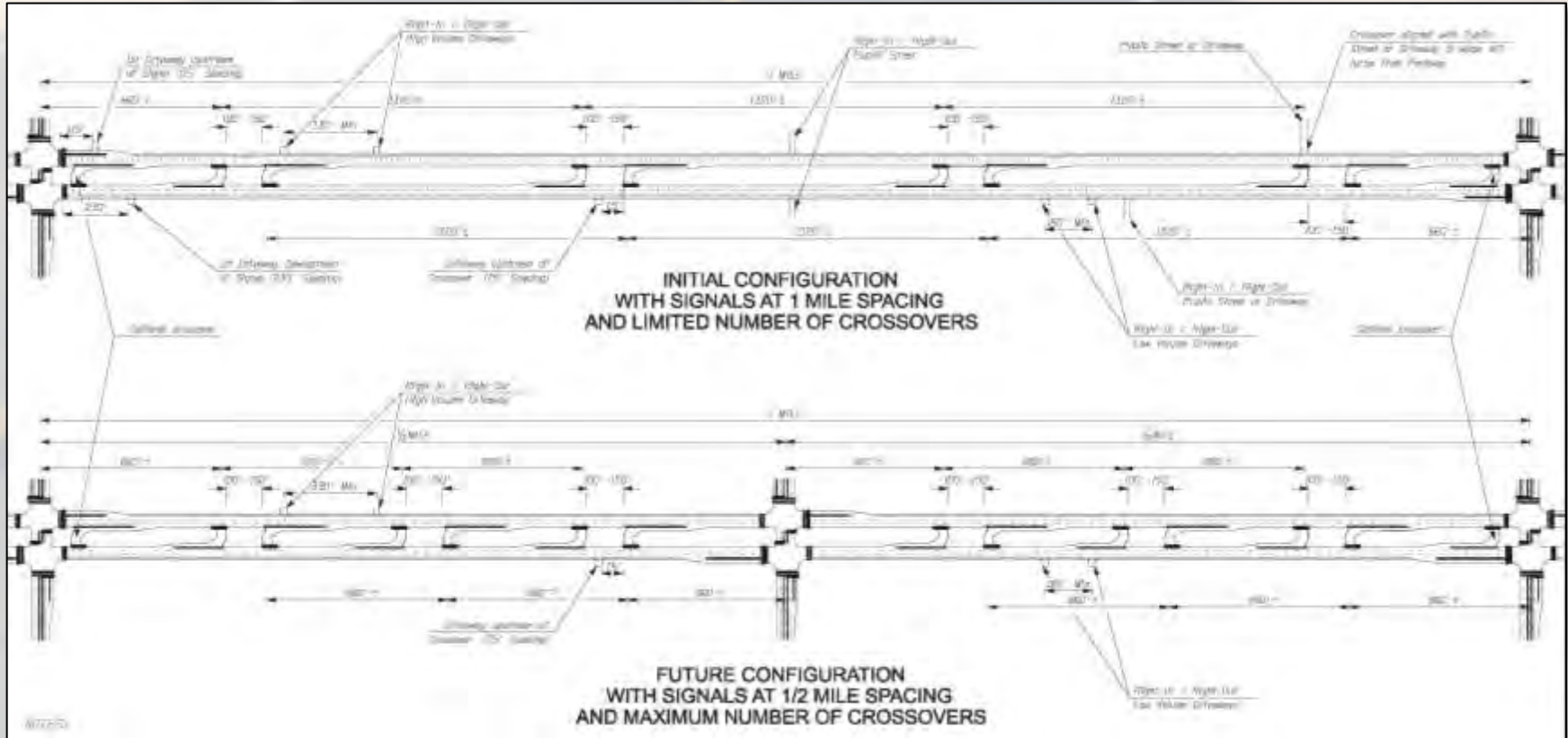
- Consistency with Proposed Development
- Environmental Impacts
- Utility Impacts
- Drainage Impacts
- Engineering Complexity
- System Functionality
- Right of Way Requirements
- Buildings/Property Impacts
- Planning Level Cost Estimate
- Stakeholder and Community Feedback



Design Element	Design Criteria	Design Basis
GENERAL		
a) Functional Classification	AZ Parkway	Hassayampa Framework Study
b) Design Vehicle	WB-50	*DGRAP p. 7
c) Design Speed (by terrain)	55 mph (level) / 50mph (rolling) / 45mph (mountainous)	DGRAP, Table 3, p. 7
TRAFFIC DATA		
a) Design Year	2030/ Buildout	Hassayampa Framework Study
CROSS SECTION		
a) Roadway Width	162 feet	DGRAP, Figure 2, p. 4
b) Number of Lanes	6-lanes	DGRAP, Figure 2, p. 4
c) Standard lane Width	12 feet (11 feet minimum)	DGRAP, p. 5
d) Right-of-way Width	200 feet (minimum)	DGRAP, p. 5
e) Median Width	Varies, depending on number of lanes	DGRAP, p. 3
f) Median Type	Curb and gutter per MAG Detail 220-1, Type A; single curb allowable along median	DGRAP, p. 5
g) Clear Zone (55mph)	22-32 feet in fill conditions, 16-24 feet in cut	DGRAP, p. 7
HORIZONTAL		
a) Minimum Curve Radius (without superelevation)	1833ft	MCDOT Roadway Design Manual Page 5-19
b) Maximum Superelevation %	4.00%	DGRAP, p. 7
c) Minimum Curve Radius (with 4% superelevation)	1190ft	MCDOT Roadway Design Manual Page 5-19
d) Transition taper length	Taper = offset x design speed Taper with reverse curves	MCDOT Roadway Design Manual Page 5-41 DGRAP p.24
VERTICAL		
a) Maximum Grade	5%	MCDOT Roadway Design Manual Table 5.5
b) Minimum Grade	+/- 0.25%	MCDOT Roadway Design Manual Page 5-31
c) Algebraic difference in grades requiring a verticle curve	0.3% or greater	MCDOT Roadway Design Manual Page 5-31

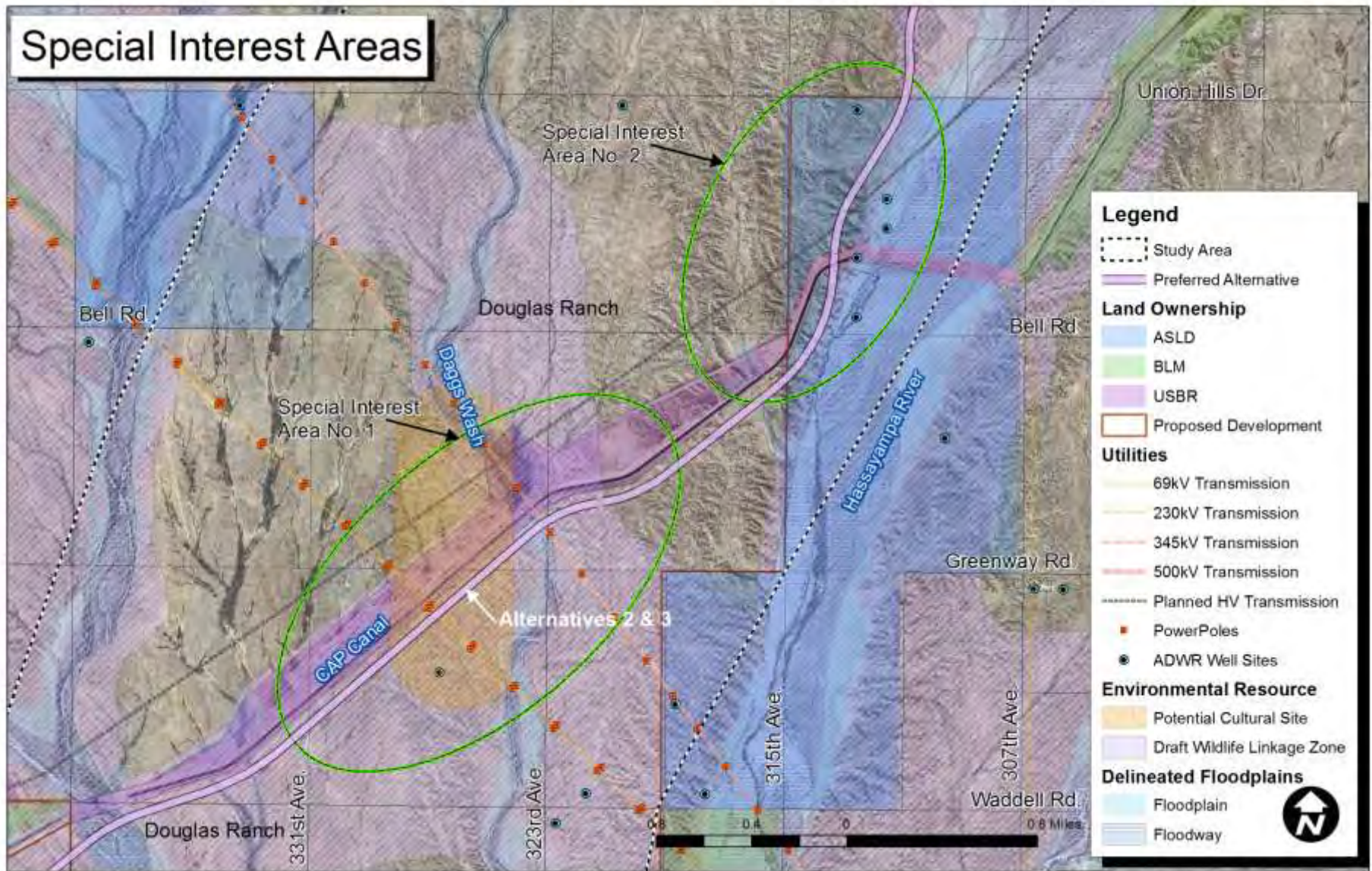
*Design Guidelines Recommendations for the AZ Parkway (DGRAP)

Access Management

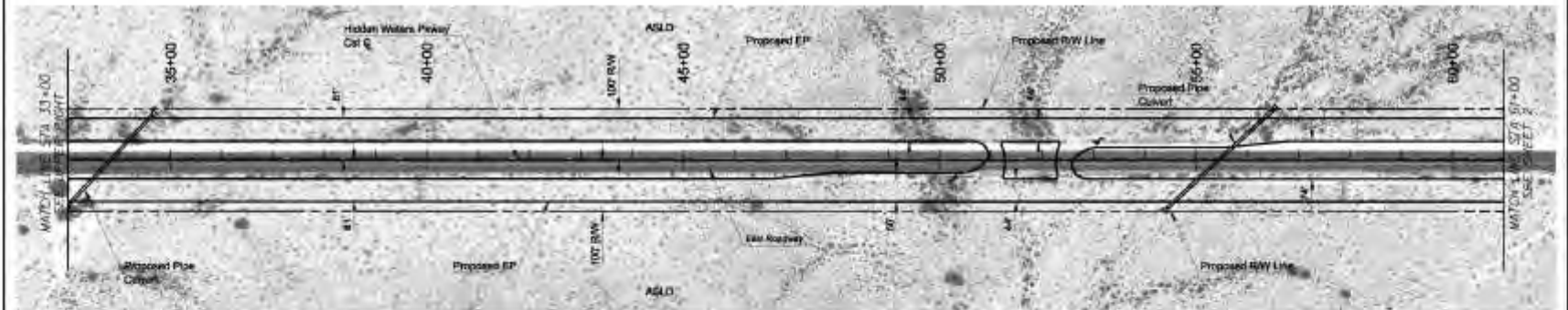
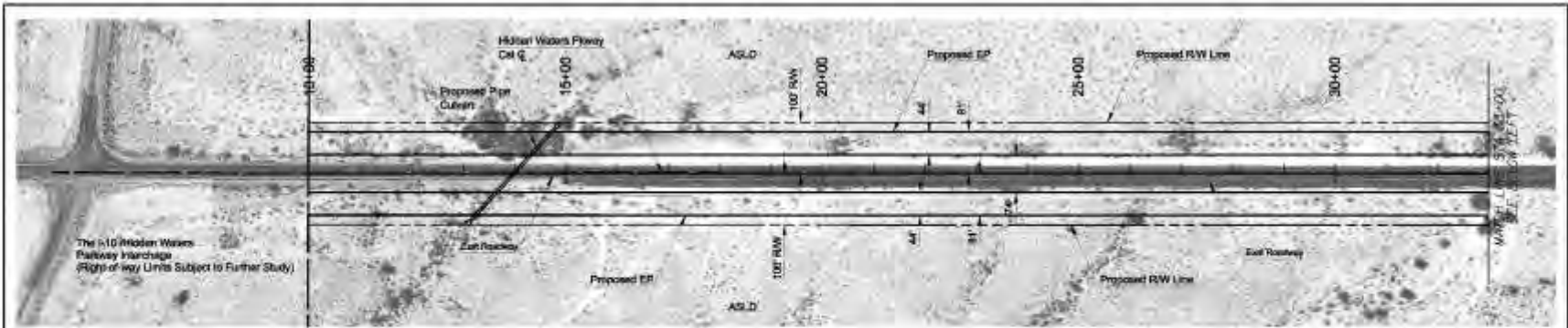


- U-turn directional crossovers restricted to a maximum of eight per mile.
- Left-turns in any direction are prohibited at all intersections (full median break).
- Left-turns from a side-street or driveway onto the Parkway are prohibited.
- Left-turns from the Parkway to a side-street or driveway are discouraged due to conflicts between U-turns and right-turns. However, this can be accommodated by aligning the U-turn crossover with the side-street or driveway in order to facilitate left turns and U-turns.
- Intersections (full median breaks) preferably restricted to one-mile spacing and a minimum spacing of half-mile.
- No on-street parking
- Full median openings are only recommended at intersections with arterial or major collector streets.
- For a low-volume driveway, a 165' minimum spacing (from centerline to centerline) is recommended. For a high-volume driveway, a 330' minimum spacing (from centerline to centerline) is recommended.

Special Interest Areas



Detailed Preferred Alignment

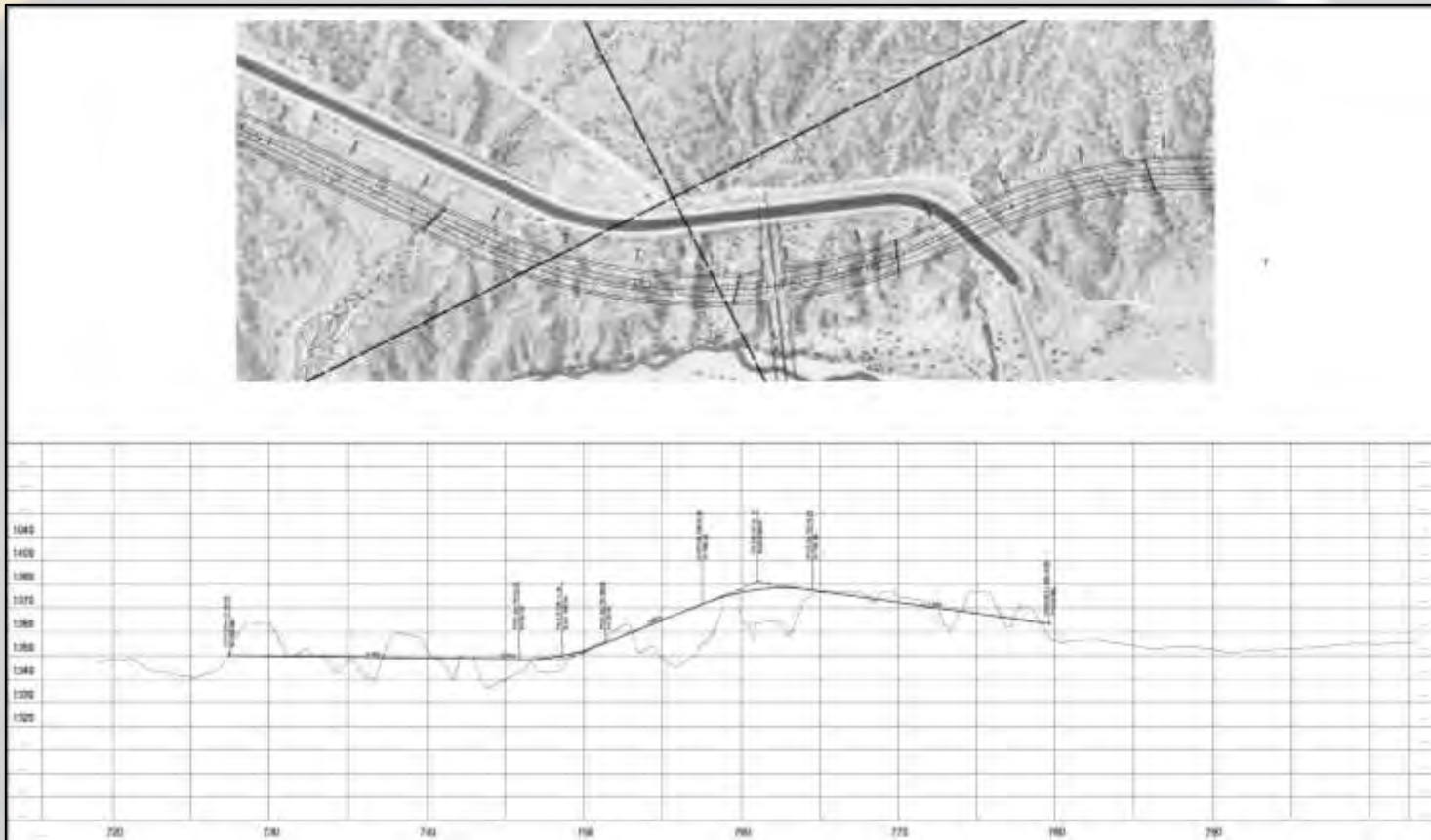


Special Interest Areas

Special Interest Area 1

- Minimum 50ft Buffer Around Western Transmission Lines
- Multiple Cell Box Culvert Downstream of Daggs Wash Flume
- Additional Class III Cultural Resource Survey Recommended Prior to Design
- Realigning to Provide Wildlife Buffer Along CAP Canal Would Require Additional Coordination With Stakeholders

Special Interest Area 2



Phasing/Cost Estimate

Implementation Plan

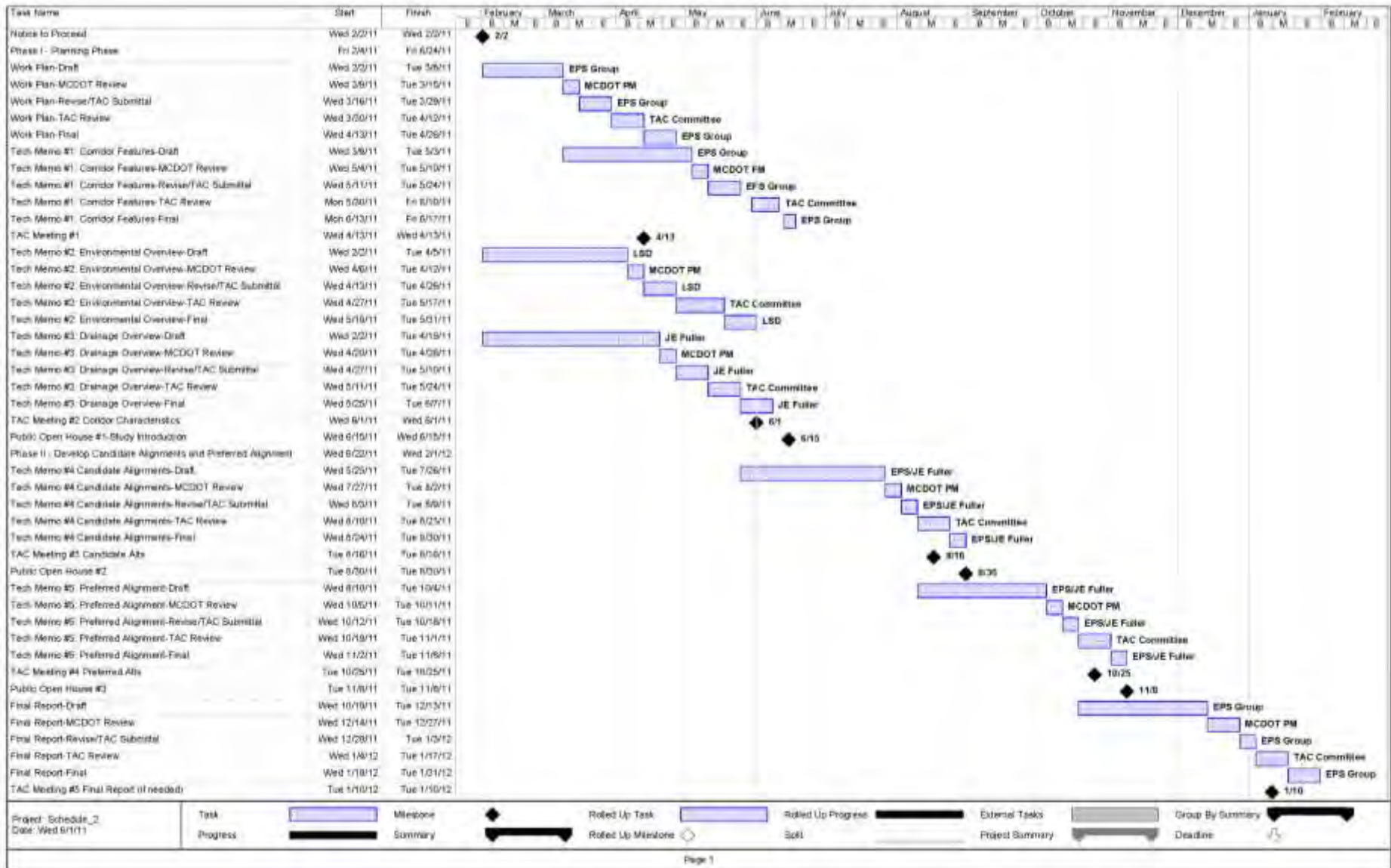
- Timing of the Hassayampa Framework Traffic Projections is uncertain due to the downturn in the economy.
- Construction will be driven by development of the Master Planned Communities.
- The southern portions of the Hidden Waters Parkway (adjacent to I-10) should be constructed first.
- As development progresses to the north, so will the construction of the parkway.
- The northernmost portion of the parkway (North of Jomax Rd.) will not be needed until the future SR 74 is constructed.

Phasing Considerations

- Two-lane/Full-width Implementation (outside curb constructed with extra wide median)
- Half-Street Implementation (Construct half of parkway and operate as a tradition 3-lane arterial)

Cost Category	Factor	Preferred Alternative	Phased Option No. 1	Phased Option No. 2
Construction		\$95,200,000	\$84,700,000	\$60,100,000
Design (10% TO 15%)	12%	\$11,400,000	\$10,200,000	\$7,200,000
Construction Management	15%	\$14,300,000	\$12,700,000	\$9,000,000
Right-of-Way		\$104,900,000	\$104,900,000	\$104,900,000
Structures		\$21,500,000	\$21,500,000	\$10,800,000
Utility Relocation		\$100,000	\$100,000	\$100,000
Administration (8% TO 13%)	10%	\$9,500,000	\$8,500,000	\$6,000,000
Total		\$256,900,000	\$242,600,000	\$198,100,000

Project Schedule



Questions?

TAC Meeting No.3
August 18, 2011

Appendix B

- MCDOT Community Relations: *Summary of Public Involvement Report*

MCDOT *RightRoads* Program



Summary of Public Involvement

December 22, 2011

Hidden Waters (North) Parkway Feasibility Study I-10 to Future SR 74 Alignment



Maricopa County Department of Transportation



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Phoenix, AZ 85009
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www.maricopa.gov

**MCDOT *RightRoads* Program
Summary of Public Involvement**

**Hidden Waters (North) Parkway Feasibility Study
I-10 to Future SR 74 Alignment
TT005**

FINAL REPORT

PURPOSE OF PUBLIC INVOLVEMENT

This study evaluated planned corridor development and the resulting projected 2030 traffic volumes along the Hidden Waters (North) Parkway corridor between Interstate 10 and the future SR 74 alignment to develop the most cost-effective improvement plans that include a recommendation for establishing the future roadway type, alignment, access management strategies, future drainage structures, network connectivity and prioritized construction phasing plans.

The participation of stakeholder public and multi-agency involvement aids in the development of a consistent roadway and the resolution of conflicting agency requirements; facilitates ultimate regional traffic flow; and preserves the interests and rights of area residents and adjacent development. Gaining consensus among the agencies and impacted public stakeholders is critical to the success of this transportation study as well as the future implementation of its recommendations to provide a safe and efficient roadway for the long term.

Maricopa County Department of Transportation (MCDOT), Flood Control District of Maricopa County (FCDMC), Maricopa County Planning and Development Department, Maricopa County Department of Emergency Management, Maricopa County Environmental Services Department, Maricopa County Parks and Recreation Department, Arizona Department of Transportation (ADOT), Arizona State Land Department (ASLD), Central Arizona Project (CAP), Maricopa Association of Governments (MAG), the Town of Buckeye, Federal Highway Administration (FHWA), Arizona Game and Fish Department (AGFD), U.S. Bureau of Land Management (BLM), U.S. Bureau of Reclamation (BOR), U.S. Fish and Wildlife Services (USFWS), U.S. Army Corps of Engineers, Center

for Desert Archaeology, the Sonoran Institute, local school and fire districts, Maricopa County Farm Bureau, area developers, impacted irrigation and utility companies, affected businesses, property owners and residents are all major stakeholders of this parkway feasibility study.

STUDY OVERVIEW

Background

The Hidden Waters Parkway (North) Corridor Feasibility Study is one of several long-range transportation studies currently being conducted on future Arizona Parkways identified in the 2008 Maricopa Association of Governments (MAG) I-10/Hassayampa Valley Transportation Framework Study that recommended a comprehensive roadway network of freeways, parkways and arterial roadways designed to meet the future traffic demands for the build-out (Year 2050+) for the area west of the White Tank Mountains.

The primary purpose of this Parkway Feasibility Study is to identify the optimum corridor for the future Hidden Waters Parkway alignment in order to preserve sufficient public right-of-way and protect the future roadway corridor from development and encroachment.

Corridor Description

The Hidden Waters Parkway (North) Corridor Feasibility Study extends north/south between I-10 and the future SR 74 alignment. The study area includes the northern section of the Hidden Waters Parkway, as shown on Hassayampa Framework Study, from Interstate 10 (I-10) north to the future alignment of SR 74. The study area is approximately 28 miles long and two miles wide, centered about the Hassayampa Framework Study proposed alignment for the Hidden Waters Parkway. Except in the area from Northern Avenue to Bell Road where the study area expands to two miles west of the Hassayampa Framework Study alignment and from the south end of Douglas Ranch to Patton Road where the study area expands to two miles east of the Hassayampa Framework Study alignment. This results in the study corridor being a total of three miles wide in these two areas.

Study Need

The 2008 MAG Hassayampa Valley Transportation Framework Study demonstrated the need for the future Hidden Waters Parkway. Although today's land development and travel demands do not warrant any major new high capacity roadways in the near-term, the "build-out" forecast (Year 2050+) for future land development and resulting travel demand within the study area warrant an entire network of future Arizona Parkways. Plans are already underway within the study area to convert vacant lands to land uses that will generate increased traffic volumes.

In order to preserve sufficient public right-of-way for the future Hidden Waters Parkway and protect the future roadway corridor from development and encroachment, the planning process needs to start now to identify roadway right-

of-way requirements for forecasted build-out conditions. This current feasibility study is the first step in the roadway development process and is meant to aid agencies and the local jurisdictions in defining and protecting a continuous future roadway corridor that can accommodate build-out traffic demands in the project study area. To this end, the Hidden Waters Parkway study is needed to:

- Address regional and local growth and development (2.8 million population projected at build-out in the I-10/Hassayampa Valley Transportation Framework study area)
- Preserve and protect sufficient public right-of-way for high-capacity (non-freeway) transportation corridors
- Ensure future parkway compatibility with existing/future land uses and environmental conditions
- Identify potential connectivity issues with other future planned parkways and freeways

Study Goals

The main focus of this parkway feasibility study is to investigate, map, and analyze corridor constraints and opportunities to arrive at a recommended alignment for the proposed Hidden Waters Parkway based on the Arizona Parkway indirect left-turn intersection design within a 200-foot-wide right-of-way corridor.

The Arizona Parkway is a hybrid between a freeway and a major six-lane street. It includes a distinct intersection treatment that generally focuses on the provision of simple two-phase traffic signal operations at cross-street intersections by eliminating left-turn movements. It employs a simple green/yellow/red traffic signal control and all left-turn movements are made using an "indirect" left-turn crossover immediately beyond the crossroad intersection. The parkway intersection configuration provides the additional benefit of increased travel capacity without employing full grade-separations (underpasses or overpasses) at intersections with major cross streets while maintaining the potential for direct driveway access to development at each corner of an intersection.

Study Objectives

- Achieve roadway network continuity and connectivity
 - Determine the preferred corridor alignment from a regional transportation corridor perspective
 - Protect and preserve right-of-way for the preferred corridor alignment to maintain its long-term viability
 - Provide future connectivity with primary and regional roadway facilities
 - Provide crossings of alluvial fans, drainage washes, and rivers

- Enhance traffic flow (capacity) and safety
 - Preserve functional integrity of the Arizona Parkway by recommending segment-specific solutions to address identified opportunities or constraints
 - Identify areas that may require additional right-of-way or easements, especially at crossings with other parkways, alluvial fans, and utility corridors
 - Enhance traffic operations while maintaining reasonable access for developments
- Preserve the environment
 - Comply with governing environmental regulations for new roadway development
 - Minimize adverse impacts to the study area environment, including wildlife corridors and archeological sites
 - Enhance important environmental features (e.g., habitat areas)
 - Minimize adverse impacts to disadvantaged population groups as provided in Title VI of the Civil Rights Act of 1964 regarding environmental justice
- Develop consensus-driven improvement alternatives
 - Work with the Technical Advisory Committee and key stakeholders in developing feasible alternatives
 - Develop cost-effective roadway improvement alternatives
 - Conduct public outreach to obtain input on alternatives and build consensus
 - Ensure consistency between the study's transportation actions and regional transportation plans

Key Issues and Challenges

Early in the study process, a preliminary list of study issues and potential challenges was compiled. This list expands as the study progresses and input is obtained from public participation. Major issues identified include:

- Evaluation of drainage structures across major washes
- Identification of the most feasible location for a bridged crossing of the Central Arizona Project Canal
- Identification of ultimate alignment and access management strategies to maximize revenue-generating potential for developable lands
- Consideration of environmental impacts (including existing agricultural operations, cultural resources, and wildlife habitat linkages)
- Socioeconomic and environmental justice impacts on study area residents and businesses
- Coordination and compatibility with existing and planned land development

- Connections with existing and planned freeways and parkways
- Mitigate potential adverse impacts to existing and proposed utility corridors

Study Milestones

Study Kick-off	February 2011
PHASE I: Data Collection/Issues Identification	February - June 2011
Technical Advisory Committee #1	April 13, 2011
Technical Advisory Committee #2	June 1, 2011
Public Input Meeting #1 - Introduction and Data Collection	June 15, 2011
Technical Advisory Committee #3	August 18, 2011
PHASE II: Alternative Alignments Analysis and Evaluation Development and Evaluation	June - December 2011
	June - August 2011
Public Input Meeting #2 Evaluation of Candidate Alignments	August 30, 2011
Preferred Alternative Alignment Evaluation	August - October 2011
Technical Advisory Committee #4	October 2011
Draft Final Report	October - December 2011
Public Input Meeting #3 Preferred Alignment	November 9, 2011
Study Completion/Final Report	January 2012

STUDY APPROACH

This corridor feasibility study is considered "long-range" transportation planning and is the earliest phase of project development. The outcome of a corridor feasibility study is an "agreed-upon plan" for the preservation of the right-of-way footprint for the future parkway corridor. To accomplish this goal, the study is broken into two phases. Phase I is a planning-level evaluation of the study corridor and consists of gathering data on existing and future study area features, assessing and evaluating the surrounding corridor conditions to aid in potential issues identification, and preparing constraints maps and base maps that will

allow the study team to make well-founded recommendations for possible parkway corridor alignments within the study area. Conceptual corridor alignment alternatives are developed only to the extent necessary to conduct a meaningful comparative analysis/fatal flaws analysis. Conceptual alignment alternatives are evaluated for technical feasibility as well as public acceptability as part of this process.

Based upon Phase I "fatal flaw" evaluation and outcomes, up to three candidates for alternative alignments are advanced to Phase II for a more detailed preliminary engineering analysis. A "Preferred" Alignment is selected and implementation strategies are developed. This analysis addresses engineering feasibility, environmental compatibility, economic viability, compliance with Title VI of the Civil Rights Act of 1964, and community concerns. Once a Preferred Alignment alternative has emerged and has general consensus, preliminary plans are prepared to delineate the corridor alignment, future parkway cross-section and potential public right-of-way requirements.

Both Phase I and Phase II are conducted in consultation with a Technical Advisory Committee (TAC) representing agency and constituency interests. The TAC assists in the identification and resolution of issues or differing jurisdictional requirements to build as broad-based a consensus as possible regarding the selection of the Preferred Alternative alignment for the future parkway.

ALTERNATIVE DEVELOPMENT

Identification of Conceptual Alternatives

Conceptual alignments for the Hidden Waters Parkway were developed in response to study area features, opportunities and constraints identified during the planning phase of this study, which include

- Existing/proposed residential communities
- Existing commercial and/or employment centers
- Current land ownership
- Environmental resources
- Existing/proposed utilities
- Existing drainage patterns

Evaluation of Candidate Alternatives

Based on the findings and outcomes of the conceptual alternatives analysis, the study team selected and advanced three Candidate Alternatives that were most responsive to the study area features for further evaluation:

Candidate Alternative 1- This alternative is based upon the Hidden Waters Parkway alignment as it was defined in the earlier MAG Hassayampa Valley Transportation Framework Study. This alternative begins at the 339th Avenue/I-10 interchange and continues north for seven miles along the 339th Avenue alignment. The alternative follows a

curvilinear path through the proposed Douglas Ranch development and continues northward along the 302nd Avenue alignment between Dove Valley Road and the northern limit of the study area.

Candidate Alternative 2 - Alternative 2 was developed in response to stakeholder and community feedback received during the planning phase of this study. This alignment begins at the 339th Avenue/I-10 interchange and continues northward along the 339th Avenue alignment following the proposed Hidden Waters Parkway alignment depicted in the Hassayampa Ranch, Belmont, and Douglas Ranch community master plans. This alternative runs along 229th Avenue between Jomax Road and Lone Valley Road, and then shifts west to the 302nd Avenue alignment. At this point, Alternative 2 generally runs along the east side of an unnamed wash to the proposed future SR 74 extension

Candidate Alternative 3 - This Alternative has been developed to be responsive to the existing landforms, drainage patterns, existing utilities and other area features identified during the planning phase of this study. This alternative begins at the 339th Avenue/I-10 interchange and then curves to the west along an existing ridgeline between McDowell Road and the Glendale Avenue alignment. Alternative 3 follows the same path as Candidate Alternative 1 between Glendale Avenue and Olive Avenue, then turns east to cross Jackrabbit Wash near a narrow point in the floodway. It then continues northward along an existing ridgeline to the Central Arizona Project Canal and traverses through the Whispering Ranch community in the vicinity of 301st Avenue and 302nd Avenue. The alignment continues northward generally along the west side of an unnamed wash north of Black Mountain Road to the proposed future extension of SR 74.

No Build Alternative - The no-build alternative considers how the existing roadway network would function if the Hidden Waters Parkway were not constructed. This alternative provides the necessary comparison baseline in the evaluation of the other Candidate Alternative alignments.

Selection of a Preferred Alternative

The application of the evaluation criteria has resulted in the selection and identification of a Preferred Alternative (recommended alignment) to be used for future land development planning.

Evaluation of Candidate Alternatives

Evaluation Criteria	Preferred Alternative			
	Alternative 1	Alternative 2	Alternative 3	No Build
Proposed Development	●	●	●	●
Environmental Impacts	●	●	●	○
Utility Impacts	●	○	○	○
Drainage Impacts	●	●	●	●
Engineering Complexity	●	●	●	○
System Functionality	●	○	●	●
Buildings/Property Impacts	●	○	○	●
Stakeholder/Community Feedback	●	●	●	●
Right of Way Requirements	686 acres	717 acres	695 acres	N/A
Cost (in millions)	\$266.3	\$248.8	\$232.3	N/A
Recommended for Further Evaluation	No	Yes	No	No

Strong Disadvantage	Disadvantage	Neutral	Advantage	Strong Advantage
●	●	○	●	●

Candidate Alternative 1 was not recommended for further consideration because it presented the greater impacts to proposed developments, existing utilities, drainage features, and existing buildings/properties. In addition this alternative is the most costly of the candidate alignments and was opposed by several key landowners/stakeholders.

Candidate Alternative 3 was rated favorably in several qualitative categories including drainage impacts, engineering complexity and system functionality and also has the lowest estimated cost to construct. However, this candidate alternative was not recommended because it was the least compatible with the approved development master plans within the study area and was opposed by several key landowners/stakeholders.

The No-build Alternative was not recommended for further consideration because it does not address future traffic demands or the regional connectivity needs of the study area.

Candidate Alternative 2 was recommended as the Preferred Alternative because it received the greatest support from key landowners/stakeholders and the public. In addition it is consistent with the approved development master plans and no special engineering or constructability challenges were identified with this alignment.

Description of the Preferred Alternative

The preferred alternative (Candidate Alternative 2) is centered along the section line of 339th Avenue between the I-10 traffic interchange and Camelback Road.

Continuing northward, it generally follows the approved parkway alignment for the planned communities of Hassayampa Ranch, Belmont, and Douglas Ranch.

It then parallels the west side of Jackrabbit Wash, through the proposed Belmont Master Planned Community and then turns to the east along the south side of the Central Arizona Project (CAP) Canal. The preferred alternative crosses the CAP Canal approximately 500 feet west of the Hassayampa River siphon, then runs along the east side of the proposed Douglas Ranch development to Jomax Road.

Between Jomax Road and Patton Road, the preferred alternative follows a northeasterly alignment. Then generally follows the 299th Avenue alignment between Patton Road and Lone Mountain Road. Between Lone Mountain Road and the future Carefree Highway, the alignment shifts west to 302nd Avenue. North of the future Carefree Highway, the preferred alternative alignment runs along the east side of an unnamed wash to the northern limit of the study area (i.e. potential location for the future SR 74 freeway).

PUBLIC INVOLVEMENT

Through the course of this study's process, the MCDOT *RightRoads* Program conducted a total of three public input meetings to discuss and gather public comment on future improvements and recommendations for the Hidden Waters (North) Parkway between Interstate 10 and the future extension of SR 74.

All public meetings were conducted in an "open house" format which provided a free, open and accurate exchange of information between area residents with specific issues or questions and the project team.

Approximately 30 area residents and other study stakeholders attended the first Public Input Meeting (June 15, 2011). This initial "Scoping" phase public meeting provided area residents and other impacted stakeholders with an opportunity to inform project team members about the study area issues and local transportation needs. This meeting also provided the study team members with an opportunity to discuss and elicit feedback regarding the study purpose, goals and objectives.

The second "Alternatives Analysis" public meeting (August 30, 2011) provided the community with the opportunity to comment on the three Candidate Alternative alignments being evaluated for the corridor. Approximately 50 area residents and other key stakeholders participated in this meeting.

The findings and recommendations of the study, including the preferred parkway alignment, a right-of-way footprint, and preliminary engineering details, were presented during the final "Study Findings and Recommendations" public information meeting (November 9, 2011), attended by 27 people.

Public Meeting Participants

MCDOT Planning
Denise Lacey
Roberta Crowe
Mike Pavlina

eps group
Matt Truitt
Elijah Williams

Outreach Methods

The following outreach methods were used to inform and notify the general public and impacted residents about the study, public input meeting dates and locations and additional opportunities or means for input:

- Media releases
- Newspaper articles
- Display advertisements in local and regional publications
 - Arizona Republic
 - West Valley View
 - Buckeye Valley News
 - Buckeye Star
 - Tonopah Tribune
- MCDOT website
- Partner agency mediums
- Direct mail flyers to adjacent property owners and previous meeting attendees

Public Comment

Over 100 people attended three public input meetings conducted through the course of this study. Graphics, aerials and display exhibits presented corridor alternatives and study information. Study Fact Sheets and Comment Sheets were distributed to all those in attendance. The following information is representative of discussions that the project team had with meeting attendees and written comments received by MCDOT.

