



# **APPENDIX 6**

## **TECHNICAL MEMORANDUM NO. 6 – PUBLIC AND STAKEHOLDER PARTICIPATION**



# Hidden Waters Parkway Corridor Feasibility Study – Watermelon Road to Interstate 10

Contract No.: 2008-046  
Work Order No.: TT005

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## FINAL Technical Memorandum No. 6 Public and Stakeholder Participation

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# 1. INTRODUCTION

Technical Memorandum No. 6 (TM 6), entitled *Public and Stakeholder Participation*, documents the results of the interaction with partnering agencies, stakeholders, and the general public throughout the course of the *Hidden Waters Parkway Corridor Feasibility Study*. Specifically, TM 6 provides a summary of the study background and study area; a description of the Technical Advisory Committee and stakeholder participation; and a summary of the general public involvement effort. Additional detailed information is included in the following companion documents: *Existing and Future Corridor Features* (TM 1), *Environmental Overview* (TM 2), *Conceptual Drainage Report* (TM 3), *Development and Evaluation of Candidate Alternative Alignments* (TM 4), and *Detailed Preferred Alignment* (TM 5).

Engaging partnering agencies, stakeholders, and the public in building consensus has been and will continue to be critical to the success of this study, as well as any future implementation of its recommendations.

## 1.1 Study Background

In July 2008, the Maricopa Association of Governments (MAG) completed the *Interstate 10/Hassayampa Valley Transportation Framework Study* (known as the *Hassayampa Framework Study*), which recommended a comprehensive roadway network to meet the future traffic demands that result when the area west of the White Tank Mountains is completely developed (hereafter referred to as buildout travel demand). This long-range regional transportation network included the “Arizona Parkway” as a new facility type to supplement more traditional roadway classifications in meeting projected travel demand within the study area.

The Arizona Parkway utilizes a distinct intersection treatment that prohibits left turns at major cross-street intersections and controls intersection traffic movements with two-phased signal control. Left-turn movements are made indirectly using directional left-turn crossovers immediately downstream of the cross-street intersection.

A north-south Arizona Parkway known as the Hidden Waters Parkway was demonstrated to be needed in the *Hassayampa Framework Study* that generally is offset about two miles to the west of the Hassayampa River. The northern portion of the Hidden Waters Parkway is proposed to cross Interstate 10 at 339<sup>th</sup> Avenue (where a traffic interchange already exists) and extend southward to Old U.S. Highway 80 (Old US 80).

Similar to the *Hassayampa Framework Study*, the *Interstate 8 and Interstate 10 Hidden Valley Transportation Framework Study* (known as the *Hidden Valley Framework Study*), completed by MAG in October 2009, indicates the need for a network of Arizona Parkways to meet the future buildout travel demand for the area southwest of Interstate 10 (I-10) and north of Interstate 8 (I-8). In the *Hidden Valley Framework Study*, the need was demonstrated for the Hidden Waters Parkway identified previously in the *Hassayampa Framework Study* to extend further south, generally following the Old US 80 alignment, to Watermelon Road in Gila Bend.

In May 2009, the Maricopa County Department of Transportation (MCDOT) retained Kimley-Horn and Associates, Inc. (KHA) to conduct a corridor feasibility study for the southern portion of the Hidden Waters Parkway between Watermelon Road and I-10.



## 1.2 Project Study Area

The project study area for the proposed Hidden Waters Parkway is approximately 39 miles in length between Watermelon Road and I-10 and is roughly two miles wide, centered on the north-south segment of Old US 80. North of the Cactus Rose Road/Old US 80 intersection, where Old US 80 diverges to the east, the study area broadens to a four-mile wide corridor, centered on the 347<sup>th</sup> Avenue section-line alignment, extending north to the Salome Highway. North of the Salome Highway, the study area width narrows back to two miles, following the 339<sup>th</sup> Avenue alignment north to I-10. The study area covers approximately 93.9 square miles. The project study area is shown in **Figure 1**.

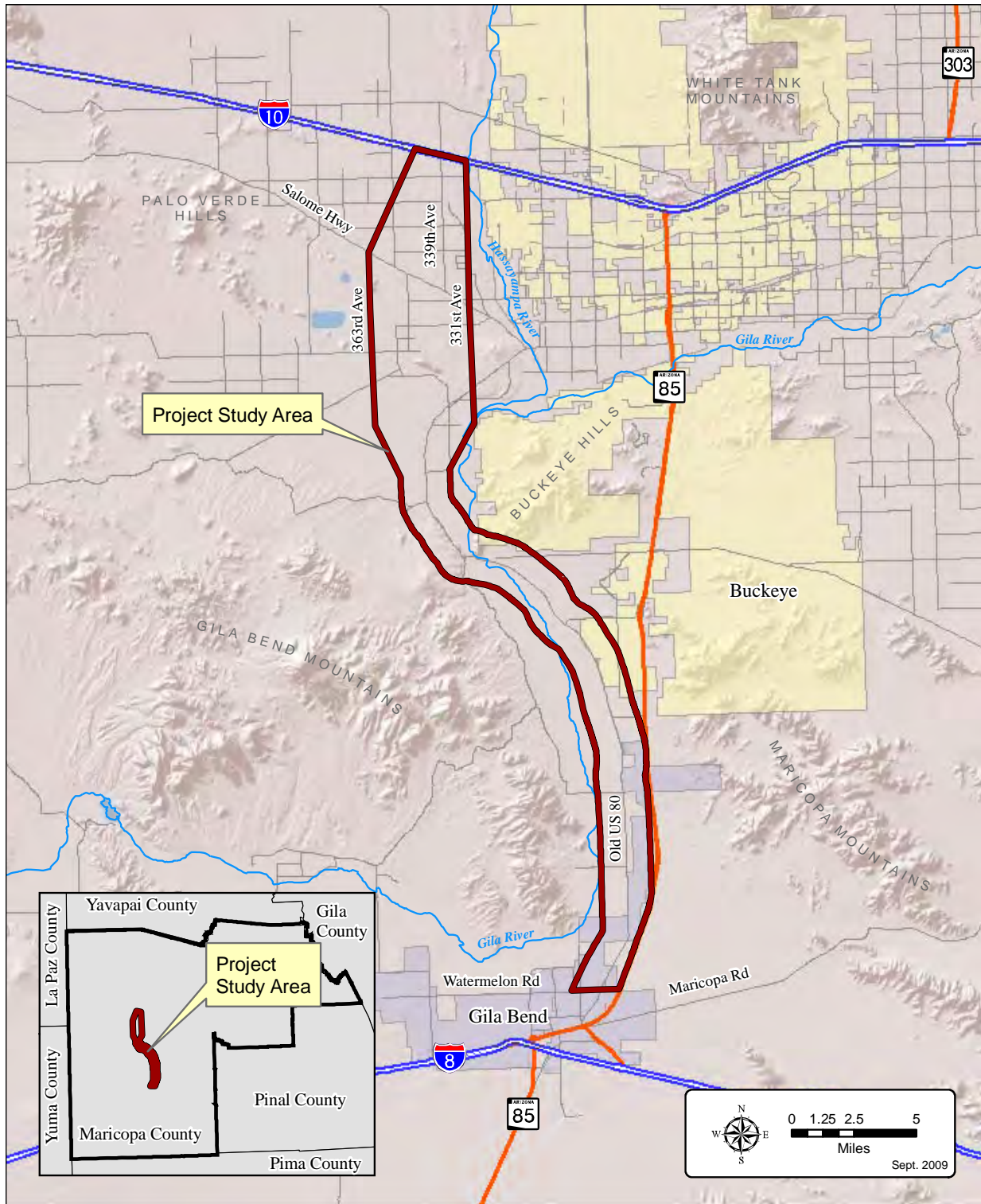


Figure 1 – Project Study Area

## 2. TECHNICAL ADVISORY COMMITTEE AND STAKEHOLDERS

### 2.1 Technical Advisory Committee

A Technical Advisory Committee (TAC) was established by MCDOT to provide technical oversight and guidance throughout the study duration. The TAC was comprised of representatives from the following public agencies:

- Arizona Department of Transportation;
- Arizona Game and Fish Department;
- Federal Highway Administration;
- Flood Control District of Maricopa County;
- MAG;
- Maricopa County Planning and Development;
- MCDOT;
- Town of Buckeye; and
- Town of Gila Bend.

The role and responsibility of the TAC was to meet at key decision and milestone points during the study to receive information on study progress, offer advice and guidance on study issues, and to inform the management of their respective agencies and organizations of the project study progress. The TAC was also requested to review and comment on all draft technical memoranda and the draft final report. Comment response forms are included in **Appendix TM6-1** that show how comments submitted by the TAC regarding the draft study documents were addressed in the final study documents.

### 2.2 Stakeholders

Early in the study process, a concerted effort was made to identify potential project stakeholders. A database of over 120 individuals was compiled and maintained throughout the study (see **Appendix TM6-1**). Several of the stakeholders were already part of the TAC. Additional stakeholders included representatives from the following agencies and organizations:

- Arizona State Land Department;
- Businesses;
- Center for Desert Archaeology;
- City of Phoenix;
- Community Organizations;
- Developers;
- Homeowners Associations;
- Irrigation and Utility Companies;
- Maricopa County Farm Bureau;
- Property Owners;
- Residents;
- School Districts;



- Sonoran Institute;
- Tribal Governments;
- Union Pacific Railroad;
- U.S. Bureau of Land Management; and
- U.S. Fish and Wildlife Services.