Scoping Phase Public Input Meeting

Meeting Purpose: Gather public comment regarding the study area, existing conditions, current corridor deficiencies, future transportation needs and public review of overall Study Goals and Objectives

5:00 – 7:00 p.m., June 15, 2011
Tonopah Valley High School Cafeteria
38201 W. Indian School Road, Tonopah, AZ 85354

Attendance: 30

Comments/questions received by Project Team during discussions with meeting attendees:

- There was a general concern from homeowners regarding how the study corridor would affect their property. The majority of these comments were received from residents of the Whispering Ranch Community.
- Several residents were excited about the proposed parkway and wanted to find out how soon it would be constructed.
- One resident questioned the need for the proposed parkway given the lack of existing development within the study area.
- Another resident commented on the importance of preserving the cultural and environmental resources within the study area. She was interested in learning if additional cultural resources surveys will be completed with this corridor feasibility study.
- One resident cited drainage issues within the Whispering Ranch community as a reason for needing additional roadways in the area. It becomes difficult/dangerous to drive through the community when the washes are flowing.
- Several residents were interested in learning more about the proposed roadway width and right-of-way requirements of the Arizona Parkway concept. They also expressed interest in how indirect left-turn/two-phase signal intersections will function.
- Several residents complimented MCDOT for planning roadway/parkway locations in advance of proposed development.
- We have lived in Whispering Ranch for some time now and enjoy the life style that an area like this provides. We have also made several improvements to our place in that time. We have always paid our taxes on time and kept up on the debris that seems to pile up on property out in areas like this. While I understand the reasons and need for building the road, I am asking you to consider or reconsider the route originally told to land owners in the area over ten years ago by both MCDOT and APS officials who were planning utilities with this in mind. The route was also suggested to us by Joe Liberty who I believe is on your board. The projected roadway south of Whispering Ranch would be unchanged. As the Parkway heads north to SR74 it would follow a relatively straight and easy path somewhere in the range of 303rd and 304th avenues. The areas between these two roads and beyond allows for a much wider Parkway (over 1000 ft ROW) if necessary and very minimal wash crossings. All development in this area has been abandoned for some time except for two homes which are on the very flanks and can be easily bypassed. There are no power lines in the entire area except for a very short span from Peakview Rd south to an abandoned home under construction. As the Parkway crosses Peakview Rd it can continue unchanged in a relatively straight path to SR74. I believe this route will provide a roadway with considerably fewer obstacles to overcome. It would also put the Parkway a little farther from Toyota Improving Grounds fence, instead of along it, and keep it on the same side of and away from the large wash out here called Daggs Wash. I also believe the cost of this more direct route would be considerably less than dealing with paralleling or building in a large wash and having to acquire more owner occupied

parcels, due to the roadway bending one way and then back the other way up to SR74.

Alternatives Analysis Phase Public Input Meeting

Meeting Purpose: Gather public comment regarding preliminary study findings, traffic analysis and corridor alignment alternatives and future roadway options.

5:00 – 7:00 p.m., August 30, 2011
Nadaburg Elementary School
21419 W. Dove Valley Road, Wittmann, AZ 85361

Attendance: 50

Comments/questions received by Project Team during discussions with meeting attendees:

- We need a road crossing the Hassayampa River.
- Put the roadway on 299th Avenue through Whispering Ranch.
- This road is not needed because there is a freeway planned just 2 miles from here and we can use that.
- This road will be paid for by OUR tax dollars.
- Alternative 2 is the alternative we support.
- It would be nice to know when the road will be built.
- Would like to understand how my property will be affected and how the property will be acquired.
- Do NOT choose Alternative 1.
- Be mindful of taking existing residents properties.
- I have property on 299th and I support Alternative 2.
- Alternatives 2 & 3 have the least impact to existing residents in Whispering Ranch.
- This roadway will improve property values in the Whispering Ranch area.
- The road will make it easier for residents to get out of the Whispering Ranch area.
- Alternative number 2 seems to be the best option
- Alternative number 1 is not a good route as is located in the washes and cuts through the middle of Whispering Ranch.
- The proposed road would result in increased crime and will never be needed.
- The road should be built soon.
- Some type of all-weather crossing needs to be built on Patton Road across the Hassayampa River.
- Access off of the roadway should be provided to the local streets.
- A couple residents noted that their property is currently worth less than their original purchase price. They were concerned that potential payments from the County to purchase their property would not be enough to cover their mortgage balance.

- The Alternative 2 “color purple” plan is ok with me and my family. We all live at 30515 W. Redbird Rd. but I Sharyl Ann Gill own this property parcel 503-90-929.
- We were impressed with the displays of graphs, maps, and the knowledgeable personnel to answer our questions. The planning and consideration of the impact of this project is very impressive. We look forward to the building of the corridor. We are comfortable with any of the proposed alignments. Thank you.

Findings and Recommendations Phase Public Input Meeting

Purpose: Gather public comment regarding study findings and “Preferred Alternative”, recommended access management strategies and guidelines, and an improvement phasing timeline.

5:00 – 7:00 p.m., November 9, 2011
 Nadaburg Elementary School
 21419 W. Dove Valley Road, Wittmann, AZ 85361

Attendance: 27

Comments/questions received by Project Team during discussions with meeting attendees:

- Many of the residents were familiar with the project because they had attended the previous public meetings. They were most interested in learning how the preferred/recommended alignment related to their individual properties.
- Most of the comments received from residents were in favor of the preferred alignment. Several residents complimented the study team on identifying a preferred alignment that was sensitive to existing homes and topography. They also expressed appreciation for the level of detail that was included on the preferred alternative exhibits.
- Most residents wanted to know when the roadway would be constructed. The general consensus was that they would like to see construction begin sooner than later to improve access to their properties.
- Residents wanted to know when the County would begin right-of-way acquisition. It was explained that the current project is a long range transportation study, that funding has not been identified for any improvements and there is no current timeline to predict when right-of-way acquisition will begin.
- Residents were interested in learning more about the level of access that they will have from the proposed roadway.
- One resident of Whispering Ranch expressed concern about the potential effects of the study (when finalized) on her resale

capability in the interim between study completion and construction.

- I am an out of state land owner (10 acres in Whispering Ranch) and wanted to inform you of my support for the project. I, as well as many other land owners, have long awaited the development of Whispering Ranch and neighboring Douglas Ranch – the parkway would be a welcomed start to the future development of the area, hopefully with utilities to soon follow.

FUTURE ACTIVITIES AND CONSIDERATIONS FOR FUTURE CORRIDOR DEVELOPMENT

As the preferred alternative becomes better defined through more in-depth phases of project development, additional elements will be incorporated and considered that will address the needs and impacts of future projects within the context of both the current and future settings along the Hidden Waters Parkway corridor.

The following are capsulated key issues identified during this study's Stakeholder Advisory Committee and public involvement process that should be taken into consideration by individual jurisdictions as the recommendations of this study are carried forward through design and construction:

- **Project Funding.** There is currently no funding programmed for construction. It can be anticipated that area developers will participate as part of project requirements.
- **Access Management Strategies.** MCDOT and local jurisdictions have specific expectations regarding roadway access. These strategies should be implemented to ensure a seamless roadway with efficient traffic flow, safety and good access to local land uses.
- **Environmental Impacts and Noise Mitigation.** Specific impacts on the local environment will require further evaluation in future project development.
- **New Right-of-Way Requirements.** Final roadway configuration will determine how much land will need to be acquired.
- **Landscaping plans.** Final project design will specify the type of landscaping to be used.
- **Drainage Structures.** Because the future roadway corridor crosses a number of washes and lies partly in a flood zone, it will be critical to ensure the roadway is designed to provide "all weather" crossings during major storm flows. Bridges along the new roadway will be designed during final roadway design.
- **Bicycle, Pedestrian and Transit Access.** Future projects will be designed to accommodate alternative modes of travel and provide access to trails and neighborhoods in the area.
- **Corridor Traffic Management.** ITS (Intelligent Transportation System) will control operation of traffic between jurisdictions and differing intersection configurations.

- Jurisdictional Coordination. As with the overall traffic control, implementation of different corridor improvements and access management concepts will need to be coordinated to ensure a safe, seamless and efficient transportation facility.

CONCLUSION

It is recommended that future project development along the Hidden Waters Parkway corridor build upon the public involvement program established during this study and continue as a comprehensive program progression.

For more information about the study, contact Denise Lacey, MCDOT Planning at 602/506-6172 or Roberta Crowe, MCDOT Public Information Officer at 602/506-8003.

**Exhibit A:
Public Meeting Notification & Newspaper Display Advertisement**

*Scoping Phase Public Input Meeting
Newspaper Advertisement*

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

We Need Your Input Hidden Waters Parkway (North) Corridor Feasibility Study I-10 to future SR74 Alignment

Public "Scoping" Meeting
The Maricopa County Department of Transportation's (MCDOT) **RightRoads Program** is conducting the first in a series of three public input meetings being conducted through the course of this long-range transportation study to gather community feedback about future roadway improvements along the Hidden Waters Parkway corridor between I-10 and the future SR74 alignment. The study area includes the northern section of the Hidden Waters Parkway from Interstate 10 northward to the future alignment of State Route 74 as depicted in the 2008 Maricopa Association of Governments (MAG) I-10/Hassayampa Valley Transportation Framework Study.

Community input is one of the first steps in the roadway development process and an important component of this long-range transportation corridor study to identify and protect a continuous future Hidden Waters Parkway roadway corridor that will safely accommodate ultimate traffic demands within the study area (projected build-out Year 2050+).

This first Public "Scoping" Meeting will provide area residents and other impacted study stakeholders with an opportunity to inform study team members about existing conditions and issues within the study area and future transportation needs. This meeting will also serve to elicit your feedback regarding the study's purpose, goals and overall objectives, as well as the Arizona Parkway roadway design concept. Study information, maps and exhibits will be available for viewing during the meeting


Public Open House
Wednesday, June 15, 2011
5:00 p.m. to 7:00 p.m.
Tonopah Valley High School
38201 W. Indian School Road
Tonopah, AZ 85354
(west of Wintersburg Road)


to aid in the evaluation and identification of a "preferred Alignment". Your input during this early phase is an integral part of the MCDOT study process and will contribute in the selection of the future roadway corridor. Please stop by anytime between 5:00 and 7:00 p.m. to speak with MCDOT study team members.

For More Information
For more information, contact Denise Lacey at (602) 506-6172 or write to Lacey at: MCDOT, 2901 W. Durango Street, Phoenix, AZ 85009, or e-mail at: deniselacey@mail.maricopa.gov or contact Roberta Crowe, Public Information Officer at (602) 506-8003.

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Scoping Phase Public Input Meeting
Mail Notification

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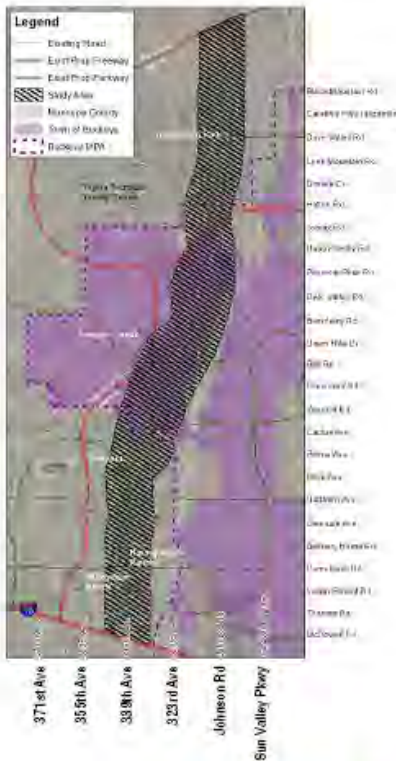
About the Study

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The Hidden Waters Parkway Corridor Feasibility Study area is approximately 28 miles long and is two miles wide (extending one mile each side of the Hidden Waters Parkway

alignment except in the area between Northern Avenue and Bell Road, where the study area expands two miles west of the Hidden Waters Parkway alignment, and from the south end of Douglas Ranch to Patton Road, where the study area expands two miles east of the alignment, for a total study area width of three miles in these two areas.

The primary purpose of this Corridor Feasibility Study is to identify the optimum corridor for the future Hidden Waters Parkway alignment in order to preserve sufficient public right-of-way and protect the future roadway corridor from development and encroachment.



District 4 Supervisor, Max Wilson
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Alternatives Analysis Phase Public Input Meeting
Newspaper Advertisement

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

We Need Your Input Hidden Waters Parkway (North) Corridor Feasibility Study I-10 to future SR74 Alignment

**“Alternative Analysis” Phase
Public Meeting**

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This second (Alternatives Analysis Phase) public input meeting will provide area residents and other impacted study stakeholders with an opportunity to inform study team members about study area issues and local transportation needs. This meeting will also serve to elicit feedback regarding the study’s purpose, goals and overall objectives, as well as the Arizona Parkway roadway design concept. Alternatives for proposed roadway cross sections, alternative alignments, and an

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Tuesday, August 30, 2011
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Nadaburg Elementary School
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For More Information

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Hidden Waters Parkway (North) Corridor Feasibility Study

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Findings & Recommendations Phase Public Input Meeting
Newspaper Advertisement

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

We Need Your Input Hidden Waters Parkway (North) Feasibility Study I-10 to future SR74 Alignment

**Findings & Recommendations
Phase Public Input Meeting**
The Maricopa County Department of Transportation's (MCDOT) **RightRoads Program** is conducting the final in a series of three public input meetings being conducted through the course of this long-range transportation study to gather community feedback about future roadway improvements along the Hidden Waters Parkway corridor between I-10 and the future SR74 alignment. The study area includes the northern section of the Hidden Waters Parkway from Interstate 10 northward to the future alignment of State Route 74 as depicted in the 2008 Maricopa Association of Governments (MAG) I-10/Hassayampa Valley Transportation Framework Study.

Community input is one of the first steps in the roadway development process and an important component of this long-range transportation corridor study to identify and protect a continuous future Hidden Waters Parkway roadway corridor that will safely accommodate ultimate traffic demands within the study area (projected build-out Year 2050+).

This final "Study Findings and Recommendations" public input meeting will provide area residents and other impacted study stakeholders with an opportunity to inform study team members about study area issues and local transportation needs. Evaluated alternatives along with the recommended "preferred" roadway cross section and future roadway alignment will be presented for public review and comment. Study information maps and exhibits will be available for viewing during the meeting.

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Reasonable accommodations may be made available for people with disabilities with a minimum 72-hour notice. For more information on such accommodations, contact Roberta Crowe at (602) 506-8003.

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Exhibit B:

1. Public Meeting Handouts, Exhibits/Graphics

Hidden Waters Parkway (North)

I-10 to Future SR74 Alignment Corridor Feasibility Study

“Scoping Phase”



Right Road Right Time Right Cost

Maricopa County Department of Transportation

June 15, 2011

BACKGROUND

The Hidden Waters Parkway (North) Corridor Feasibility Study is one of several long-range transportation studies currently being conducted on future Parkways identified in the recently completed Maricopa Association of Governments (MAG) I-10/Hassayampa Valley Transportation Framework Study that recommended a comprehensive roadway network of freeways, parkways and arterial roadways designed to meet the future traffic demands for the build-out (Year 2050+) for the area west of the White Tank Mountains.

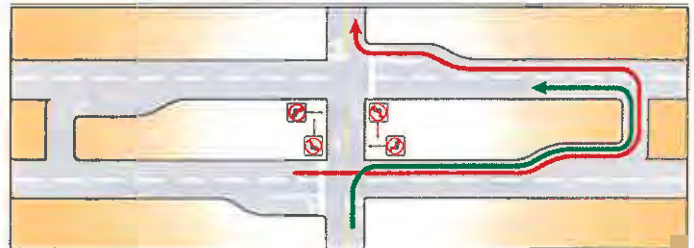
The primary purpose of this Corridor Feasibility Study is to identify the optimum corridor for the future Hidden Waters Parkway alignment In order to preserve sufficient public right-of-way and protect the future roadway corridor from development and encroachment.

The Arizona Parkway

The Maricopa Association of Governments (MAG) I-10/Hassayampa Valley Transportation Framework Study identified the need for a new type of non-freeway roadway with restricted access for enhanced mobility and the ability to offer significantly greater travel capacity than that provided by a traditional six-lane surface street.

The Arizona Parkway is a hybrid between a freeway and a major six-lane street. It includes a distinct intersection treatment that generally focuses on the provision of simple two-phase traffic signal operations at cross-street intersections by eliminating left-turn movements. It employs a simple green/yellow/red traffic signal control and all left-turn movements are made using an "indirect" left-turn crossover immediately beyond the crossroad intersection.

The parkway intersection configuration provides the additional benefit of increased travel capacity without employing full grade-separations (underpasses or overpasses) at intersections with major cross streets while maintaining the potential for direct driveway access to development at each corner of an intersection.



Arizona Parkway Indirect Left-turn Intersection configuration

CORRIDOR DESCRIPTION

The Hidden Waters Parkway Corridor Feasibility Study extends north/south between I-10 and the future SR 74 alignment. The study area is approximately 28 miles long and is two miles wide centered on the Hassayampa Framework Study proposed alignment for the Hidden Waters Parkway. Except in the area from Northern Avenue to Bell Road where the study area expands to two miles west of the Hassayampa Framework Study alignment and from the south end of Douglas Ranch to Patton Road the study area expands to two miles east of the Framework Study alignment. This results in the study corridor being a total of three miles wide in these two areas. (See insert)

STUDY NEED

The MAG Hassayampa Framework Study demonstrated the need for the future Hidden Waters Parkway. Although today's land development and travel demands do not warrant any major new high capacity roadways in the near-term, the "build-out" forecast (Year 2050+) for future land development and resulting travel demand within the study area warrant an entire network of future Arizona Parkways. Plans are already underway within the study area to convert vacant lands to land uses that will generate increased traffic volumes.

In order to preserve sufficient public right-of-way for the future Hidden Waters Parkway and protect the future roadway corridor from development and encroachment,

the planning process needs to start now to identify roadway right-of-way requirements for forecasted build-out conditions. This current study is the first step in the roadway development process and is meant to aid agencies and the local jurisdictions in defining and protecting a continuous future roadway corridor that can accommodate build-out traffic demands in the project study area. To this end, the Hidden Waters Parkway study is needed to:

- Address regional and local growth and development (2.8 million population projected at build-out in the I-10/Hassayampa Valley Transportation Framework study area)
- Preserve and protect sufficient public right-of-way for high-capacity (non-freeway) transportation corridors
- Ensure future parkway compatibility with existing/future land uses and environmental conditions
- Identify potential connectivity issues with other future planned parkways and freeways

STUDY GOALS AND OBJECTIVES

This corridor feasibility study is the first step in the roadway development process and is meant to aid the jurisdictional agencies in defining and protecting a continuous future parkway corridor that will safely accommodate projected travel demand. The main focus of this corridor feasibility study is to investigate, map, and analyze corridor constraints and opportunities to arrive at a recommended corridor alignment for the proposed Hidden Waters Parkway based on the Arizona Parkway indirect left-turn intersection design within a 200-foot-wide right-of-way corridor.

- Achieve roadway network continuity and connectivity
 - Determine the preferred corridor alignment from a regional transportation corridor perspective;
 - Protect and preserve right-of-way for the preferred corridor alignment to maintain its long-term viability;
 - Provide future connectivity with primary and regional roadway facilities;
 - Provide crossings of alluvial fans, drainage washes, and rivers.
- Enhance traffic flow (capacity) and safety
 - Preserve functional integrity of the Arizona Parkway by recommending unique segment-specific solutions to address

- identified opportunities or constraints; Identify areas that may require additional right-of-way or easements, especially at crossings with other parkways, alluvial fans, and utility corridors;

Enhance traffic operations while maintaining reasonable access for developments.

Preserve the environment

Comply with governing environmental

- regulations for new roadway development; Minimize adverse impacts to the study area environment, including wildlife corridors and
- archeological sites; Enhance important environmental features
- (e.g., habitat areas); Minimize adverse impacts to disadvantaged population groups as provided in Title VI regarding environmental justice.

Develop consensus-driven improvement alternatives

Work with the Technical Advisory Committee and key stakeholders in

- developing feasible alternatives; Develop cost-effective roadway
- improvement alternatives; Conduct public outreach to obtain input on
- alternatives and build consensus; Ensure consistency between the study's transportation actions and regional and

KEY ISSUES AND CHALLENGES

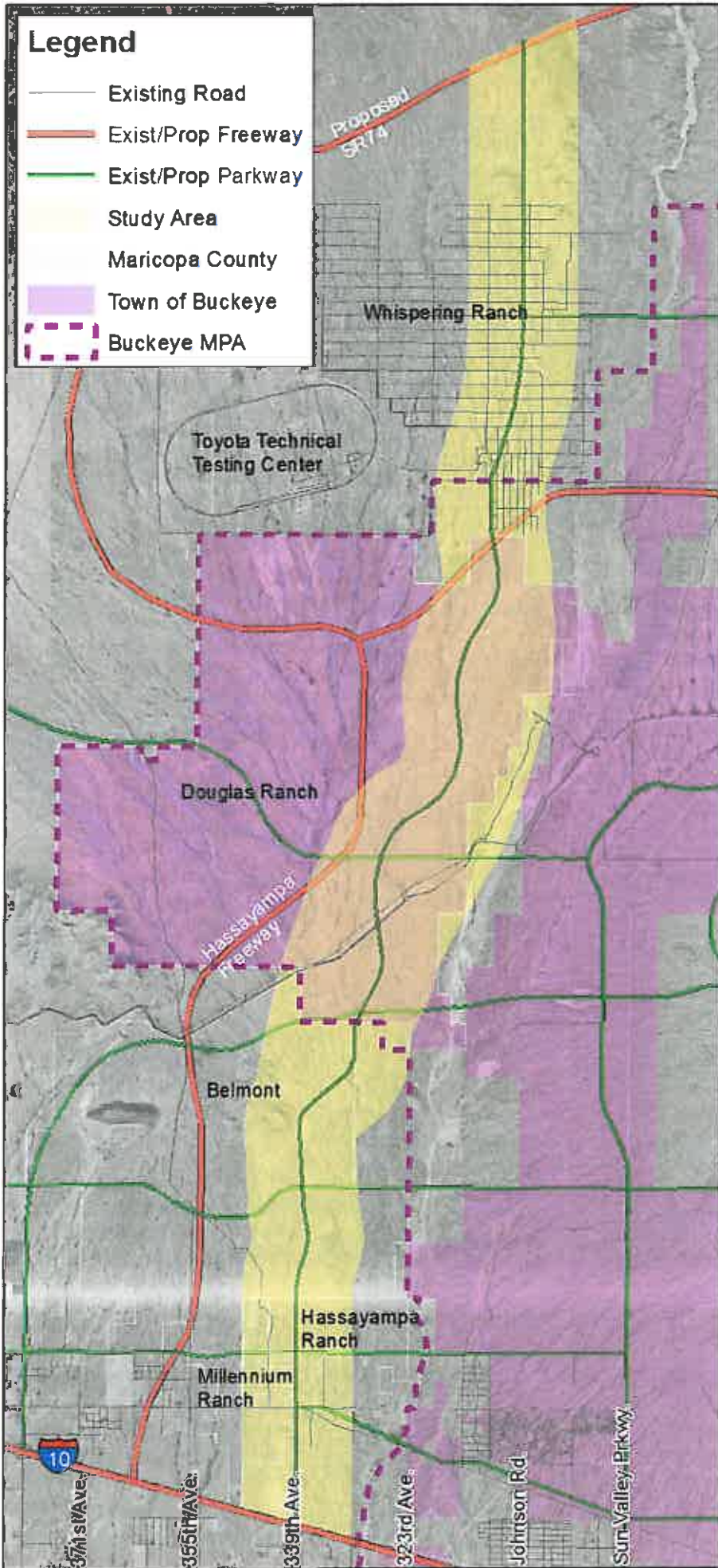
Early in the study process, a preliminary list of study issues and potential challenges was compiled. This list expands as the study progresses and input is obtained from public participation. Major issues identified at this stage include:

- Evaluation of drainage structures across major washes
- Identification of the most feasible location for a bridged crossing of the CAP Canal
- Identification of ultimate alignment and access management strategies to maximize revenue-generating potential for developable lands
- Consideration of environmental impacts (including existing agricultural operations, cultural resources, and wildlife habitat linkages)
- Socioeconomic and environmental justice impacts on study area residents and businesses
- Coordination and compatibility with existing and

Hidden Waters North CFS Study Area/Jurisdictions

Legend

-  Existing Road
-  Exist/Prop Freeway
-  Exist/Prop Parkway
-  Study Area
-  Maricopa County
-  Town of Buckeye
-  Buckeye MPA



- Black Mountain Rd.
- Carefree Hwy (alignment)
- Dove Valley Rd.
- Lone Mountain Rd.
- Dixileta Dr.
- Patton Rd.
- Jomax Rd.
- Happy Valley Rd.
- Pinnacle Peak Rd.
- Deer Valley Rd.
- Beardsley Rd.
- Union Hills Dr.
- Bell Rd.
- Greenway Rd.
- Waddell Rd.
- Cactus Ave.
- Peoria Ave.
- Olive Ave.
- Northern Ave.
- Glendale Ave.
- Bethany Home Rd.
- Camelback Rd.
- Indian School Rd.
- Thomas Rd.
- McDowell Rd.



- planned land development
- Connections with existing and planned freeways and parkways
- Mitigate potential impacts to existing and proposed utility corridors

STUDY STAKEHOLDERS

The following is a list of agencies and stakeholder groups that are represented and participate in the study process:

- Maricopa County Department of Transportation (MCDOT)
- Flood Control District of Maricopa County (FCDMC)
- Maricopa County Planning and Development Department
- Maricopa County Department of Emergency Management
- Maricopa County Environmental Services Department
- Maricopa County Parks and Recreation Department
- Arizona Department of Transportation (ADOT)
- Arizona Public Service (APS)
- Arizona State Land Department (ASLD)
- Central Arizona Project (CAP)
- Maricopa Association of Governments (MAG)
- Town of Buckeye
- Toyota Motor Corporation
- Federal Highway Administration (FHWA)
- Arizona Game and Fish Department (AGFD)
- U.S. Bureau of Land Management (BLM)
- U.S. Bureau of Reclamation (BOR)
- U.S. Fish and Wildlife Services (USFWS)
- U.S. Army Corps of Engineers
- Western Area Power Authority (Western)
- Center for Desert Archaeology
- Sonoran Institute
- Palo Verde Elementary, Saddle Mountain Unified, and Buckeye Union High School Districts
- Tonopah Valley Fire District
- Maricopa County Farm Bureau
- United Dairymen of Arizona
- Area Developers
- Irrigation and Utility Companies
- Affected Businesses, Property Owners and Residents

STUDY APPROACH

This corridor feasibility study is considered "long-range" transportation planning and is the earliest phase of project development. The outcome of a corridor feasibility study is an "agreed-upon plan" for the preservation of the right-of-way footprint for the future parkway corridor.

To accomplish this goal, the study is broken into two phases. Phase I is a planning-level evaluation of the study corridor and consists of gathering data on existing and future study area features, assessing and evaluating the surrounding corridor conditions to aid in potential issues identification, and preparing constraints maps and base maps that will allow the study team to make well-founded recommendations for possible parkway corridor alignments within the study area. Conceptual corridor alignment alternatives are developed only to the extent necessary to conduct a meaningful comparative analysis/fatal flaws analysis. Conceptual alignment alternatives are evaluated for technical feasibility as well as public acceptability as part of this process.

Based upon Phase I "fatal flaw" evaluation and outcomes, up to three candidates for alternative alignments are advanced to Phase II for a more detailed preliminary engineering analysis. A "Preferred" Alignment is selected and implementation strategies are developed. This analysis addresses engineering feasibility, environmental compatibility, economic viability, compliance with Title VI of the Civil Rights Act of 1964, and community concerns. Once a Preferred Alignment alternative has emerged and has general consensus, preliminary plans are prepared to delineate the corridor alignment, future parkway cross-section and potential public right-of-way requirements.

Both phases are conducted in consultation with a Technical Advisory Committee (TAC) representing agency and constituency interests. The TAC assists in the identification and resolution of issues or differing jurisdictional requirements to build as broad-based a consensus as possible regarding the preferred alternative alignment for the future parkway.

Evaluation Criteria

During the next phase of the study development process, Candidate Alternatives will be evaluated based on the following criteria:

- Future Development Compatibility
- Right-of-Way Requirements
- System Continuity and Capacity

- Drainage Impacts
- Constructability Issues/Engineering Complexity
- Building/Property Impacts
- Wildlife Impacts
- Cultural/Archaeological Impacts
- Utility Impacts
- Public Acceptability
- Cost

It is anticipated that the application of these evaluation criteria will result in the selection and identification of a Preferred Alternative (recommended alignment) that will be depicted in detailed engineering drawings to be used for future land development planning.

STUDY SCHEDULE

Study Kick-off	February 2011
PHASE I:	February - June 2011
Data Collection/Issues Identification	
Technical Advisory Committee (TAC) Meeting #1	April 13, 2011
Technical Advisory Committee (TAC) Meeting #2	June 1, 2011
Public Input Meeting #1 - Introduction and Data Collection	June 15, 2011
Technical Advisory Committee (TAC) Meeting #3	August 2011
PHASE II:	June - December 2011
Alternative Alignments Analysis and Evaluation	
Alternative Alignments Development and Evaluation	June - August 2011
Public Input Meeting #2 - Evaluation of Candidate Alignments	August 2011

Preferred Alternative Alignment Evaluation	August - October 2011
Technical Advisory Committee (TAC) Meeting #4	October 2011
Public Input Meeting #3 - Preferred Alignment	November 2011
Draft Final Report	October - December 2011
Study Completion/Final Report	January 2012

PUBLIC INVOLVEMENT

Gaining consensus among the agencies and the public is critical to the success of the study and implementation of its recommendations to provide a safe and efficient roadway for the long term.

Three public input meetings are conducted at critical milestones in the study process. The first Public "Scoping" meeting (June 15, 2011) will provide area residents and other impacted stakeholders with an opportunity to inform project team members about the study area issues and local transportation needs. This meeting will also provide the study team members with an opportunity to discuss and elicit feedback regarding the study purpose, goals and objectives.

The second "Alternatives Analysis" public meeting, currently scheduled for August 2011, will provide the community with the opportunity to comment on the different roadway alignment alternatives being evaluated for the corridor.

The final "Study Findings and Recommendations" public information meeting is currently slated for November 2011. At this meeting, the study team will present the findings and recommendations of the study, including the preferred parkway alignment, a right-of-way footprint, and preliminary engineering details. Your input during each phase of the study process is very important and a vital component of study development.



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Department of Transportation

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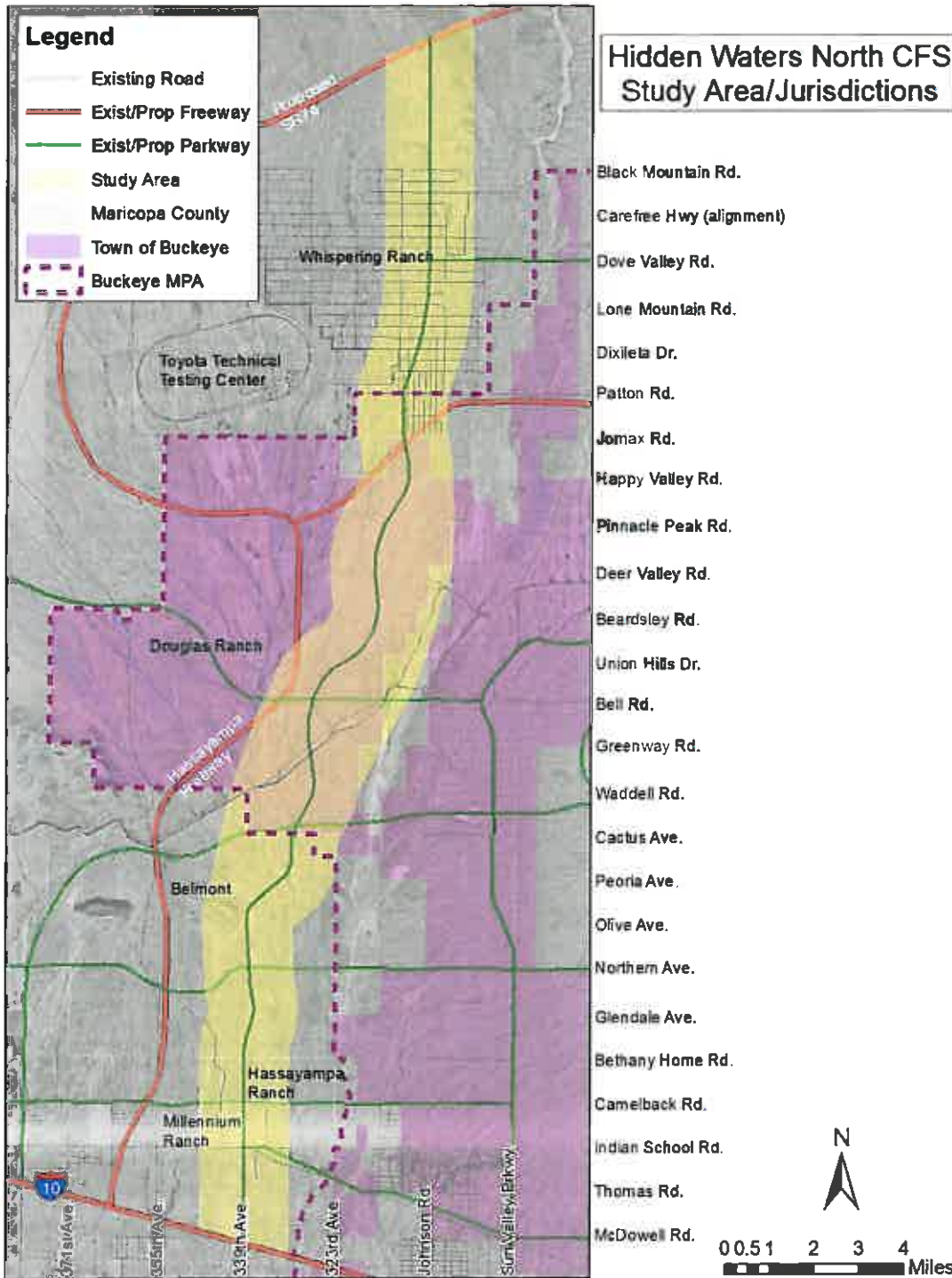
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Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

STUDY AREA



Maricopa County Department of Transportation





Hidden Waters Parkway (North) Corridor Feasibility Study Interstate 10 – Future SR 74

STUDY GOALS AND OBJECTIVES

The main focus of this corridor feasibility study is to investigate, map, and analyze corridor constraints and opportunities to arrive at a recommended corridor alignment for the proposed Hidden Waters Parkway based on the Arizona Parkway indirect left-turn intersection design within a 200-foot-wide right-of-way corridor.

- Achieve roadway network continuity and connectivity
- Determine the preferred corridor alignment from a regional transportation corridor perspective
- Protect and preserve right-of-way for the preferred corridor alignment to maintain its long-term viability
- Provide future connectivity with primary and regional roadway facilities
- Provide crossings of alluvial fans, drainage washes, and rivers
- Enhance traffic flow (capacity) and safety
- Preserve functional integrity of the Arizona Parkway by recommending unique segment-specific solutions to address identified opportunities or constraints
- Identify areas that may require additional right-of-way or easements, especially at crossings with other parkways, alluvial fans, and utility corridors
- Enhance traffic operations while maintaining reasonable access for developments
- Preserve the environment
- Comply with governing environmental regulations for new roadway development
- Minimize adverse impacts to the study area environment, including wildlife corridors and archeological sites
- Enhance important environmental features (e.g., habitat areas)
- Minimize adverse impacts to disadvantaged population groups as provided in Title VI regarding environmental justice
- Develop consensus-driven improvement alternatives
- Work with the Technical Advisory Committee and key stakeholders in developing feasible alternatives
- Develop cost-effective roadway improvement alternatives
- Conduct public outreach to obtain input on alternatives and build consensus
- Ensure consistency between the study's transportation actions and regional and local plans



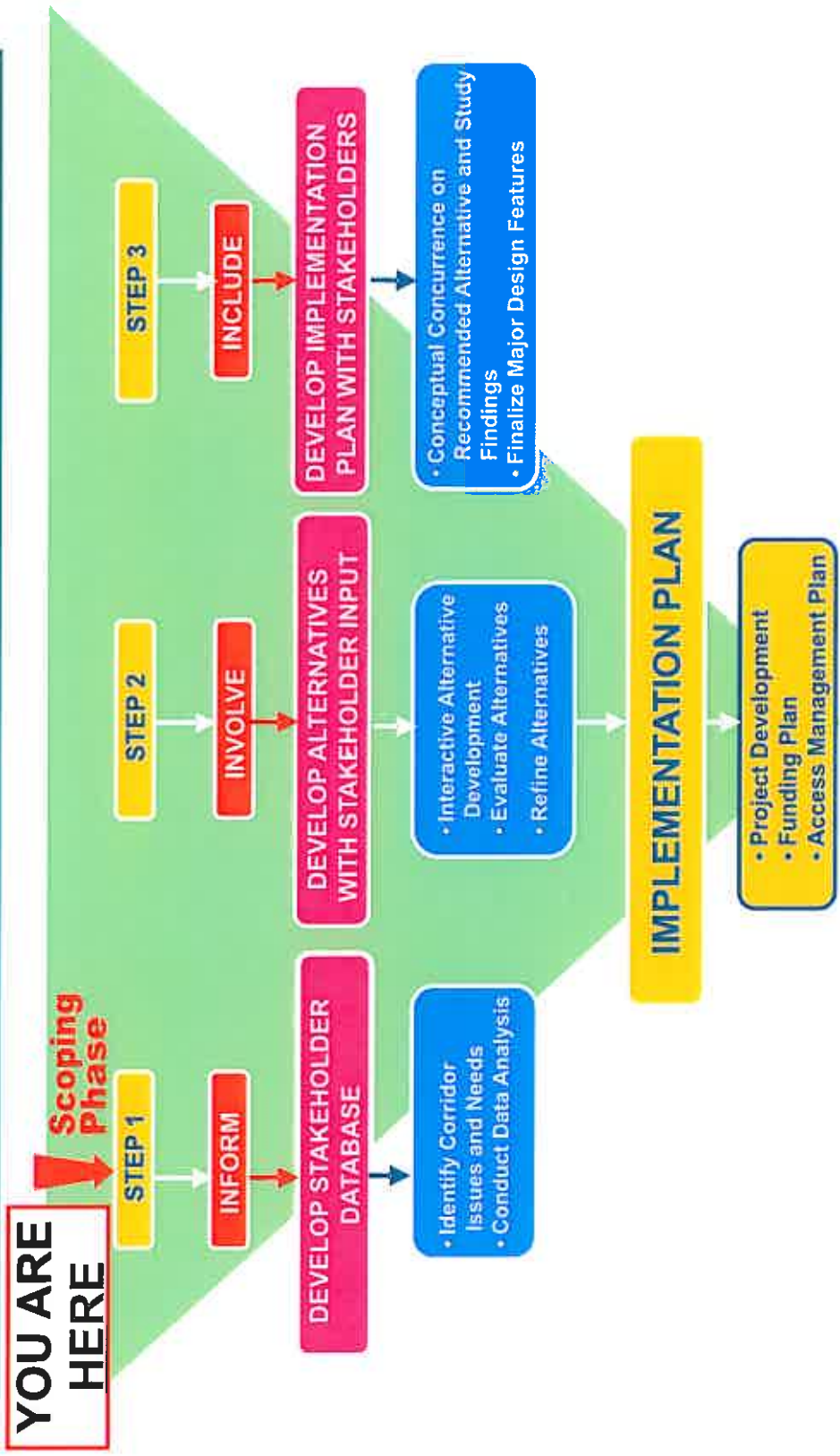
Hidden Waters Parkway (North) Interstate 10 to Future State Route 74

Feasibility Study



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Interactive Study Process





Hidden Waters Parkway (North) Corridor Feasibility Study Interstate 10 - Future SR 74

STUDY STAKEHOLDERS

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- U.S. Army Corps of Engineers
- Western Area Power Authority (Western)
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- Palo Verde Elementary, Saddle Mountain Unified, and Buckeye Union High School Districts
- Tonopah Valley Fire District
- Maricopa County Farm Bureau
- United Dairymen of Arizona
- Area Developers
- Irrigation and Utility Companies
- Affected Businesses, Property Owners and Residents





Hidden Waters Parkway (North) Corridor Feasibility Study Interstate 10 - Future SR 74

STUDY SCHEDULE

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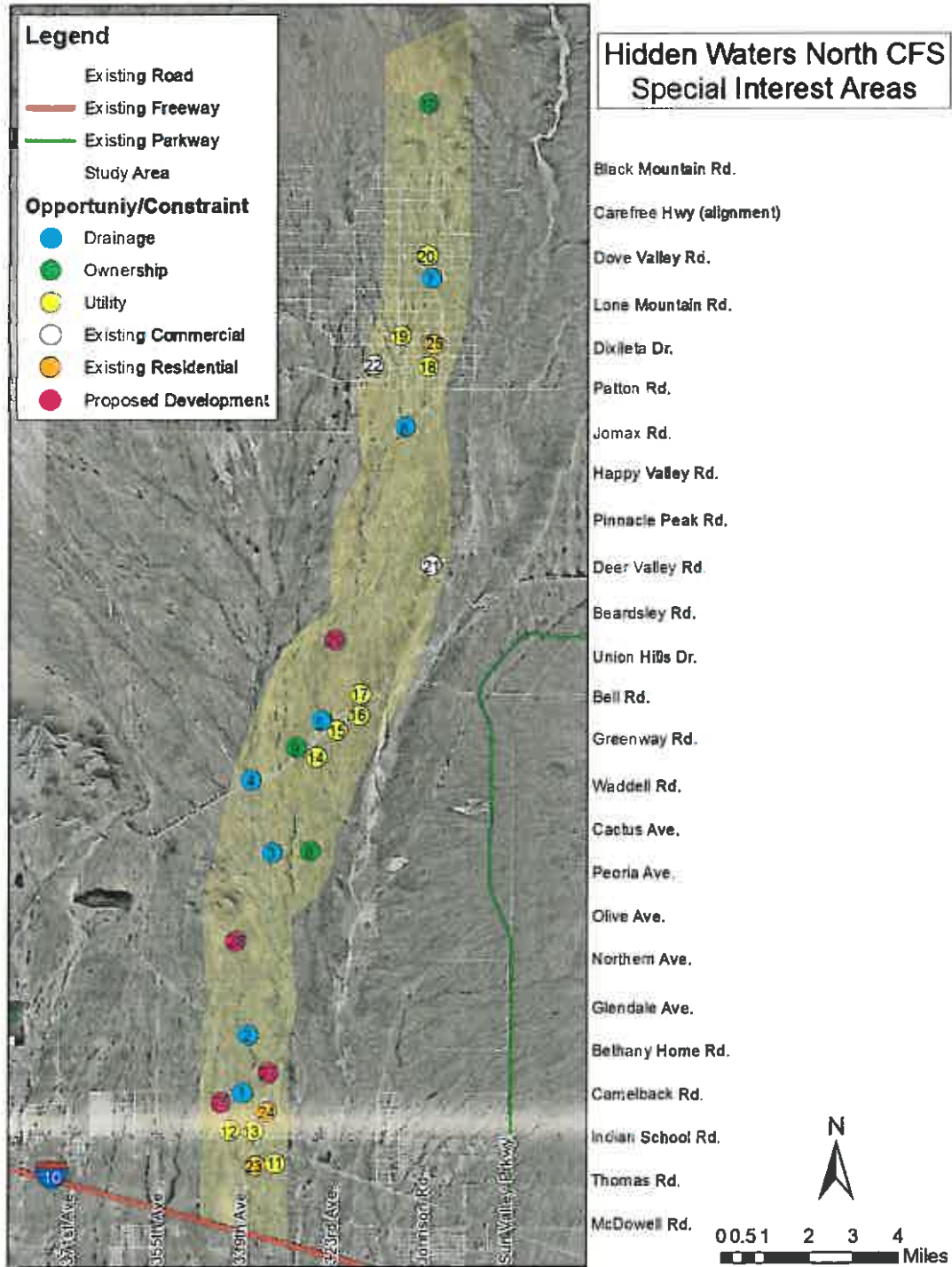
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Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

SPECIAL INTEREST AREAS



Maricopa County Department of Transportation





Hidden Waters Parkway (North) Corridor Feasibility Study Interstate 10 – Future SR 74

KEY ISSUES AND CHALLENGES

Early in the study process, a preliminary list of study issues and potential challenges was compiled. This list expands as the study progresses and input is obtained from public participation. Major issues identified at this stage include:

- Evaluation of drainage structures across major washes
- Identification of the most feasible location for a bridged crossing of the CAP Canal
- Identification of ultimate alignment and access management strategies to maximize revenue-generating potential for developable lands
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- Connections with existing and planned freeways and parkways
- Mitigate potential impacts to existing and proposed utility corridors





Hidden Waters Parkway (North) Corridor Feasibility Study Interstate 10 – Future SR 74

EVALUATION CRITERIA

- Future Development Compatibility
- Right-of-Way Requirements
- System Continuity and Capacity
- Drainage Impacts
- Constructability Issues/Engineering Complexity
- Building/Property Impacts
- Wildlife Impacts
- Cultural/Archaeological Impacts
- Utility Impacts
- Public Acceptability
- Cost

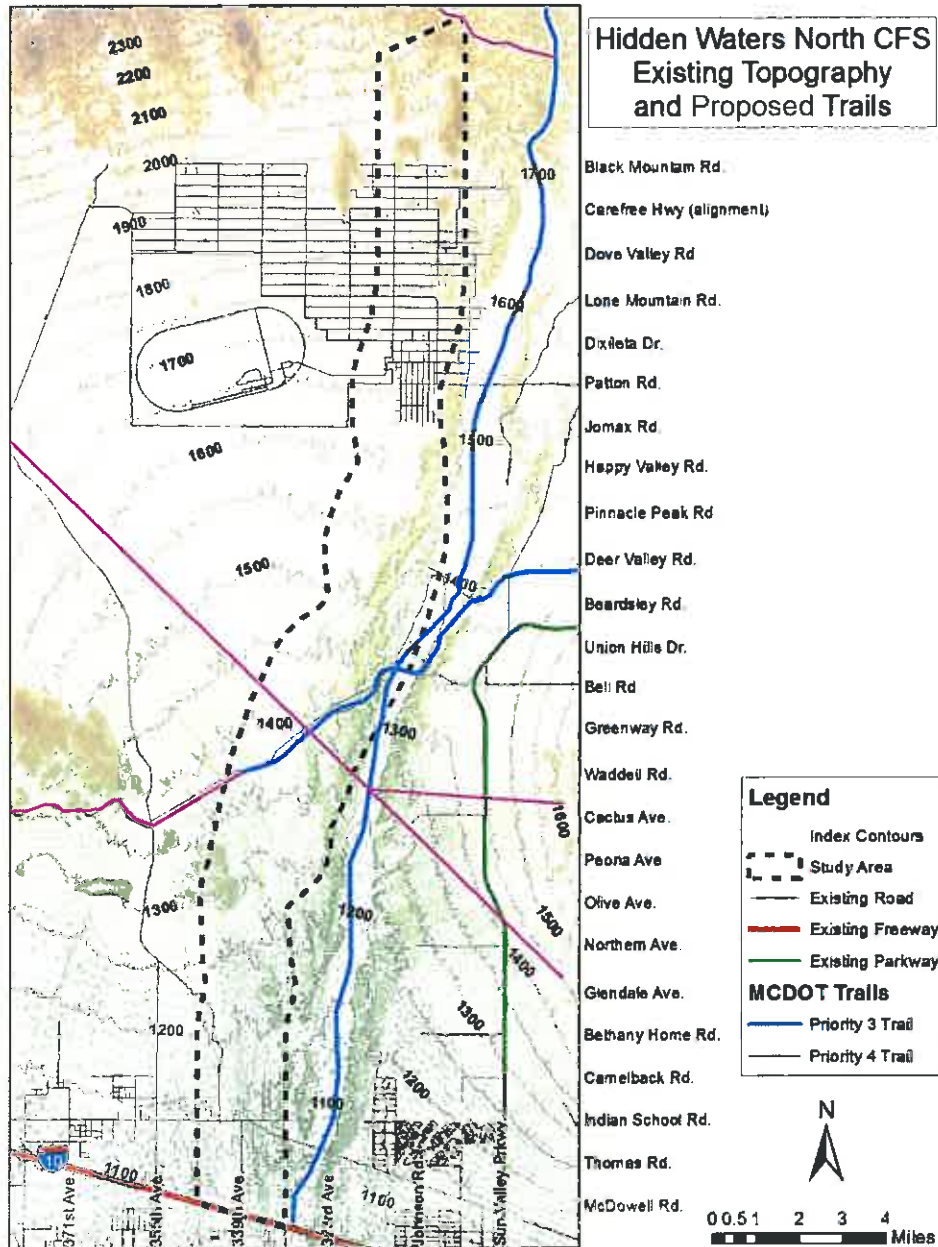




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TOPOGRAPHY AND PROPOSED TRAILS



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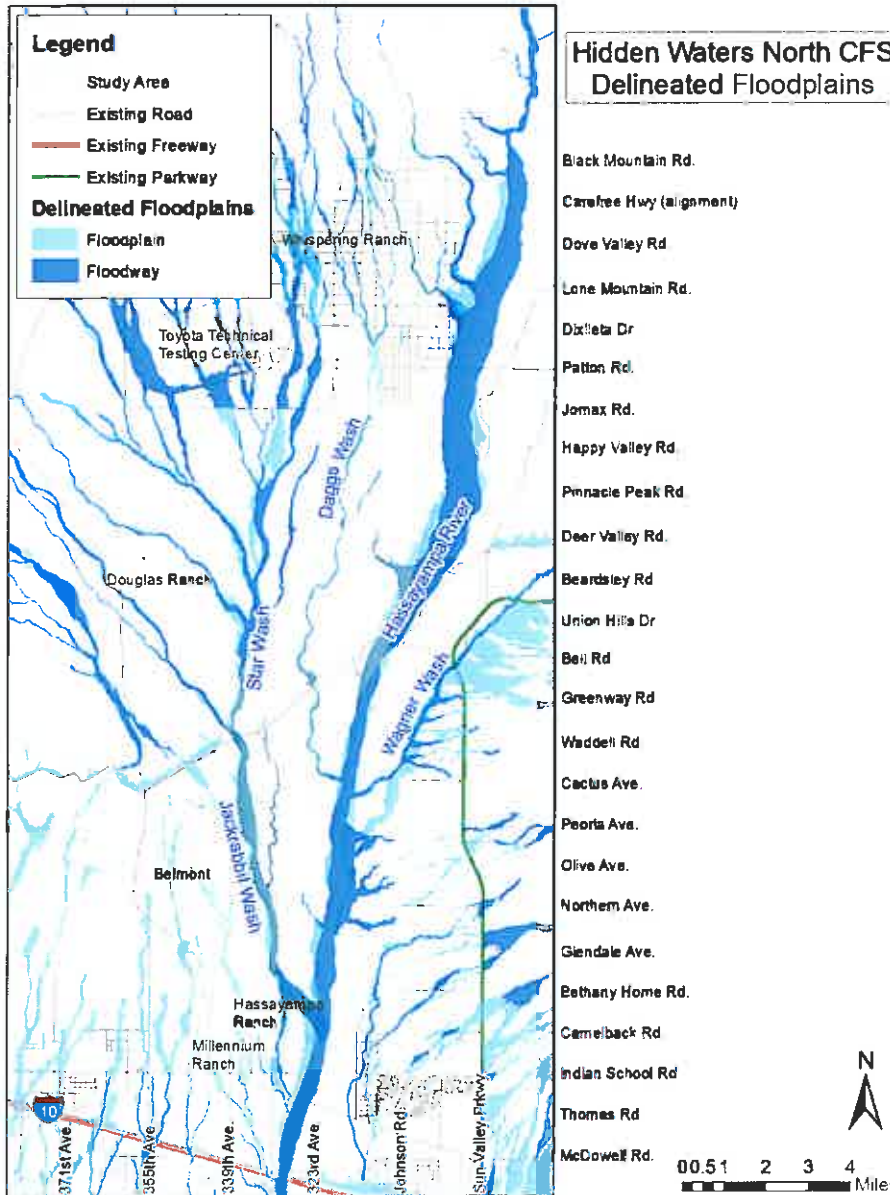




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DRAINAGE AND FLOODPLAINS



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Department of Transportation

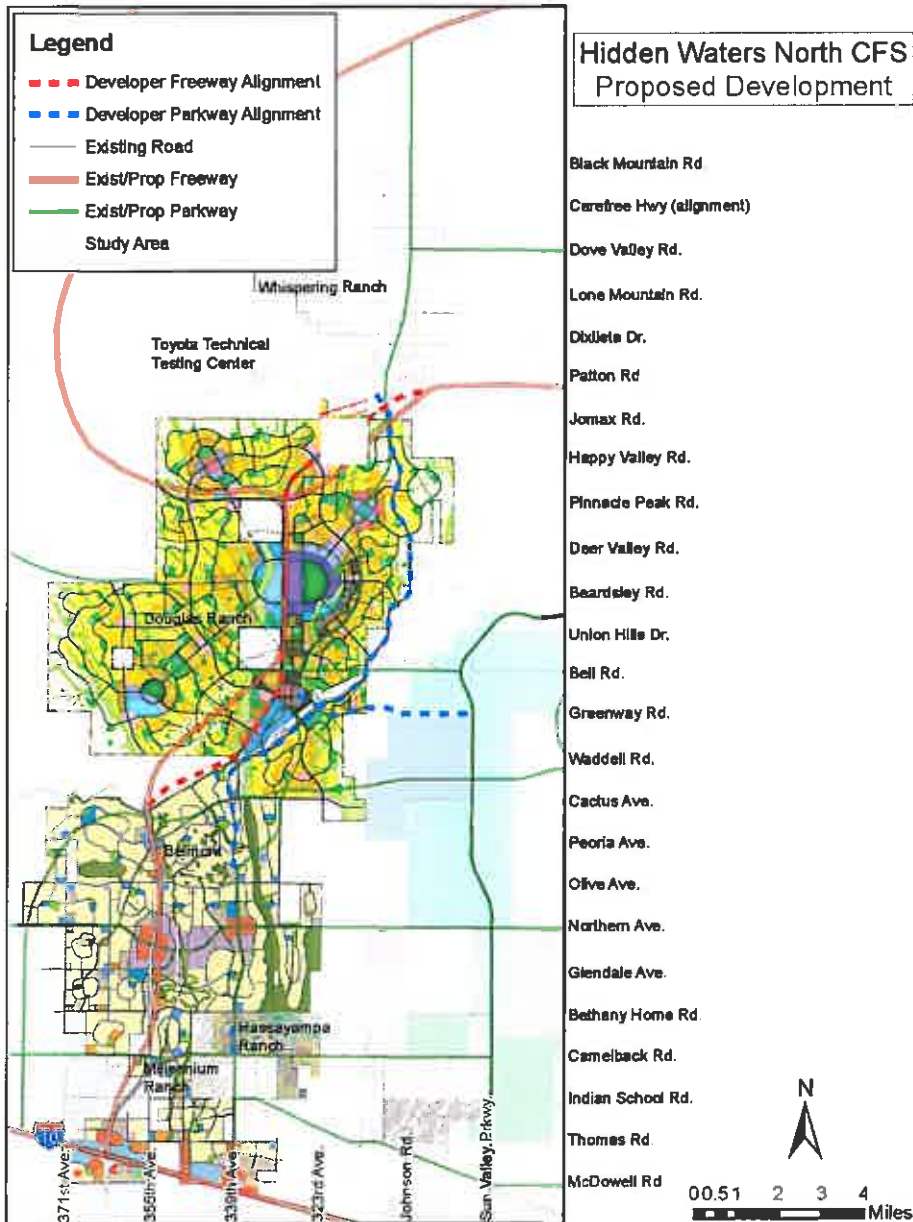




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PROPOSED DEVELOPMENT



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LAND OWNERSHIP



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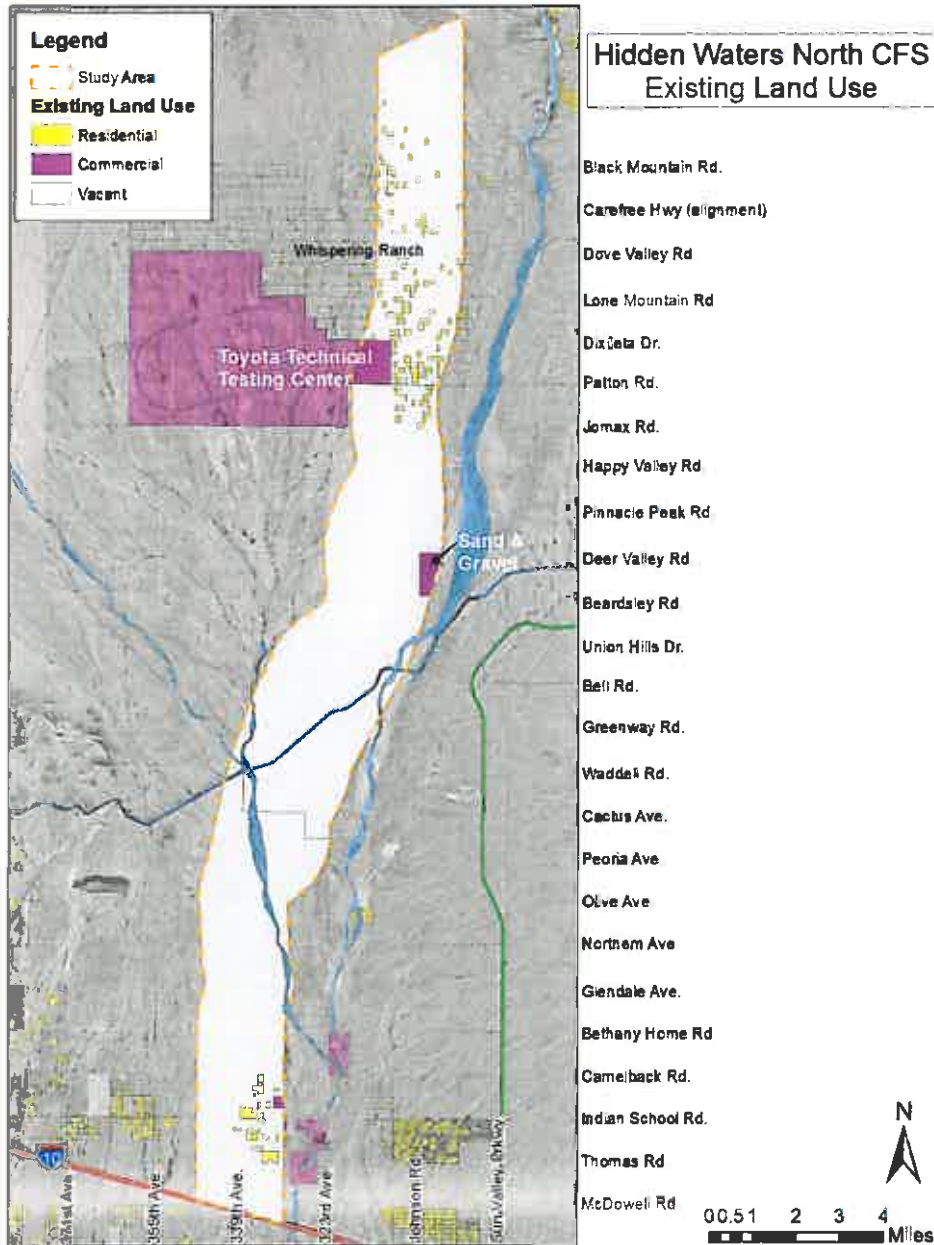




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EXISTING LAND USE



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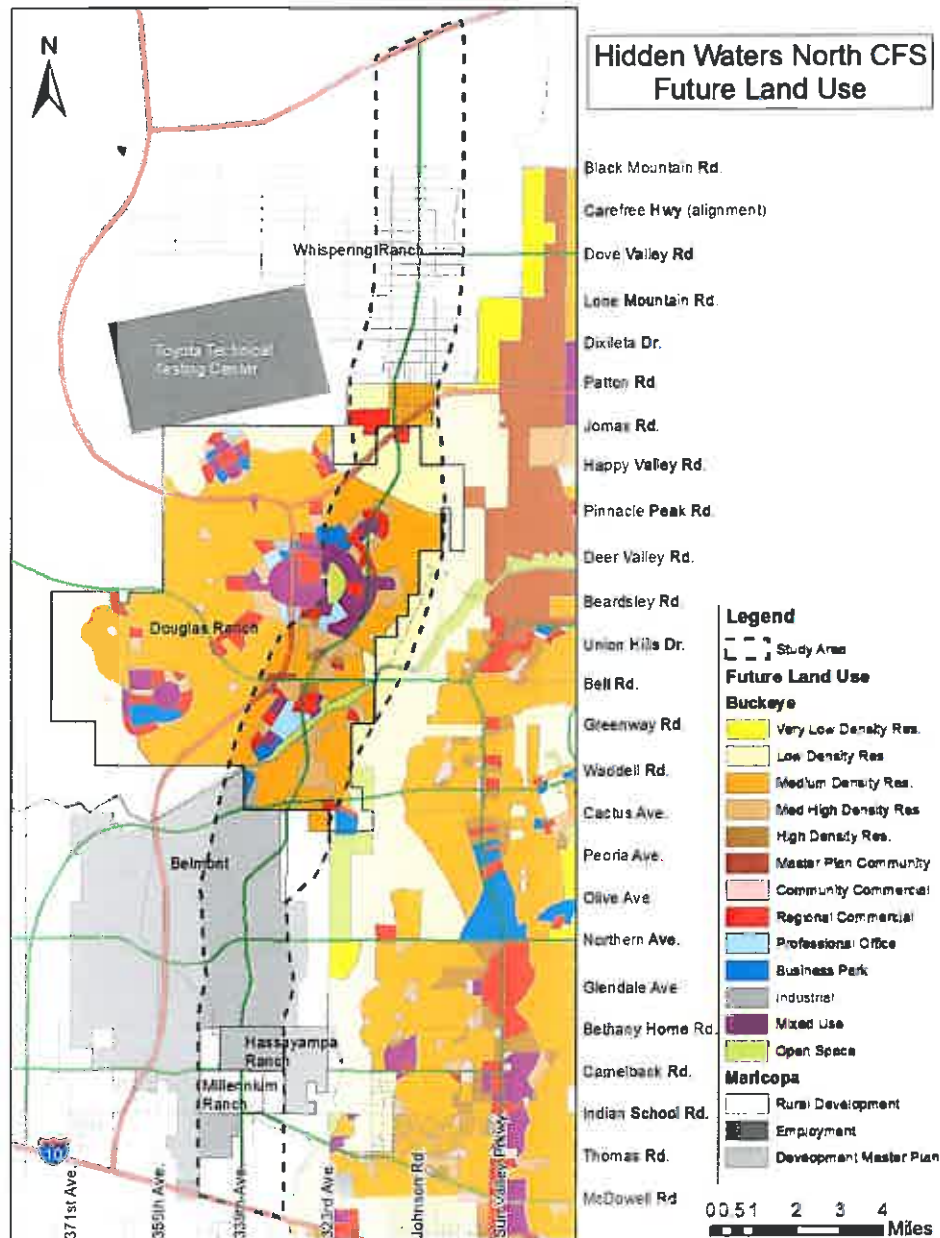




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FUTURE LAND USE



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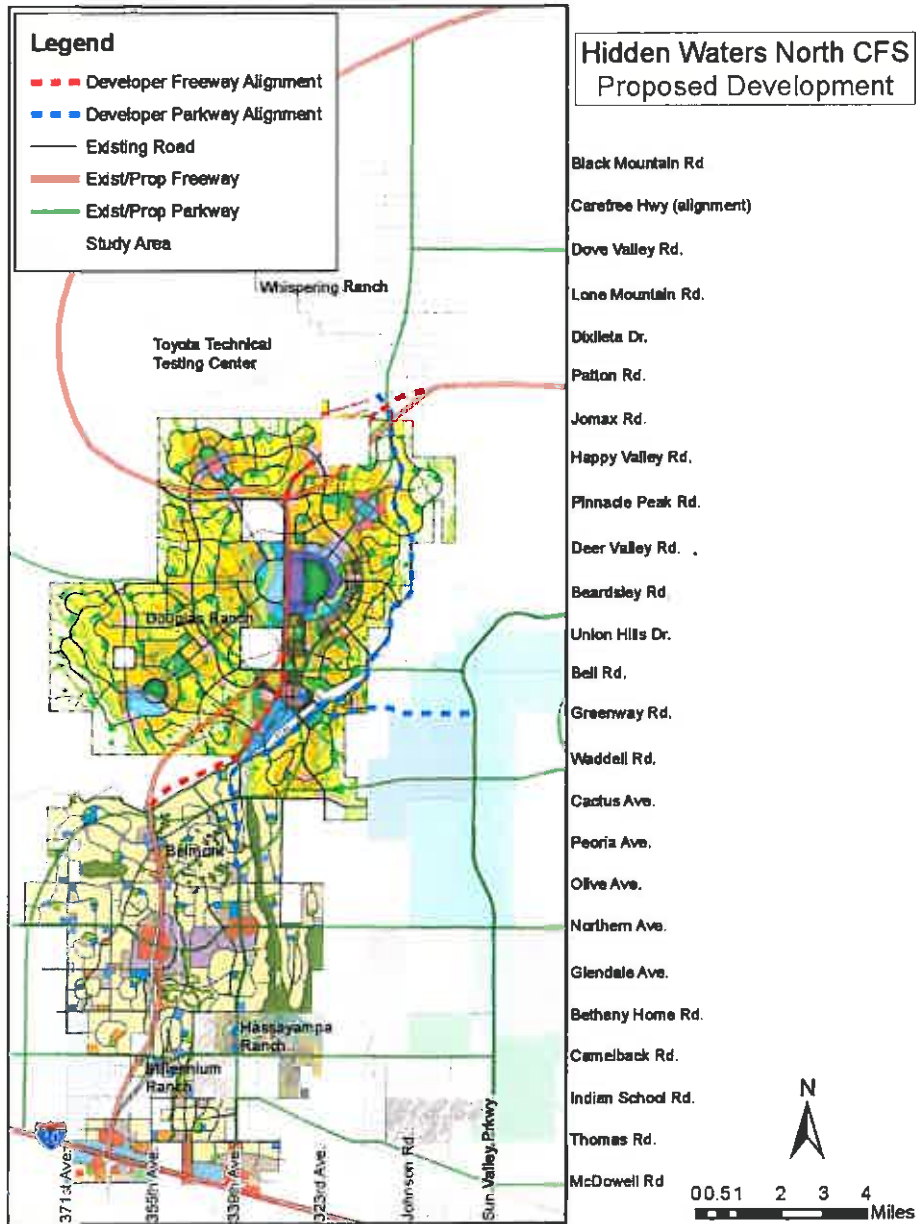




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PROPOSED DEVELOPMENT



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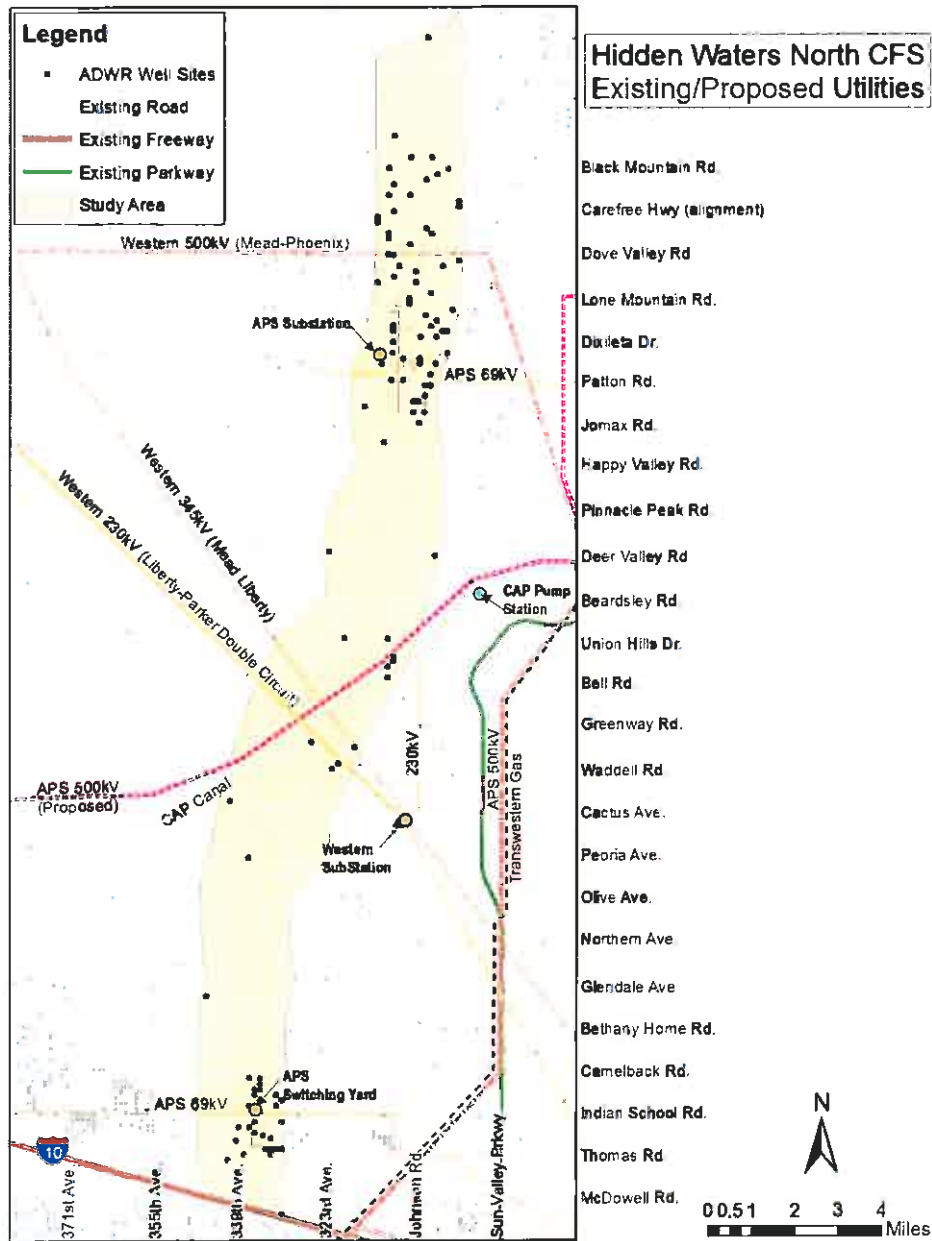




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Hidden Waters Parkway (North) Corridor Feasibility Study Interstate 10 - Future SR 74

EXISTING / PROPOSED UTILITIES



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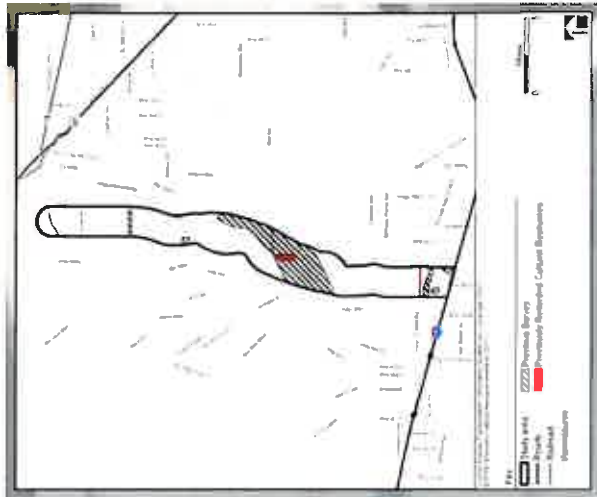
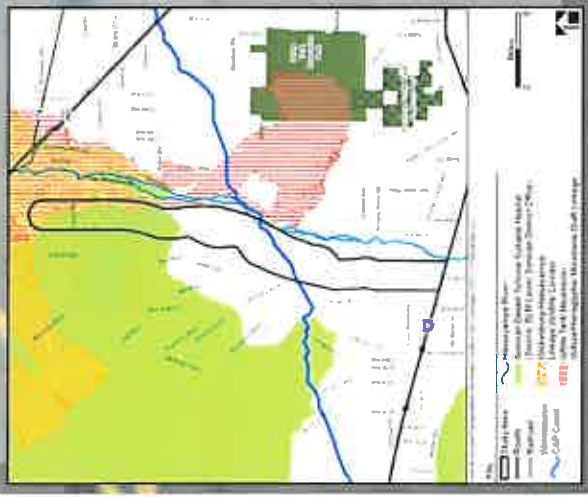


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ENVIRONMENTAL CONSIDERATIONS

Environmental Considerations

- Cultural
 - ~15% Study Area Surveyed for Cultural Resources
 - Five cultural resource sites identified (3 not eligible for NRHP)
 - Indian School Road and one lithic scatterer recommended eligible for listing in the NRHP



- Natural Resources
 - No suitable/critical habitat for endangered species
 - Northern study area contains suitable habitat for Sonoran desert tortoise & California leaf-nosed bat.
 - Wildlife Linkage Corridors
 - Land Use and Socioeconomics
 - Environmental justice populations (elderly and disabled) occur in greater number within the northern half of the study area.



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Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

Environmental Process

Activity

Definition

Land Use Inventory

This is an analysis of the various land uses in the study area – residential, commercial, public facilities (schools, fire stations, etc.) or undeveloped lands; and how those uses might be affected by the project alternatives.

Socio-Economic Analysis

This is an analysis of the people who live in the area and local businesses. Potential impacts to the people that work and live in the vicinity are examined as well as potential impacts to businesses and social services, both temporary and permanent.

Clean Water Act, Section 404

A Federal Law, the Clean Water Act, regulates activities within what are known as the "Waters of the United States." The purpose of this law is to reduce water pollution and protect wetlands, such as marshes, which are essential wildlife habitats. A permit is needed when a company or an agency wants to intrude upon these lands, whether it is to build a dike, or a bridge, or whatever. The permit is called a "Section 404 Permit" because its purpose is described in Section 404 of the Clean Water Act. This portion of the Act is administered and the permits are granted by the US Army Corps of Engineers.

Endangered Species and State Sensitive Species

The ESA is a Federal Law enacted to protect those species of plants and animals that are or could become endangered, threatened, or otherwise in danger of extinction. Additionally, the Arizona Game and Fish Department list of sensitive plants and animals is reviewed for potential impacts due to the project.

Biological Surveys

A survey conducted by qualified biologists using approved survey methods to determine whether protected species are present in a project area.

Noise Evaluation

Sensitive receptor locations are mapped, such as homes or hospitals, and the potential for negative impacts are identified. At a future point in the project development process detailed noise measurements and prediction of future sound levels will occur. Mitigation measures as needed will be identified.

Air Quality

Air Quality analysis is conducted on a regional basis to identify whether areas are in conformance with national standards for particulate matter (dust), carbon monoxide and ozone.

Cultural Resources

Publicly funded projects are subject to the National Historic Preservation Act and Arizona Antiquities Act to insure archaeological and historical resources are considered in the project development process. Archaeologists and historians review the project area's history and pre-history so that negative impacts to important sites can be avoided or mitigated to the greatest extent that is practical.

Hazardous Materials

Qualified technicians search the records and conduct walking surveys of a project area to determine whether there are places that contain or once contained dangerous chemicals or hazardous waste.

Environmental Assessment

This is a type of environmental document used to summarize the results of all the studies noted above. The Environmental Assessment is used as a decision document for the project proponent, and is subject to review by affected agencies and the public.



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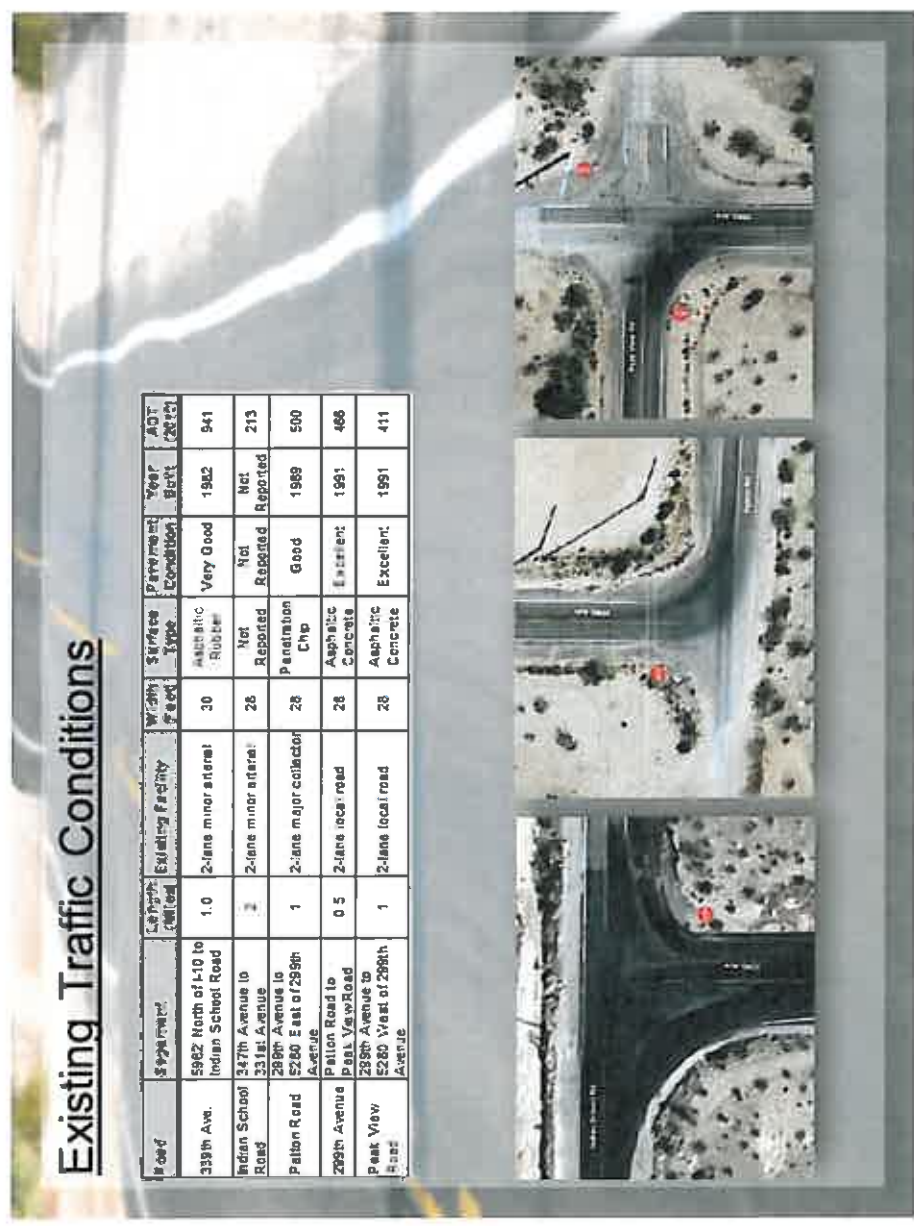
eps group, Inc.
Engineering, Planning & Architecture

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EXISTING TRAFFIC CONDITIONS



Road	Segment	Lane Configuration	Existing Facility	Width (feet)	Surface Type	Pavement Condition	Year Reported	ADT (2013)
338th Ave.	5982 North of I-10 to Indian School Road	1.0	2-lane minor arterial	30	Asphaltic Rubber	Very Good	1982	941
Indian School Road	347th Avenue to 331st Avenue	2	2-lane minor arterial	26	Not Reported	Not Reported	Not Reported	213
Patton Road	280th Avenue to 228th East of 299th Avenue	1	2-lane major collector	28	Penetration Chip	Good	1989	500
209th Avenue	Patton Road to Paul Vesper Road	0.5	2-lane local road	28	Asphaltic Concrete	Excellent	1991	466
Peak View Drive	289th Avenue to 228th West of 299th Avenue	1	2-lane local road	28	Asphaltic Concrete	Excellent	1991	411



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Department of Transportation



Hidden Waters Parkway (North) Corridor Feasibility Study Interstate 10 – Future SR 74