The role and responsibility of the stakeholders was to represent their interests, offer advice and guidance on study issues, and build consensus.

### **2.3 TAC/Stakeholder Meetings**

All individuals in the stakeholder database were invited to participate in four combined TAC/stakeholder meetings that were scheduled at key milestones throughout the study process as follows:

- *July 22, 2009* – Study Purpose, Data Collection, and Issues Identification;
- *September 17, 2009* – Review Existing and Future Corridor Features, Environmental Overview, Conceptual Drainage Report, Constraints, and Evaluation Criteria;
- *November 3, 2009* – Review Conceptual Alternatives and Develop Candidate Alternatives; and
- *February 3, 2010* – Review Alternatives Evaluation, Discuss Preferred Alignment, and Develop Consensus on Study Recommendations.

Additional one-on-one meetings with stakeholders were conducted where necessary to obtain stakeholder input.

All meetings were well attended with a valuable exchange of questions, answers, and input to the study findings and recommendations. The TAC/stakeholder meeting agendas, presentations, and meeting summaries are included in **Appendix TM6-1**.

### 3. PUBLIC OPEN HOUSES

The MCDOT RightRoads Program, with assistance from the project team, conducted three public open house meetings at critical milestones in the study process as follows:

- *September 22, 2009* – “Project Scoping Phase” public meeting to 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 also provided the study team members with an opportunity to discuss and elicit feedback regarding the study purpose, goals and objectives;
- *December 1, 2009* – “Alternatives Analysis Phase” public meeting to provide the community an opportunity to comment on the roadway alignment alternatives being evaluated for the corridor; and
- *March 3, 2010* – “Study Findings and Recommendations Phase” public meeting to present the findings and recommendations of the study, including the preferred parkway alignment, the right-of-way footprint, and preliminary engineering details for the future Hidden Waters Parkway.

The public meetings were conducted in an “open house” format to provide a free, open, and accurate exchange of information between the project team and the public regarding specific issues and questions. Graphics, handouts, aerials, and display board exhibits presented study information. Comment sheets were distributed to all those in attendance so they could provide written comments. The following meeting summaries provide highlights of the input received from the public. Additional detail on the public involvement process is provided in the *MCDOT RightRoads Program Summary of Public Involvement* in **Appendix TM6-2**.

#### 3.1 Scoping Phase Public Meeting

Meeting Purpose: To gather public comment regarding the study area, existing conditions, current corridor deficiencies, future transportation needs and public review of overall study goals and objectives.

Meeting Time: 5:00 – 7:00 p.m., September 22, 2009

Meeting Location: Arlington Elementary School, 9410 S. 355<sup>th</sup> Avenue, Arlington, AZ 85332

Meeting Attendance: 65 people

Meeting Comments:

- Finish building out SR 85 and then you won't need the Hidden Waters Parkway;
- The parkway will bring more people to the area – local residents moved there for the rural setting and lifestyle;
- Protect Gillespie Dam but allow access for appropriate use (local non-vehicular & pedestrian traffic);
- Consider new Transwestern and El Paso gas pipelines;
- Verify 69 kV power line location;
- Use the Old US 80 corridor south of Gillespie Dam and 339<sup>th</sup> Avenue south of I-10;
- Consider proposed new mining site near the Mission Materials mining site;
- Verify how the proposed future north/south rail line connects to the existing rail line through Gila Bend;
- The parkway is not needed and would be a waste of money;



- It makes sense to preserve right-of-way now for future growth;
- When will the parkway be constructed?;
- Constructing the parkway in wash areas would minimize property impacts;
- Concerned about how the parkway will impact irrigation facilities and the movement of farm equipment;
- How does this project relate to the I-11 project?;
- Concerned about the timing and location of proposed new rail line; and
- Why is another road needed in addition to SR 85 and Old US 80?.

### 3.2 Alternatives Analysis Phase Public Meeting

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

Meeting Time: 5:00 – 7:00 p.m., December 1, 2009

Meeting Location: Arlington Elementary School, 9410 S. 355<sup>th</sup> Avenue, Arlington, AZ 85332

Meeting Attendance: 34 people

Meeting Comments:

- Need to provide for farm equipment to cross the parkway at culvert/siphon locations;
- Don't divide agricultural parcels;
- Locate the parkway adjacent to floodplains where possible to protect farm land from flooding;
- 339<sup>th</sup> Avenue is the best alternative alignment south of I-10;
- How does the I-11 project relate to Hidden Waters?;
- Support a new bridge crossing of the Gila River;
- Preserve Old US 80 bridge for bicycle and pedestrian use;
- Don't want to lose the rural character of the area by building more homes and roads;
- When will the parkway be built and how will it be funded?;
- Look at ways to reduce flooding problems;
- Concerned about protection of the canal north of the Gila River crossing;
- Don't follow US 80 alignment south of Gila River; and
- The final selection needs to stay on as much state and federal land as possible and avoid as much existing agriculture land as possible. It appears Alternative C should be the route to take from Watermelon Road until it meets up with Alternative B just north of the Gillespie Dam. From there, follow Alternative B to I-10.

### 3.3 Findings and Recommendations Phase Public Meeting

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

Meeting Time: 5:00 – 7:00 p.m., March 3, 2010

Meeting Location: Arlington Elementary School, 9410 S. 355<sup>th</sup> Avenue, Arlington, AZ 85332



Meeting Attendance: 14 people

Meeting Comments:

- I think a parkway along the Old US 80 alignment is not necessary. I am glad you are rehabilitating the bridge;
- We need ingress and egress across the canal, off of the parkway, on the north side of the intersection at Riggs Road to provide access for Rick Sutter and others across the canal;
- This is the first meeting I have been able to make. Exhibits and staff helpful and cordial. Thanks for all the hard work. Very informative;
- How does the I-11 project relate to the Hidden Waters Parkway?;
- Are there any anticipated problem areas from a soil stability standpoint?;
- How can we get more information about related archaeological studies?;
- When will the parkway be built and how will it be funded?;
- Why do we need another facility that duplicates SR 85?;
- A higher speed, safer facility is needed in the study area;
- What kind of access will be provided to properties on the east side of Old US 80 just south of the Old US 80 bridge?;
- What east/west connections to Old US 80 will be provided north of the Old US 80 bridge?;
- 339<sup>th</sup> Avenue is a better location for the parkway than 351<sup>st</sup> Avenue or 331<sup>st</sup> Avenue;
- Is the location of the Watermelon Parkway intersection finalized?;
- How will Hidden Waters tie into SR85 in the vicinity of Gila Bend Municipal Airport?; and
- What is the location/layout of the 801 interchange?.



## **APPENDIX TM6-1**

### **TAC/STAKEHOLDER DOCUMENTATION**

HIDDEN WATERS CORRIDOR FEASIBILITY STUDY TAC/STAKEHOLDER LIST

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HIDDEN WATERS CORRIDOR FEASIBILITY STUDY TAC/STAKEHOLDER LIST

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HIDDEN WATERS CORRIDOR FEASIBILITY STUDY TAC/STAKEHOLDER LIST

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Mr.	Tom	DeJong	Property Owner	Property Owner	14400 S. Airport Rd.	Buckeye	AZ	85326		
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HIDDEN WATERS CORRIDOR FEASIBILITY STUDY TAC/STAKEHOLDER LIST

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## Hidden Waters Parkway Corridor Feasibility Study Summary of TAC Comments and Responses on Technical Memoranda

Contract No. 2008-046

Tech. Memo No.	Page No.	Reviewer	Comment	Initial Response	Final Response	Response
1	1	Tim Strow, MAG	Sec.1.1, 1 <sup>st</sup> paragraph: Please change name to Interstate 10 / Hassayampa Valley Transportation Framework Study.	A	A	<i>Revised per comment.</i>
1	2	Dana Warnecke, AGFD	GOAL 3: 2 <sup>nd</sup> bullet; include wildlife areas in the list..."including wildlife corridors, state wildlife areas and archaeological sites..."	A	A	<i>Revised per comment.</i>
1	9	Denise Lacey, MCDOT	Sec. 2.2.9, 1 <sup>st</sup> bullet point – Remove space between "and is" and the comma.	A	A	<i>Revised per comment.</i>
1	9	Tim Strow, MAG	You need to add the disclaimer that the MAG build out traffic projections are "unofficial" on everything with MAG traffic volumes.	A	A	<i>Added "unofficial" in text and on Figure 9a and Figure 9b.</i>
1	Chapter 2	Dana Warnecke, AGFD	<p>Include reference to "Arlington Wildlife Area Management Plan; Arizona Game and Fish Department, June 21, 1997"</p> <p>Issues to be bulleted include:</p> <ul style="list-style-type: none"> <li>• Maintaining existing access from the north to Arlington Wildlife Area via Old US 80 and Arlington School Road</li> <li>• Maintaining wildlife habitat connectivity and movement corridors between Arlington Wildlife Area and agricultural lands, state lands and BLM lands to the west of Arlington Wildlife Area and Buckeye Hills. Incorporate bridge and culvert designs that facilitate movement for mule deer and other wildlife. Mule deer currently move east from BLM lands to agricultural fields for forage and Gila River area for water.</li> </ul>	B	A	<p><i>Documents discussing detailed environmental issues and features are addressed in TM 2. Reference to this document and text corresponding to the comments in the second bullet of this comment has been added to TM 2.</i></p> <p><i>TM 1 states that one of the primary objectives of the study is to maintain reasonable access for adjacent developments/properties. This would certainly include the Arlington Wildlife Area.</i></p>
1	Chapter 2	Dana Warnecke, AGFD	<p>What about Sonoran Desert Open Space Plan?</p> <p>MAG Maricopa Associations of Governments. 1995. Desert Spaces: An Open Space Plan for the Maricopa Associations of Governments. Phoenix, Arizona.</p>	B	A	<i>Documents discussing detailed environmental issues and features are addressed in TM 2. Reference to this document has been added to TM 2.</i>