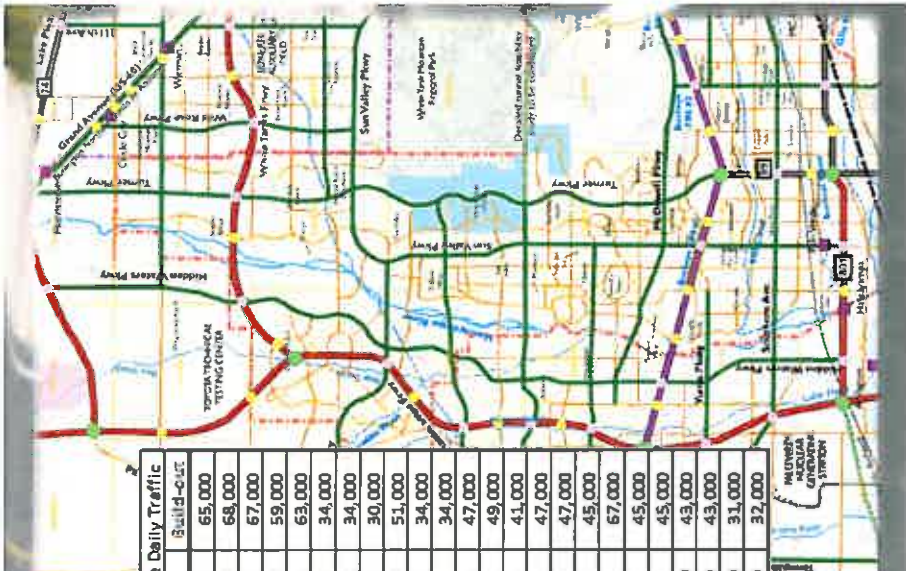


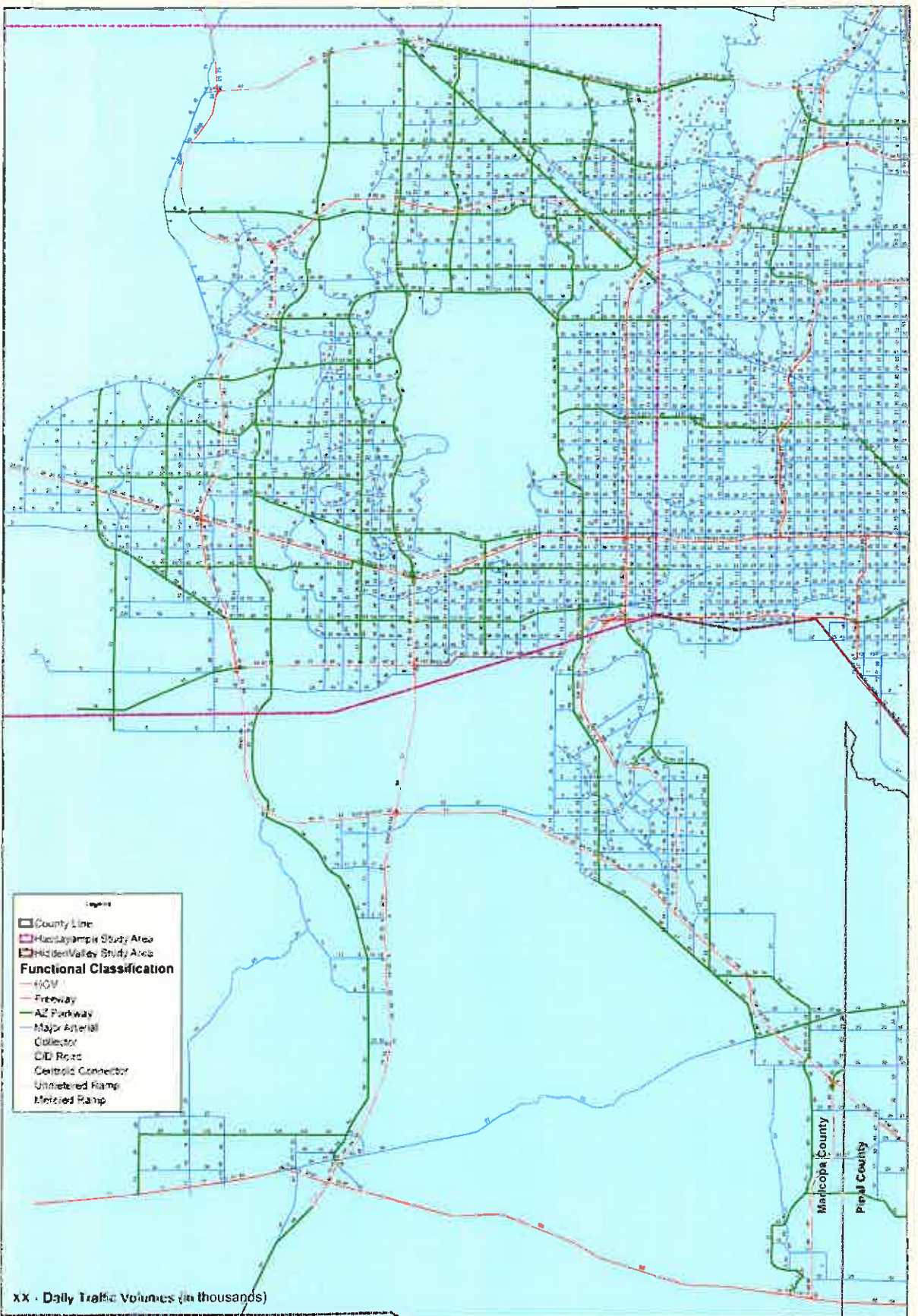
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FUTURE TRAFFIC CONDITIONS

Future Traffic Conditions

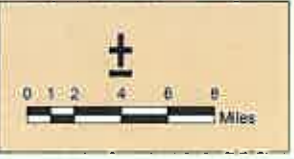
From	To	Average Daily Traffic	
		2030	Build-out
I-10	Thomas Rd.	15,000	65,000
Thomas Rd.	Indian School Rd.	13,000	68,000
Indian School Rd.	Camelback Rd.	10,000	67,000
Camelback Rd.	Bethany Home Rd.	12,000	59,000
Bethany Home Rd.	Glendale Ave.	13,000	63,000
Glendale Ave.	Northern Ave.	10,000	34,000
Northern Ave.	Olive Ave.	10,000	30,000
Olive Ave.	Peoria Ave.	12,000	51,000
Peoria Ave.	Waddel Ave.	7,000	34,000
Waddel Ave.	Greenway Rd.	7,000	34,000
Greenway Rd.	Bell Rd.	11,000	47,000
Bell Rd.	Union Hills Dr.	4,000	49,000
Union Hills Dr.	Beardsley Rd.	4,000	41,000
Beardsley Rd.	Deer Valley Rd.	3,000	47,000
Deer Valley Rd.	Pinnacle Peak Rd.	3,000	47,000
Pinnacle Peak Rd.	Happy Valley Rd.	2,000	45,000
Happy Valley Rd.	Jomax Rd.	1,000	67,000
Jomax Rd.	Patton Rd.	1,000	45,000
Patton Rd.	Dixie Dr.	1,000	45,000
Dixie Dr.	Lone Mountain Rd.	<1,000	43,000
Lone Mountain Rd.	Dove Valley Rd.	<1,000	43,000
Dove Valley Rd.	Carefree Highway (alignment)	<1,000	31,000
Carefree Highway (alignment)	Black Mountain Rd.	<1,000	32,000





Data Source:
 Maricopa Association of Governments,
 Hidden Valley Buildout 24-Hour Volume
 Forecasts, and Hassayampa Valley Buildout
 24-Hour Volume Forecasts.
 Dated: September 30, 2008
 Prepared by: Wilson & Company
 Dated: 08/02/2009

MAG Buildout Traffic Projections
I-10/Hassayampa Valley Framework Study
I-10/Hidden Valley Framework Study



HASSAYAMPA FRAMEWORK FUTURE TRANSPORTATION NETWORK

TRANSPORTATION FRAMEWORK RECOMMENDATION

Legend

<ul style="list-style-type: none"> Body Area Boundary Railroads Canals Waterways Canals Unincorporated Communities Waterways Public Centers 	<ul style="list-style-type: none"> Topography (SW corner) Proposed Service Traffic Interchanges Proposed Part-way Traffic Interchanges Proposed System Interchanges Planned Development BLPI Super Protection Zone 	<ul style="list-style-type: none"> State Land Development Planning Area Planned Future Planned Future Wilderness Area Land Ownership BLPI State Land Regional Parks Military Other Areas of Restrictions 	<ul style="list-style-type: none"> Proposed Mobility Network Implementation in Existing Framework Future Aligned Transportation Plus (TP+) Future (Fug-01) New Freeway Proposals New Parkway Proposals New Parkway Alternatives Future High-Speed Rail Network
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Notes

While every effort has been made to ensure the accuracy of the information, the Maricopa Planning and Development Board assumes no liability for errors or omissions, and the Board will be responsible for determining the accuracy and reliability of the information.

Changes to the map are subject to change without notice and are subject to the Maricopa Planning and Development Board's approval.

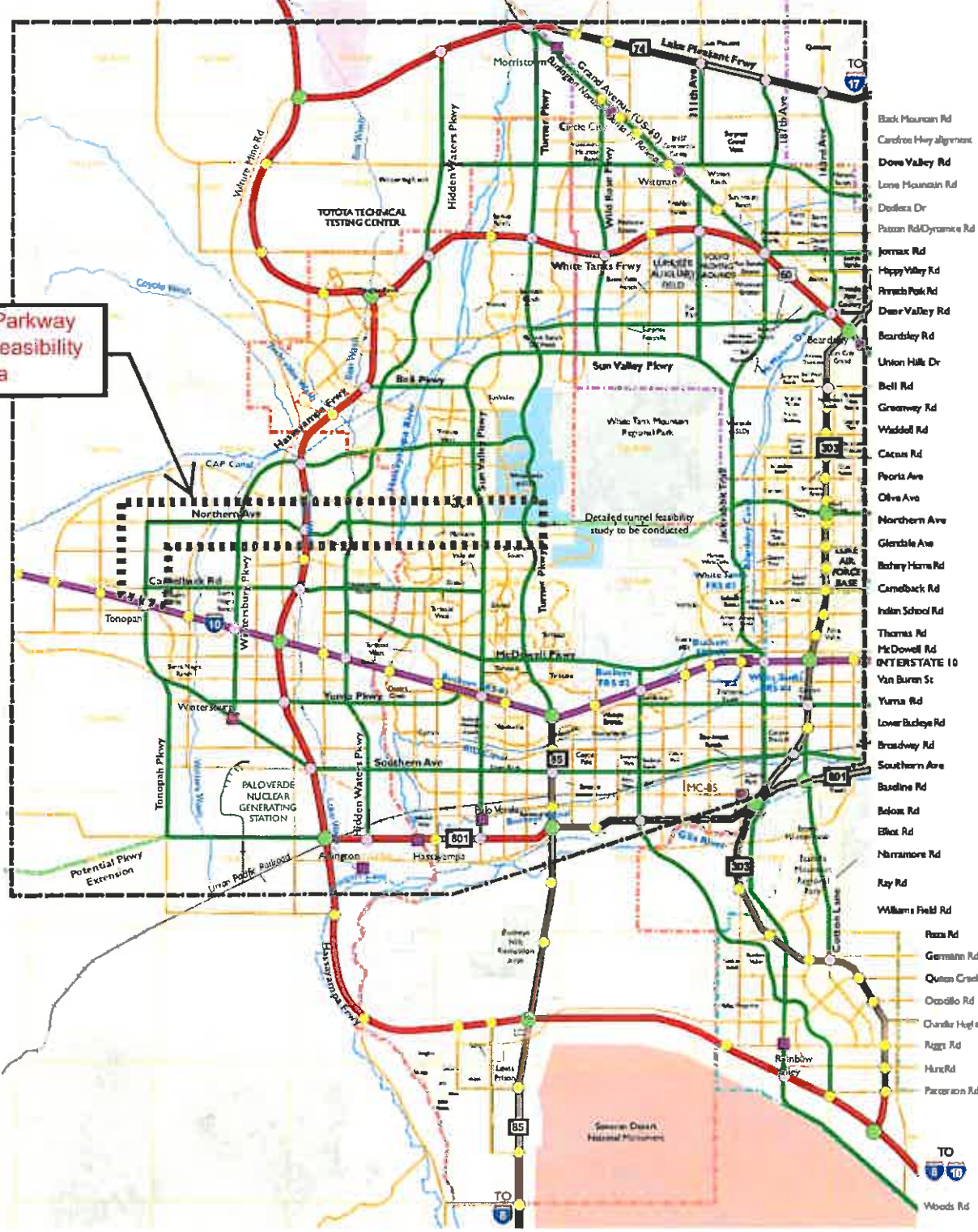
Approval of proposed mobility network and the use of proposed roads is subject to the Maricopa Planning and Development Board's approval.

Other areas shown are subject to change without notice and are subject to the Maricopa Planning and Development Board's approval.

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Northern Parkway Corridor Feasibility Study Area



- 457th Ave
- 451st Ave
- 440rd Ave
- 435th Ave
- 427th Ave
- 415th Ave
- 411th Ave
- 401rd Ave
- 395th Ave
- 387th Ave
- 379th Ave
- 371st Ave
- 363rd Ave
- 355th Ave
- 347th Ave
- 339th Ave
- 331st Ave
- 323rd Ave
- 315th Ave
- Johnson Rd
- Benson Rd
- Wilson Rd
- Turner Rd
- Ogilby Rd
- Rocks Rd
- Hiller Rd
- Apache Rd
- Watson Rd
- Rainbow Rd
- Dean Rd
- Vernado Way/ Airport Rd
- Jacobs Rd
- Perryville Rd
- Cross Rd
- Cotton Ln
- Sarval Ave
- Evanth Hwy
- Black Mountain Rd
- Cardon Hwy alignment
- Dove Valley Rd
- Lower Mountain Rd
- Dustlers Dr
- Passon Rd/Dynamite Rd
- Jomax Rd
- Happy Valley Rd
- Rivach Park Rd
- Deer Valley Rd
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- Waddell Rd
- Cactus Rd
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- Glenble Ave
- Bashy Home Rd
- Cameback Rd
- Indian School Rd
- Thomas Rd
- McDowell Rd
- INTERSTATE 10
- Van Buren St
- Yuma Rd
- Lower Budeye Rd
- Broadway Rd
- Southern Ave
- Baseline Rd
- Belton Rd
- Ellet Rd
- Narramore Rd
- Ray Rd
- Williams Field Rd
- Raza Rd
- German Rd
- Queen Creek Rd
- Oscillo Rd
- Charles High Rd
- Ruggs Rd
- Hunt Rd
- Parcerason Rd
- Woods Rd



Hidden Waters Parkway (North) Interstate 10 to Future State Route 74

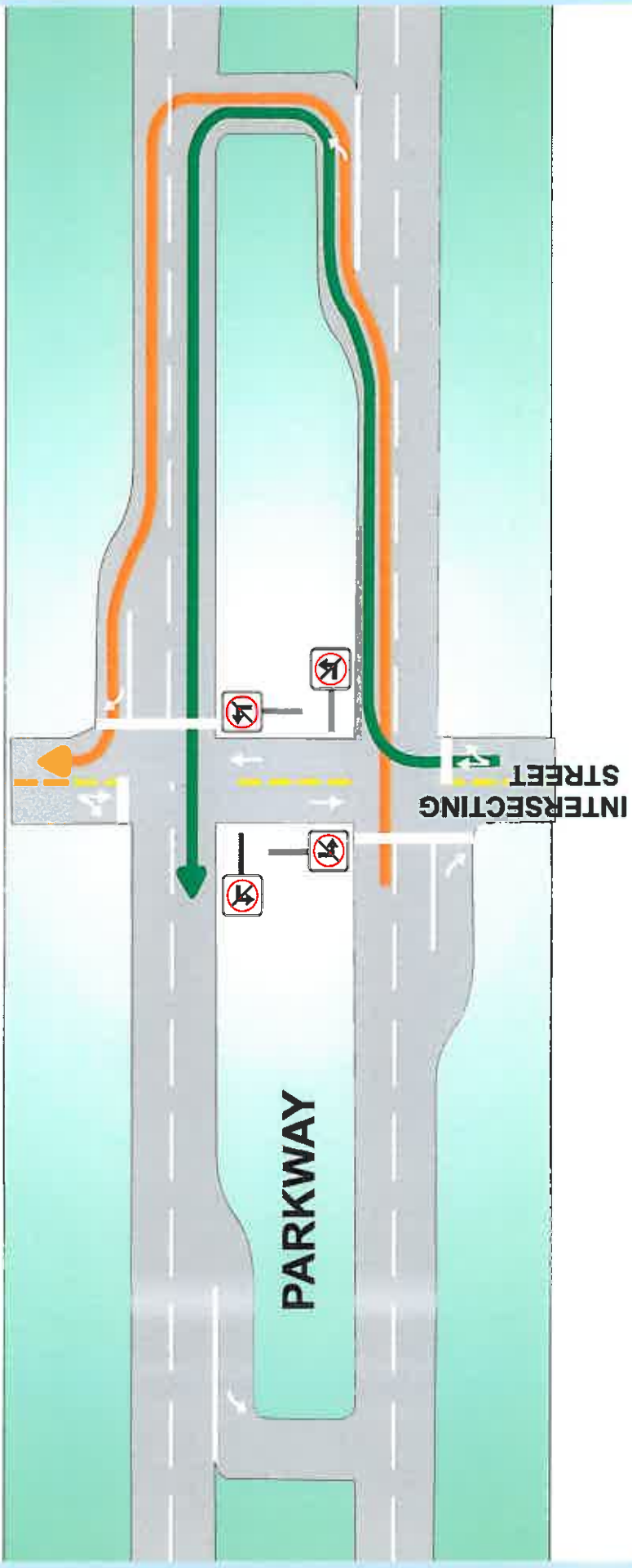
Feasibility Study



Right Road Right Time Right Cost

ARIZONA PARKWAY

Indirect Left Turn Intersection



Maricopa County
Department of Transportation



Hidden Waters Parkway (North) Interstate 10 to Future State Route 74

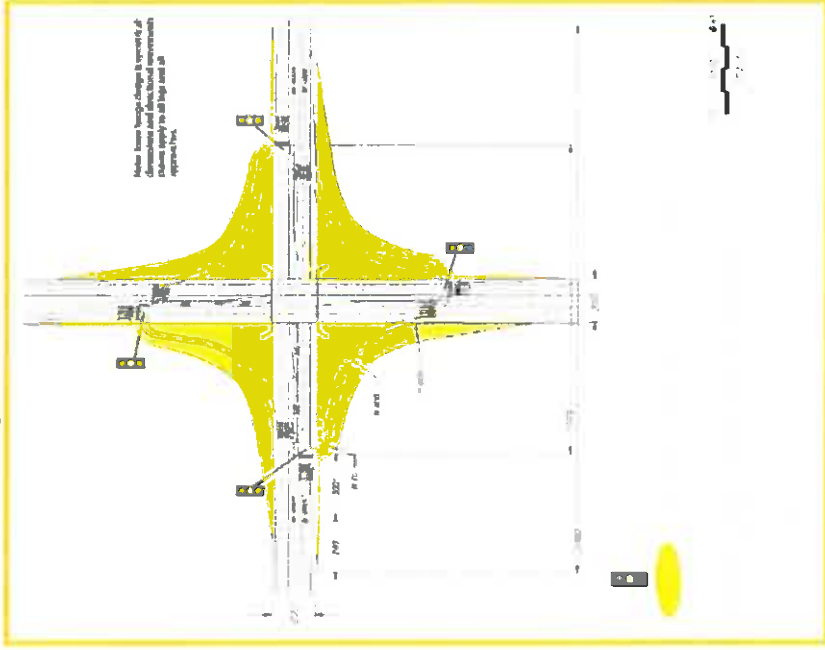
Feasibility Study



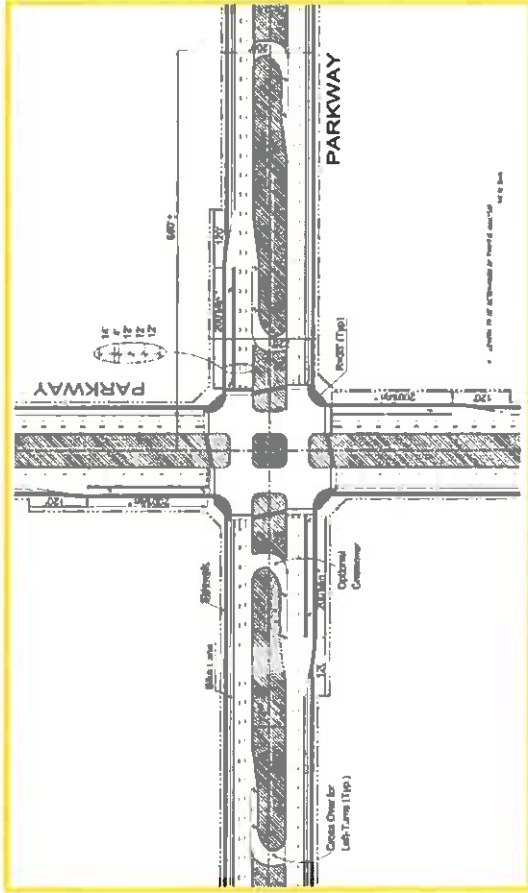
Right Road Right Time Right Cost

ARIZONA PARKWAY Parkway-to-Parkway Intersections

Grade-Separated Intersection



At-Grade Intersection



Maricopa County
Department of Transportation



Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

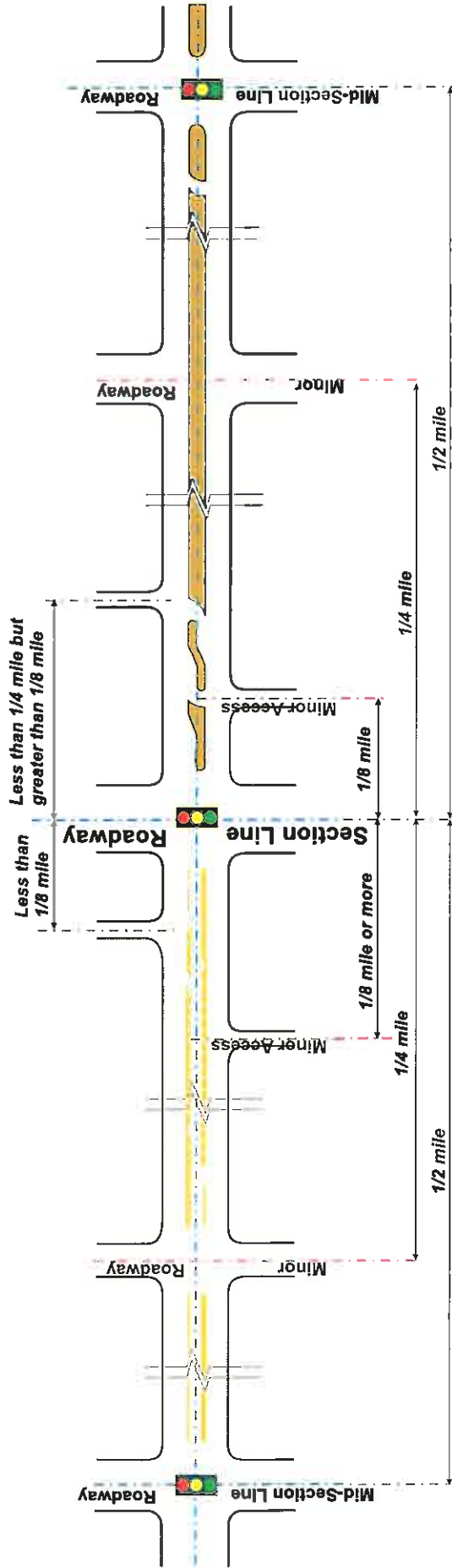
Feasibility Study



Right Road Right Time Right Cost

ARIZONA PARKWAY

Access Management Guidelines



Intersection Spacing

- Signalized intersections recommended at 1/2 mile increments.
- Non-signalized intersections should be separated by a minimum of 660 feet (1/8 mile).

Medians

- Both raised and flush center roadway medians are proposed for the Signal Butte Road corridor.
- Full access median breaks may be provided at 1/8 mile (880 feet) increments. All additional median openings should be partial access only type.
- Median openings are not recommended less than 660 feet (1/8 mile) from an arterial-to-arterial intersection.



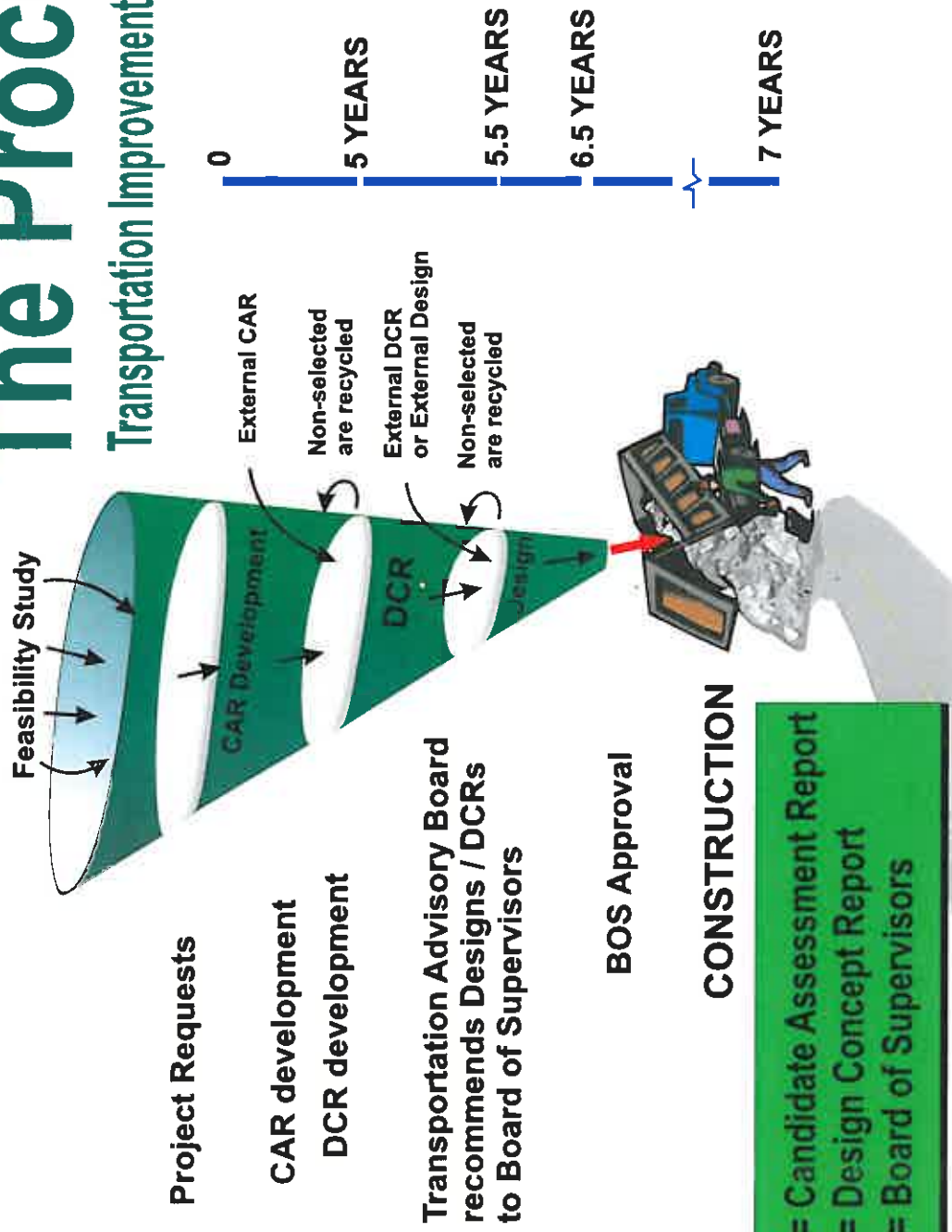
Maricopa County
Department of Transportation



Hidden Waters Parkway (North) Interstate 10 to Future State Route 74

Feasibility Study

The Process Transportation Improvement Program



Maricopa County
Department of Transportation



Hidden Waters Parkway (North)

I-10 to Future SR74 Alignment Corridor Feasibility Study

“Alternatives Analysis Phase”



Right Road Right Time Right Cost

Maricopa County Department of Transportation

August 30, 2011

BACKGROUND

The Hidden Waters Parkway (North) Corridor Feasibility Study is one of several long-range transportation studies currently being conducted on future parkways identified in the recently completed Maricopa Association of Governments (MAG) I-10/Hassayampa Valley Transportation Framework Study (Hassayampa Framework Study) that recommended a comprehensive roadway network of freeways, parkways and arterial roadways designed to meet the future traffic demands for the build-out (Year 2050+) for the area west of the White Tank Mountains.

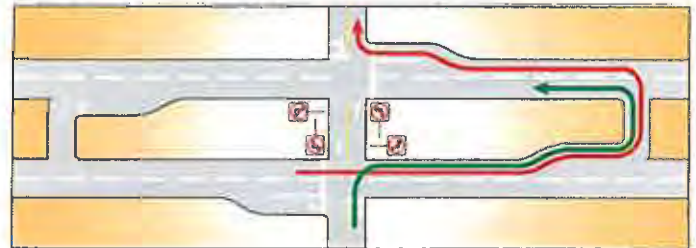
The primary purpose of this Corridor Feasibility Study is to identify the optimum corridor for the future Hidden Waters Parkway alignment In order to preserve sufficient public right-of-way and protect the future roadway corridor from development and encroachment.

THE ARIZONA PARKWAY

MAG's I-10/Hassayampa Valley Transportation Framework Study identified the need for a new type of non-freeway roadway with restricted access for enhanced mobility and the ability to offer significantly greater travel capacity than that provided by a traditional six-lane surface street.

The Arizona Parkway is a hybrid between a freeway and a major six-lane street. It includes a distinct intersection treatment that generally focuses on the provision of simple two-phase traffic signal operations at cross-street intersections by eliminating left-turn movements. It employs a simple green/yellow/red traffic signal control and all left-turn movements are made using an "indirect" left-turn crossover immediately beyond the crossroad intersection.

The parkway intersection configuration provides the additional benefit of increased travel capacity without employing full grade-separations (underpasses or overpasses) at intersections with major cross streets while maintaining the potential for direct driveway access to development at each corner of an intersection.



Arizona Parkway Indirect Left-turn Intersection configuration

CORRIDOR DESCRIPTION

The Hidden Waters Parkway Corridor Feasibility Study extends north/south between I-10 and the future SR 74 alignment. The study area is approximately 28 miles long and is two miles wide centered on the Hassayampa Framework Study proposed alignment for the Hidden Waters Parkway. Except in the area from Northern Avenue to Bell Road where the study area expands to two miles west of the Hassayampa Framework Study alignment and from the south end of Douglas Ranch to Patton Road the study area expands to two miles east of the Framework Study alignment. This results in the study corridor being a total of three miles wide in these two areas. (See insert)

STUDY NEED

The MAG Hassayampa Framework Study demonstrated the need for the future Hidden Waters Parkway. Although today's land development and travel demands do not warrant any major new high capacity roadways in the near-term, the "build-out" forecast (Year 2050+) for future land development and resulting travel demand within the study area warrant an entire network of future Arizona Parkways. Plans are already underway within the study area to convert vacant lands to land uses that will generate increased traffic volumes.

In order to preserve sufficient public right-of-way for the future Hidden Waters Parkway and protect the future roadway corridor from development and encroachment,

the planning process needs to **start now to identify roadway right-of-way requirements for forecasted build-out conditions**. This current study is the first step in the **roadway development process** and is meant to aid agencies and the local jurisdictions in defining and **protecting a continuous future** roadway corridor that can accommodate build-out traffic demands in the project study area. **To this end**, the Hidden Waters Parkway study is needed to:

- **Address regional and local growth and development (2.8 million population projected at build-out in the I-10/Hassayampa Valley Transportation Framework study area)**
- **Preserve and protect sufficient public right-of-way for high-capacity (non-freeway) transportation corridors**
- **Ensure future parkway compatibility with existing/future land uses and environmental conditions**
- **Identify potential connectivity issues with other future planned parkways and freeways**

STUDY GOALS AND OBJECTIVES

This corridor feasibility study is the first step in the roadway development process and is meant to aid the jurisdictional agencies in defining and protecting a continuous future parkway corridor that will **safely accommodate projected travel demand**. **The main focus of this corridor feasibility study is to investigate, map, and analyze corridor constraints and opportunities to arrive at a recommended corridor alignment for the proposed Hidden Waters Parkway based on the Arizona Parkway indirect left-turn intersection design within a 200-foot-wide right-of-way corridor.**

- **Achieve roadway network continuity and connectivity**
 - **Determine the preferred corridor alignment from a regional transportation corridor perspective;**
 - **Protect and preserve right-of-way for the preferred corridor alignment to maintain its long-term viability;**
 - **Provide future connectivity with primary and regional roadway facilities;**
 - **Provide crossings of alluvial fans, drainage washes, and rivers.**
- **Enhance traffic flow (capacity) and safety**
 - **Preserve functional integrity of the Arizona Parkway by recommending unique segment-specific solutions to address identified opportunities or constraints;**

- **Identify areas that may require additional right-of-way or easements, especially at crossings with other parkways, alluvial fans, and utility corridors;**
- **Enhance traffic operations while maintaining reasonable access for developments.**
- **Preserve the environment**
 - **Comply with governing environmental regulations for new roadway development;**
 - **Minimize adverse impacts to the study area environment, including wildlife corridors and archeological sites;**
 - **Enhance important environmental features (e.g., habitat areas);**
 - **Minimize adverse impacts to disadvantaged population groups as provided in Title VI regarding environmental justice.**
- **Develop consensus-driven improvement alternatives**
 - **Work with the Technical Advisory Committee and key stakeholders in developing feasible alternatives;**
 - **Develop cost-effective roadway improvement alternatives;**
 - **Conduct public outreach to obtain input on alternatives and build consensus;**
 - **Ensure consistency between the study's transportation actions and regional transportation plans.**

KEY ISSUES AND CHALLENGES

Early in the study process, a preliminary list of study issues and potential challenges was compiled. This list expands as the study progresses and input is obtained from public participation. Major issues identified at this stage include:

- **Evaluation of drainage structures across major washes**
- **Identification of the most feasible location for a bridged crossing of the CAP Canal**
- **Identification of ultimate alignment and access management strategies to maximize revenue-generating potential for developable lands**
- **Consideration of environmental impacts (including existing agricultural operations, cultural resources, and wildlife habitat linkages)**
- **Socioeconomic and environmental justice impacts on study area residents and businesses**
- **Coordination and compatibility with existing and**

ALTERNATIVE DEVELOPMENT

Identification of Conceptual Alternatives

Conceptual alignments for the Hidden Waters Parkway were developed in response to study area features, opportunities and constraints identified during the planning

phase of this study, which include:

- Existing/proposed residential communities
- Existing commercial and/or employment centers
- Current land ownership
- Environmental resources
- Existing/proposed utilities
- Existing drainage patterns

Selection of Candidate Alternatives

Based on the findings and outcomes of the conceptual alternatives analysis, the study team selected and advanced three Candidate Alternatives that were most responsive to the study area features for further evaluation:

- **Candidate Alternative 1-** This alternative is based upon the Hidden Waters Parkway alignment as it was defined in the earlier MAG Hassayampa Valley Transportation Framework Study. This alternative begins at the 339th Avenue/ I-10 interchange and continues north for seven miles along the 339th Avenue alignment and then follows a curvilinear path through the proposed Douglas Ranch development and continues northward along the 302nd Avenue alignment between Dove Valley Road and the northern boundary of the study area.
- **Candidate Alternative 2-** Alternative 2 was developed in response to stakeholder and community feedback received during the planning phase of this study. This alignment begins at the 339th Avenue/ I-10 interchange and continues northward along the 339th Avenue alignment following the proposed Hidden Waters Parkway alignment depicted in the Hassayampa Ranch, Belmont, and Douglas Ranch community master plans. This alternative runs along 229th Avenue between Jomax Road and Lone Valley Road, and then shifts west to the 302nd Avenue alignment. At this point, Alternative 2 generally runs along the east side of an unnamed wash to the proposed future SR 74 extension.
- **Candidate Alternative 3 –** This Alternative has been developed to be responsive to the existing

landforms, drainage patterns, existing utilities and other area features identified during the planning phase of this study. This alternative begins at the 339th Avenue/ I-10 interchange and then curves to the west along an existing ridgeline between McDowell Road and the Glendale Avenue alignment. Alternative 3 follows the same path as Candidate Alternative 1 between Glendale Avenue and Olive Avenue, then turns east to cross Jackrabbit Wash near a narrow point in the floodway. It then continues northward along an existing ridgeline to the CAP canal and traverses through the Whispering Ranch community in the vicinity of 301st Avenue and 302nd Avenue. The alignment continues northward generally along the west side of an unnamed wash north of Black Mountain Road to the proposed future extension of SR 74.

- **No Build Alternative -** The no-build alternative considers how the existing roadway network would function if the Hidden Waters Parkway were not constructed. This alternative provides the necessary comparison baseline in the evaluation of the other Candidate Alternative alignments

The study team is currently in the process of evaluating the above Candidate Alternatives based on the following criteria:

- o Consistency with proposed development
- o Environmental impacts
- o Utility impacts
- o Drainage impacts
- o Engineering complexity
- o System functionality
- o Right of way requirements
- o Buildings/property impacts
- o Planning level cost estimate
- o Stakeholder and community input

Stakeholder/community input rankings will be included following public input received during the August 30th public input meeting. It is anticipated that the application of these evaluation criteria will result in the selection and identification of a Preferred Alternative (recommended alignment) that will be presented at the final public meeting (November 2011) and depicted in detailed engineering drawings to be used for future land development planning.

Preliminary Results of Initial Candidate Alternatives Screening

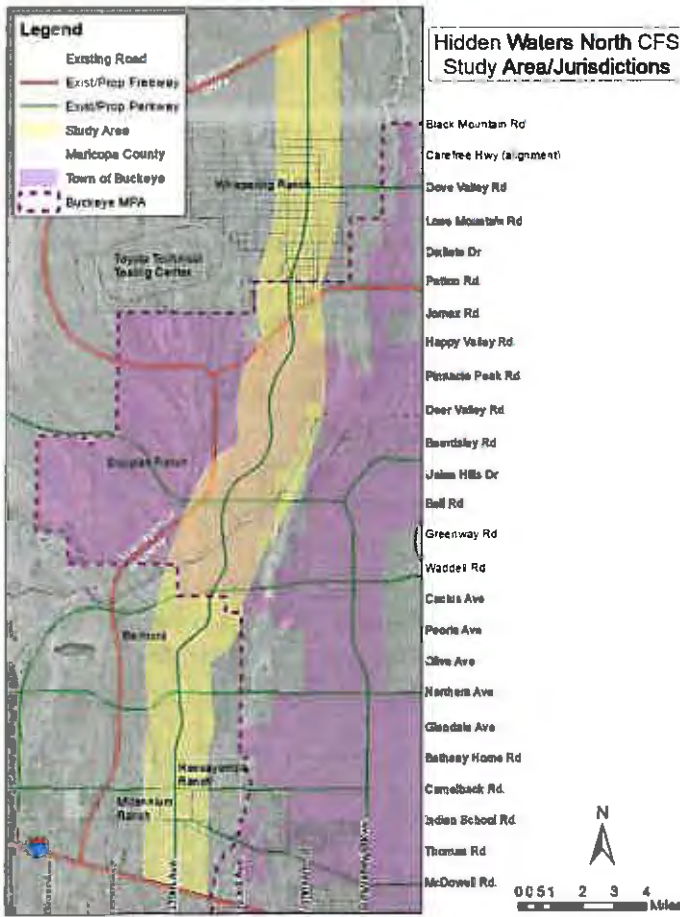
<i>Evaluation Criteria</i>	<i>Alternative 1</i>	<i>Alternative 2</i>	<i>Alternative 3</i>	<i>No Build</i>
<i>Proposed Development</i>	●	●	●	●
<i>Environmental Impacts</i>	●	●	●	●
<i>Utility Impacts</i>	●	○	○	○
<i>Drainage Impacts</i>	●	●	●	●
<i>Engineering Complexity</i>	●	●	●	○
<i>System Functionality</i>	●	○	●	●
<i>Buildings/Property Impacts</i>	●	○	○	●
<i>Stakeholder/Community Input</i>				
<i>Right of Way Requirements</i>	686 ac	717 ac	695 ac	N/A
<i>Planning Level Cost Estimation</i>	\$242.5 M	\$224.1 M	\$208.3 M	N/A
Strong Disadvantage	Disadvantage	Neutral	Advantage	Strong Advantage
●	●	○	●	●

PUBLIC INVOLVEMENT

Gaining consensus among the agencies and the public is critical to the success of the study and implementation of its recommendations to provide a safe and efficient roadway for the long term.

Three public input meetings are conducted at critical milestones in the study process. The first public "Scoping" meeting (June 15, 2011) provided area residents and other impacted stakeholders with an opportunity to inform project team members about the study area issues and local transportation needs. This meeting also provided the study team members with an opportunity to discuss and elicit feedback regarding the study purpose, goals and objectives.

The current "Alternatives Analysis" public meeting (August 30, 2011) provides the community with the opportunity to comment on the different Candidate Alternative alignments being evaluated for the corridor. The final "Study Findings and Recommendations/Preferred Alternative" public information meeting is currently slated for November 2011. At this meeting, the study team will present the findings and recommendations of the study, including the preferred parkway alignment, a right-of-way footprint, and preliminary engineering details. Your input during each phase of the study process is very important and a vital component of study development.



- planned land development
- Connections with existing and planned freeways and parkways
- Mitigate potential adverse impacts to existing and proposed utility corridors

STUDY STAKEHOLDERS

The following is a list of agencies and stakeholder groups that are represented and participate in the study process:

- Maricopa County Department of Transportation (MCDOT)
- Flood Control District of Maricopa County (FCDMC)
- Maricopa County Planning and Development Department
- Maricopa County Department of Emergency Management
- Maricopa County Environmental Services Department
- Maricopa County Parks and Recreation Department
- Arizona Department of Transportation (ADOT)
- Arizona Public Service (APS)
- Arizona State Land Department (ASLD)
- Central Arizona Project (CAP)
- Maricopa Association of Governments (MAG)
- Town of Buckeye
- Toyota Motor Corporation
- Federal Highway Administration (FHWA)
- Arizona Game and Fish Department (AGFD)
- U.S. Bureau of Land Management (BLM)
- U.S. Bureau of Reclamation (BOR)
- U.S. Fish and Wildlife Services (USFWS)
- U.S. Army Corps of Engineers
- Western Area Power Authority (Western)
- Center for Desert Archaeology
- Sonoran Institute
- Palo Verde Elementary, Saddle Mountain Unified, and Buckeye Union High School Districts
- Tonopah Valley Fire District
- Maricopa County Farm Bureau
- United Dairywomen of Arizona
- Area Developers
- Irrigation and Utility Companies
- Affected Businesses, Property Owners and Residents

STUDY APPROACH

This corridor feasibility study is considered "long-range" transportation planning and is the earliest phase of project development. The outcome of a corridor feasibility study is an "agreed-upon plan" for the preservation of the right-of-way footprint for the future parkway corridor.

To accomplish this goal, the study is broken into two phases. Phase I is a planning-level evaluation of the study corridor and consists of gathering data on existing and future study area features, assessing and evaluating the surrounding corridor conditions to aid in potential issues identification, and preparing constraints maps and base maps that will allow the study team to make well-founded recommendations for possible parkway corridor alignments within the study area. Conceptual corridor alignment alternatives are developed only to the extent necessary to conduct a meaningful comparative analysis/fatal flaws analysis. Conceptual alignment alternatives are evaluated for technical feasibility as well as public acceptability as part of this process.