- A. Will Comply or Clarify
- B. Will Evaluate
- C. Additional Information Needed
- D. No Action Required



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1	18	Denise Lacey, MCDOT	Figure 4c-Zoning – Why is the RU-190 area indicated as gray instead of the legend shown green?	B	A	<i>RU-190 area is green, matching the green in the legend for RU-190. The gray color represents Rural Residential (RR). Added “RR” text label to Figure 4c to clarify zoning of gray area.</i>
1	23	Denise Lacey, MCDOT	Sec. 3.3.3 – Last paragraph seems out of place	B	A	<i>Created separate section for existing and planned developments.</i>
1	28	Tim Strow, MAG	Sec. 3.4.2, 3 <sup>rd</sup> Paragraph – Please spell out PGSI.	B	D	<i>Sec. 2.2.7 indicates PGSI stands for Parkway Grade-Separated Interchange. The PGSI abbreviation is used thereafter in the document, including in Sec. 3.4.2.</i>
1	Chapter 3	Dana Warnecke, AGFD	The Arizona Game and Fish Department (Department) manages over 5,000 acres of wildlife areas along the Gila River adjacent to the Buckeye Hills including the Robbins Butte Wildlife Area, the Arlington Wildlife Area, the Powers Butte Wildlife Area, the Fred Weiler Greenbelt, and the PLO 1015 lands that are BLM lands withdrawn to the U.S. Fish and Wildlife Service and managed by the Department for wildlife management. Collectively, these lands are called the Lower Gila River Wildlife Management Areas Complex. Issue: check to see if any of these lands are within the planning area. Fig. 13 pg 37 indicates yes	B	A	<i>Added text to both TM 1 and TM 2.</i>
1	38	Troy Smith, AGFD	Include reference to: *Gila Bend – Sierra Estrella Linkage Design (Beier et al. 2008 or www.corridor design.org) And *Potential Linkage Zones (PLZs): 73 (Gila Bend Mountains – North Maricopa Mountains) and 151 (Gila/Salt River Corridor Granite Reef – Gillespie Dam) ( <i>Nordhaugen et al. 2006</i> )	B	A	<i>Added text to both TM 1 and TM 2.</i>
1	Appendix TM1-2, Figure 7.1	Tim Strow, MAG	Need to use the final Interstate 10/Hassayampa Valley Transportation Network recommended framework. The version that is used in Figure 7.1 is not valid. I will send you the final network.	A	A	<i>Revised Appendix TM1-2 to include most current versions of Hassayampa and Hidden Valley recommended frameworks.</i>

- A. Will Comply or Clarify
- B. Will Evaluate
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- D. No Action Required



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Tech. Memo No.	Page No.	Reviewer	Comment	Initial Response	Final Response	Response
1	General	Jeannette Fish, Maricopa County Farm Bureau	I believe this effort is redundant with efforts from ADOT, especially considering the size that SR 85 will be when they finish making it a full freeway, plus the future 801 freeway, plus the future Hassayampa Freeway. If another parkway is needed for the northern segment, concentrate on that portion. For the southern segment south of Gillespie Dam, MCDOT should focus on making four or five short east-west roads to connect development along Old US 80 with SR 85, instead of creating an entire north-south parkway. Isn't anybody questioning the safety issue of the left-turn plan? How can it be safer to enter the highway, cross all lanes of traffic, make a U-turn and enter traffic again in the opposite direction?	B	D	<i>The Hidden Waters Parkway was identified in the MAG Hassayampa Framework Study and Hidden Valley Framework Study as being needed to serve buildout development projections for the project study area. East-west arterials connecting SR 85 with the Hidden Waters Parkway are shown as part of the recommended transportation network in the Hidden Valley Framework Study. Multiple research studies have determined that indirect left-turn movements are typically safer than conventional direct left-turn movements.</i>
1	General	Jim Sargent, MCDOT	It seems that there will be two major high volume capacity roadways (SR 85 and the Hidden Waters Parkway) along with Old US 80 all converging into the north side of Gila Bend at Watermelon Road and only a mile or so apart. What happens south of Watermelon Road is not very clear. What will become of SR 85 through the middle of Gila Bend? Will the SR 85 traffic merge into the proposed Watermelon Road Parkway and all bypass Gila Bend? How will all that traffic tie into I-8? Both SR 85 and Hidden Waters Parkway can probably carry a combined volume of approximately 150,000 (or more) vehicles a day, not even considering Old US 80. Why is all that capacity needed? It seems like it will be very difficult to try and get a stakeholder consensus on any alternative if MCDOT along with MAG and ADOT cannot convince the multitude of interests inside the corridor just why the Hidden Waters Parkway is even necessary and what the future roadway system through, near or around Gila Bend will look like.	B	D	<i>The Hidden Waters Parkway was identified in the MAG Hassayampa Framework Study and Hidden Valley Framework Study as being needed to serve buildout development projections for the project study area. ADOT is currently finalizing a location design concept report for SR 85 that shows SR 85 connecting to I-8 southeast of Gila Bend. See Appendix TM1-3 exhibit for the preferred alternative for SR 85 in Gila Bend. A future study will need to be conducted to determine the alignment for the Watermelon Road Parkway and how it will interact with the Hidden Waters Parkway and the realigned SR 85.</i>

- A. Will Comply or Clarify
- B. Will Evaluate
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Tech. Memo No.	Page No.	Reviewer	Comment	Initial Response	Final Response	Response
1	General	Carolyn Oberholtzer, Rose Law Group (on behalf of Insignia)	Regarding Insignia- our general comment on the alignment is that we do not want to see any alternates that bisect the Insignia property. If an alignment other than Old US 80 is proposed, we would rather see it come up the east side of the property and then curve toward the west to hit the Riggs Road alignment. We know that our neighbor to the north would support that as well.	A	A	<i>These comments will be carried forward to the alternatives evaluation and considered at that time.</i>
2	1	Tim Strow, MAG	Sec. 1.1 – Please change name of project to Interstate-10/Hassayampa Valley Transportation Framework Study. It will need to be changed in all tech memo introductions.	A	A	<i>Revised per comment.</i>
2	5	Denise Lacey, MCDOT	Sec. 2 bullet points – consider indenting bullet points	B	D	<i>Bullets left as-is to be consistent with style and format for bullets in other tech memos for this project.</i>
2	5	Dana Warnecke, AGFD	<p>The Arizona Game and Fish Department (Department) manages over 5,000 acres of wildlife areas along the Gila River adjacent to the Buckeye Hills including the Robbins Butte Wildlife Area, the Arlington Wildlife Area, the Powers Butte Wildlife Area, the Fred Weiler Greenbelt, and the PLO 1015 lands that are BLM lands withdrawn to the U.S. Fish and Wildlife Service and managed by the Department for wildlife management. Collectively, these lands are called the Lower Gila River Wildlife Management Areas Complex.</p> <p>Figure 3 does not adequately illustrate the ownership and management authority. Text should also be corrected on page 5. AGFD can provide the GIS data. See pdf “ SW Maricopa County Linkage Designs &amp; Conseration Priorities” map- pdf provided by AGFD as attachment to these comments.</p>	B	A	<i>Revised text to discuss Lower Gila River Wildlife Management Areas Complex.</i>
2	8	Denise Lacey, MCDOT	2 <sup>nd</sup> paragraph, 2 <sup>nd</sup> sentence – “town” should be capitalized when used as part of the title “Town of Buckeye”, “Town of Gila Bend”, as it is throughout the document	A	A	<i>Revised per comment.</i>

- A. Will Comply or Clarify
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Tech. Memo No.	Page No.	Reviewer	Comment	Initial Response	Final Response	Response
2	12	Dana Warnecke, AGFD	2 <sup>nd</sup> paragraph – Correct text to read: The Robbins Butte, Arlington Wildlife Area and Powers Butte Wildlife Area, in addition to the Fred Weiler Greenbelt, and the PLO 1015 lands (BLM lands withdrawn to the U.S. Fish and Wildlife Service and managed by the Department) are collectively known as the Lower Gila River Wildlife Management Areas Complex.	B	A	<i>Added text regarding the LGRWMAC.</i>
2	15	Dana Warnecke, AGFD	Sec. 3.2, 4 <sup>th</sup> paragraph – Please add references for the Department’s guidelines, mitigation measures and information for burrowing owl and tortoise. See following website for reference: <a href="http://www.azgfd.gov/hgis/guidelines.aspx">http://www.azgfd.gov/hgis/guidelines.aspx</a>	B	A	<i>Revised per comment.</i>
2	15	Dana Warnecke, AGFD	Sec. 3.2, 2 <sup>nd</sup> paragraph – Please add reference for the final Linkage Design Report for Gila Bend-Sierra Estrellas:  Beier, P., E. Garding, and D. Majka. 2008. Arizona Missing Linkages: Gila Bend – Sierra Estrella Linkage Design.Report to Arizona Game and Fish Department. School of Forestry, Northern Arizona University.  Note: there is specific information on existing barriers and design recommendations (and more) for this linkage in the report. More detail could be presented on linkage needs/constraints in this area.	B	A	<i>Revised per comment.</i>
2	16	Dana Warnecke, AGFD	Last paragraph – Numerous wildlife species, including mule deer, utilize the washes and undeveloped uplands within the study area to move between wildland habitats to the west and the Lower Gila River Wildlife Management Area complexes to the east. Species such as mule deer utilize the agricultural lands in the area as foraging areas. Conversion of these agricultural lands will impact wildlife movement patterns, population maintenance processes (immigration/emigration/genetics) as well as the local availability of food resources.	B	A	<i>Revised per comment.</i>

- A. Will Comply or Clarify
- B. Will Evaluate
- C. Additional Information Needed
- D. No Action Required



## Hidden Waters Parkway Corridor Feasibility Study Summary of TAC Comments and Responses on Technical Memoranda

Contract No. 2008-046

Tech. Memo No.	Page No.	Reviewer	Comment	Initial Response	Final Response	Response
2	16	Dana Warnecke, AGFD	Sec. 3.3, 1 <sup>st</sup> paragraph – the reference for the 2006 linkage report is: Nordhaugen, S.E., E. Erlandsen, P. Beier, B.D. Eilerts, R. Schweinsburg, T. Brennan, T. Cordery, N. Dodd, m. Maiefski, J. Przybyl, S. Thomas, K. Vacariu, and S. Wells. 2006. Arizona’s Wildlife Linkages Assessment. The Arizona Wildlife Linkages Workgroup.	B	A	<i>Revised per comment.</i>
2	16	Dana Warnecke, AGFD	Sec. 3.3, 2 <sup>nd</sup> paragraph – Add the following: The 2006 report was a coarse scale analysis. The linkage identifiers mapped were not intended to indicate specific linkage locations, but rather act as general or coarse scale place holders for future coordination and final linkage designing. The Gila Bend-Sierra Estrella linkage report is a fine scale design that was modeled for a suite of focal species for the PLZs 73 & 151. The course scale linkage identifier and fine scale linkage designs are designed to work together and should not be considered a “new linkage zone” as presented in the report. They are more accurately referred to as a final linkage design for in this case PLZ 73. Reference for the fine scale linkage report should be: Beier, P., E. Garding, and D. Majka. 2008. Arizona Missing Linkages: Gila Bend – Sierra Estrella Linkage Design.Report to Arizona Game and Fish Department. School of Forestry, Northern Arizona University.	B	A	<i>Revised per comment.</i>
2	18	Denise Lacey, MCDOT	Sec. 3.5, 3 <sup>rd</sup> paragraph, 1 <sup>st</sup> sentence – change reference from highway to roadway. We need to avoid the use of the wording highway if it is referencing the parkway.	A	A	<i>Revised per comment.</i>
2	42	Denise Lacey, MCDOT	Sec. 6.11, 2 <sup>nd</sup> sentence – Phase I ESA should be conducted prior to what? To allow the purchaser.....	B	A	<i>Added text to clarify statement refers to acquisition of new right-of-way.</i>

- A. Will Comply or Clarify
- B. Will Evaluate
- C. Additional Information Needed
- D. No Action Required



**Hidden Waters Parkway Corridor Feasibility Study  
Summary of TAC Comments and Responses on Technical Memoranda**

**Contract No. 2008-046**

Tech. Memo No.	Page No.	Reviewer	Comment	Initial Response	Final Response	Response
2	43	Dana Warnecke, AGFD	<p>4<sup>th</sup> paragraph – Add: The Robbins Butte, Arlington Wildlife Area and Powers Butte Wildlife Area, in addition to the Fred Weiler Greenbelt, and the PLO 1015 lands (BLM lands withdrawn to the U.S. Fish and Wildlife Service and managed by the Department) are collectively known as the Lower Gila River Wildlife Management Areas Complex. Recommend substituting existing reference to Powers Butte and Arlington with “Lower Gila River Wildlife Management Areas Complex”</p> <p>Also please note previous comment that wildlife that use these wildlife areas also utilize surrounding agricultural fields for foraging; and move between wildlife area habitats, surrounding wildlands and foraging areas through upland and wash habitats within the project area.</p>	B	A	<i>Added text regarding the LGRWMAC.</i>
2	44	Dana Warnecke, AGFD	Table 9 – Arlington and Powers Butte are not Wilderness areas; please make corrections; they are Wildlife Management Areas	A	A	<i>Revised per comment.</i>
2	46	Dana Warnecke, AGFD	Sec. 6.3 – We recommend adding a conclusion for the linkage issue. It is a specific and important enough issue that it should be recognized in the conclusions.	A	A	<i>Added Section 6.4 – Wildlife Crossing and Movement Corridors.</i>
2	46	Troy Smith, AGFD	<p>Sec. 6 – Include reference to: The Arizona Game and Fish Department (Department) manages over 5,000 acres of wildlife areas along the Gila River adjacent to the Buckeye Hills including the Robbins Butte Wildlife Area, the Arlington Wildlife Area, the Powers Butte Wildlife Area, the Fred Weiler Greenbelt, and the PLO 1015 lands that are BLM lands withdrawn to the U.S. Fish and Wildlife Service and managed by the Department for wildlife management. Collectively, these lands are called the Lower Gila River Wildlife Management Areas Complex.</p>	B	A	<i>Added text regarding the LGRWMAC.</i>

- A. Will Comply or Clarify
- B. Will Evaluate
- C. Additional Information Needed
- D. No Action Required



**Hidden Waters Parkway Corridor Feasibility Study  
Summary of TAC Comments and Responses on Technical Memoranda**

**Contract No. 2008-046**

Tech. Memo No.	Page No.	Reviewer	Comment	Initial Response	Final Response	Response
2	46	Troy Smith, AGFD	Sec. 6 – Include reference/section on the need for future coordination on developing mitigations and transportation designs for wildlife corridors to preserve linkages identified: *Gila Bend – Sierra Estrella Linkage Design and *Potential Linkage Zones (PLZs): 73 (Gila Bend Mountains – North Maricopa Mountains) and 151 (Gila/Salt River Corridor Granite Reef – Gillespie Dam)	A	A	<i>Added Section 6.4 – Wildlife Crossing and Movement Corridors.</i>
2	General	Troy Smith, AGFD	For reference, the Department has produced and attached the: <b>WILDLIFE MANAGEMENT AND WILDLIFE HABITAT CONNECTIVITY GOALS FOR MARICOPA COUNTY – INPUT FOR THE HIDDEN WATERS PARKWAY FEASIBILITY STUDY PROVIDED BY THE ARIZONA GAME AND FISH DEPARTMENT NOVEMBER 13, 2009</b>	A	A	<i>Document has been received and reviewed. Information has been incorporated into the text where appropriate.</i>
3	1	Tim Strow, MAG	Sec. 1.1 – Please change name of project to Interstate-10/Hassayampa Valley Transportation Framework Study. It will need to be changed in all tech memo introductions.	A	A	<i>Revised per comment.</i>

- A. Will Comply or Clarify
- B. Will Evaluate
- C. Additional Information Needed
- D. No Action Required



## Hidden Waters Parkway Corridor Feasibility Study Summary of TAC Comments and Responses on Technical Memoranda

Contract No. 2008-046

Tech. Memo No.	Page No.	Reviewer	Comment	Initial Response	Final Response	Response
3	General	Jennifer Pokorski, FCDMC	<p>Add language specifying that FCDMC is initiating the Gillespie Area Drainage Master Study for a 140 square mile portion of the Gillespie Watershed. The study area limits are the northern boundary of the watershed to 1/2 mile south of Pierpoint Road. The east-west boundary is the 100-year floodway of the Gila River and the western edge of the watershed.</p> <p>The primary goals of the study are to:</p> <ul style="list-style-type: none"> <li>• Create updated hydrology model utilizing new 2-foot contour mapping and NOAA-14</li> <li>• Determine the impact of existing and planned development</li> <li>• Identify and prioritize watercourses for future floodplain delineation studies</li> <li>• Establish “planning guidelines” to coordinate future drainage improvements</li> </ul> <p>The study will get underway in April 2010 and will take approximately 18 months.</p>	A	A	<i>Text added per comment as new Sec. 1.5.5.</i>
4	23	D. Warnecke, AGFD	<p>Matrix – Wildlife Impacts- Alt. A and C Suggest adding crossing structure at Gila River in addition to those identified at Rainbow Wash. Both of these will be critical needs to preserving a limited amount of wildlife connectivity between Gila River Wildlife areas and the Gila Bend Mountains.</p>	B	D	<i>The Gila River crossing is part of the northern segment alternatives. The potential for better accommodating wildlife movement with a new Gila River bridge is discussed in the northern segment alternatives.</i>

- A. Will Comply or Clarify
- B. Will Evaluate
- C. Additional Information Needed
- D. No Action Required