Based upon Phase I "fatal flaw" evaluation and outcomes, up to three candidates for alternative alignments are advanced to Phase II for a more detailed preliminary engineering analysis. A "Preferred" Alignment is selected and implementation strategies are developed. This analysis addresses engineering feasibility, environmental compatibility, economic viability, compliance with Title VI of the Civil Rights Act of 1964, and community concerns. Once a Preferred Alignment alternative has emerged and has general consensus, preliminary plans are prepared to delineate the corridor alignment, future parkway cross-section and potential public right-of-way requirements.

Both phases are conducted in consultation with a Technical Advisory Committee (TAC) representing agency and constituency interests. The TAC assists in the identification and resolution of issues or differing jurisdictional requirements to build as broad-based a consensus as possible regarding the preferred alternative alignment for the future parkway.

STUDY SCHEDULE

Study Kick-off	February 2011
PHASE I:	February - June 2011
Data Collection/Issues Identification	
Technical Advisory Committee #1	April 13, 2011
Technical Advisory Committee #2	June 1, 2011
Public Input Meeting #1 - Introduction and Data Collection	June 15, 2011
Technical Advisory Committee #3	August 18, 2011
PHASE II:	June - December 2011
Alternative Alignments Analysis and Evaluation	
Development and Evaluation	June - August 2011
Public Input Meeting #2	August 30, 2011
Evaluation of Candidate Alignments	
Preferred Alternative Alignment Evaluation	August - October 2011
Technical Advisory Committee #4	October 2011
Public Input Meeting #3 Preferred Alignment	November 2011
Draft Final Report	October - December 2011
Study Completion/Final Report	January 2012



Maricopa County
Department of Transportation

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Right Road Right Time Right Cost

Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

STUDY GOALS AND OBJECTIVES

The main focus of this corridor feasibility study is to investigate, map, and analyze corridor constraints and opportunities to arrive at a recommended corridor alignment for the proposed Hidden Waters Parkway based on the Arizona Parkway indirect left-turn intersection design within a 200-foot-wide right-of-way corridor.

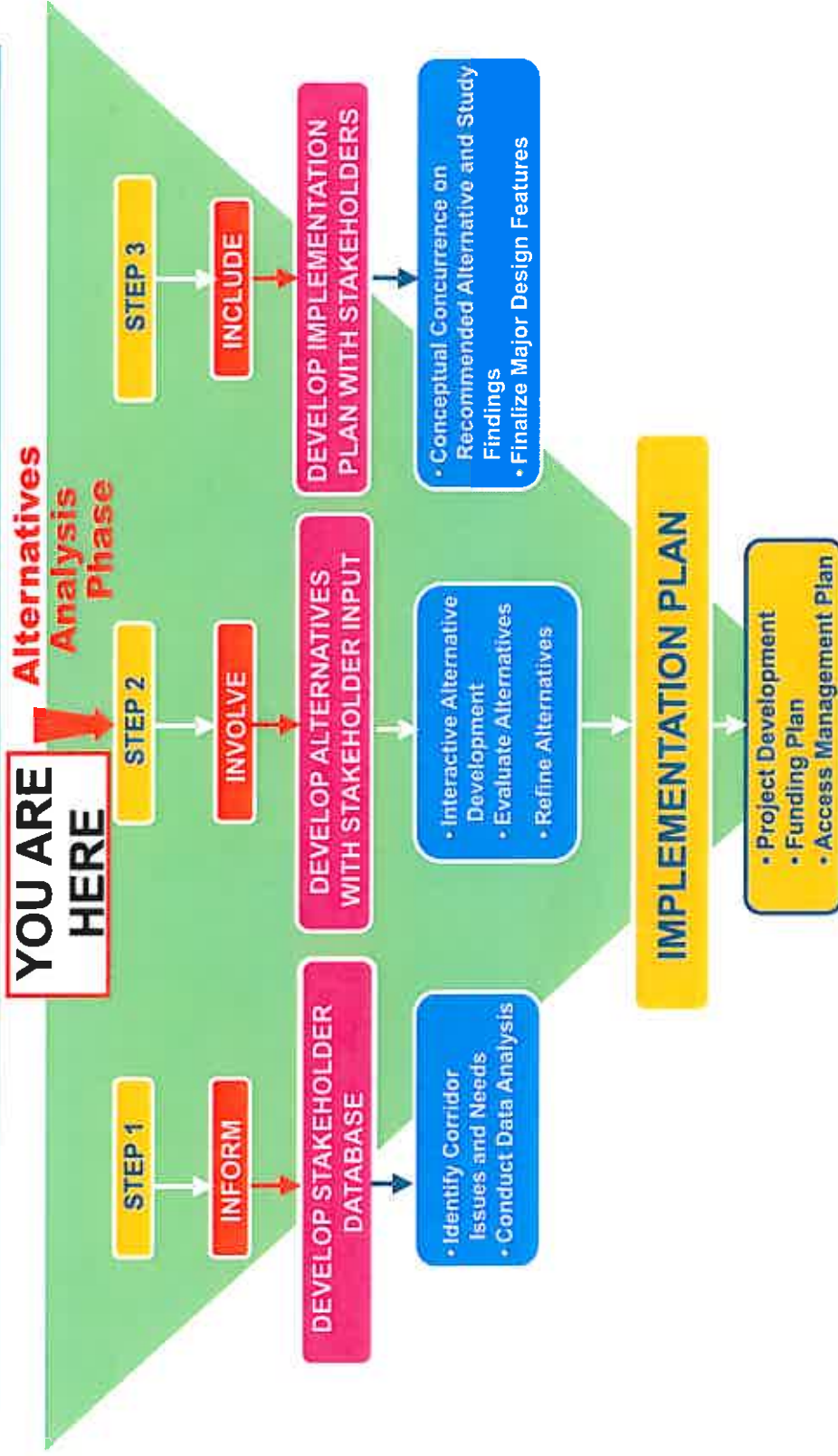
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- Enhance traffic flow (capacity) and safety
 - Preserve functional integrity of the Arizona Parkway by recommending unique segment-specific solutions to address identified opportunities or constraints;
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Maricopa County
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Interactive Study Process





Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

STUDY SCHEDULE

Study Kick-off	February 2011
PHASE I:	February - June 2011
Data Collection/Issues Identification	
Technical Advisory Committee	April 13, 2011
Advisory Committee (TAC) Meeting #1	April 13, 2011
Technical Advisory Committee (TAC) Meeting #2	June 1, 2011
Public Open House #1 - Introduction and Data Collection	June 15, 2011
Technical Advisory Committee (TAC) Meeting #3	August 2011
PHASE II:	June - December 2011
Alternative Alignments Analysis and Evaluation	
Alternative Alignments Development and Evaluation	June - August 2011
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Study Completion/Final Report	January 2012





Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

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- Socioeconomic and environmental justice impacts on study area residents and businesses
- Coordination and compatibility with existing and planned land development
- Connections with existing and planned freeways and parkways
- Mitigate potential impacts to existing and proposed utility corridors.

Evaluation Criteria

During the next phase of the study development process, Candidate Alternatives will be evaluated based on the following criteria:

- Future Development Compatibility
- Right-of-Way Requirements
- System Continuity and Capacity
- Drainage Impacts
- Constructability Issues/Engineering Complexity
- Building/Property Impacts
- Wildlife Impacts
- Cultural/Archaeological Impacts
- Utility Impacts
- Public Acceptability
- Cost





Right Road Right Time Right Cost

Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

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- Planning level cost estimate
- Stakeholder and community input



Maricopa County
Department of Transportation





Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

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- Arizona State Land Department (ASLD)
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- Arizona Game and Fish Department (AGFD)
- U.S. Bureau of Land Management (BLM)
- U.S. Bureau of Reclamation (BOR)
- U.S. Fish and Wildlife Services (USFWS)
- U.S. Army Corps of Engineers
- Western Area Power Authority (Western)
- Center for Desert Archaeology
- Sonoran Institute
- Palo Verde Elementary, Saddle Mountain Unified, and Buckeye Union High School Districts
- Tonopah Valley Fire District
- Maricopa County Farm Bureau
- United Dairymen of Arizona
- Area Developers
- Irrigation and Utility Companies
- Affected Businesses, Property Owners and Residents





Right Road Right Time Right Cost

Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

STUDY SCHEDULE

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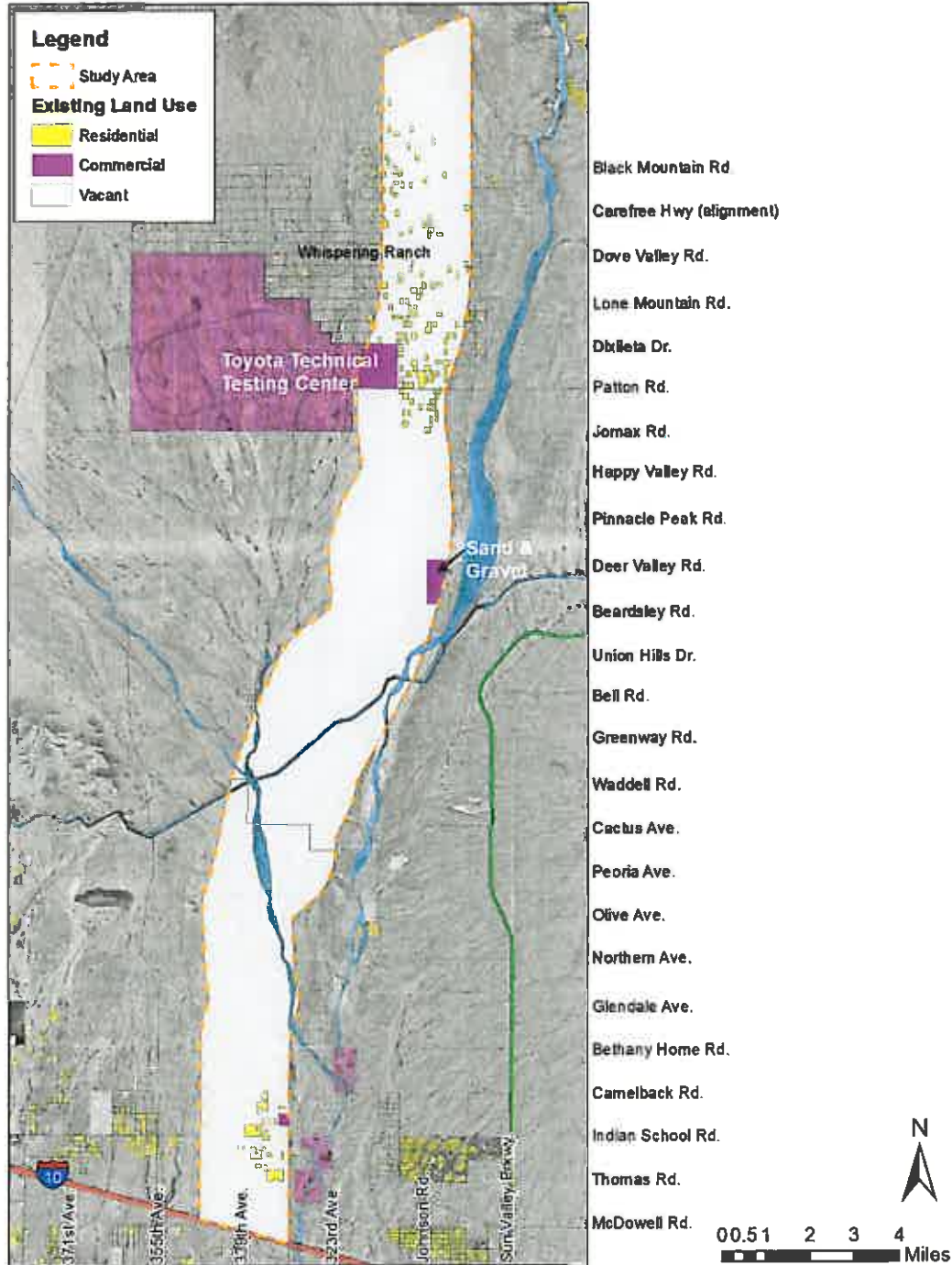
Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

Right Road Right Time Right Cost

EXISTING LAND USE



Maricopa County Department of Transportation





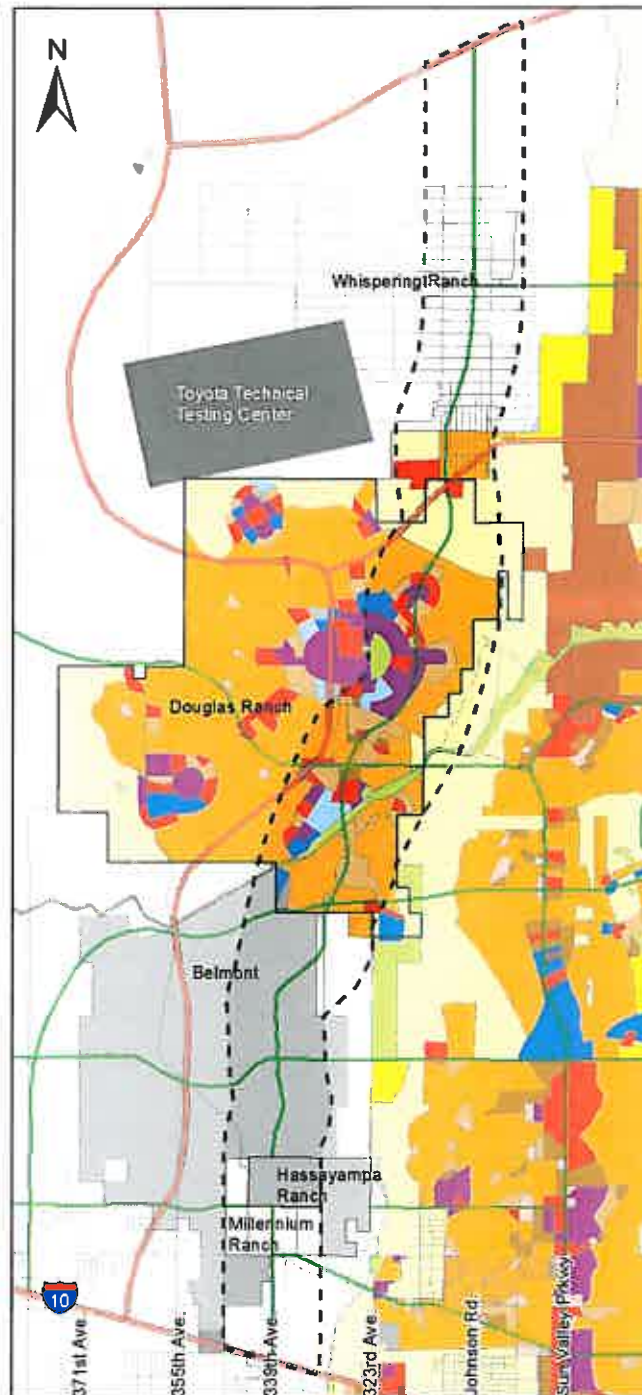
Right Road Right Time Right Cost

Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

FUTURE LAND USE



- Black Mountain Rd.
- Carefree Hwy (alignment)
- Dove Valley Rd.
- Lone Mountain Rd.
- Dixie Dr.
- Patton Rd.
- Jomax Rd.
- Happy Valley Rd.
- Pinnacle Peak Rd.
- Deer Valley Rd.
- Beardsley Rd.
- Union Hills Dr.
- Bell Rd.
- Greenway Rd.
- Waddell Rd.
- Cactus Ave.
- Peoria Ave.
- Olive Ave.
- Northern Ave.
- Glendale Ave.
- Bethany Home Rd.
- Camelback Rd.
- Indian School Rd.
- Thomas Rd.
- McDowell Rd.

Legend

Study Area

Future Land Use

Buckeye

- Very Low Density Res.
- Low Density Res.
- Medium Density Res.
- Med High Density Res.
- High Density Res.
- Master Plan Community
- Community Commercial
- Regional Commercial
- Professional Office
- Business Park
- Industrial
- Mixed Use
- Open Space

Maricopa

- Rural Development
- Employment
- Development Master Plan



Maricopa County Department of Transportation





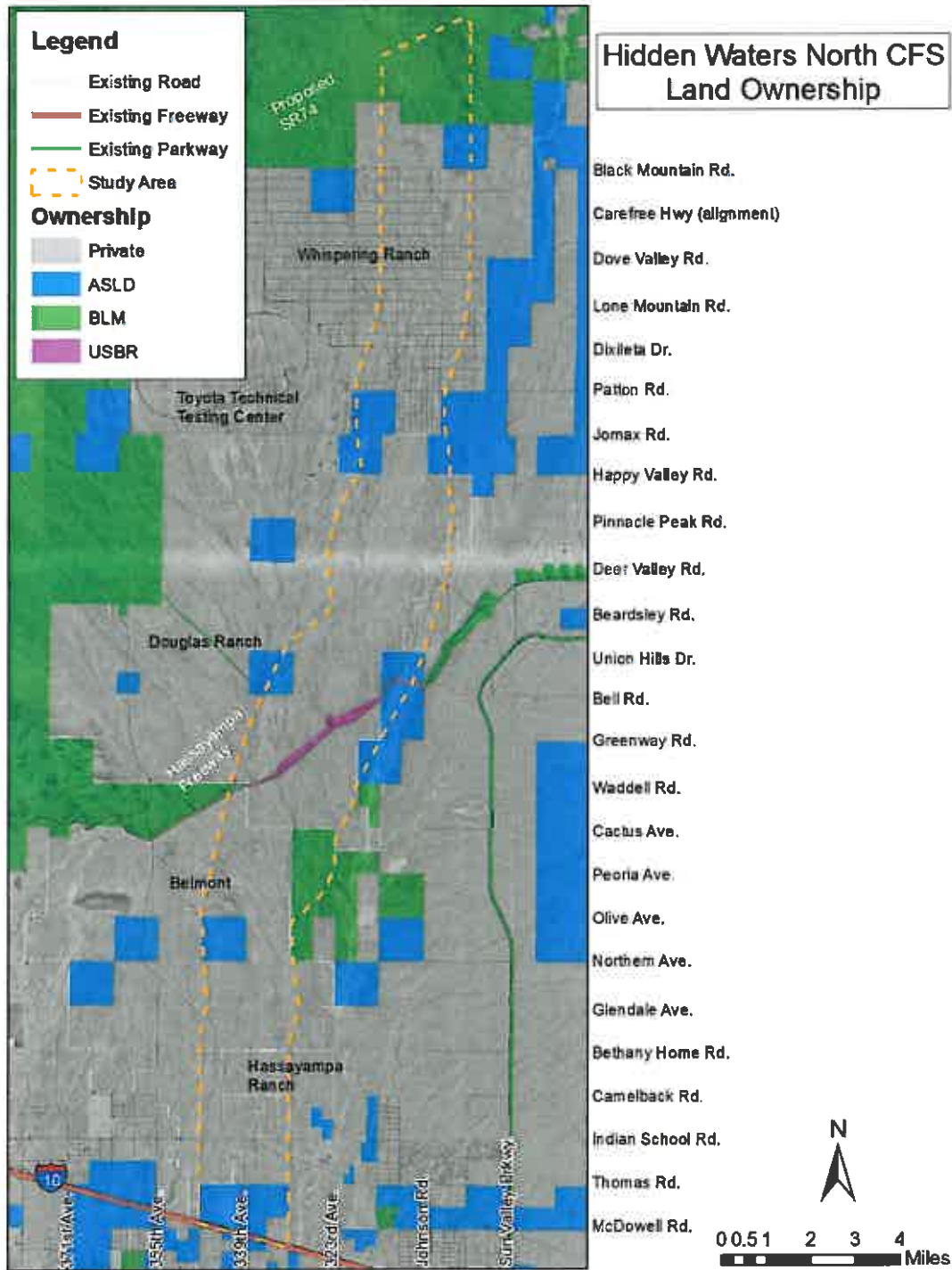
Right Road Right Time Right Cost

Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

LAND OWNERSHIP



Maricopa County Department of Transportation





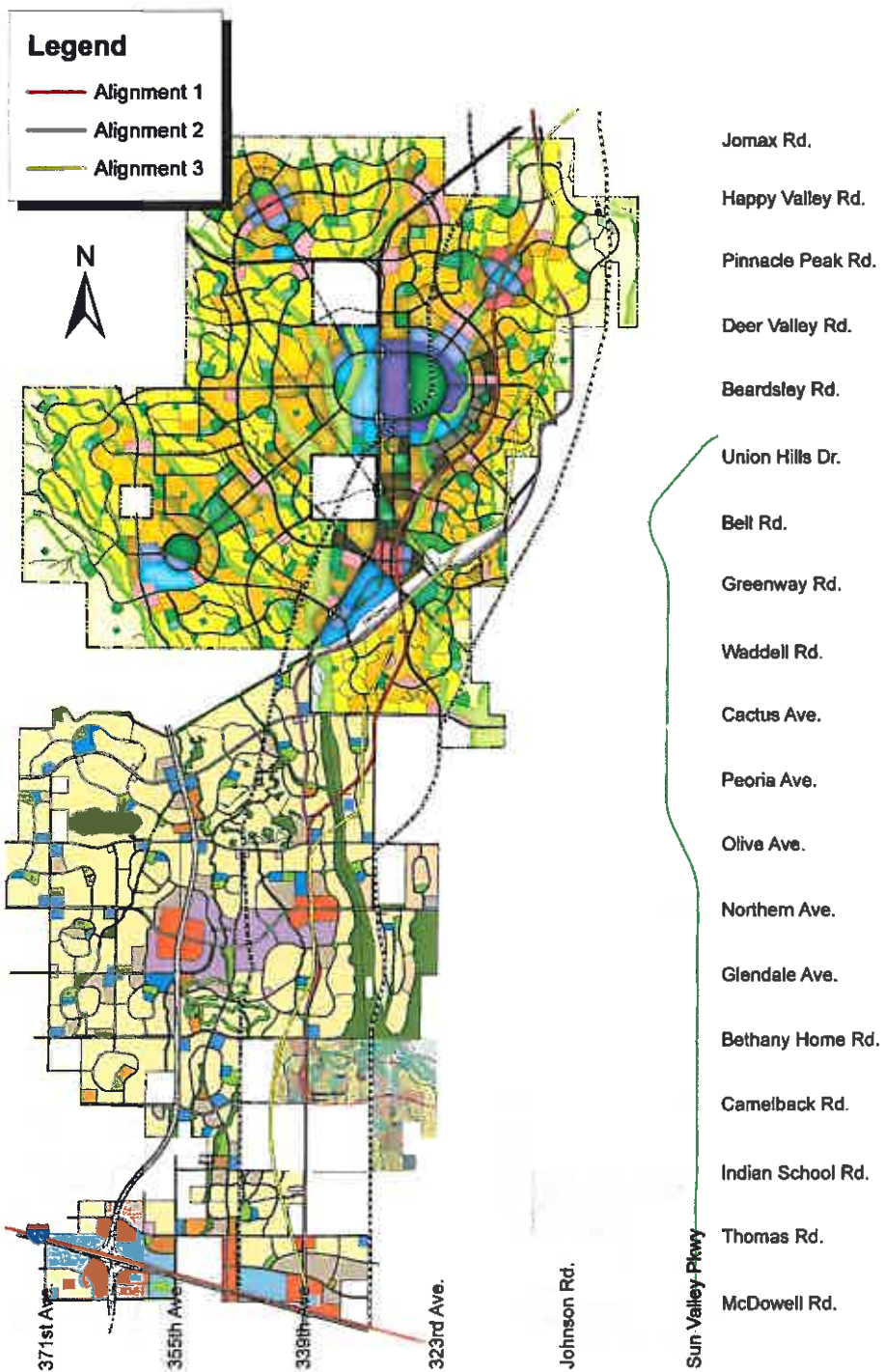
Right Road Right Time Right Cost

Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

IMPACTS TO PROPOSED DEVELOPMENT



Maricopa County
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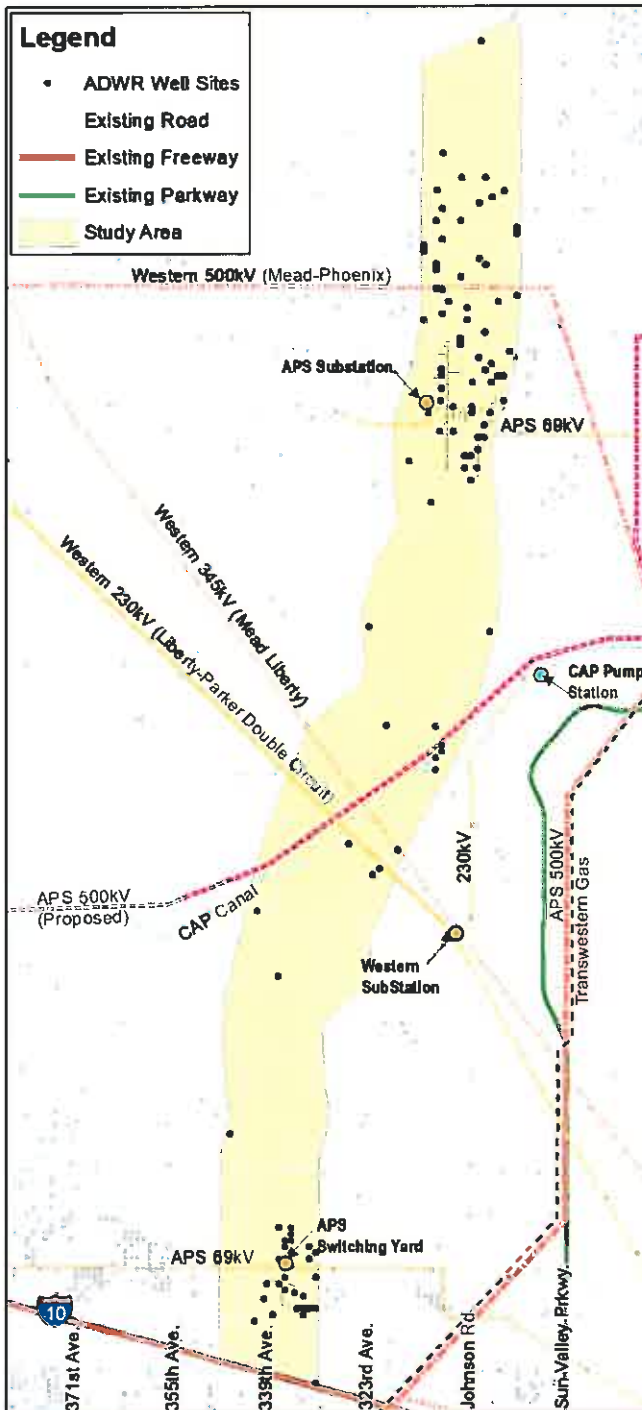
Right Road Right Time Right Cost

Hidden Waters Parkway (North)

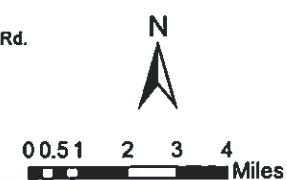
Interstate 10 to Future State Route 74

Feasibility Study

EXISTING / PROPOSED UTILITIES



- Black Mountain Rd.
- Carefree Hwy (alignment)
- Dove Valley Rd.
- Lone Mountain Rd.
- DixBeta Dr.
- Patton Rd.
- Jomax Rd.
- Happy Valley Rd.
- Pinnacle Peak Rd.
- Deer Valley Rd.
- Beardsley Rd.
- Union Hills Dr.
- Bell Rd.
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- Thomas Rd.
- McDowell Rd.



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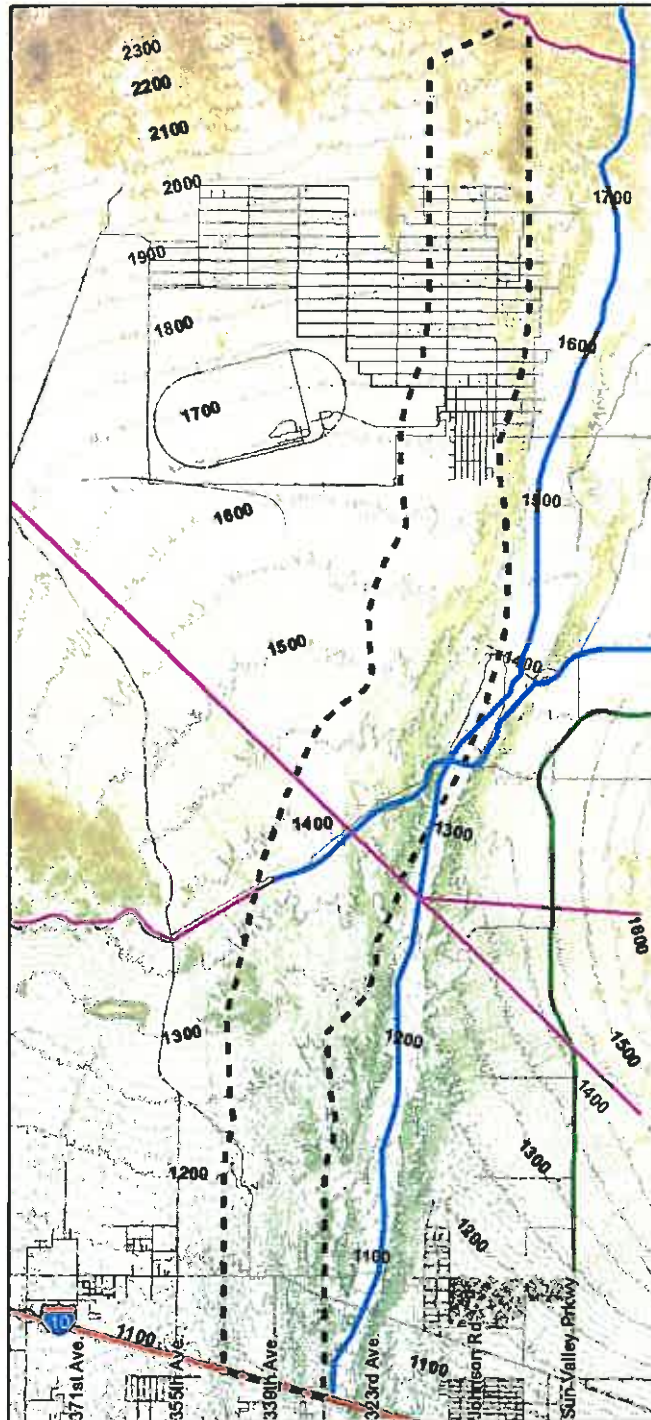
Right Road Right Time Right Cost

Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

TOPOGRAPHY AND PROPOSED TRAILS



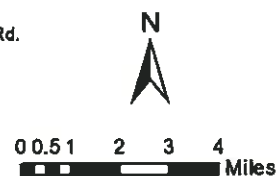
- Black Mountain Rd.
- Carefree Hwy (alignment)
- Dove Valley Rd.
- Lone Mountain Rd.
- Dixieta Dr.
- Patton Rd.
- Jomax Rd.
- Happy Valley Rd.
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- Beardsley Rd.
- Union Hills Dr.
- Bell Rd.
- Greenway Rd.
- Waddell Rd.
- Cactus Ave.
- Peoria Ave.
- Olive Ave.
- Northern Ave.
- Glendale Ave.
- Bethany Home Rd.
- Camelback Rd.
- Indian School Rd.
- Thomas Rd.
- McDowell Rd.

Legend

- Index Contours
- Study Area
- Existing Road
- Existing Freeway
- Existing Parkway

MCDOT Trails

- Priority 3 Trail
- Priority 4 Trail



Maricopa County Department of Transportation



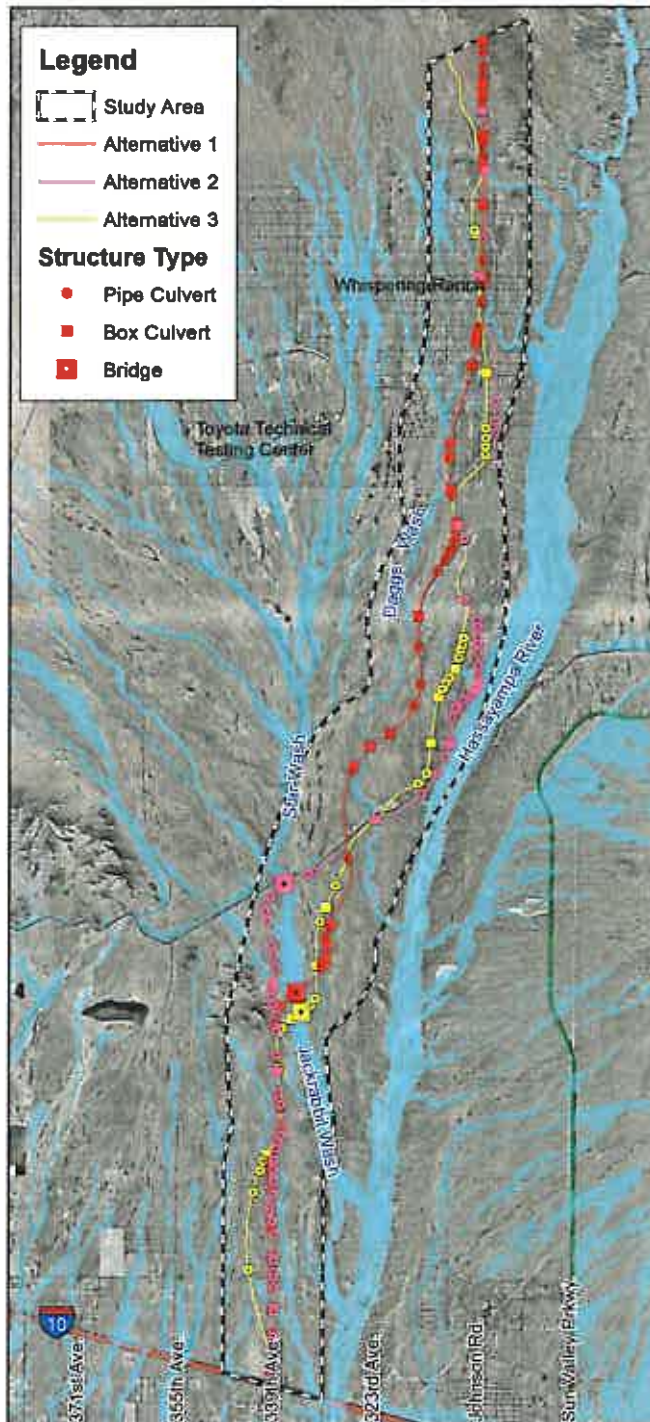


Hidden Waters Parkway (North)

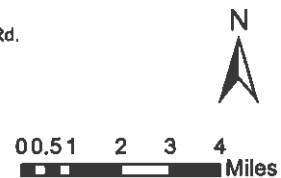
Interstate 10 to Future State Route 74

Feasibility Study

DRAINAGE IMPACTS



- Black Mountain Rd.
- Carefree Hwy (alignment)
- Dove Valley Rd.
- Lone Mountain Rd.
- Dixie Dr.
- Patton Rd.
- Jomax Rd.
- Happy Valley Rd.
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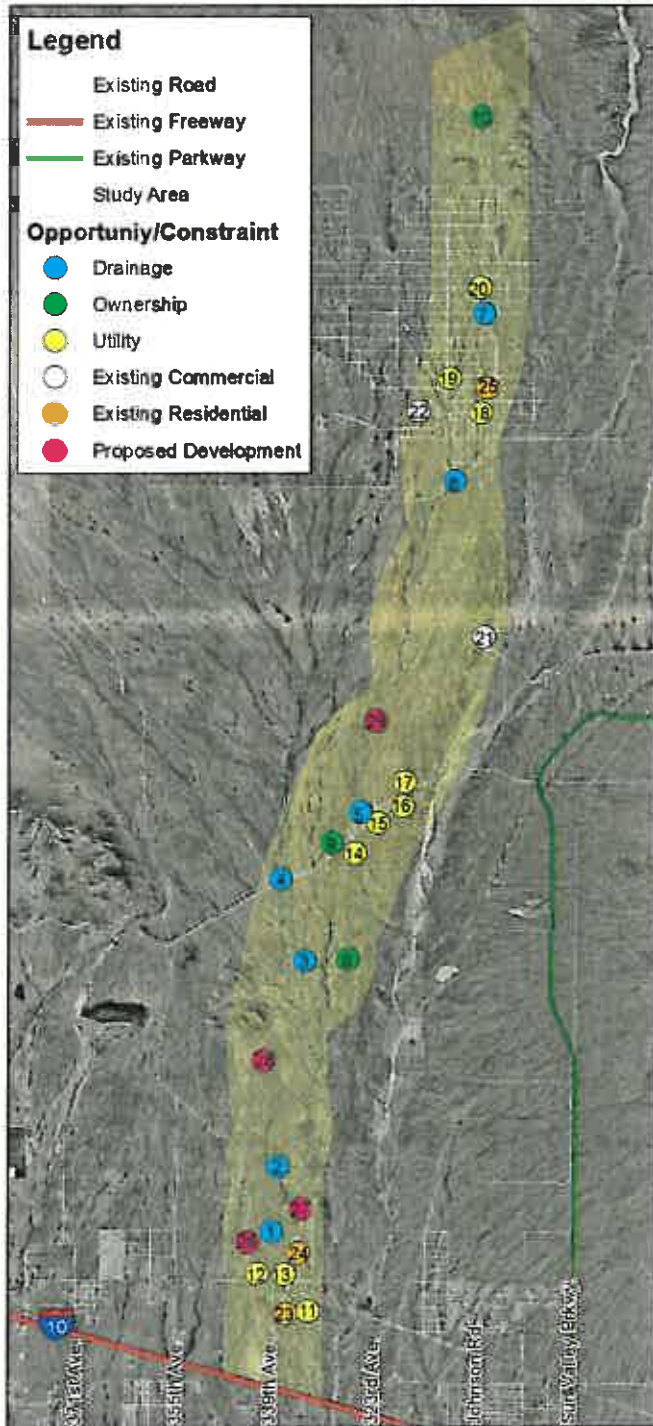




Right Road Right Time Right Cost

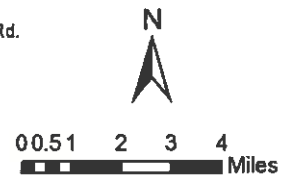
Hidden Waters Parkway (North) Interstate 10 to Future State Route 74 Feasibility Study

SPECIAL INTEREST AREAS



Hidden Waters North CFS Special Interest Areas

- Black Mountain Rd.
- Carefree Hwy (alignment)
- Dove Valley Rd.
- Lone Mountain Rd.
- Dixileta Dr.
- Patton Rd.
- Jomax Rd.
- Happy Valley Rd.
- Pinnacle Peak Rd.
- Deer Valley Rd.
- Beardsley Rd.
- Union Hills Dr.
- Bell Rd.
- Greenway Rd.
- Waddell Rd.
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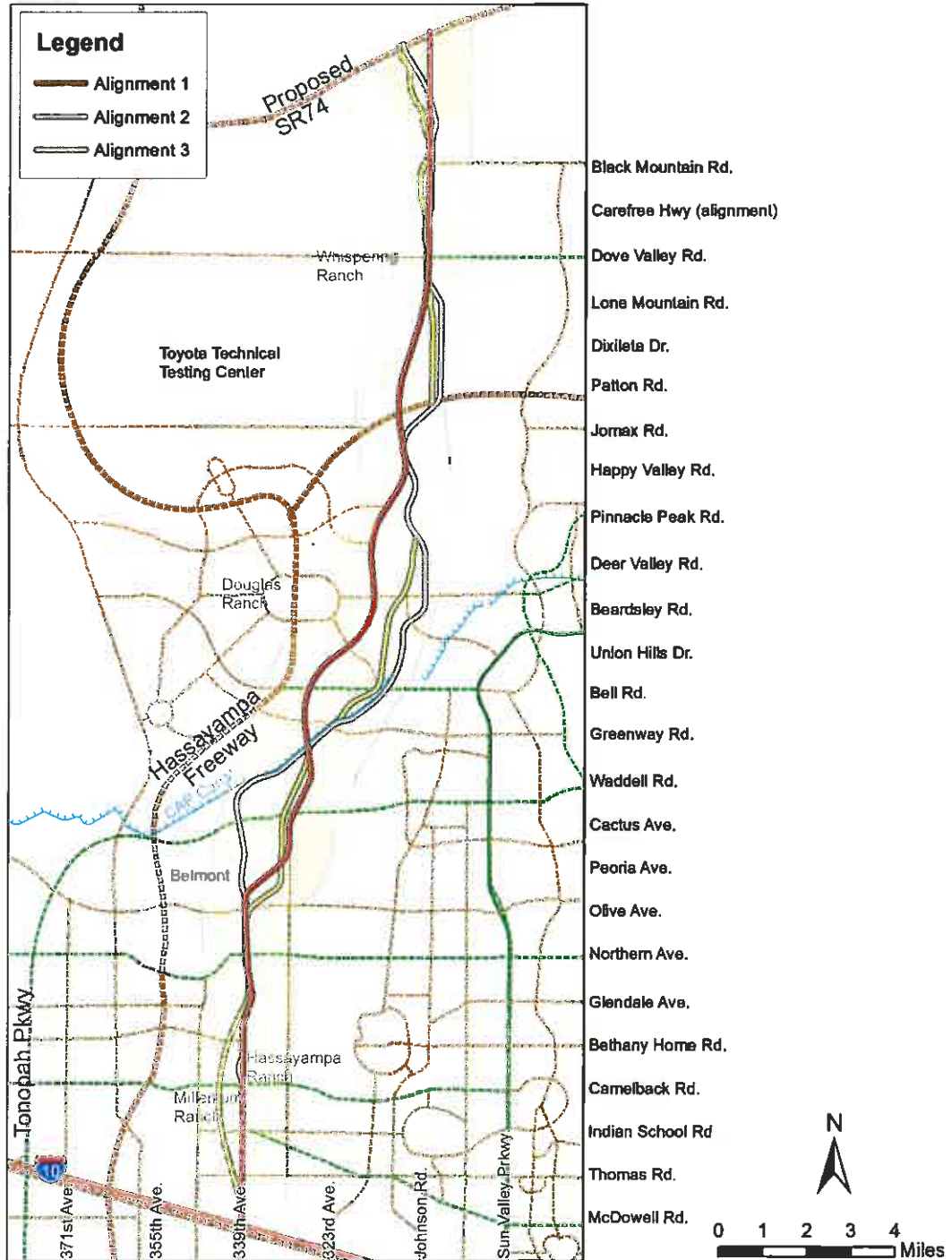
Right Road Right Time Right Cost

Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

ROADWAY FRAMEWORK



Maricopa County Department of Transportation



Hidden Waters Parkway (North) Interstate 10 to Future State Route 74

Feasibility Study

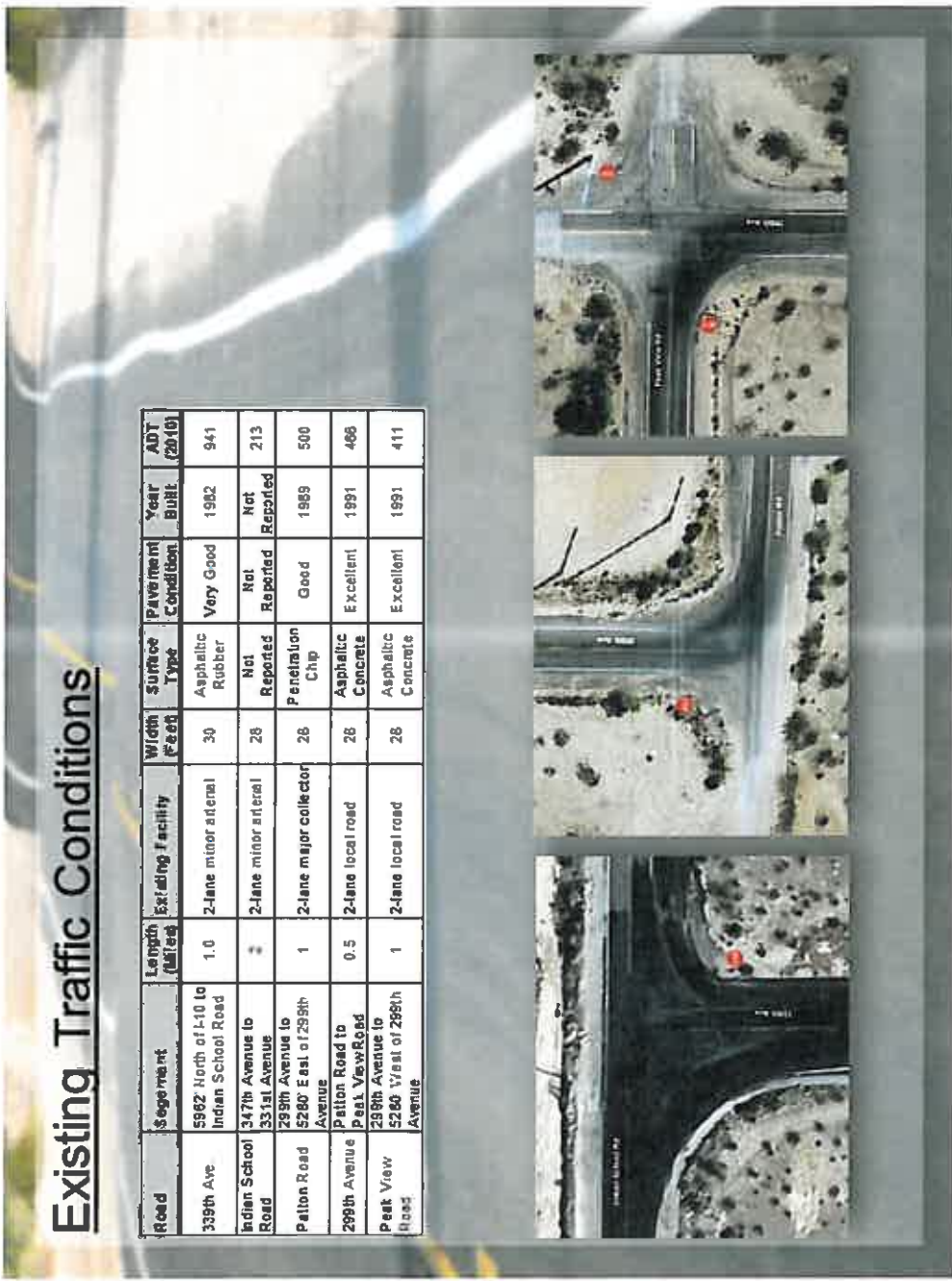


Right Road Right Time Right Cost

EXISTING TRAFFIC CONDITIONS

Existing Traffic Conditions

Road	Segment	Length (Miles)	Existing Facility	Width (Feet)	Surface Type	Pavement Condition	Year Built	ADT (2010)
339th Ave	5982 North of I-10 to Indian School Road	1.0	2-lane minor arterial	30	Asphaltic Rubber	Very Good	1982	941
Indian School Road	347th Avenue to 331st Avenue	2	2-lane minor arterial	28	Not Reported	Not Reported	Not Reported	213
Patton Road	299th Avenue to 5280 East of 299th Avenue	1	2-lane major collector	28	Penetration Chip	Good	1989	500
299th Avenue	Patton Road to Peak View Road	0.5	2-lane local road	28	Asphaltic Concrete	Excellent	1991	466
Peak View Road	299th Avenue to 5280 West of 299th Avenue	1	2-lane local road	28	Asphaltic Concrete	Excellent	1991	411



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Hidden Waters Parkway (North)

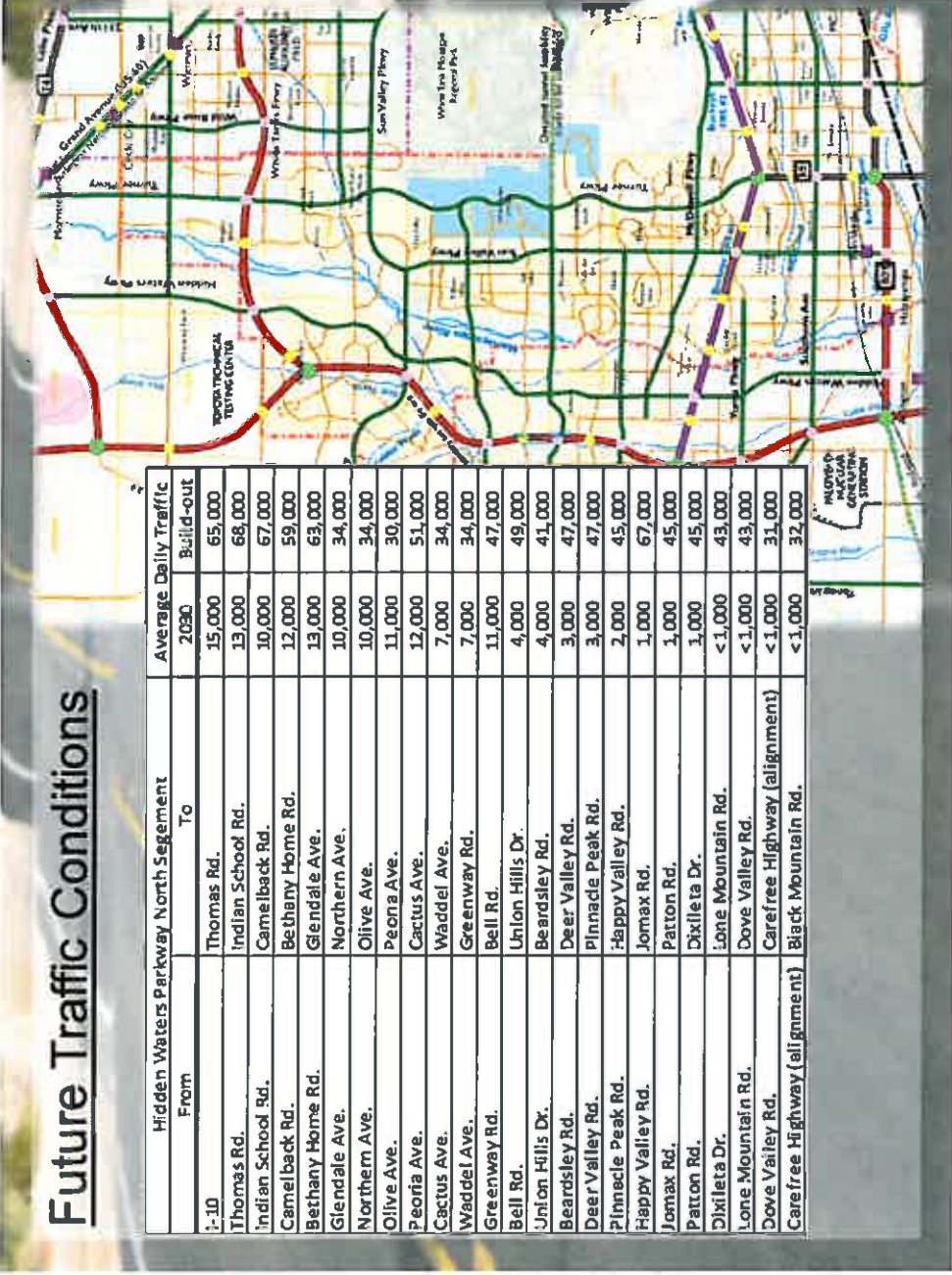
Interstate 10 to Future State Route 74

Feasibility Study



Right Road Right Time Right Cost

FUTURE TRAFFIC CONDITIONS



Future Traffic Conditions

Hidden Waters Parkway North Segment	From	To	Average Daily Traffic	
			2030	Build-out
I-10			15,000	65,000
Thomas Rd.		Thomas Rd.	19,000	68,000
Indian School Rd.		Indian School Rd.	10,000	67,000
Camelback Rd.		Camelback Rd.	12,000	59,000
Bethany Home Rd.		Bethany Home Rd.	13,000	63,000
Glendale Ave.		Glendale Ave.	10,000	34,000
Northern Ave.		Northern Ave.	10,000	34,000
Olive Ave.		Olive Ave.	11,000	30,000
Peoria Ave.		Peoria Ave.	12,000	51,000
Cactus Ave.		Cactus Ave.	7,000	34,000
Waddell Ave.		Waddell Ave.	7,000	34,000
Greenway Rd.		Greenway Rd.	11,000	47,000
Bell Rd.		Bell Rd.	4,000	49,000
Union Hills Dr.		Union Hills Dr.	4,000	41,000
Beardsley Rd.		Beardsley Rd.	3,000	47,000
Deer Valley Rd.		Deer Valley Rd.	3,000	47,000
Pinnacle Peak Rd.		Pinnacle Peak Rd.	2,000	45,000
Happy Valley Rd.		Happy Valley Rd.	1,000	67,000
Jomax Rd.		Jomax Rd.	1,000	45,000
Patton Rd.		Patton Rd.	1,000	45,000
Dixie Ln Dr.		Dixie Ln Dr.	<1,000	43,000
Lone Mountain Rd.		Lone Mountain Rd.	<1,000	43,000
Dove Valley Rd.		Dove Valley Rd.	<1,000	31,000
Carefree Highway (alignment)		Carefree Highway (alignment)	<1,000	31,000
Black Mountain Rd.		Black Mountain Rd.	<1,000	32,000



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Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

ENVIRONMENTAL IMPACTS



- Black Mountain Rd.
- Carefree Hwy (alignment)
- Dove Valley Rd.
- Lone Mountain Rd.
- Dixileta Dr.
- Patton Rd.
- Jomax Rd.
- Happy Valley Rd.
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Hidden Waters Parkway (North)

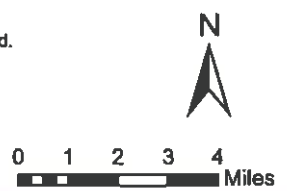
Interstate 10 to Future State Route 74

Feasibility Study

CONCEPTUAL ALIGNMENTS



- Black Mounlain Rd.
- Carefree Hwy (alignment)
- Dove Valley Rd.
- Lone Mountain Rd.
- Dixileta Dr.
- Patton Rd.
- Jomax Rd.
- Happy Valley Rd.
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Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

Evaluation of Candidate Alternatives

Preliminary Results of Candidate Alternative Screening

Evaluation Criteria	Alternative 1	Alternative 2	Alternative 3	No Build
Proposed Development	●	●	●	●
Environmental Impacts	●	●	●	○
Utility Impacts	●	○	○	○
Drainage Impacts	●	●	●	●
Engineering Complexity	●	●	●	○
System Functionality	●	○	●	●
Buildings/Property Impacts	●	○	○	●
Stakeholder/Community Input				
Right of Way Requirements	686 ac	717 ac	695 ac	N/A
Planning Level Cost Estimate	\$242.5 M	\$224.1 M	\$208.3 M	N/A

Strong Disadvantage	Disadvantage	Neutral	Advantage	Strong Advantage
●	●	○	●	●



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Hidden Waters Parkway (North)

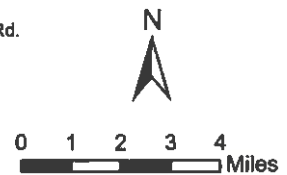
Interstate 10 to Future State Route 74

Feasibility Study

CANDIDATE ALIGNMENTS



- Black Mountain Rd.
- Carefree Hwy (alignment)
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- Lone Mountain Rd.
- Dixileta Dr.
- Patton Rd.
- Jomax Rd.
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Hidden Waters Parkway (North) Interstate 10 to Future State Route 74

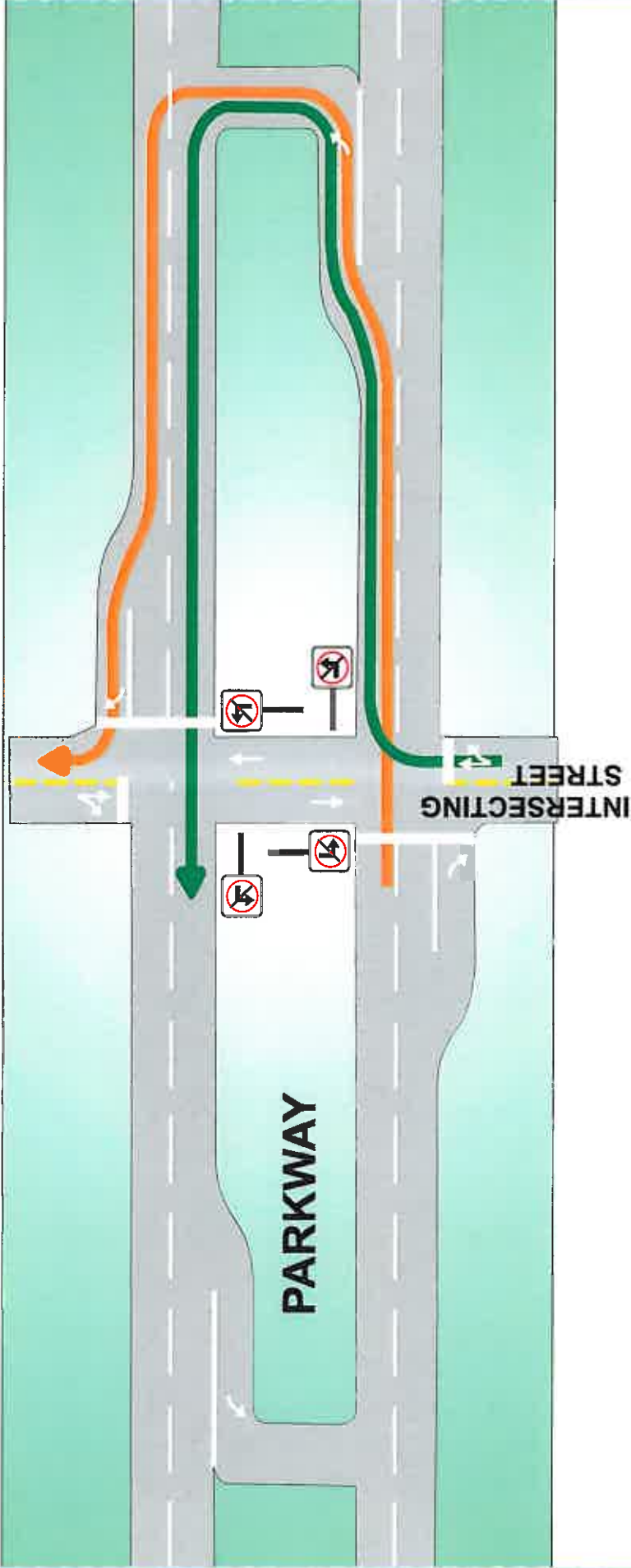
Feasibility Study



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ARIZONA PARKWAY

Indirect Left Turn Intersection



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Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study



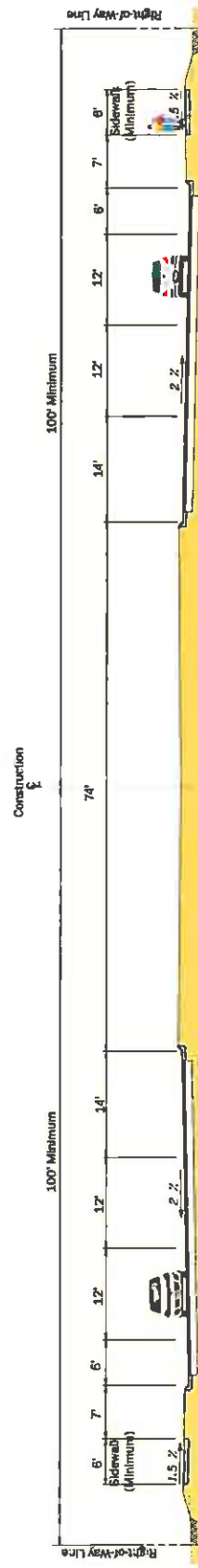
Right Road Right Time Right Cost

ARIZONA PARKWAY

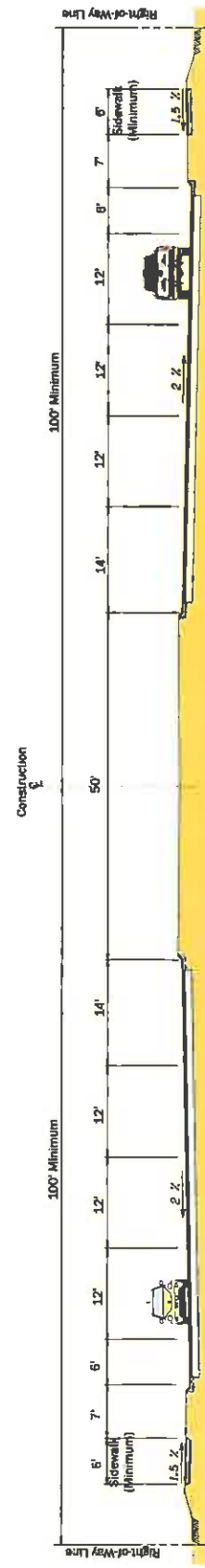
TYPICAL SECTIONS



4 LANE SECTION



6 LANE SECTION



8 LANE SECTION

Notes:
When cars is present, dimensions are to face of curb



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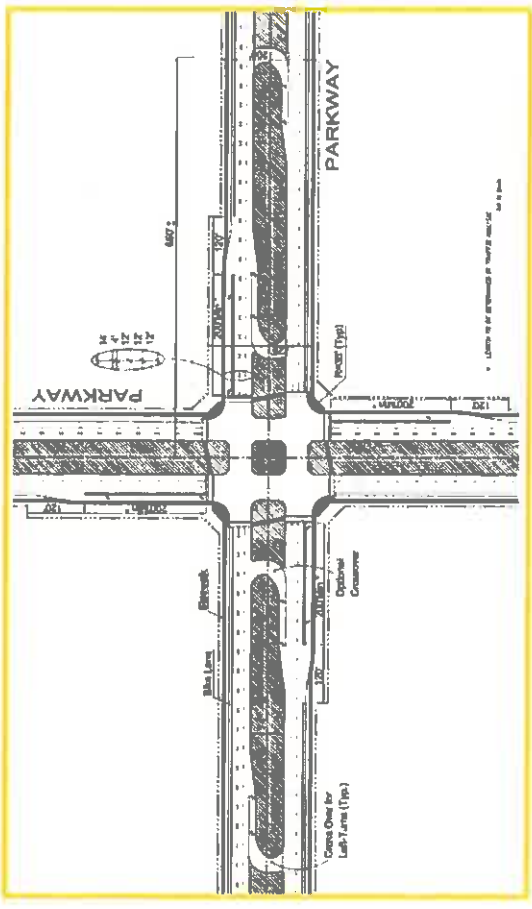
Right Road Right Time Right Cost

Hidden Waters Parkway (North) Interstate 10 to Future State Route 74

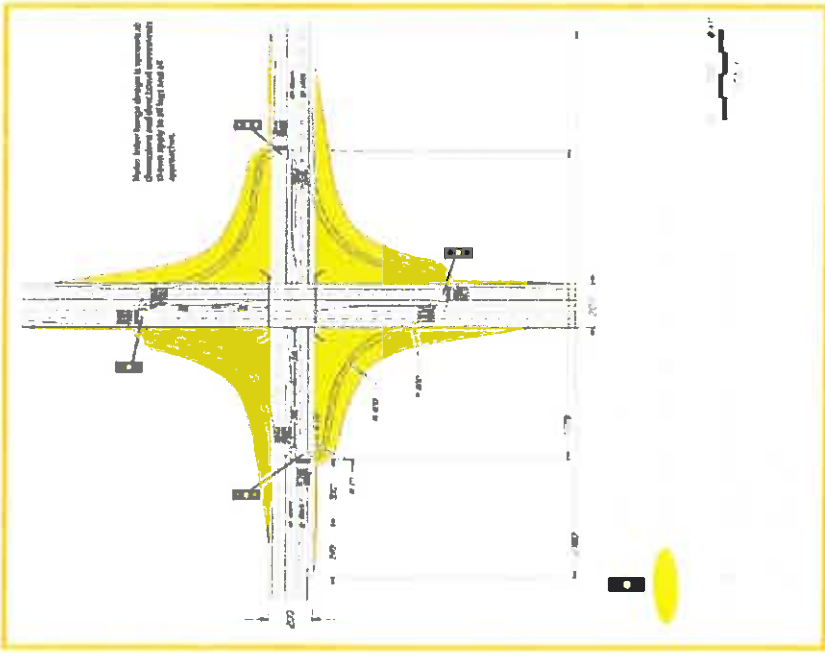
Feasibility Study

ARIZONA PARKWAY Parkway-to-Parkway Intersections

At-Grade Intersection



Grade-Separated Intersection



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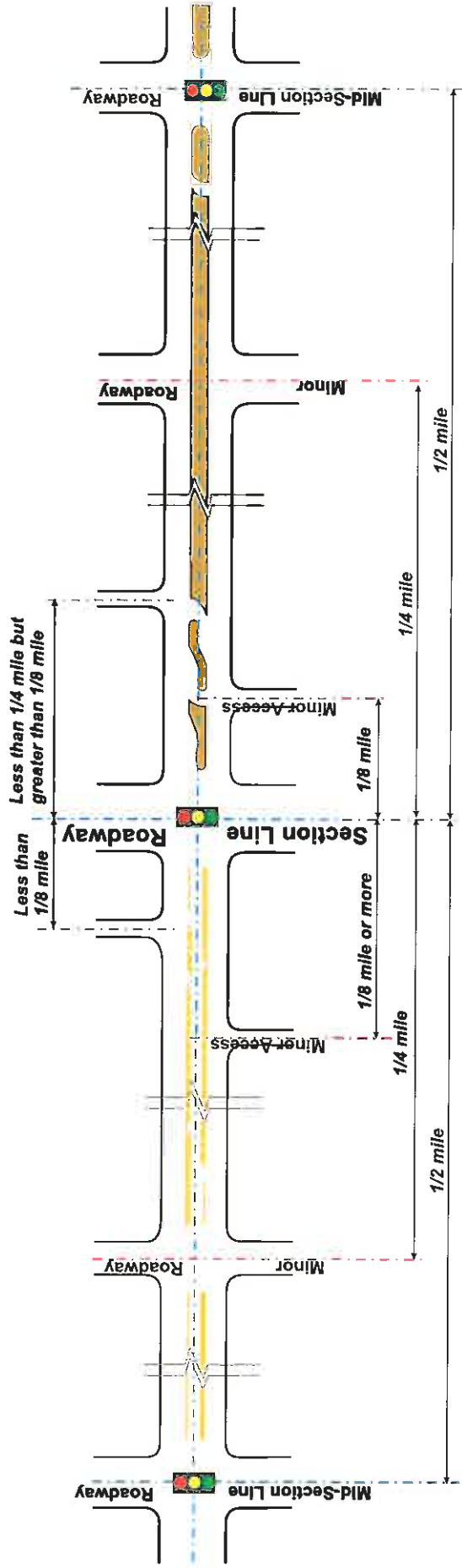


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Hidden Waters Parkway (North) Interstate 10 to Future State Route 74

Feasibility Study

ARIZONA PARKWAY Access Management Guidelines



Intersection Spacing

- Signalized Intersections recommended at 1/2 mile increments.
- Non-signalized Intersections should be separated by a minimum of 660 feet (1/8 mile).

Medians

- Both raised and flush center roadway medians are proposed for the Signal Butte Road corridor.
- Full access median breaks may be provided at 1/6 mile (980 feet) increments. All additional median openings should be partial access only type.
- Median openings are not recommended less than 660 feet (1/8 mile) from an arterial-to-arterial intersection.



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Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

Right Road Right Time Right Cost

Environmental Process

Activity

Definition

Land Use Inventory

This is an analysis of the various land uses in the study area – residential, commercial, public facilities (schools, fire stations, etc.) or undeveloped lands; and how those uses might be affected by the project alternatives.

SocioEconomic Analysis

This is an analysis of the people who live in the area and local businesses. Potential impacts to the people that work and live in the vicinity are examined as well as potential impacts to businesses and social services, both temporary and permanent.

Clean Water Act, Section 404

A Federal Law, the Clean Water Act, regulates activities within what are known as the "Waters of the United States." The purpose of this law is to reduce water pollution and protect wetlands, such as marshes, which are essential wildlife habitats. A permit is needed when a company or an agency wants to intrude upon these lands, whether it is to build a dike, or a bridge, or whatever. The permit is called a "Section 404 Permit" because its purpose is described in Section 404 of the Clean Water Act. This portion of the Act is administered and the permits are granted by the US Army Corps of Engineers.

Endangered Species and State Sensitive Species

The ESA is a Federal Law enacted to protect those species of plants and animals that are or could become endangered, threatened, or otherwise in danger of extinction. Additionally, the Arizona Game and Fish Department list of sensitive plants and animals is reviewed for potential impacts due to the project.

Biological Surveys

A survey conducted by qualified biologists using approved survey methods to determine whether protected species are present in a project area.

Noise Evaluation

Sensitive receptor locations are mapped, such as homes or hospitals, and the potential for negative impacts are identified. At a future point in the project development process detailed noise measurements and prediction of future sound levels will occur. Mitigation measures as needed will be identified.

Air Quality

Air Quality analysis is conducted on a regional basis to identify whether areas are in conformance with national standards for particulate matter (dust), carbon monoxide and ozone.

Cultural Resources

Publicly funded projects are subject to the National Historic Preservation Act and Arizona Antiquities Act to insure archaeological and historical resources are considered in the project development process. Archaeologists and historians review the project area's history and pre-history so that negative impacts to important sites can be avoided or mitigated to the greatest extent that is practical.

Hazardous Materials

Qualified technicians search the records and conduct walking surveys of a project area to determine whether there are places that contain or once contained dangerous chemicals or hazardous waste.

Environmental Assessment

This is a type of environmental document used to summarize the results of all the studies noted above. The Environmental Assessment is used as a decision document for the project proponent, and is subject to review by affected agencies and the public.

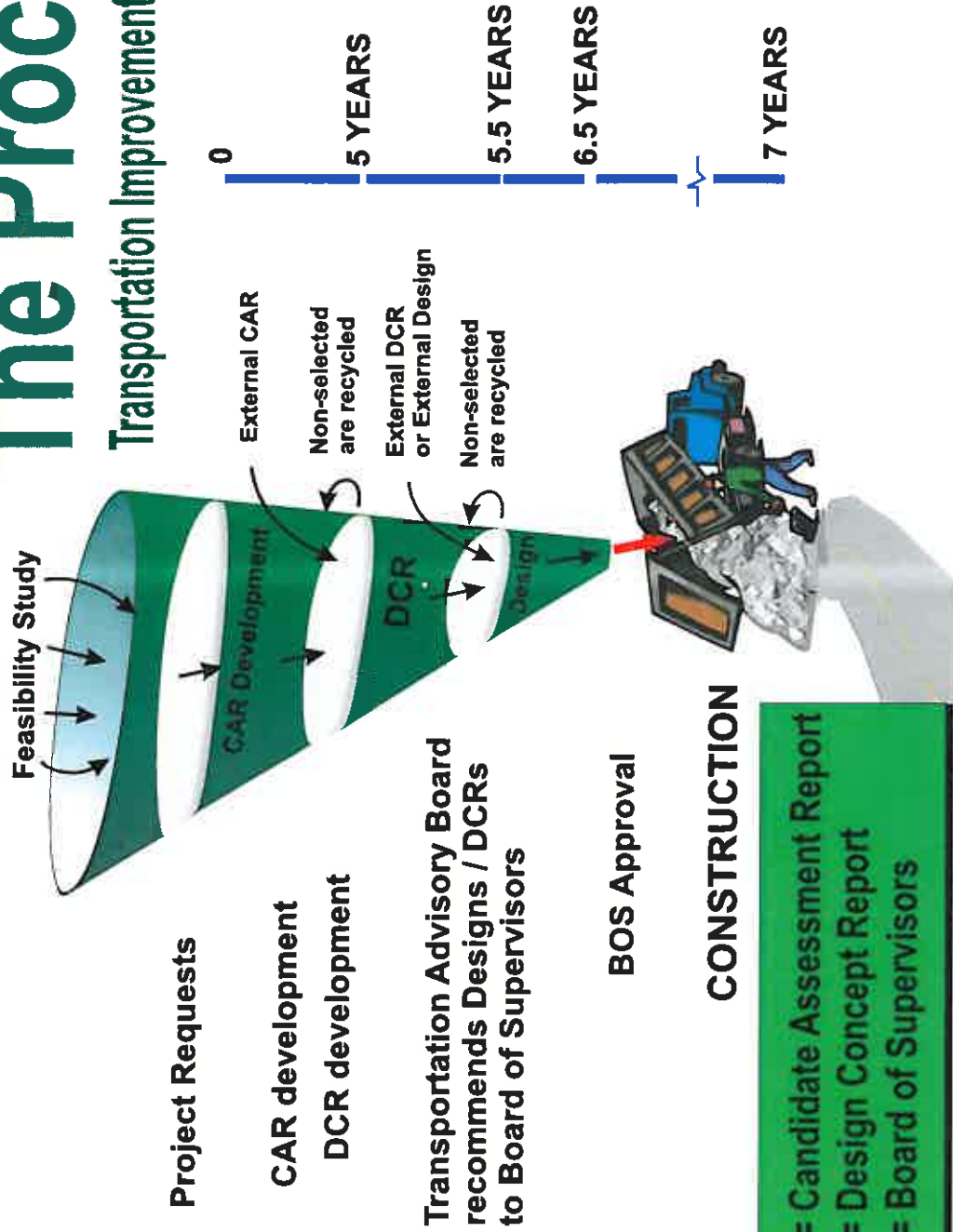


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The Process

Transportation Improvement Program



CAR = Candidate Assessment Report
DCR = Design Concept Report
BOS = Board of Supervisors

Hidden Waters Parkway (North)

I-10 to Future SR74 Alignment Corridor Feasibility Study

“Findings & Recommendations Phase”



Right Road Right Time Right Cost

Maricopa County Department of Transportation November 9, 2011

BACKGROUND

The Hidden Waters Parkway (North) Corridor Feasibility Study is one of several long-range transportation studies currently being conducted on future parkways identified in the recently completed Maricopa Association of Governments (MAG) I-10/Hassayampa Valley Transportation Framework Study that recommended a comprehensive roadway network of freeways, parkways and arterial roadways designed to meet the future traffic demands for the build-out (Year 2050+) for the area west of the White Tank Mountains.

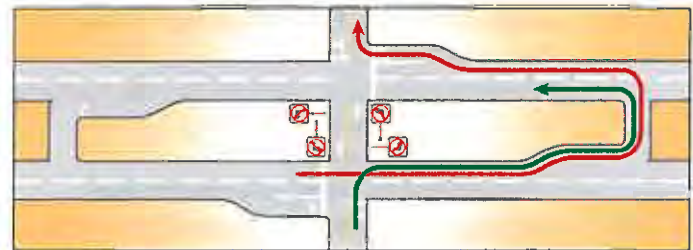
The primary purpose of this Corridor Feasibility Study is to identify the optimum corridor for the future Hidden Waters Parkway alignment. In order to preserve sufficient public right-of-way and protect the future roadway corridor from development and encroachment.

THE ARIZONA PARKWAY

The I-10/Hassayampa Valley Transportation Framework Study identified the need for a new type of non-freeway roadway with restricted access for enhanced mobility and the ability to offer significantly greater travel capacity than that provided by a traditional six-lane surface street.

The Arizona Parkway is a hybrid between a freeway and a major six-lane street. It includes a distinct intersection treatment that generally focuses on the provision of simple two-phase traffic signal operations at cross-street intersections by eliminating left-turn movements. It employs a simple green/yellow/red traffic signal control and all left-turn movements are made using an "indirect" left-turn crossover immediately beyond the crossroad intersection.

The parkway intersection configuration provides the additional benefit of increased travel capacity without employing full grade separations (underpasses or overpasses) at intersections with major cross streets while maintaining the potential for direct driveway access to development at each corner of an intersection.



Arizona Parkway Indirect Left-turn Intersection configuration

CORRIDOR DESCRIPTION

The Hidden Waters Parkway Corridor Feasibility Study extends north/south between I-10 and the future SR 74 alignment. The study area is approximately 28 miles long and is two miles wide centered on the Hassayampa Framework Study proposed alignment for the Hidden Waters Parkway. Except in the area from Northern Avenue to Bell Road where the study area expands to two miles west of the Hassayampa Framework Study alignment and from the south end of Douglas Ranch to Patton Road the study area expands to two miles east of the Framework Study alignment. This results in the study corridor being a total of three miles wide in these two areas.

STUDY NEED

The 2008 MAG Hassayampa Valley Transportation Framework Study demonstrated the need for the future Hidden Waters Parkway. Although today's land development and travel demands do not warrant any major new high capacity roadways in the near term, the "build-out" forecast (Year 2050+) for future land development and resulting travel demand within the study area warrant an entire network of future Arizona parkways. Plans are already underway within the study area to convert vacant lands to land uses that will generate increased traffic volumes.

In order to preserve sufficient public right-of-way for the future Hidden Waters Parkway and protect the future roadway corridor from development and encroachment,

the planning process needs to start now to identify roadway right-of-way requirements for forecasted build-out conditions. This current study is the first step in the roadway development process and is meant to aid agencies and the local jurisdictions in defining and protecting a continuous future roadway corridor that can accommodate build-out traffic demands in the project study area. To this end, the Hidden Waters Parkway study is needed to:

- Address regional and local growth and development (2.8 million population projected at build-out in the I-10/Hassayampa Valley Transportation Framework study area)
- Preserve and protect sufficient public right-of-way for high-capacity (non-freeway) transportation corridors
- Ensure future parkway compatibility with existing/future land uses and environmental conditions
- Identify potential connectivity issues with other future planned parkways and freeways

STUDY GOALS AND OBJECTIVES

This corridor feasibility study is the first step in the roadway development process and is meant to aid the jurisdictional agencies in defining and protecting a continuous future parkway corridor that will safely accommodate projected travel demand. The main focus of this corridor feasibility study is to investigate, map, and analyze corridor constraints and opportunities to arrive at a recommended corridor alignment for the proposed Hidden Waters Parkway based on the Arizona Parkway indirect left-turn intersection design within a 200-foot-wide right-of-way corridor.

- Achieve roadway network continuity and connectivity
 - Determine the preferred corridor alignment from a regional transportation corridor perspective
 - Protect and preserve right-of-way for the preferred corridor alignment to maintain its long-term viability
 - Provide future connectivity with primary and regional roadway facilities
 - Provide crossings of alluvial fans, drainage washes, and rivers.
- Enhance traffic flow (capacity) and safety
 - Preserve functional integrity of the Arizona Parkway by recommending segment-specific solutions to address identified opportunities or constraints
 - Identify areas that may require additional right-of-way or easements, especially at crossings with other parkways, alluvial fans, and utility corridors.

- Enhance traffic operations while maintaining reasonable access for developments.
- Preserve the environment
 - Comply with governing environmental regulations for new roadway development
 - Minimize adverse impacts to the study area environment, including wildlife corridors and archeological sites
 - Enhance important environmental features (e.g., habitat areas)
 - Minimize adverse impacts to disadvantaged population groups as provided in Title VI of the Civil Rights Act of 1964 regarding environmental justice.
- Develop consensus-driven improvement alternatives
 - Work with the Technical Advisory Committee and key stakeholders in developing feasible alternatives
 - Develop cost-effective roadway improvement alternatives
 - Conduct public outreach to obtain input on alternatives and build consensus
 - Ensure consistency between the study's transportation actions and regional transportation plans.

KEY ISSUES AND CHALLENGES

Early in the study process, a preliminary list of study issues and potential challenges was compiled. This list expands as the study progresses and input is obtained from public participation. Major issues identified include:

- Evaluation of drainage structures across major washes
- Identification of the most feasible location for a bridged crossing of the Central Arizona Project Canal (CAP)
- Identification of ultimate alignment and access management strategies to maximize revenue-generating potential for developable lands
- Consideration of environmental impacts (including existing agricultural operations, cultural resources, and wildlife habitat linkages)
- Socioeconomic and environmental justice impacts on study area residents and businesses
- Coordination and compatibility with existing and planned land development
- Connections with existing and planned freeways and parkways
- Mitigate potential adverse impacts to existing and proposed utility corridors

ALTERNATIVE DEVELOPMENT

Identification of Conceptual Alternatives

Conceptual alignments for the Hidden Waters Parkway were developed in response to study area features, opportunities and constraints identified during the planning phase of this study, which include:

- Existing/proposed residential communities
- Existing commercial and/or employment centers
- Current land ownership
- Environmental resources
- Existing/proposed utilities
- Existing drainage patterns

Evaluation of Candidate Alternatives

Based on the findings and outcomes of the conceptual alternatives analysis, the study team selected and advanced three Candidate Alternatives that were most responsive to the study area features for further evaluation:

- **Candidate Alternative 1**- This alternative is based upon the Hidden Waters Parkway alignment as it was defined in the earlier MAG Hassayampa Valley Transportation Framework Study. This alternative begins at the 339th Avenue/ I-10 interchange and continues north for seven miles along the 339th Avenue alignment. The alternative follows a curvilinear path through the proposed Douglas Ranch development and continues northward along the 302nd Avenue alignment between Dove Valley Road and the northern limit of the study area.
- **Candidate Alternative 2**- Alternative 2 was developed in response to stakeholder and community feedback received during the planning phase of this study. This alignment begins at the 339th Avenue/ I-10 interchange and continues northward along the 339th Avenue alignment following the proposed Hidden Waters Parkway alignment depicted in the Hassayampa Ranch, Belmont, and Douglas Ranch community

master plans. This alternative runs along 229th Avenue between Jomax Road and Lone Valley Road, and then shifts west to the 302nd Avenue alignment. At this point, Alternative 2 generally runs along the east side of an unnamed wash to the proposed future SR 74 extension.

- **Candidate Alternative 3** - This Alternative has been developed to be responsive to the existing landforms, drainage patterns, existing utilities and other area features identified during the planning phase of this study. This alternative begins at the 339th Avenue/ I-10 interchange and then curves to the west along an existing ridgeline between McDowell Road and the Glendale Avenue alignment. Alternative 3 follows the same path as Candidate Alternative 1 between Glendale Avenue and Olive Avenue, then turns east to cross Jackrabbit Wash near a narrow point in the floodway. It then continues northward along an existing ridgeline to the CAP canal and traverses through the Whispering Ranch community in the vicinity of 301st Avenue and 302nd Avenue. The alignment continues northward generally along the west side of an unnamed wash north of Black Mountain Road to the proposed future extension of SR 74.
- **No Build Alternative** - The no-build alternative considers how the existing roadway network would function if the Hidden Waters Parkway were not constructed. This alternative provides the necessary comparison baseline in the evaluation of the other Candidate Alternative alignments.