**Hidden Waters Parkway Corridor Feasibility Study  
Summary of TAC Comments and Responses on Technical Memoranda**

**Contract No. 2008-046**

Tech. Memo No.	Page No.	Reviewer	Comment	Initial Response	Final Response	Response
4	23	D. Warnecke, AGFD	Request clarification of "This wider cross-section will provide more gaps in traffic for wildlife crossings than the No-Build Alternative". If this statement suggests that lower traffic volumes on a parkway could facilitate more wildlife crossings compared to a no build alternative, the Department disagrees. Traffic will be traveling at higher speeds and will be at volumes already deemed high enough to need a parkway. We suggest you delete this metric or use relevant research on thresholds for volumes/speeds relating to roadways as barriers to wildlife to actually quantify threshold differences between alternatives.	B	A	<i>References to more gaps in traffic as potentially benefitting wildlife movement have been deleted.</i>
5	6	Gila Bend, Eric Fitzer	Proposed Parkway-arterial Intersections shown are very limited in quantity. Will other future parkway-arterial Intersection be permitted? The Town of Gila Bend would like to make sure that future parkway-arterial intersection spacing will be permitted to occur at possible one mile - two mile intervals.	B	D	<i>Parkway-arterial intersections are those shown in the framework studies. As land development plans progress, it will be possible to accommodate additional parkway intersections where new arterials will be constructed, provided the spacing is consistent with Arizona Parkway access guidelines.</i>
5	6	Gila Bend, Eric Fitzer	The Town would suggest that at minimum one Parkway-Arterial intersection be denoted between the Watermelon Parkway-Hidden Waters Parkway Interchange and the Hidden Waters-Fornes Intersection.	B	D	<i>The Hidden Waters Corridor Feasibility Study is not intended to specify all future arterial intersection locations. Arterial intersection locations will be established through future land development and roadway system improvement plans.</i>
5	6	Gila Bend, Eric Fitzer	The Town would suggest that at minimum one Parkway-Arterial Intersection be denoted between Fornes-Hidden Waters and Pierpont-Hidden Waters Intersections.	B	D	<i>The Hidden Waters Corridor Feasibility Study is not intended to specify all future arterial intersection locations. Arterial intersection locations will be established through future land development and roadway system improvement plans.</i>

- A. Will Comply or Clarify
- B. Will Evaluate
- C. Additional Information Needed
- D. No Action Required



## Hidden Waters Parkway Corridor Feasibility Study Summary of TAC Comments and Responses on Technical Memoranda

Contract No. 2008-046

Tech. Memo No.	Page No.	Reviewer	Comment	Initial Response	Final Response	Response
5	6	Gila Bend, Eric Fitzer	Woods Road currently is designated as a crossover point along State Route 85. Why is Woods Road not considered to be a Proposed Future Arterial-Parkway Intersection? The Town would suggest that the designated proposed Parkway-Arterial Intersection located adjacent to Dos Lagos be relocated to the Woods Road alignment due to the fact that SR-85 Access Management Requirements would preclude an access point within two miles of the Woods Road Alignment.	B	A	<i>The future arterial intersection adjacent to Dos Lagos has been shifted to Woods Road as suggested and to align with the Town's resolution on arterial connections between Old US 80 and SR 85.</i>
5	6	Gila Bend, Eric Fitzer	Is there a current Cross-Over along SR85 which would line up with the proposed Arterial-Parkway Intersection denoted just north of Woods Road? The Town would suggest that the proposed Arterial-Parkway intersection be relocated north of Woods Road at minimum 2 miles to correspond with future possible access to SR-85.	B	A	<i>The next arterial intersection north of Woods Road will most likely be at Patterson Road. The arterial intersection just north of Woods Road has been deleted pending future land development and roadway system improvement plans.</i>
5	6	Gila Bend, Eric Fitzer	Why is there a Proposed Arterial-Parkway intersection just south of Patterson Road? The Town believes that the proposed Arterial-Parkway intersection is meant for Patterson Road; is the location south of the current Patterson Road alignment due to a wash crossing or Patterson Road being realigned to intersect at a perpendicular angle?	B	D	<i>The intersection location as shown is the planned future Patterson Road intersection. The intersection is located south of the Patterson Road section line alignment but is along the existing Patterson Road alignment, which dips south near Old US 80 to avoid crossing Rainbow Wash.</i>
5	9	Gila Bend, Eric Fitzer	A design consideration which is not included is the UPRR Buckeye-Welton Line crossing which the Hidden Waters Parkway will intersect in the northern portion of the study area. Is that due to the fact that there may be a discussion of eliminating the line? The Town would suggest that if elimination of the line is not the case that the study address a grade separation at this intersection.	B	A	<i>The Hidden Waters study assumes that the UPRR line will remain in place and UPRR representatives have stated that a Hidden Waters railroad grade separation will be required. The grade separation has been noted on the detailed alignment drawings.</i>
5	10	Denise Lacey, MCDOT	Clarify distinction between the new interim low-flow Gila River crossing and the ultimate new crossing.	A	A	<i>Clarification added as requested.</i>

- A. Will Comply or Clarify
- B. Will Evaluate
- C. Additional Information Needed
- D. No Action Required



## Hidden Waters Parkway Corridor Feasibility Study Summary of TAC Comments and Responses on Technical Memoranda

Contract No. 2008-046

Tech. Memo No.	Page No.	Reviewer	Comment	Initial Response	Final Response	Response
5	12	Denise Lacey, MCDOT	Provide cost estimate.	A	A	<i>Cost estimate added as requested.</i>
5	Appendix Figure 1	Gila Bend, Eric Fitzer	On all "Typical Sections" Bike Lanes should be called out; just as the sidewalks are.	B	A	<i>The bike lane call-out has been added as requested.</i>
5	Figure 4.4	Gila Bend, Eric Fitzer	Although the Town understands that the "Parkway Grade Separated Interchange" has been preliminarily designed. Such an interchange will be extremely costly. The Town questions this design concept and questions if any thoughts were given to designing a Round-A-Bout with separated Right Hand Turn lane movements as a Parkway-Parkway intersection model, specifically at the Watermelon-Hidden Waters interchange location?	B	D	<i>Interchange designs will be subject to further study and analyses. The intent of the Hidden Waters Corridor Feasibility study is to identify likely ultimate right-of-way needs.</i>
5	Figure 4.4	Gila Bend, Eric Fitzer	The Town wishes to connect the Watermelon Parkway to SR-85 in the future. As such the Town would like the Watermelon Alignment to be denoted as a Parkway facility east of the Watermelon-Hidden Waters intersection. If the current intersection configuration is utilized the Town would suggest that ramps be planned for Northbound traffic looking to travel west and for Southbound traffic looking to travel east.	B	D	<i>Figure 4.4 does show a continuation of Watermelon Parkway to the east of Hidden Waters Parkway. The Hidden Waters Parkway connection to the Watermelon Parkway and the Watermelon Parkway connection to SR 85 will require further analyses in subsequent studies.</i>
5	Appendix TM-5-2	Gila Bend, Eric Fitzer	Overall Comment: Do all planned intersections need to be shown? Will Intersections of Arterial-Parkway require additional Right-of-Way such as the Parkway-Parkway intersections?	B	D	<i>All planned intersections do not need to be shown because they will not require more right-of-way along the parkway than the standard parkway cross-section.</i>
5	Sheet 1 of 37	Gila Bend, Eric Fitzer	The "New R/W" which is denoted for the Watermelon-Hidden Waters Intersection; should it not be denoted as "New R/W to be studied"?	A	D	<i>There is a note on the drawing that states that the right-of-way limits are subject to further study.</i>
5	Sheet 2-3 of 37	Gila Bend, Eric Fitzer	Why does the "Exist R/W" abruptly end between Match Line 56 and 84 and then reappears near Match Line 140?	B	D	<i>This area is within the jurisdiction of the Arizona State Land Department and there are no existing roadway right-of-way limits in this area.</i>

- A. Will Comply or Clarify
- B. Will Evaluate
- C. Additional Information Needed
- D. No Action Required



## Hidden Waters Parkway Corridor Feasibility Study Summary of TAC Comments and Responses on Technical Memoranda

Contract No. 2008-046

Tech. Memo No.	Page No.	Reviewer	Comment	Initial Response	Final Response	Response
5	Sheet 22 of 37	Gila Bend, Eric Fitzer	Between Match Line 1204 and 1232 there appears to be a possible "Wash Crossing" which is not denoted. Is this due to the possible size of the wash and the associated structure which would be required to maintain flow?	B	D	<i>The wash crossing near 1217+00 is a minor local drainage that is not a regulatory floodplain or named wash. Minor flows like the wash near 1217+00 will be examined in later design phases of the project.</i>
5	Sheet 30 of 37	Gila Bend, Eric Fitzer	UPRR Grade Separation; should the area within the vicinity of the UPRR Line be denoted as "Future Grade Separation Area Subject to Future Study"? Just as what has been included for the future Wash Crossings?	A	A	<i>Notation of the need for a future railroad grade separation has been added.</i>
5	Sheet 32 of 37	Gila Bend, Eric Fitzer	The area around the Salome Highway is shown as an Area of Future Study for a Wash Crossing but makes no mention of how the Salome Highway Alignment may, will, or will not be affected.	B	D	<i>The Hidden Waters/Salome Highway intersection is not anticipated to require more right-of-way along the parkway than the standard parkway cross-section.</i>
5	Overall	Gila Bend, Eric Fitzer	There is no mention made of Fissuring issues within the Study Area. This would more or less pertain to the Northern Study area. There are issues with subsidence in Buckeye, Tonopah and the Harquahalla Valley and the associated fissuring that develops due to such subsidence. The Town would suggest that the Fissure issue be addressed, if not addressed in previous working papers. Or at minimum a discussion address "best practices for identifying and mitigating Fissures if identified through the design and construction of the Hidden Waters Parkway".	B	D	<i>Fissure locations were researched as part of the existing conditions assessment. No known fissure areas are located within the project study limits.</i>