Selection of a Preferred Alternative

The application of the evaluation criteria has result in the selection and identification of a Preferred Alternative (recommended alignment) to be used for future land development planning.

Evaluation Criteria	Preferred Alternative			
	Alternative 1	Alternative 2	Alternative 3	No Build
Proposed Development	●	●	●	●
Environmental Impacts	●	●	●	○
Utility Impacts	●	●	○	○
Drainage Impacts	●	●	●	●
Engineering Complexity	●	●	●	○
System Functionality	●	●	●	●
Buildings/Property Impacts	●	●	○	●
Stakeholder/Community Feedback	●	●	●	●
Right of Way Requirements	686 acres	711 acres	695 acres	N/A
Cost (in millions)	\$266.3	\$244.3	\$232.3	N/A
Recommended for Further Evaluation	No	Yes	No	No

Strong Disadvantage	Disadvantage	Neutral	Advantage	Strong Advantage
●	●	○	●	●

STUDY STAKEHOLDERS

The following is a list of agencies and stakeholder groups that are represented and participate in the study process:

- Maricopa County Department of Transportation (MCDOT)
- Flood Control District of Maricopa County (FCDMC)
- Maricopa County Planning and Development Department
- Maricopa County Department of Emergency Management
- Maricopa County Environmental Services Department
- Maricopa County Parks and Recreation Department
- Arizona Department of Transportation (ADOT)
- Arizona Public Service (APS)
- Arizona State Land Department (ASLD)
- Central Arizona Project (CAP)
- Maricopa Association of Governments (MAG)
- Town of Buckeye
- Toyota Motor Corporation
- Federal Highway Administration (FHWA)
- Arizona Game and Fish Department (AGFD)
- U.S. Bureau of Land Management (BLM)
- U.S. Bureau of Reclamation (BOR)
- U.S. Fish and Wildlife Services (USFWS)
- U.S. Army Corps of Engineers
- Western Area Power Authority (Western)
- Center for Desert Archaeology
- Sonoran Institute
- Palo Verde Elementary, Saddle Mountain Unified, and Buckeye Union High School Districts
- Tonopah Valley Fire District
- Maricopa County Farm Bureau
- United Dairymen of Arizona
- Area Developers
- Irrigation and Utility Companies
- Affected Businesses, Property Owners and Residents

maps and base maps that will allow the study team to make well-founded recommendations for possible parkway corridor alignments within the study area. Conceptual corridor alignment alternatives are developed only to the extent necessary to conduct a meaningful comparative analysis/fatal flaws analysis. Conceptual alignment alternatives are evaluated for technical feasibility as well as public acceptability as part of this process.

Based upon Phase I "fatal flaw" evaluation and outcomes, up to three candidates for alternative alignments are advanced to Phase II for a more detailed preliminary engineering analysis. A "Preferred" Alignment is selected and implementation strategies are developed. This analysis addresses engineering feasibility, environmental compatibility, economic viability, compliance with Title VI of the Civil Rights Act of 1964, and community concerns. Once a Preferred Alignment alternative has emerged and has general consensus, preliminary plans are prepared to delineate the corridor alignment, future parkway cross-section and potential public right-of-way requirements.

Both phases are conducted in consultation with a Technical Advisory Committee (TAC) representing agency and constituency interests. The TAC assists in the identification and resolution of issues or differing jurisdictional requirements to build as broad-based a consensus as possible regarding the Preferred Alternative alignment for the future parkway.

STUDY APPROACH

This corridor feasibility study is considered "long-range" transportation planning and is the earliest phase of project development. The outcome of a corridor feasibility study is an "agreed-upon plan" for the preservation of the right-of-way footprint for the future parkway corridor.

To accomplish this goal, the study is broken into two phases. Phase I is a planning-level evaluation of the study corridor and consists of gathering data on existing and future study area features, assessing and evaluating the surrounding corridor conditions to aid in potential issues identification, and preparing constraints



STUDY SCHEDULE

Study Kick-off	February 2011
PHASE I:	February - June 2011
Data Collection/Issues Identification	
Technical Advisory Committee #1	April 13, 2011
Technical Advisory Committee #2	June 1, 2011
Public Input Meeting #1	June 15, 2011
Introduction and Data Collection	
Technical Advisory Committee #3	August 18, 2011
PHASE II:	June - December 2011
Alternative Alignments Analysis and Evaluation	
Development and Evaluation	June - August 2011
Public Input Meeting #2	August 30, 2011
Evaluation of Candidate Alignments	
Preferred Alternative Alignment Evaluation	August - October 2011
Technical Advisory Committee #4	October 25, 2011
Public Input Meeting #3 Preferred Alignment	November 9, 2011
Draft Final Report	October - December 2011
Study Completion/Final Report	January 2012

PUBLIC INVOLVEMENT

Gaining consensus among the agencies and the public is critical to the success of the study and implementation of its recommendations to provide a safe and efficient roadway for the long term.

Three public input meetings are conducted at critical milestones in the study process. The first public "Scoping" meeting (June 15, 2011) provided area residents and other impacted stakeholders with an opportunity to inform project team members about the study area issues and local transportation needs. This meeting also provided the study team members with an opportunity to discuss and elicit feedback regarding the study purpose, goals and objectives.

The second "Alternatives Analysis" public meeting (August 30, 2011) provided the community with the opportunity to comment on the three Candidate Alternative alignments being evaluated for the corridor. The findings and recommendations of the study, including the preferred parkway alignment, a right-of-way footprint, and preliminary engineering details, are to be presented during the final "Study Findings and Recommendations" public information meeting (November 9, 2011). Public input during each phase of the study process is an important and integral component of study development and the selection of the preferred alternative for the future Hidden Waters Parkway.



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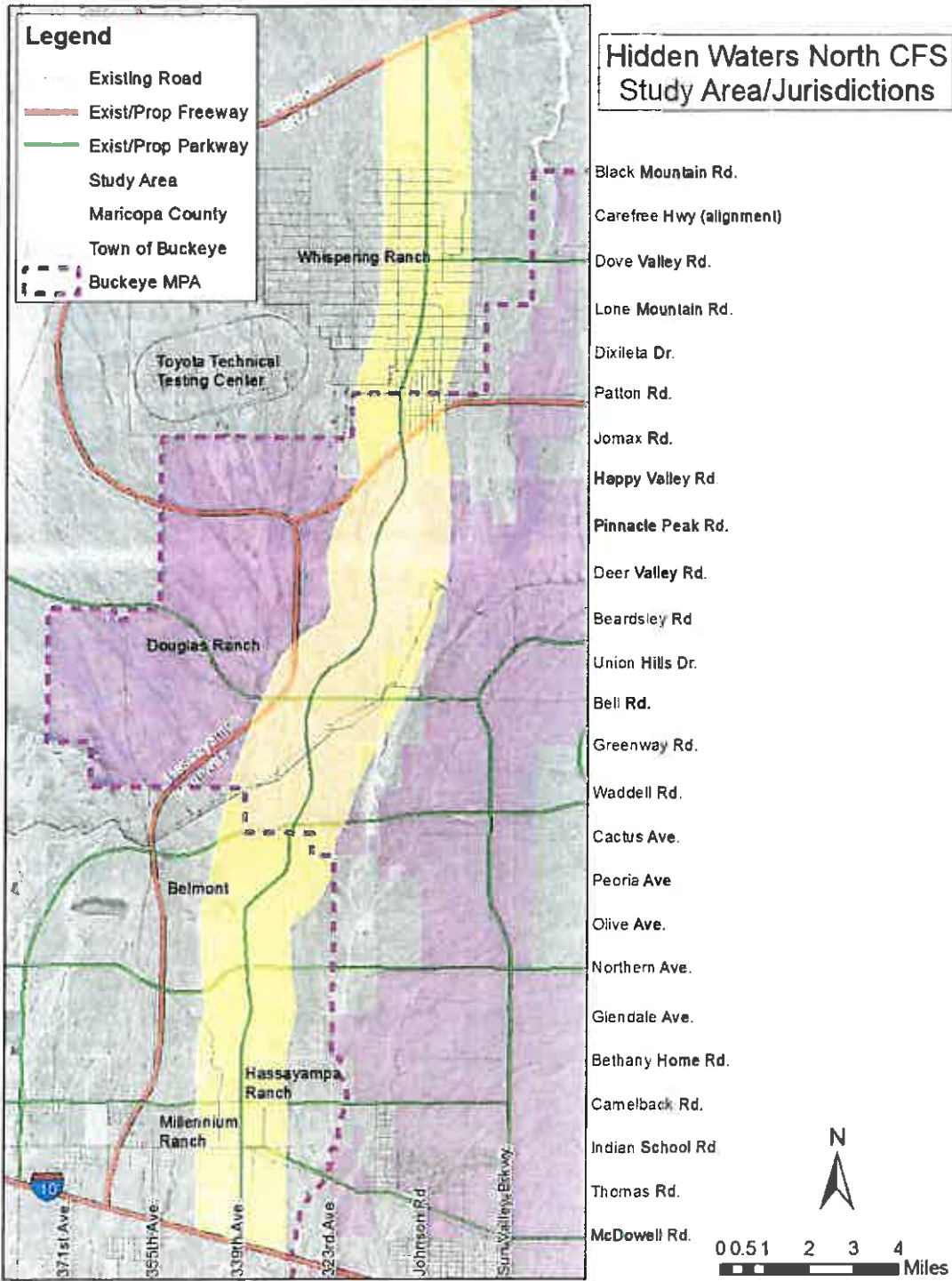
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Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

STUDY AREA



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STUDY GOALS AND OBJECTIVES

The main focus of this corridor feasibility study is to investigate, map, and analyze corridor constraints and opportunities to arrive at a recommended corridor alignment for the proposed Hidden Waters Parkway based on the Arizona Parkway indirect left-turn intersection design within a 200-foot-wide right-of-way corridor.

- Achieve roadway network continuity and connectivity
 - Determine the preferred corridor alignment from a regional transportation corridor perspective;
 - Protect and preserve right-of-way for the preferred corridor alignment to maintain its long-term viability;
 - Provide future connectivity with primary and regional roadway facilities;
 - Provide crossings of alluvial fans, drainage washes, and rivers.
- Enhance traffic flow (capacity) and safety
 - Preserve functional integrity of the Arizona Parkway by recommending unique segment-specific solutions to address identified opportunities or constraints;
 - Identify areas that may require additional right-of-way or easements, especially at crossings with other parkways, alluvial fans, and utility corridors;
 - Enhance traffic operations while maintaining reasonable access for developments.
- Preserve the environment
 - Comply with governing environmental regulations for new roadway development;
 - Minimize adverse impacts to the study area environment, including wildlife corridors and archeological sites;
 - Enhance important environmental features (e.g., habitat areas);
 - Minimize adverse impacts to disadvantaged population groups as provided in Title VI regarding environmental justice.
- Develop consensus-driven improvement alternatives
 - Work with the Technical Advisory Committee and key stakeholders in developing feasible alternatives;
 - Develop cost-effective roadway improvement alternatives;
 - Conduct public outreach to obtain input on alternatives and build consensus;
 - Ensure consistency between the study's transportation actions and regional and local plans.

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Interactive Study Process

YOU ARE HERE Findings & Recommendations Phase



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KEY ISSUES AND CHALLENGES

Early in the study process, a preliminary list of study issues and potential challenges was compiled. This list expands as the study progresses and input is obtained from public participation. Major issues identified at this stage include:

- Evaluation of drainage structures across major washes
- Identification of the most feasible location for a bridged crossing of the CAP Canal
- Identification of ultimate alignment and access management strategies to maximize revenue-generating potential for developable lands
- Consideration of environmental impacts (including existing agricultural operations, cultural resources, and wildlife habitat linkages)
- Socioeconomic and environmental justice impacts on study area residents and businesses
- Coordination and compatibility with existing and planned land development
- Connections with existing and planned freeways and parkways
- Mitigate potential impacts to existing and proposed utility corridors.

Evaluation Criteria

The study team has evaluated the above Candidate Alternatives based on the following criteria:

- Consistency with proposed development
- Environmental impacts
- Utility impacts
- Drainage impacts
- Engineering complexity
- System functionality
- Right of way requirements
- Buildings/property impacts
- Planning level cost estimate
- Stakeholder and community input

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STUDY SCHEDULE

Study Kick-off	February 2011
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Study Completion/Final Report	January 2012

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PROJECT STAKEHOLDERS

The following is a list of agencies and stakeholder groups that are represented and participate in the study process:

- Maricopa County Department of Transportation (MCDOT)
- Flood Control District of Maricopa County (FCDMC)
- Maricopa County Planning and Development Department
- Maricopa County Department of Emergency Management
- Maricopa County Environmental Services Department
- Maricopa County Parks and Recreation Department
- Arizona Department of Transportation (ADOT)
- Arizona Public Service (APS)
- Arizona State Land Department (ASLD)
- Central Arizona Project (CAP)
- Maricopa Association of Governments (MAG)
- Town of Buckeye
- Toyota Motor Corporation
- Federal Highway Administration (FHWA)
- Arizona Game and Fish Department (AGFD)
- U.S. Bureau of Land Management (BLM)
- U.S. Bureau of Reclamation (BOR)
- U.S. Fish and Wildlife Services (USFWS)
- U.S. Army Corps of Engineers
- Western Area Power Authority (Western)
- Center for Desert Archaeology
- Sonoran Institute
- Palo Verde Elementary, Saddle Mountain Unified and Buckeye Union High School Districts
- Tonopah Valley Fire District
- Maricopa County Farm Bureau
- United Dairymen of Arizona
- Area Developers
- Irrigation and Utility Companies
- Affected Businesses, Property Owners and Residents

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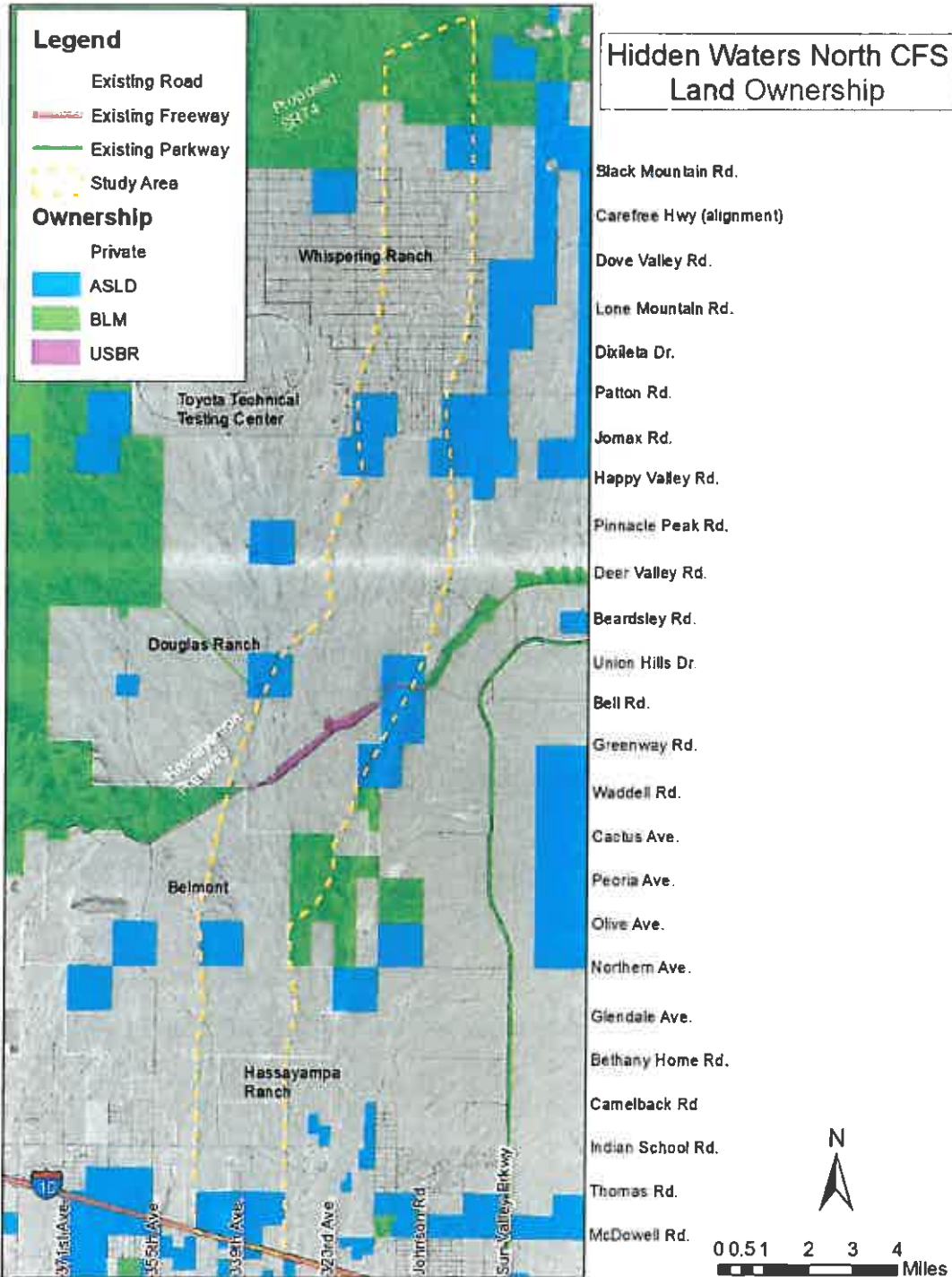
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LAND OWNERSHIP



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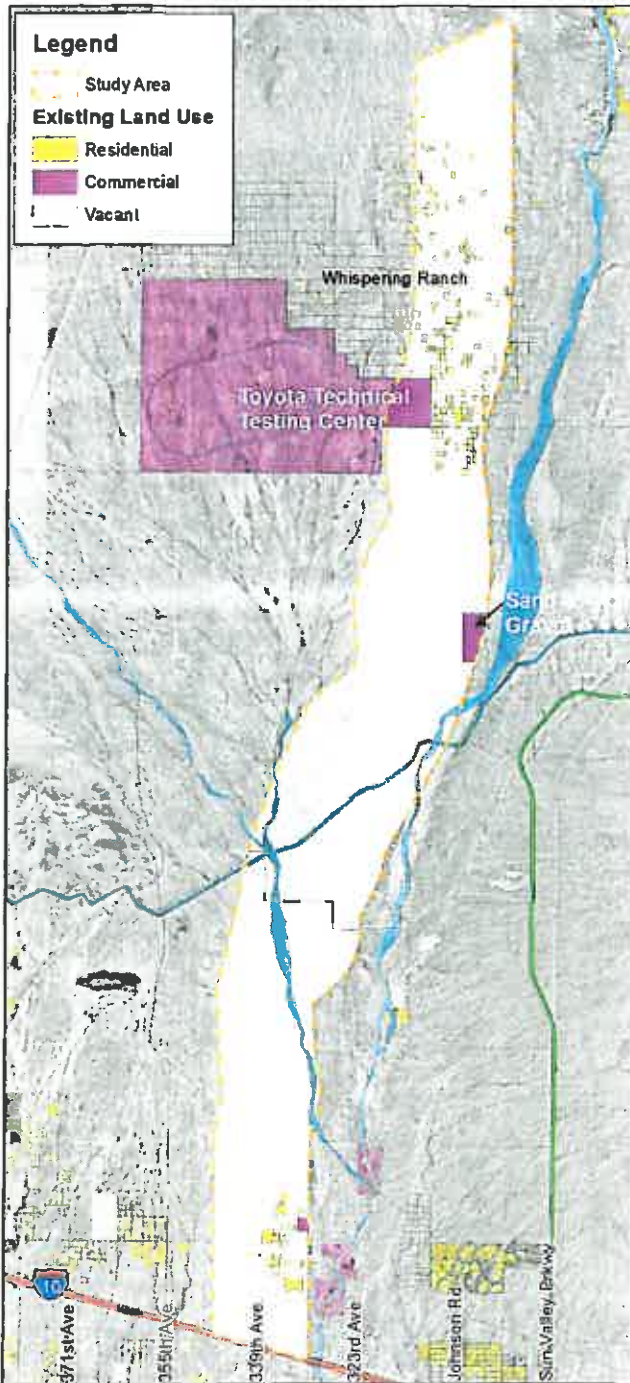


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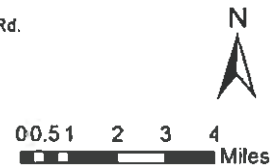


11/8/2011

EXISTING LAND USE



- Black Mountain Rd.
- Carefree Hwy (alignment)
- Dove Valley Rd.
- Lone Mountain Rd.
- Dixileta Dr.
- Patton Rd.
- Jomax Rd.
- Happy Valley Rd.
- Pinnacle Peak Rd.
- Deer Valley Rd.
- Beardsley Rd
- Union Hills Dr.
- Bell Rd.
- Greenway Rd.
- Waddell Rd.
- Cactus Ave.
- Peona Ave.
- Olive Ave.
- Northern Ave.
- Glendale Ave.
- Bethany Home Rd.
- Camelback Rd.
- Indian School Rd.
- Thomas Rd
- McDowell Rd.





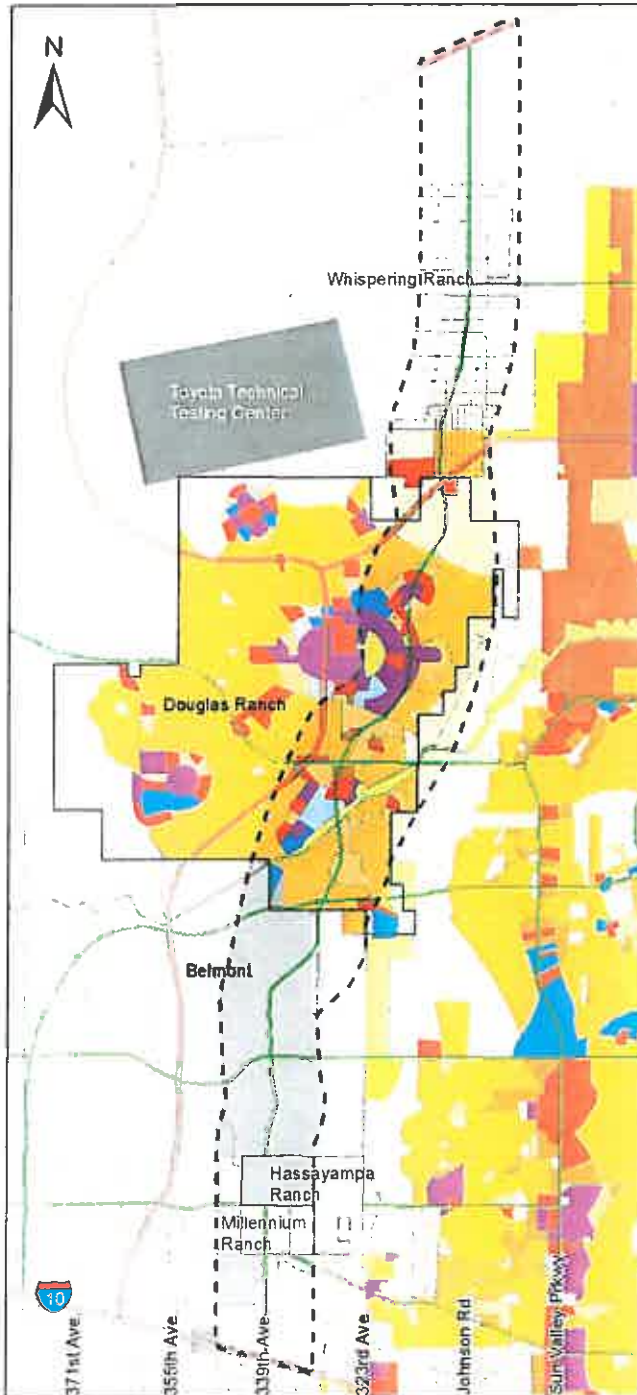
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Feasibility Study

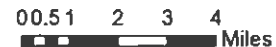
FUTURE LAND USE



- Black Mountain Rd.
- Carefree Hwy (alignment)
- Dove Valley Rd.
- Lone Mountain Rd.
- Oxleya Dr.
- Patton Rd.
- Jomax Rd.
- Happy Valley Rd.
- Pinnacle Peak Rd.
- Deer Valley Rd.
- Beardsley Rd.
- Union Hills Dr.
- Bell Rd.
- Greenway Rd.
- Waddell Rd.
- Cactus Ave.
- Peoria Ave.
- Olive Ave.
- Northern Ave.
- Glendale Ave.
- Bethany Home Rd.
- Camelback Rd.
- Indian School Rd.
- Thomas Rd.
- McDowell Rd.

Legend

- Study Area
- Future Land Use**
- Buckeye**
- Very Low Density Res.
- Low Density Res.
- Medium Density Res.
- Med High Density Res.
- High Density Res.
- Master Plan Community
- Community Commercial
- Regional Commercial
- Professional Office
- Business Park
- Industrial
- Mixed Use
- Open Space
- Maricopa**
- Rural Development
- Employment
- Development Master Plan



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Hidden Waters Parkway (North)

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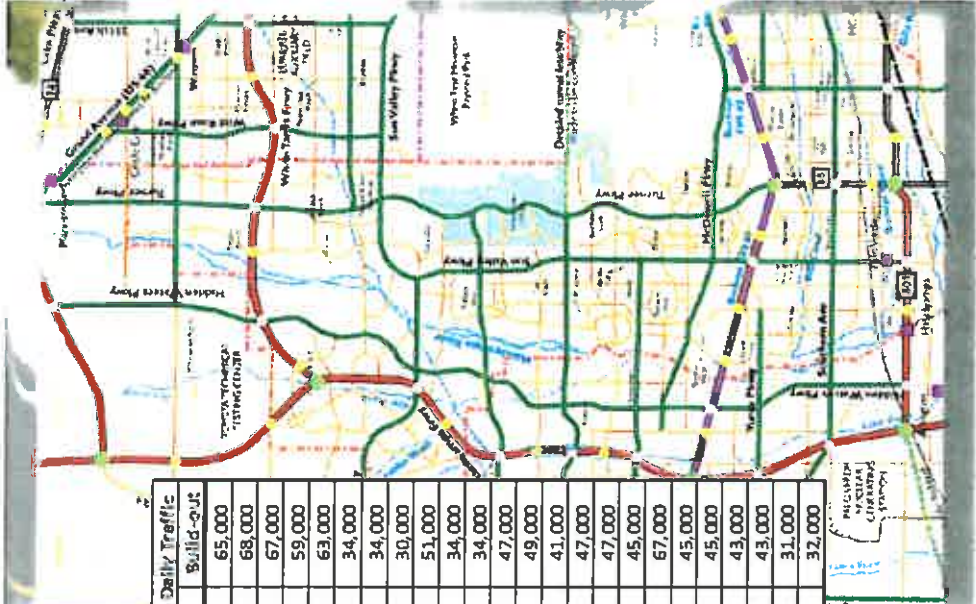
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FUTURE TRAFFIC CONDITIONS

Future Traffic Conditions

Hidden Waters Parkway North Segment		Average Daily Traffic	
From	To	2030	Build-out
I-10	Thomas Rd.	15,000	65,000
Thomas Rd.	Indian School Rd.	13,000	68,000
Indian School Rd.	Camelback Rd.	10,000	67,000
Camelback Rd.	Bethany Home Rd.	12,000	59,000
Bethany Home Rd.	Glendale Ave.	13,000	63,000
Glendale Ave.	Northern Ave.	10,000	34,000
Northern Ave.	Olive Ave.	11,000	30,000
Olive Ave.	Peoria Ave.	12,000	51,000
Peoria Ave.	Cactus Ave.	7,000	34,000
Cactus Ave.	Waddel Ave.	7,000	34,000
Waddel Ave.	Greenway Rd.	11,000	47,000
Greenway Rd.	Bell Rd.	4,000	49,000
Bell Rd.	Union Hills Dr.	4,000	41,000
Union Hills Dr.	Beardsley Rd.	3,000	47,000
Beardsley Rd.	Deer Valley Rd.	3,000	47,000
Deer Valley Rd.	Pinnacle Peak Rd.	2,000	45,000
Pinnacle Peak Rd.	Happy Valley Rd.	1,000	67,000
Happy Valley Rd.	Jomax Rd.	1,000	45,000
Jomax Rd.	Patton Rd.	1,000	45,000
Patton Rd.	Dixileta Dr.	<1,000	43,000
Dixileta Dr.	Lone Mountain Rd.	<1,000	43,000
Lone Mountain Rd.	Dove Valley Rd.	<1,000	31,000
Dove Valley Rd.	Carefree Highway (alignment)	<1,000	32,000
Carefree Highway (alignment)	Black Mountain Rd.	<1,000	32,000



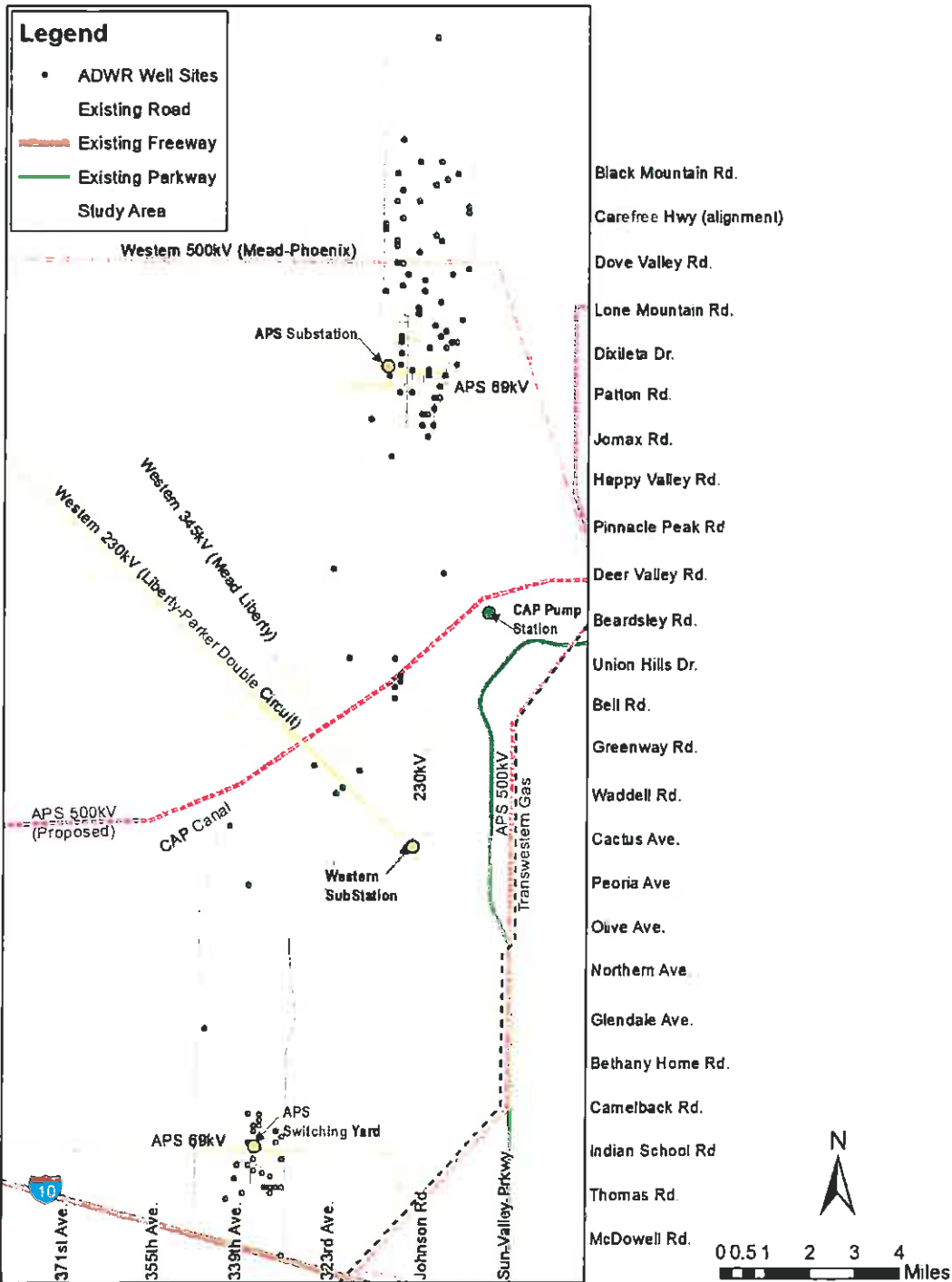


Hidden Waters Parkway (North)

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Feasibility Study

EXISTING / PROPOSED UTILITIES



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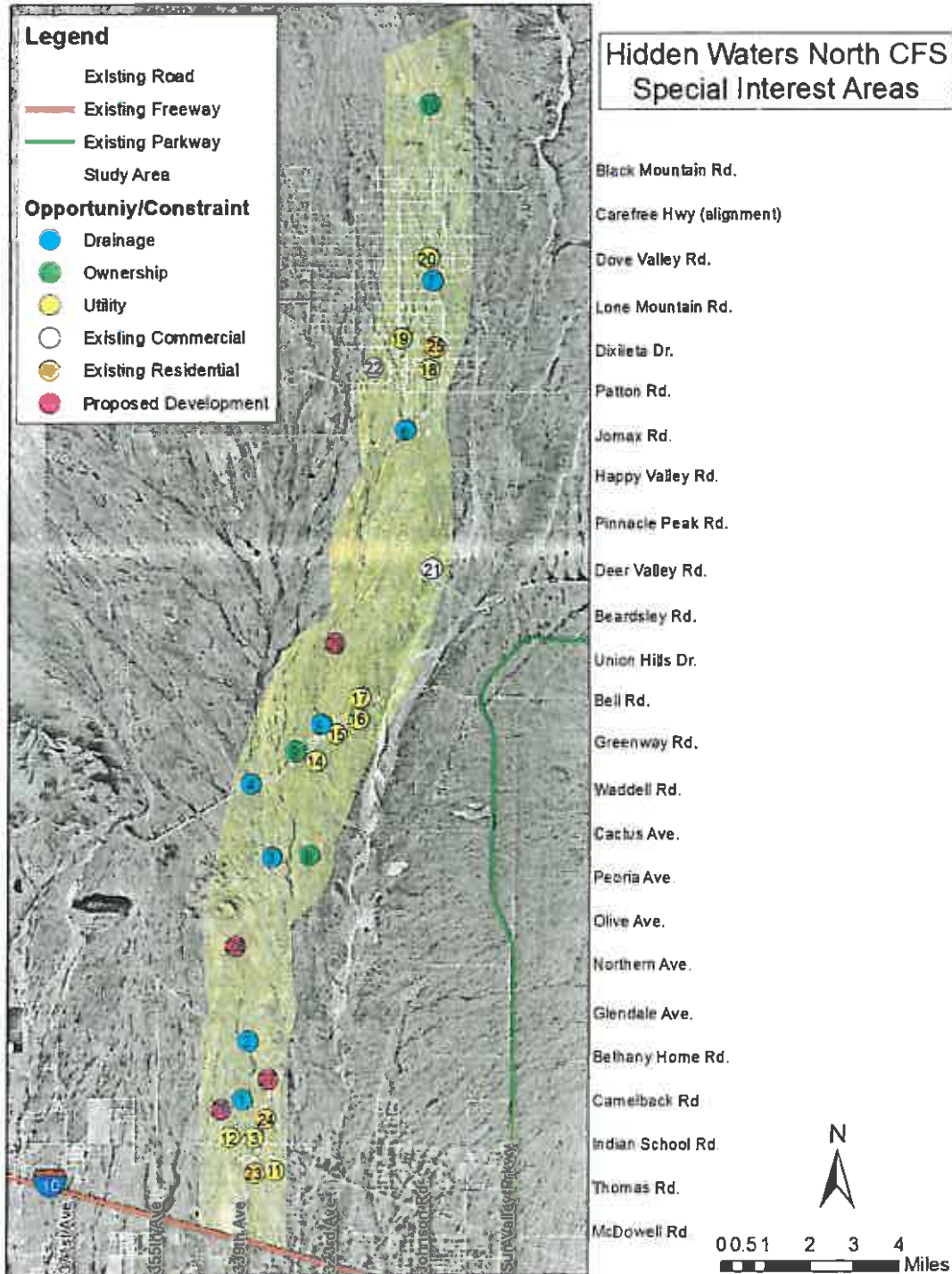
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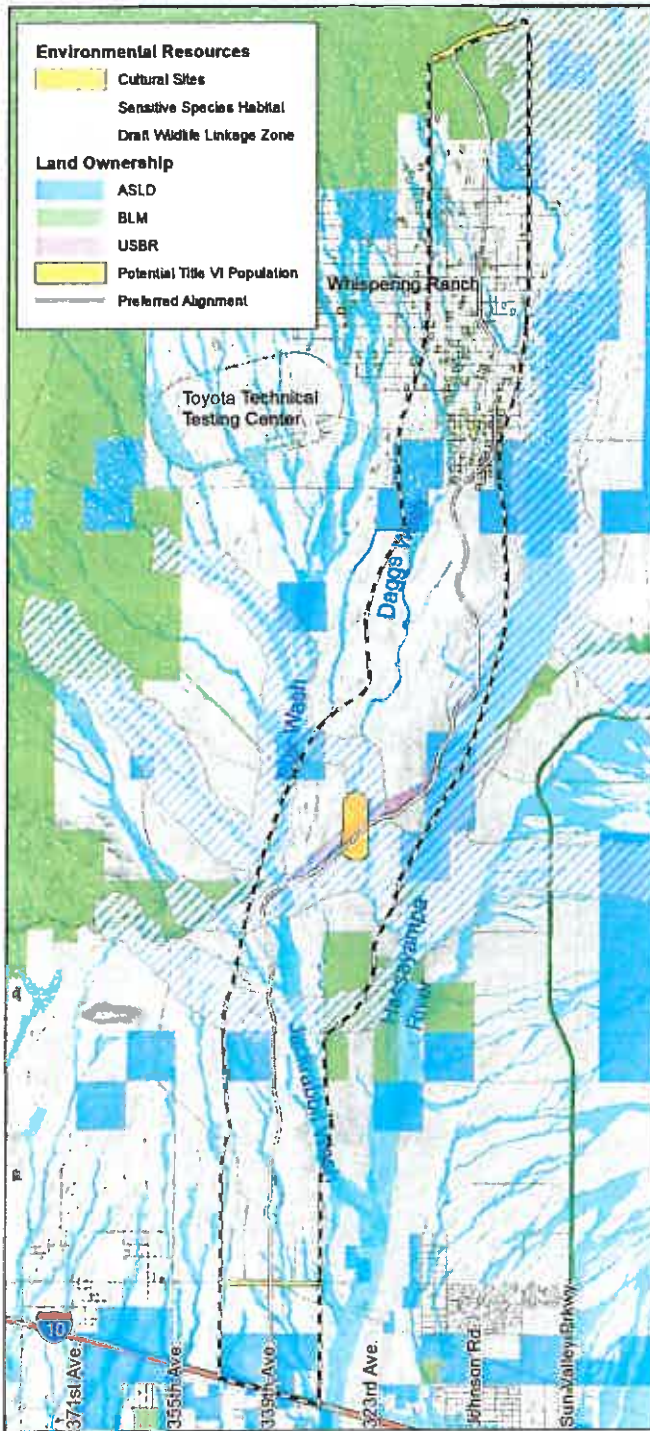
SPECIAL INTEREST AREAS



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ENVIRONMENTAL IMPACTS



Hidden Waters North CFS Environmental Impacts

- Black Mountain Rd.
- Carefree Hwy (alignment)
- Dove Valley Rd.
- Lone Mountain Rd.
- Dixtlela Dr
- Patton Rd.
- Jomax Rd.
- Happy Valley Rd.
- Pinnacle Peak Rd.
- Deer Valley Rd.
- Beardsley Rd
- Union Hills Dr.
- Bell Rd.
- Greenway Rd.
- Waddell Rd.
- Cactus Ave.
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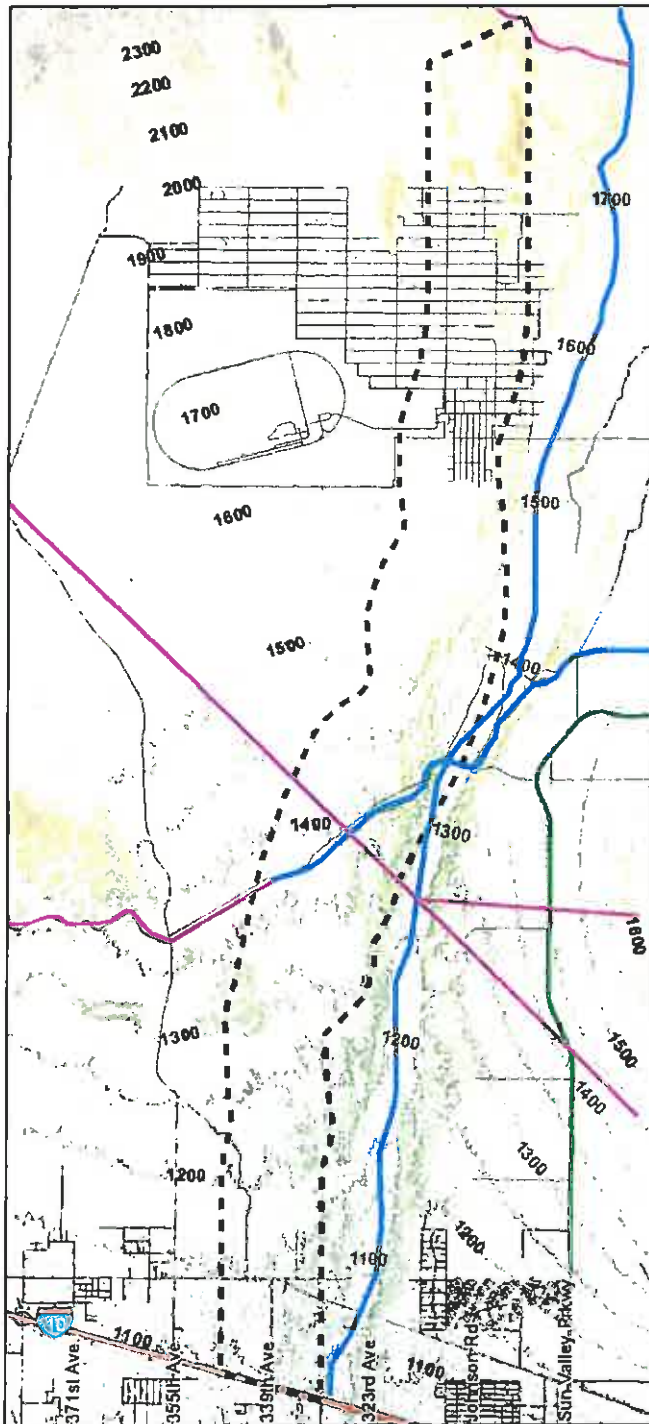
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Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

TOPOGRAPHY AND PROPOSED TRAILS



- Black Mountain Rd.
- Carefree Hwy (alignment)
- Dove Valley Rd.
- Lone Mountain Rd.
- Dixileta Dr.
- Patton Rd.
- Jomax Rd.
- Happy Valley Rd.
- Pinnacle Peak Rd.
- Deer Valley Rd.
- Beardsley Rd.
- Union Hills Dr.
- Bell Rd.
- Greenway Rd.
- Waddell Rd.
- Cactus Ave.
- Peoria Ave.
- Olive Ave
- Northern Ave.
- Glendale Ave.
- Bethany Home Rd
- Camelback Rd.
- Indian School Rd.
- Thomas Rd.
- McDowell Rd.