- A. Will Comply or Clarify
- B. Will Evaluate
- C. Additional Information Needed
- D. No Action Required



## **Hidden Waters Parkway Corridor Feasibility Study Watermelon Road to Interstate 10**

Work Order TT005  
Contract No. 2008-046

### **TECHNICAL ADVISORY COMMITTEE AND STAKEHOLDER MEETING**

**DATE:** WEDNESDAY, JULY 22, 2009  
**TIME:** 9:00 AM  
**LOCATION:** MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION  
2901 WEST DURANGO STREET  
MARICOPA CONFERENCE ROOM  
PHOENIX, ARIZONA

### **AGENDA**

1. Introduction and Opening Comments
2. Meeting Purpose
3. TAC/Stakeholder Membership, Roles, and Responsibilities
4. Study Need, Purpose, Goals, and Approach
5. Study Schedule
6. Study Issues
  - Environmental
  - Drainage
  - Topography
  - Land Development
  - System Continuity
7. Next Steps
8. Roundtable Discussion

FOR MORE INFORMATION CONTACT:  
RENEE PROBST, MCDOT (602) 506-8622 OR  
BRYAN PATTERSON, KIMLEY-HORN (480) 777-4714



## **Hidden Waters Parkway Corridor Feasibility Study Watermelon Road to Interstate 10**

Work Order TT005  
Contract No. 2008-046

### **TECHNICAL ADVISORY COMMITTEE AND STAKEHOLDER MEETING**

**DATE:** THURSDAY, SEPTEMBER 17, 2009  
**TIME:** 2:00 PM  
**LOCATION:** MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION  
2901 WEST DURANGO STREET  
APACHE/COCHISE CONFERENCE ROOM  
PHOENIX, ARIZONA

### **AGENDA**

1. Introduction and Opening Comments
2. Meeting Purpose
3. Summary of July 22 Meeting and Comments Received to Date
4. Draft Technical Memorandum No. 1 – Existing and Future Corridor Features
5. Draft Technical Memorandum No. 2 – Environmental Overview
6. Draft Technical Memorandum No. 3 – Conceptual Drainage Report
7. Issues and Constraints
8. Conceptual Alternative Alignments Roundtable
9. Next Steps

FOR MORE INFORMATION CONTACT:  
RENEE PROBST, MCDOT (602) 506-8622 OR  
BRYAN PATTERSON, KIMLEY-HORN (480) 777-4714



## **Hidden Waters Parkway Corridor Feasibility Study Watermelon Road to Interstate 10**

Work Order TT005  
Contract No. 2008-046

### **TECHNICAL ADVISORY COMMITTEE AND STAKEHOLDER MEETING**

**DATE:** MONDAY, NOVEMBER 16, 2009  
**TIME:** 2:00 PM  
**LOCATION:** MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION  
2901 WEST DURANGO STREET  
APACHE/COCHISE CONFERENCE ROOM  
PHOENIX, ARIZONA

1. Introduction and Opening Comments
2. Meeting Purpose
3. Summary of September 17 SAC/TAC Meeting, September 22 Public Open House, and Comments Received to Date
4. Comments on Draft Technical Memoranda 1, 2, and 3 – Existing and Future Corridor Features, Environmental Overview, and Conceptual Drainage Report
5. Conceptual Alignment Alternatives
6. Evaluation Criteria and Performance Measures
7. Proposed Candidate Alternatives for Further Consideration and Evaluation
8. Roundtable Discussion
9. Next Steps

FOR MORE INFORMATION CONTACT:  
DENISE LACEY, MCDOT (602) 506-6172 OR  
BRYAN PATTERSON, KIMLEY-HORN (480) 777-4714



## **Hidden Waters Parkway Corridor Feasibility Study Watermelon Road to Interstate 10**

Work Order TT005  
Contract No. 2008-046

### **TECHNICAL ADVISORY COMMITTEE AND STAKEHOLDER MEETING**

**DATE:** WEDNESDAY, FEBRUARY 3, 2010  
**TIME:** 1:30 PM  
**LOCATION:** FLOOD CONTROL DISTRICT OF MARICOPA COUNTY  
2801 WEST DURANGO STREET  
HARQUAHALA/ADOBE CONFERENCE ROOM  
PHOENIX, ARIZONA

1. Introduction and Opening Comments
2. Meeting Purpose
3. Summary of November 16, 2009 SAC/TAC Meeting, December 1, 2009  
Public Open House, and Comments Received to Date
4. Alternatives Selected for Further Evaluation
5. Evaluation of Alternatives
6. Preferred Alignment
7. Roundtable Discussion
8. Next Steps

FOR MORE INFORMATION CONTACT:  
DENISE LACEY, MCDOT (602) 506-6172 OR  
BRYAN PATTERSON, KIMLEY-HORN (480) 756-6135

# Hidden Waters Parkway Corridor Feasibility Study

## Watermelon Road to Interstate 10



Right Road Right Time Right Cost

# Meeting Purpose

- Introduce Project Team, TAC, and Stakeholders
- Present Study Purpose, Goals, Objectives, and Schedule
- Present Key Study Issues
- Discuss Next Steps
- Obtain TAC and Stakeholder Input



# Agency Partners/TAC Members

- Maricopa County – MCDOT and Planning & Development
- Town of Buckeye
- Town of Gila Bend
- Maricopa Association of Governments
- Flood Control District of Maricopa County
- Arizona Department of Transportation
- Federal Highway Administration



# Key Stakeholders

- Arizona State Land Department
- Arizona Game and Fish Department
- U. S. Bureau of Land Management
- U. S. Army Corps of Engineers
- U. S. Fish and Wildlife Services
- Union Pacific Railroad
- Landowners and Land Developers
- Utility and Irrigation Companies
- Arlington and Tonopah



# TAC Member/Stakeholder Roles and Responsibilities

- Attend and Provide Input at TAC/Stakeholder Meetings
- Identify Additional Stakeholders
- Provide Project Related Data
- Review and Comment on Deliverables (TAC)

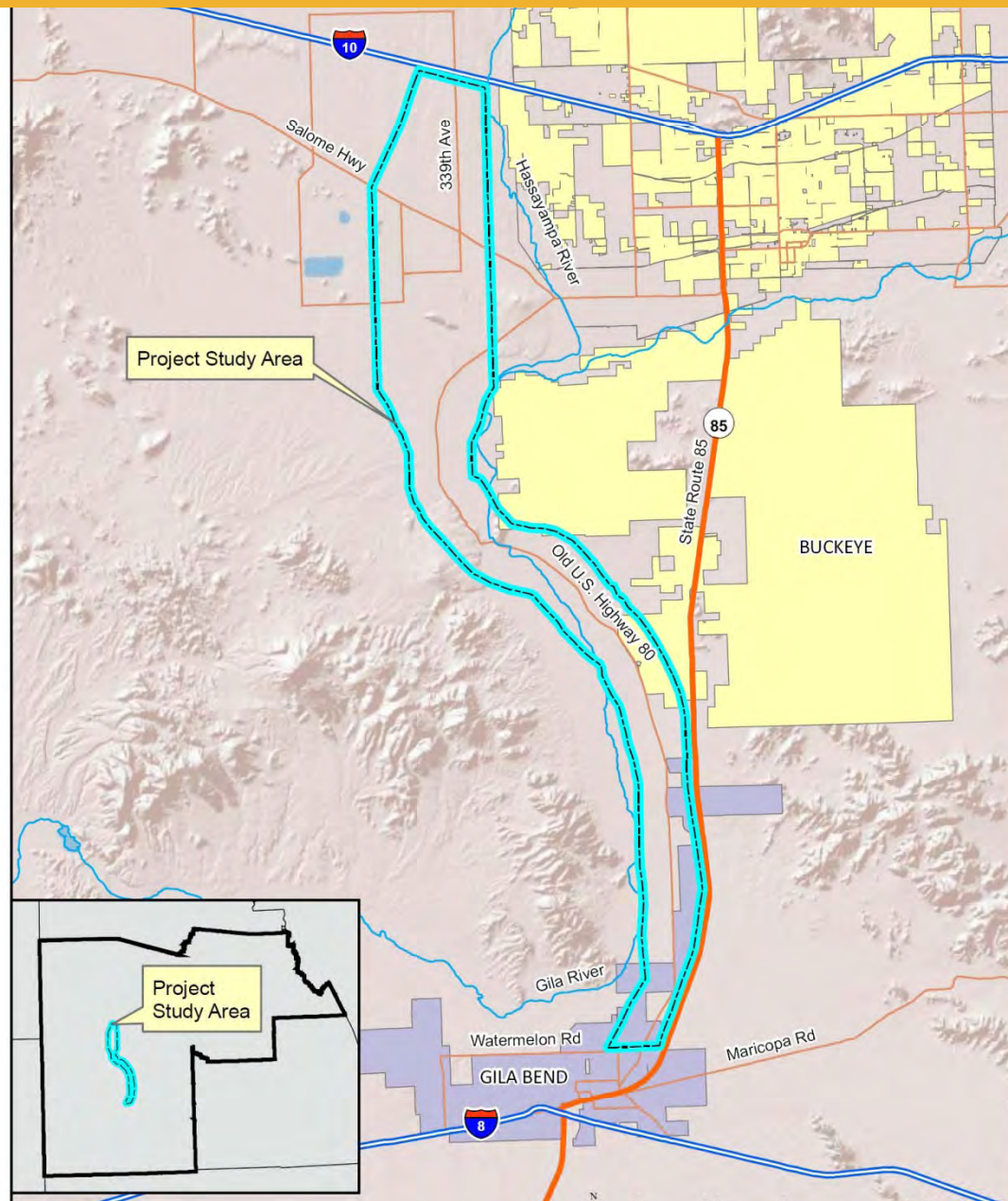


# Need for the Study

- MAG Hassayampa and Hidden Valley Framework Studies
- “Build-Out” Traffic Projections
- Long-Term Right-of-Way Preservation
- Stakeholder and Public Input