Legend

- Index Contours
- Study Area
- Existing Road
- Existing Freeway
- Existing Parkway

MCDOT Trails

- Priority 3 Trail
- Priority 4 Trail



0.5 1 2 3 4 Miles

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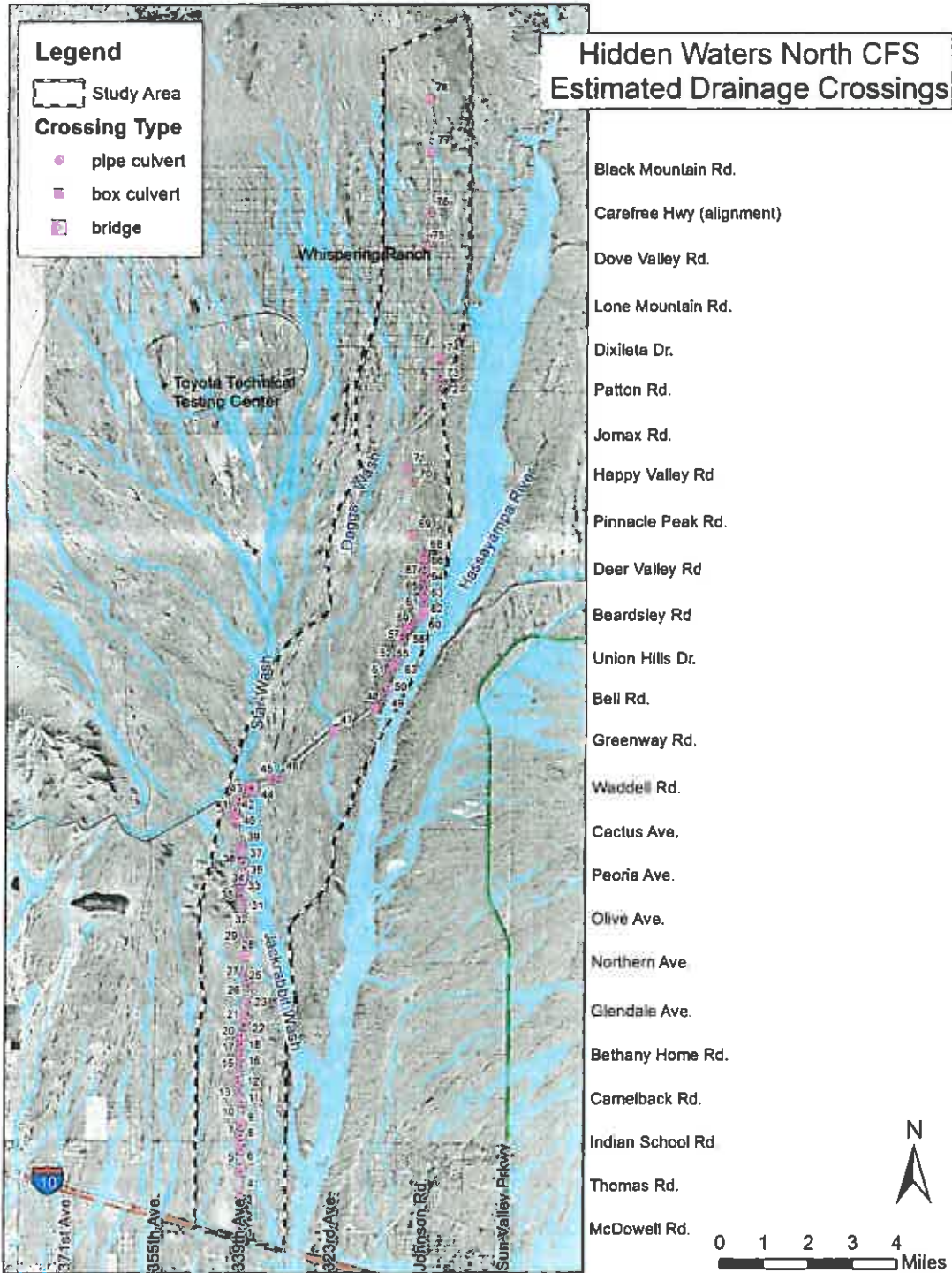
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Hidden Waters Parkway (North)

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Feasibility Study

DRAINAGE IMPACTS



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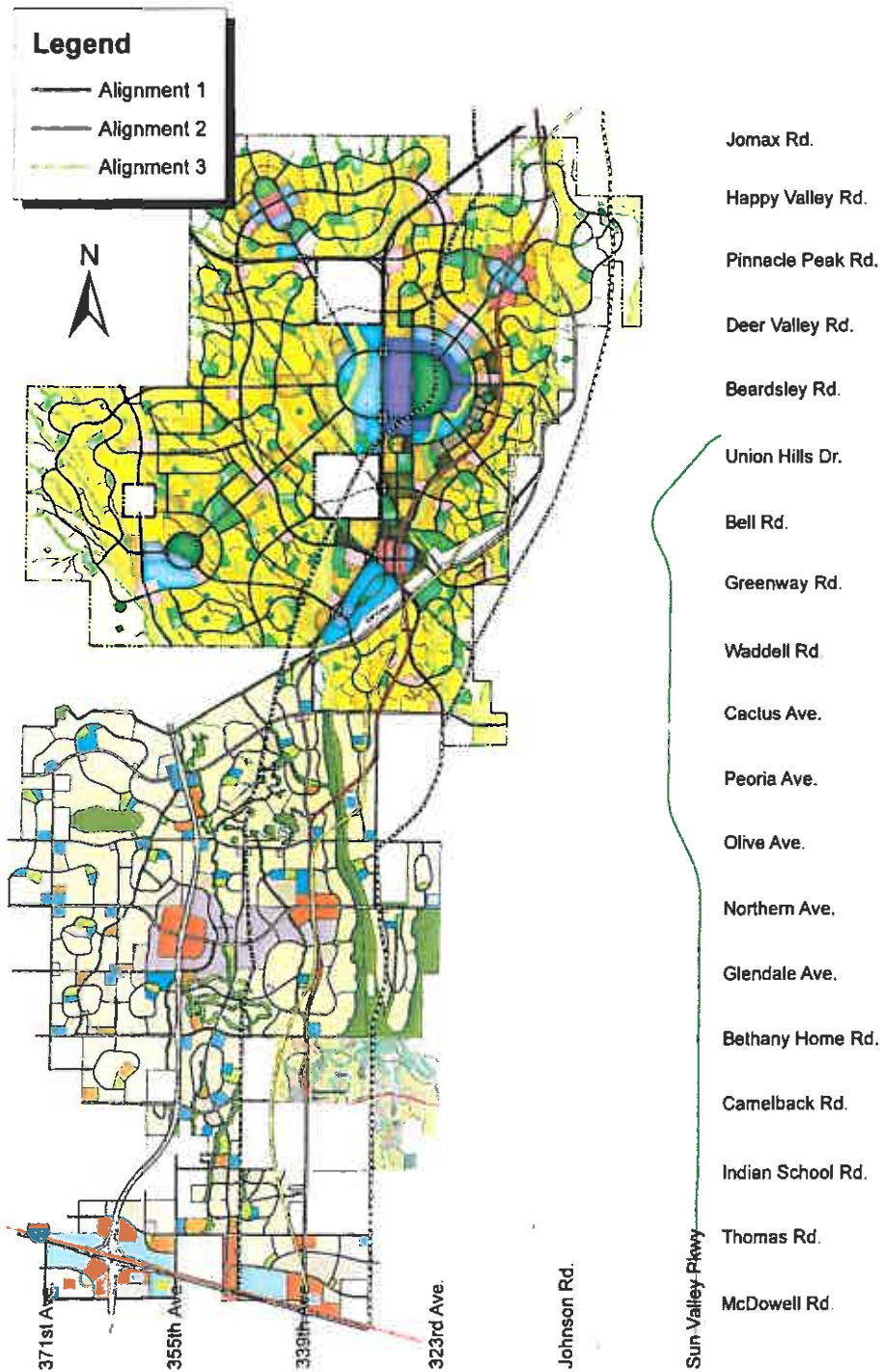
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Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

IMPACTS TO PROPOSED DEVELOPMENT



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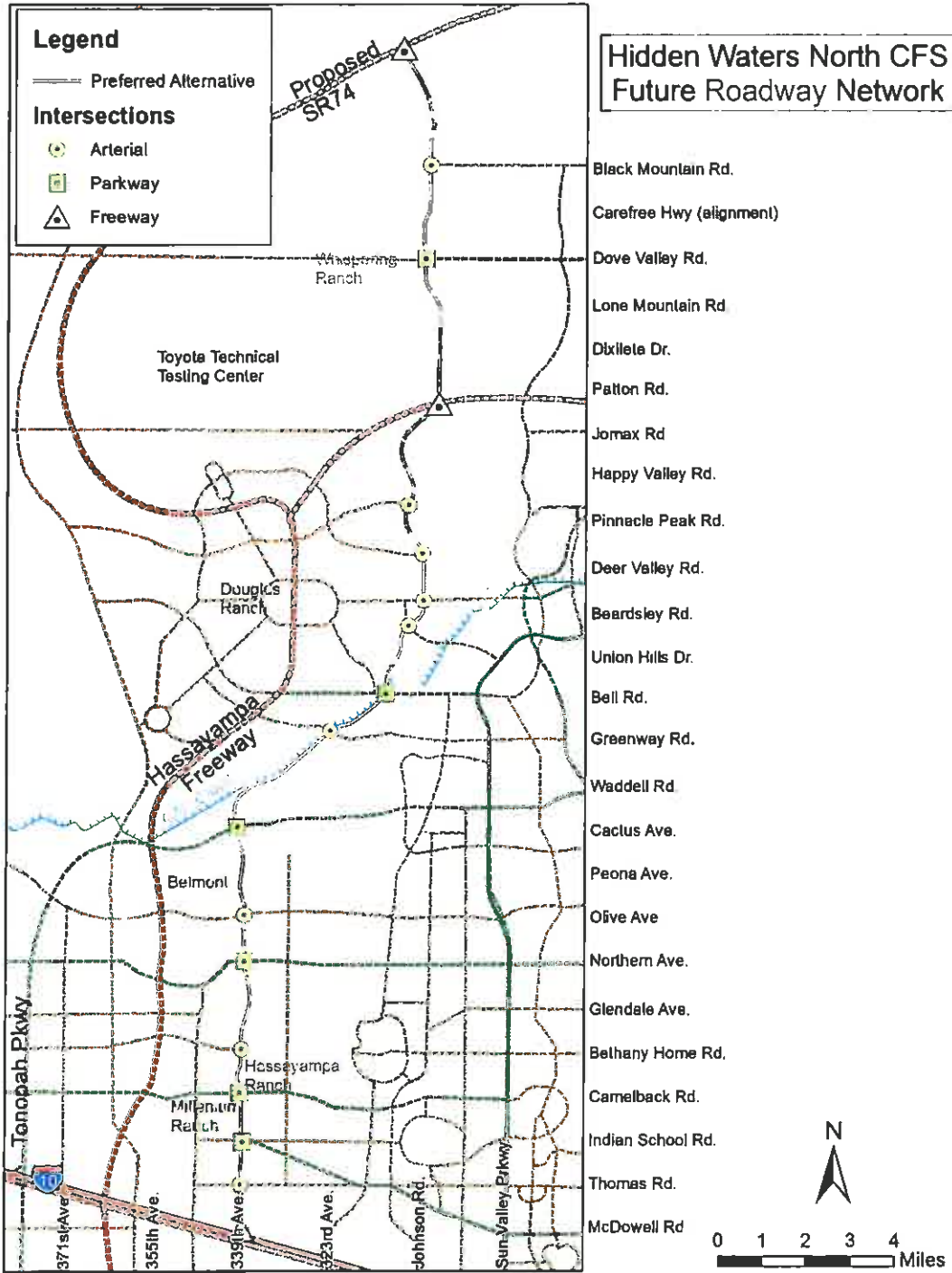
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Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study

FUTURE ROADWAY NETWORK



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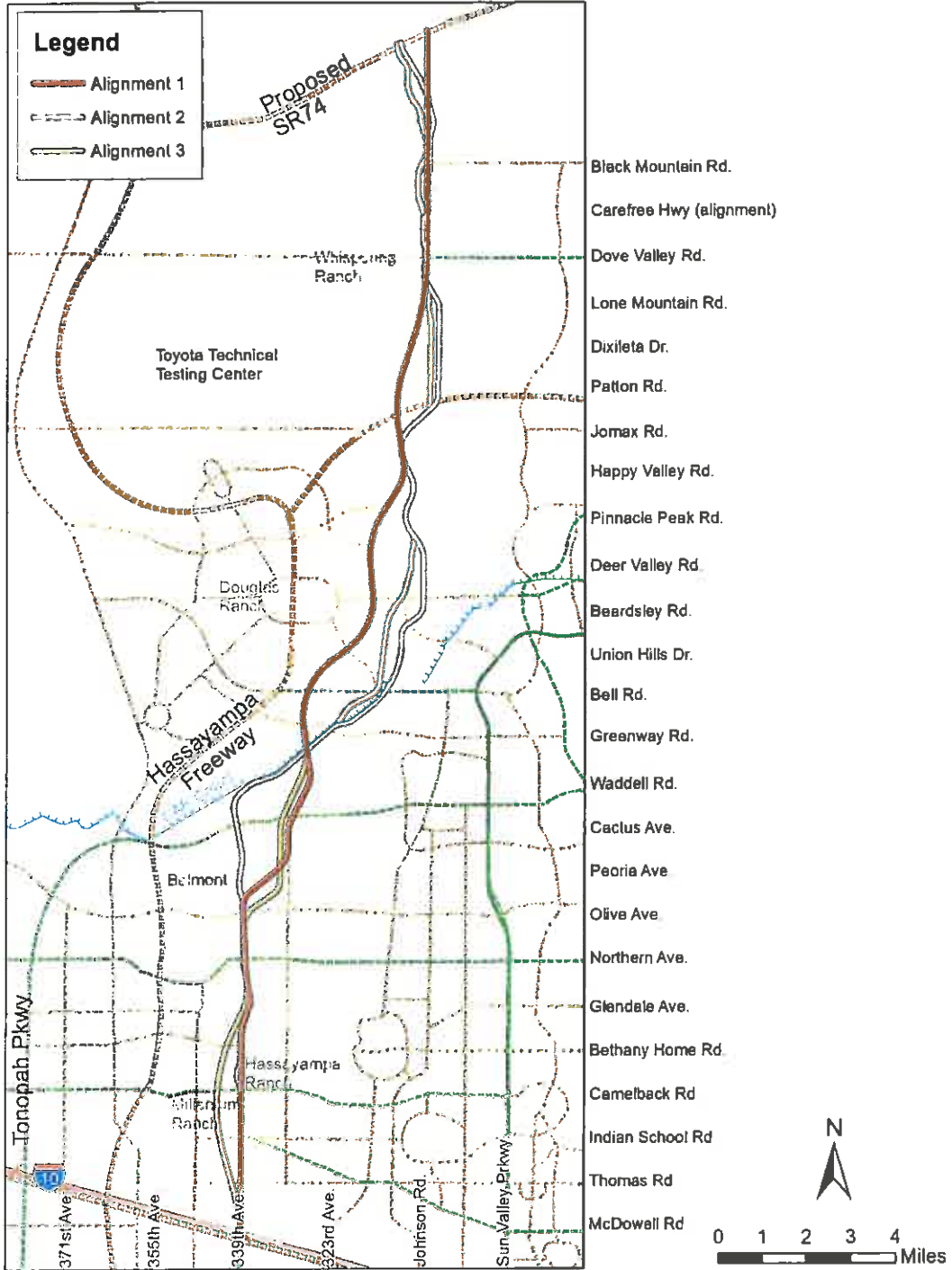
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Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

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ROADWAY FRAMEWORK



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Hidden Waters Parkway (North)

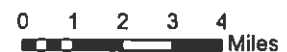
Interstate 10 to Future State Route 74

Feasibility Study

CONCEPTUAL ALIGNMENTS



- Black Mountain Rd.
- Carefree Hwy (alignment)
- Dove Valley Rd.
- Lone Mountain Rd.
- Dixileta Dr.
- Patton Rd.
- Jomax Rd.
- Happy Valley Rd.
- Pinnacle Peak Rd.
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Hidden Waters Parkway (North)

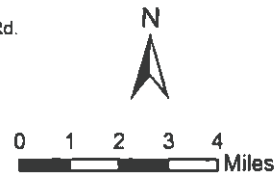
Interstate 10 to Future State Route 74

Feasibility Study

CANDIDATE ALIGNMENTS



- Black Mountain Rd.
- Carefree Hwy (alignment)
- Dove Valley Rd.
- Lone Mountain Rd.
- Dixileta Dr.
- Patton Rd.
- Jomax Rd.
- Happy Valley Rd.
- Pinnacle Peak Rd.
- Deer Valley Rd.
- Beardsley Rd.
- Union Hills Dr.
- Bell Rd.
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MARICOPA COUNTY

Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

Feasibility Study



Right Road Right Time Right Cost

Evaluation of Candidate Alternatives

Preferred Alternative
Alternative 2

Evaluation Criteria	Alternative 1			Alternative 2			Alternative 3			No Build						
	Strong Disadvantage	Disadvantage	Neutral	Advantage	Strong Advantage	Right of Way	Cost	Recommended	Strong Disadvantage	Disadvantage	Neutral	Advantage	Strong Advantage	Right of Way	Cost	Recommended
Proposed Development	●				●	686 acres	\$266.3	No		●				●	N/A	No
Environmental Impacts	●				●					●				●		
Utility Impacts	●				●					●				●		
Drainage Impacts	●				●					●				●		
Engineering Complexity	●				●					●				●		
System Functionality	●				●					●				●		
Buildings/Property Impacts	●				●					●				●		
Stakeholder/Community Feedback	●				●					●				●		
Right of Way Requirements						686 acres	\$266.3	No						695 acres	N/A	No
Cost (in millions)							\$266.3	No						695 acres	N/A	No
Recommended for Further Evaluation								Yes								No

Strong Disadvantage	●	Disadvantage	◐	Neutral	○	Advantage	◑	Strong Advantage	●
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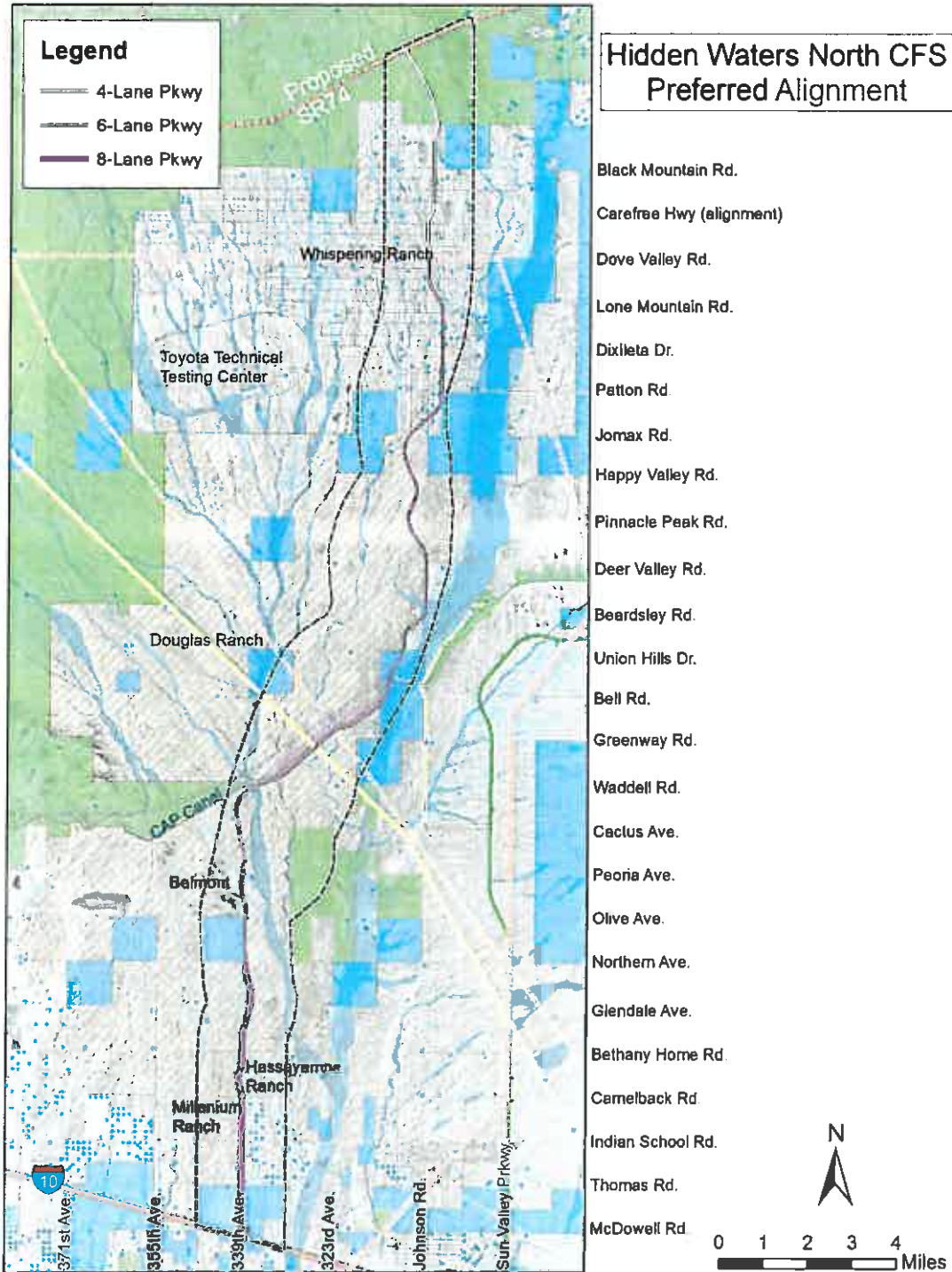
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Hidden Waters Parkway (North)

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PREFERRED ALIGNMENT



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Right Road Right Time Right Cost

ARIZONA PARKWAY

Indirect Left Turn Intersection



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Hidden Waters Parkway (North)

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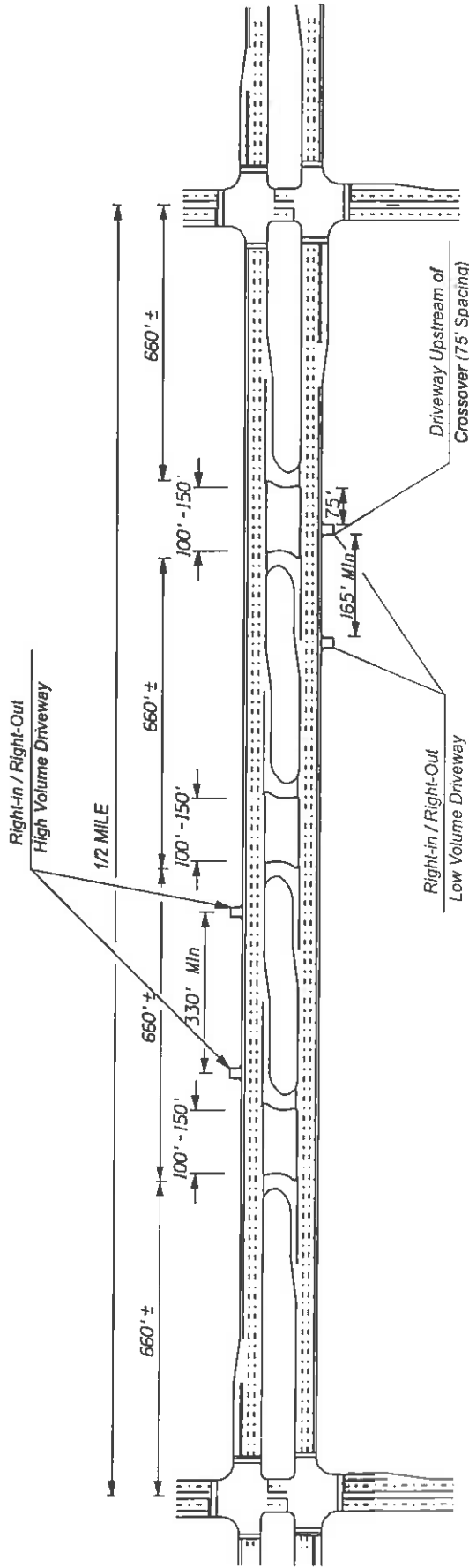
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ARIZONA PARKWAY

Access Management Guidelines



U-turn intersections restrict to a maximum of eight per mile
 Left-turns in any direction are prohibited at all intersections (full median area)
 Left-turns from a side street or driveway onto the roadway are prohibited
 Left-turns from the roadway to a side street or driveway are discouraged
 However this can be accommodated by aligning the U-turn crossover with the side street or driveway in order to facilitate left turns and U-turns
 Intersections (full median area) preferably restrict to one-mile spacing and a minimum spacing of half-mile on one-way streets
 All median openings are only recommended at intersections with arterial or major collector streets
 or a low-volume roadway a 15' minimum spacing (from centerline to centerline) is recommended or a high-volume roadway a 15' minimum spacing (from centerline to centerline) is recommended

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Hidden Waters Parkway (North)

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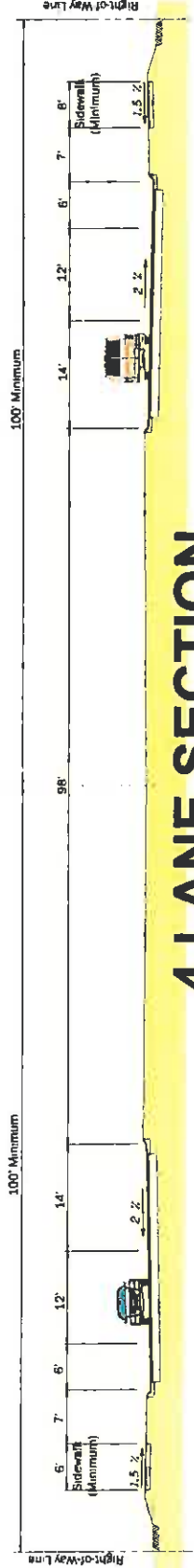
Feasibility Study



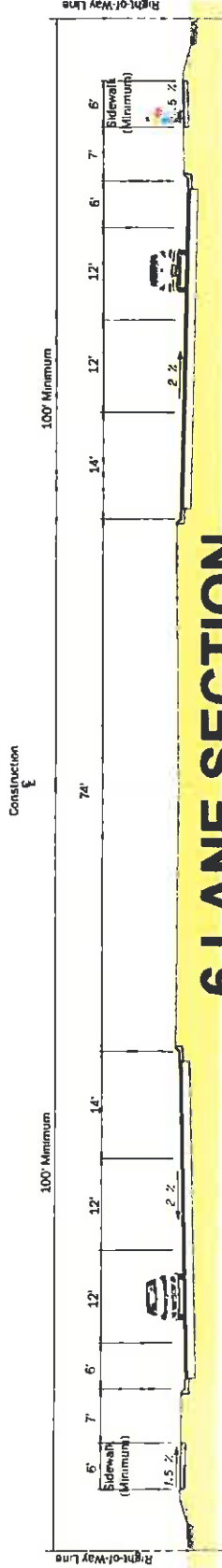
Right Road Right Time Right Cost

ARIZONA PARKWAY

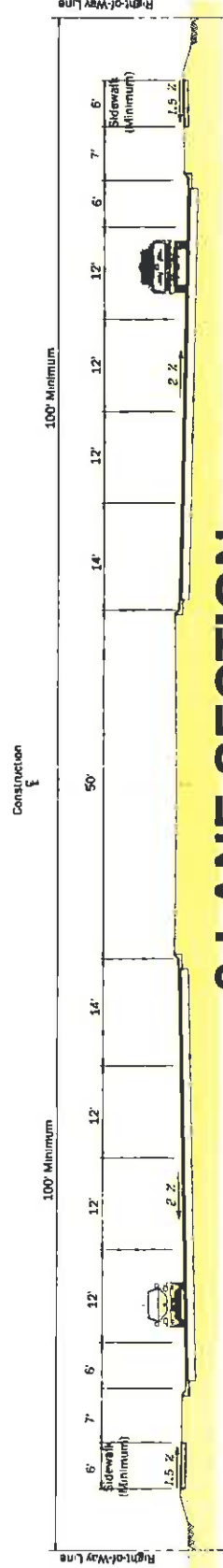
TYPICAL SECTIONS



4 LANE SECTION



6 LANE SECTION



8 LANE SECTION

Notes:
When curb is present, dimensions are to face of curb

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Hidden Waters Parkway (North) Interstate 10 to Future State Route 74

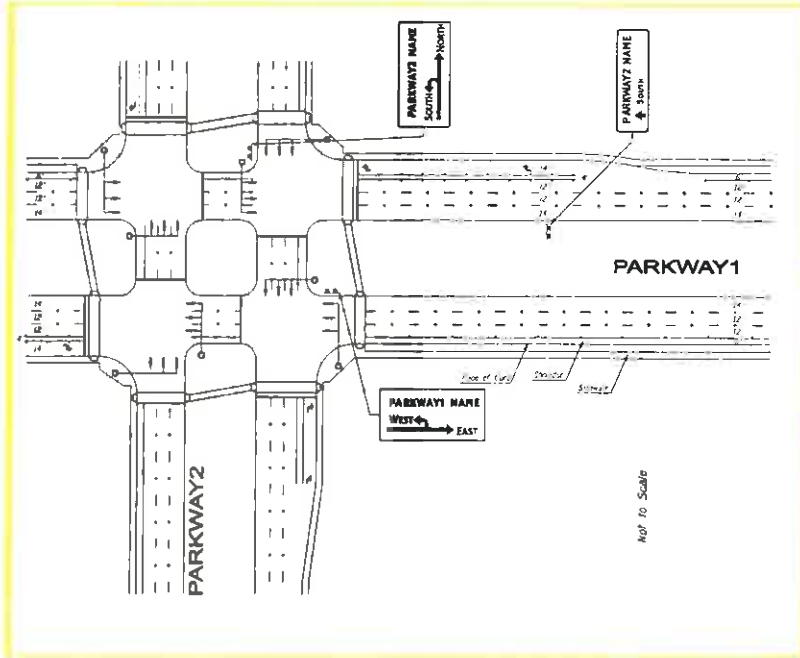
Feasibility Study



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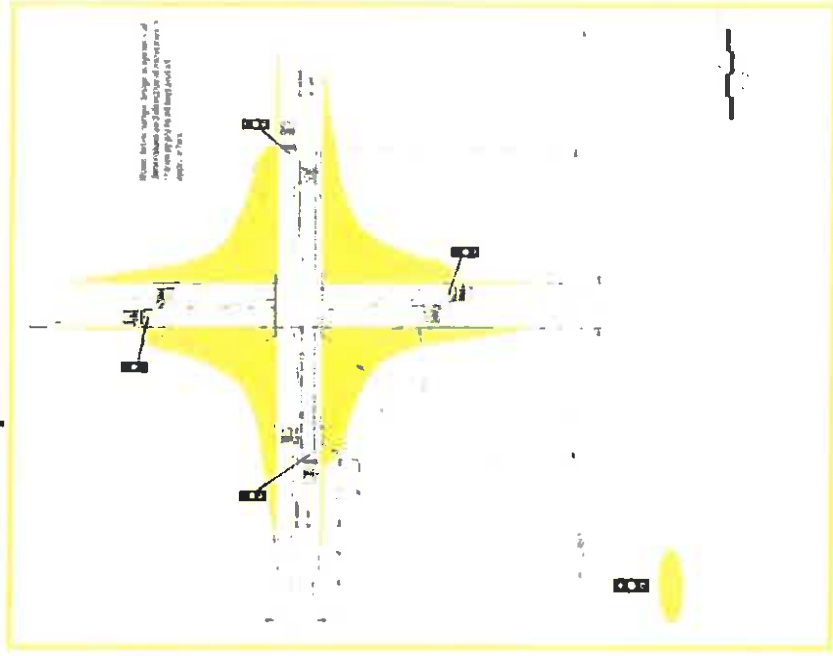
ARIZONA PARKWAY Parkway-to-Parkway Intersections

At-Grade Intersection



(Multiple context-sensitive Parkway to Freeway interchange options are available)

Grade-Separated Intersection



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Hidden Waters Parkway (North) Interstate 10 to Future State Route 74 Feasibility Study

Environmental Process

Activity

Definition

Land Use Inventory

This is an analysis of the various land uses in the study area - residential, commercial, public facilities (schools, fire stations, etc.) or undeveloped lands; and how those uses might be affected by the project alternatives.

Socio-Economic Analysis

This is an analysis of the people who live in the area and local businesses. Potential impacts to the people that work and live in the vicinity are examined as well as potential impacts to businesses and social services, both temporary and permanent.

Clean Water Act, Section 404

A Federal Law, the Clean Water Act, regulates activities within what are known as the "Waters of the United States." The purpose of this law is to reduce water pollution and protect wetlands, such as marshes, which are essential wildlife habitats. A permit is needed when a company or an agency wants to intrude upon these lands, whether it is to build a dike, or a bridge, or whatever. The permit is called a "Section 404 Permit" because its purpose is described in Section 404 of the Clean Water Act. This portion of the Act is administered and the permits are granted by the US Army Corps of Engineers.

Endangered Species and State Sensitive Species

The ESA is a Federal Law enacted to protect those species of plants and animals that are or could become endangered, threatened, or otherwise in danger of extinction. Additionally, the Arizona Game and Fish Department list of sensitive plants and animals is reviewed for potential impacts due to the project.

Biological Surveys

A survey conducted by qualified biologists using approved survey methods to determine whether protected species are present in a project area.

Noise Evaluation

Sensitive receptor locations are mapped, such as homes or hospitals, and the potential for negative impacts are identified. At a future point in the project development process detailed noise measurements and prediction of future sound levels will occur. Mitigation measures as needed will be identified.

Air Quality

Air Quality analysis is conducted on a regional basis to identify whether areas are in conformance with national standards for particulate matter (dust), carbon monoxide and ozone.

Cultural Resources

Publicly funded projects are subject to the National Historic Preservation Act and Arizona Antiquities Act to insure archaeological and historical resources are considered in the project development process. Archaeologists and historians review the project area's history and pre-history so that negative impacts to important sites can be avoided or mitigated to the greatest extent that is practical.

Hazardous Materials

Qualified technicians search the records and conduct walking surveys of a project area to determine whether there are places that contain or once contained dangerous chemicals or hazardous waste.

Environmental Assessment

This is a type of environmental document used to summarize the results of all the studies noted above. The Environmental Assessment is used as a decision document for the project proponent, and is subject to review by affected agencies and the public.



Maricopa County
Department of Transportation



11/09/2011

Hidden Waters Parkway (North)

Interstate 10 to Future State Route 74

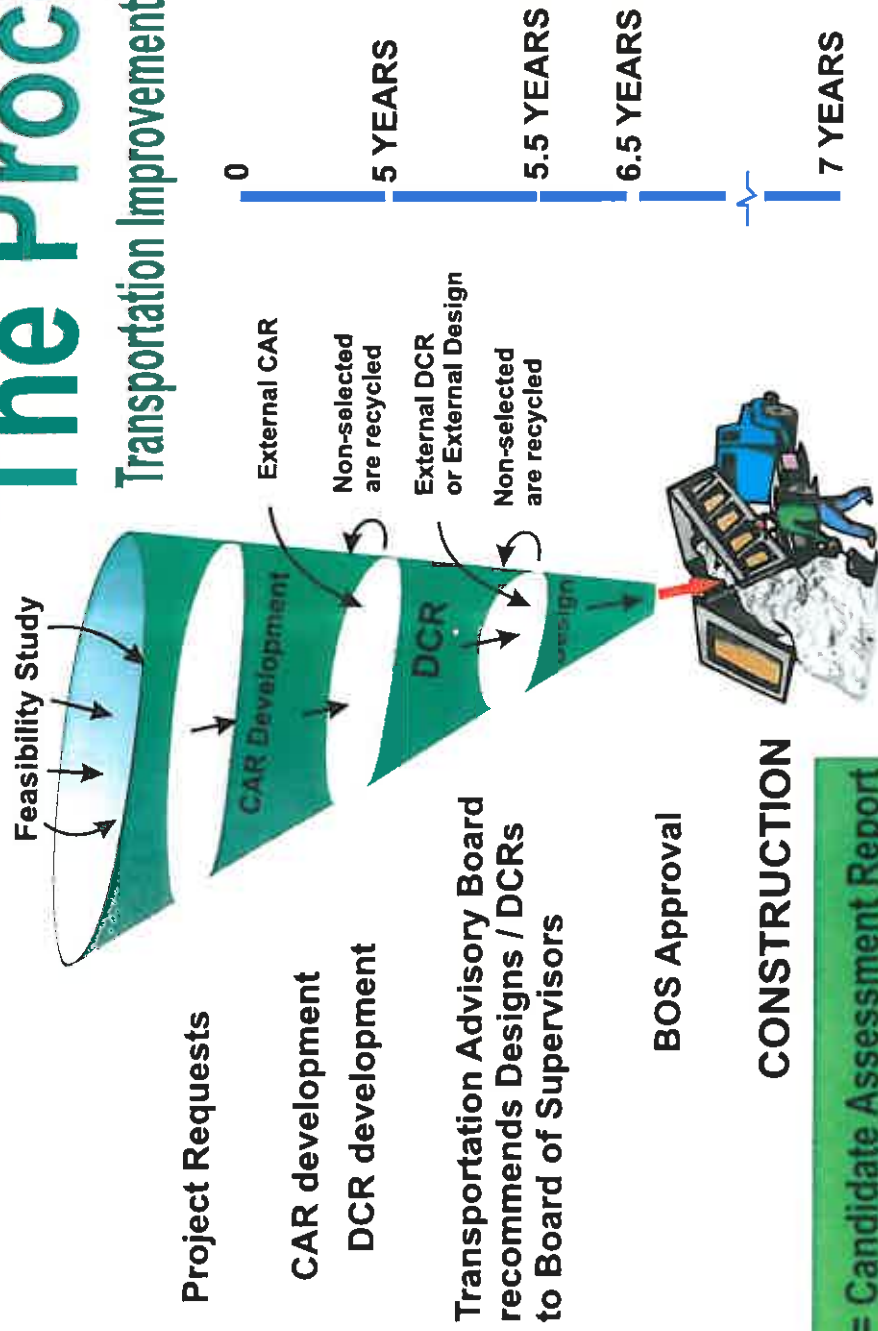
Feasibility Study



Right Road Right Time Right Cost

The Process

Transportation Improvement Program



CAR = Candidate Assessment Report
 DCR = Design Concept Report
 BOS = Board of Supervisors

11/9/2011



Maricopa County
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