# Project Study Area



Right Road Right Time Right Cost

# Study Purpose

- Identify Strategic Issues
- Develop and Evaluate Conceptual Alternatives
- Recommend Preferred Alignment
- Define Preferred Alignment in Detail



# Study Goals

- Achieve Network Continuity and Connectivity
- Enhance Traffic Capacity and Safety
- Preserve the Environment
- Develop Consensus-Driven Improvement Alternatives



# Study Scope and Approach

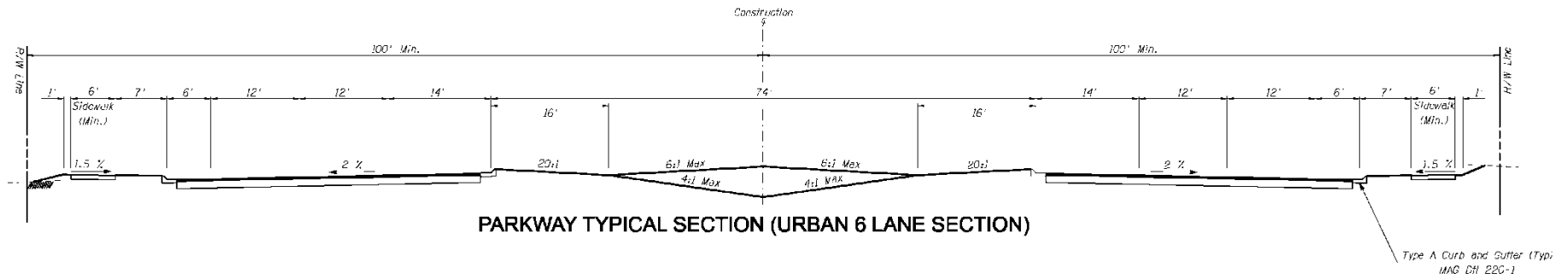
- Compile and Analyze Available Data Sources
- Identify Potential “Arizona Parkway” Location Alternatives
- Perform “Fatal Flaw” Analyses
- Evaluate up to 3 Feasible Alternatives
- Recommend Preferred Alternative
- Detailed Drawings for Preferred Alternative



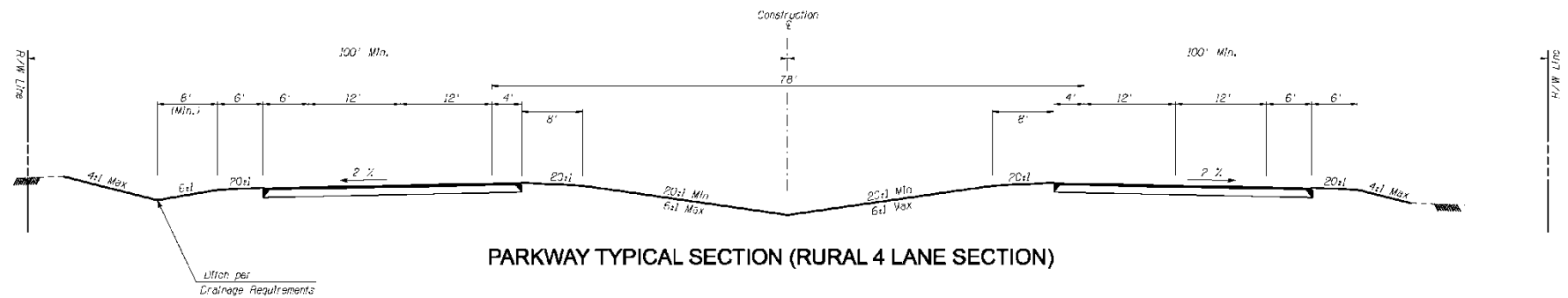
# Arizona Parkway



# Arizona Parkway



PARKWAY TYPICAL SECTION (URBAN 6 LANE SECTION)



PARKWAY TYPICAL SECTION (RURAL 4 LANE SECTION)

Note:  
When curb is present, dimensions are to Face of curb.



Right Road Right Time Right Cost

# Project Schedule

TAC/Stakeholder #1 – Project Initiation	July, 2009
TAC/Stakeholder #2 – Existing Conditions	August, 2009
Scoping Open House	September, 2009
Existing and Future Conditions	September, 2009
TAC/Stakeholder #3 – Evaluation Criteria	September, 2009
Existing Conditions/Conceptual Alternatives Open House	October, 2009
Alternatives Development and Evaluation	December, 2009
TAC/Stakeholder #4 – Alternatives Evaluation	December, 2009
Recommended Alternative Development	January, 2010
TAC/Stakeholder #5 – Preferred Alignment	January, 2010
Alternatives Evaluation/Preferred Alignment Open House	February, 2010
Detailed Preferred Alignment	February, 2010
Draft Final Report	April, 2010
Final Report	May, 2010



# Issues and Challenges



Right Road Right Time Right Cost

# Environmental Issues



Right Road Right Time Right Cost

# Drainage Issues



Right Road Right Time Right Cost

# Topography Issues



Right Road Right Time Right Cost

# Land Development Issues



Right Road Right Time Right Cost

# System Continuity Issues



Right Road Right Time Right Cost

# Summary/Next Steps

- Draft Tech Memos on Existing and Future Corridor Features, Environmental Overview, and Drainage Overview
- Hold 2<sup>nd</sup> TAC/Stakeholder Meeting in Late August or Early September
- Hold 1<sup>st</sup> Public Open House in September



# Stakeholder/TAC Roundtable Discussion



# Hidden Waters Parkway Corridor Feasibility Study

Watermelon Road to Interstate 10  
September 17, 2009 TAC/Stakeholder Meeting



# Meeting Purpose

- Summarize July 22 TAC/ Stakeholder Meeting and Input Received to Date
- Present Summaries of Tech. Memos #1, #2, and #3
  - Existing and Future Corridor Features
  - Environmental Overview
  - Conceptual Drainage Report
- Discuss Issues/Constraints/Potential Evaluation Criteria
- Discuss Next Steps/Open House September 22
- Break-Out Discussion of Conceptual Alternatives



# Summary of Input to Date

- July 22 TAC/SAC Meeting
- Arizona Game and Fish Department
- Arizona State Land Department
- Town of Gila Bend
- Maricopa Association of Governments
- Property Owners and Developers



# Tech. Memo #1 – Existing and Future Conditions



Right Road Right Time Right Cost

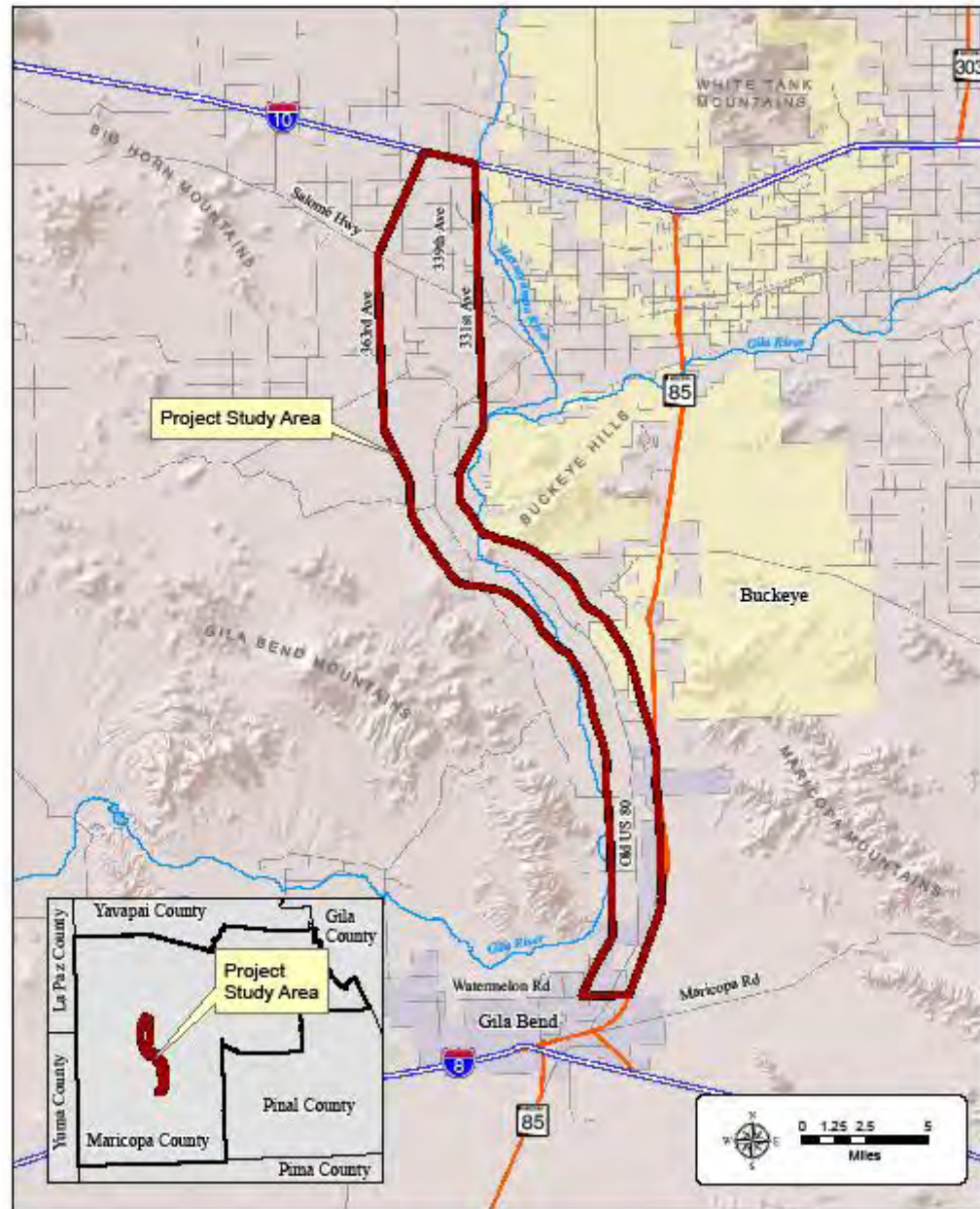
# Progress to Date

- Reviewed and Analyzed Available Documentation
- Identified Potential Constraints/Issues
- Prepared Draft Tech. Memo #1 – Existing and Future Corridor Features



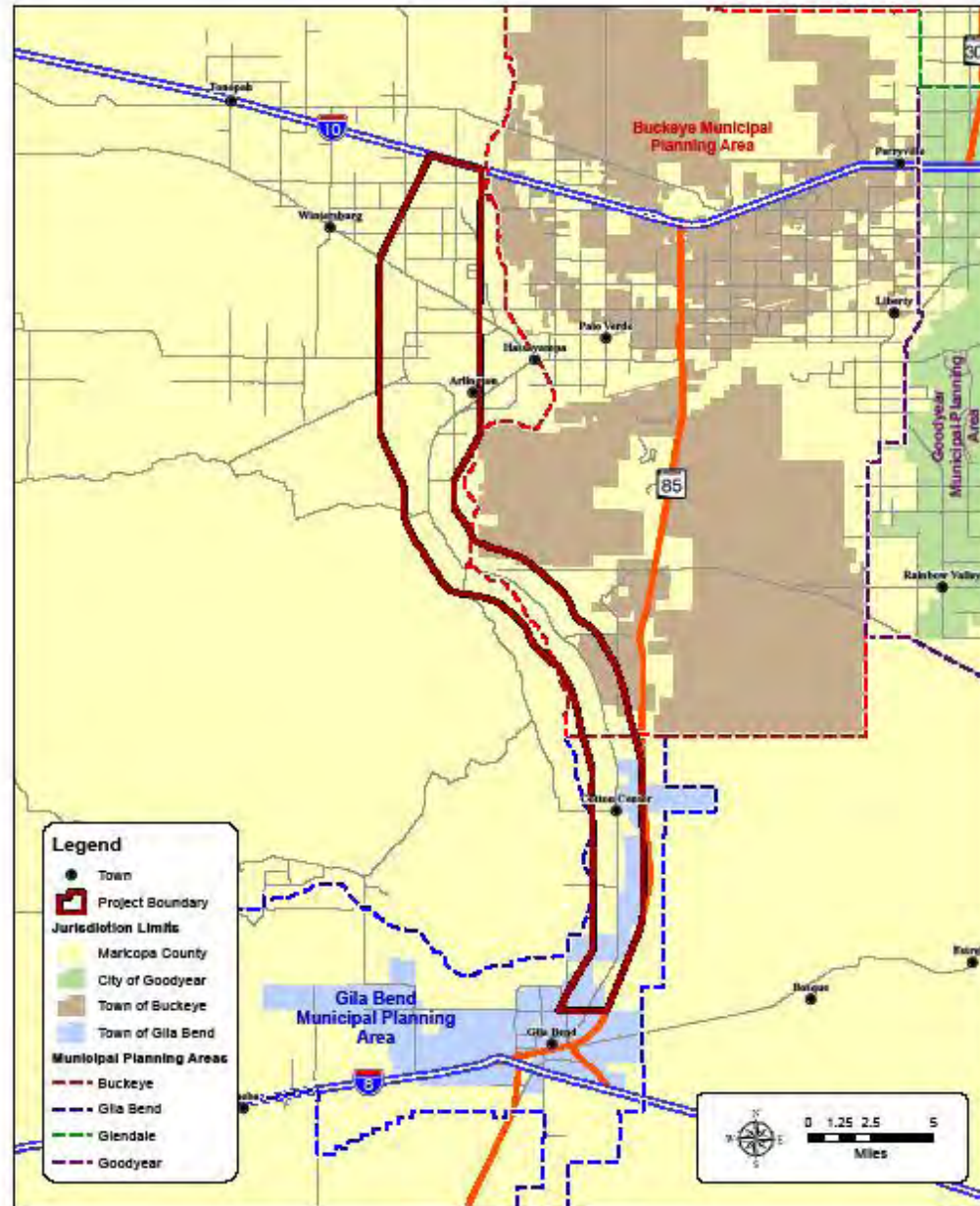
Right Road Right Time Right Cost

# Project Study Area



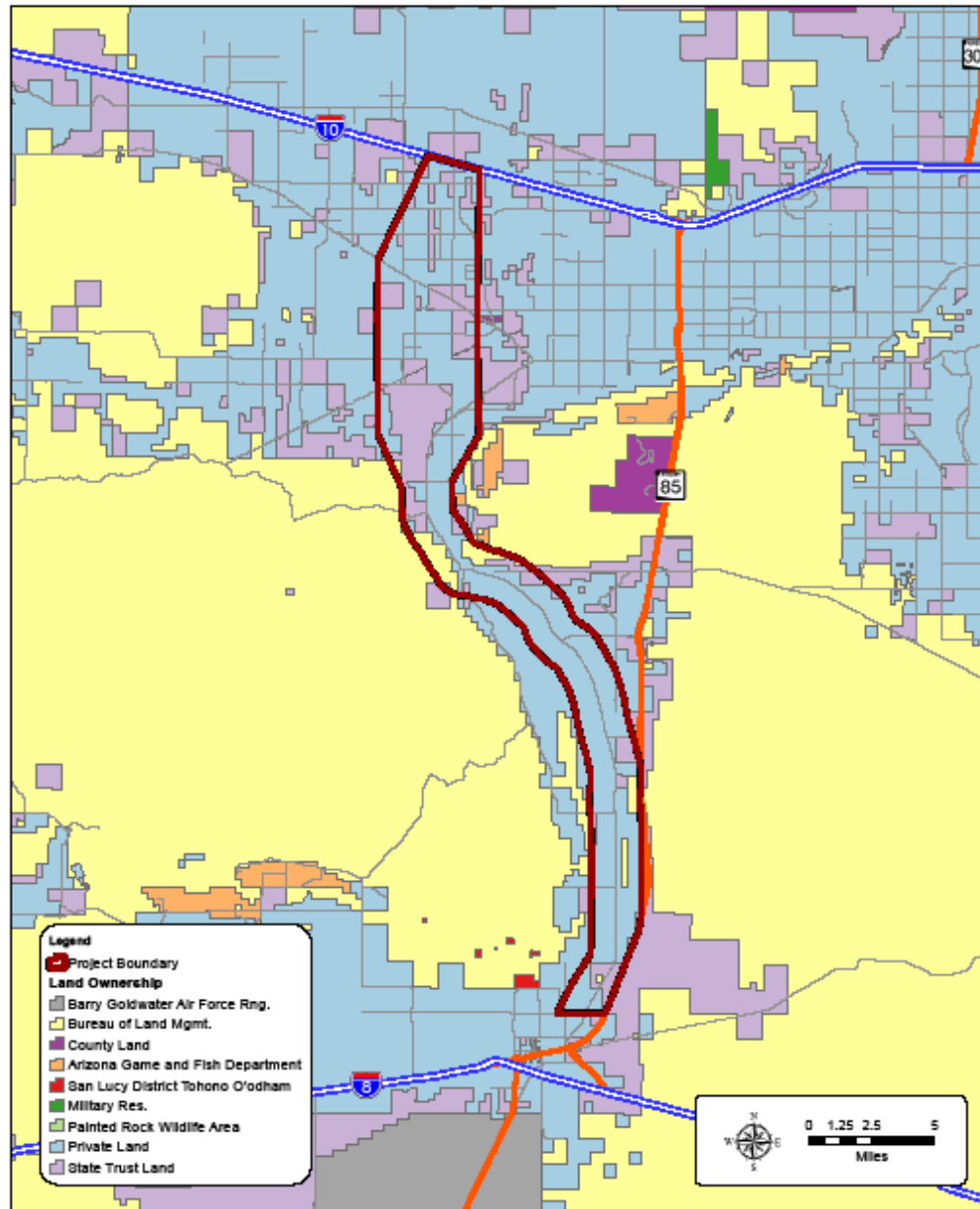
Right Road Right Time Right Cost

# Jurisdictions



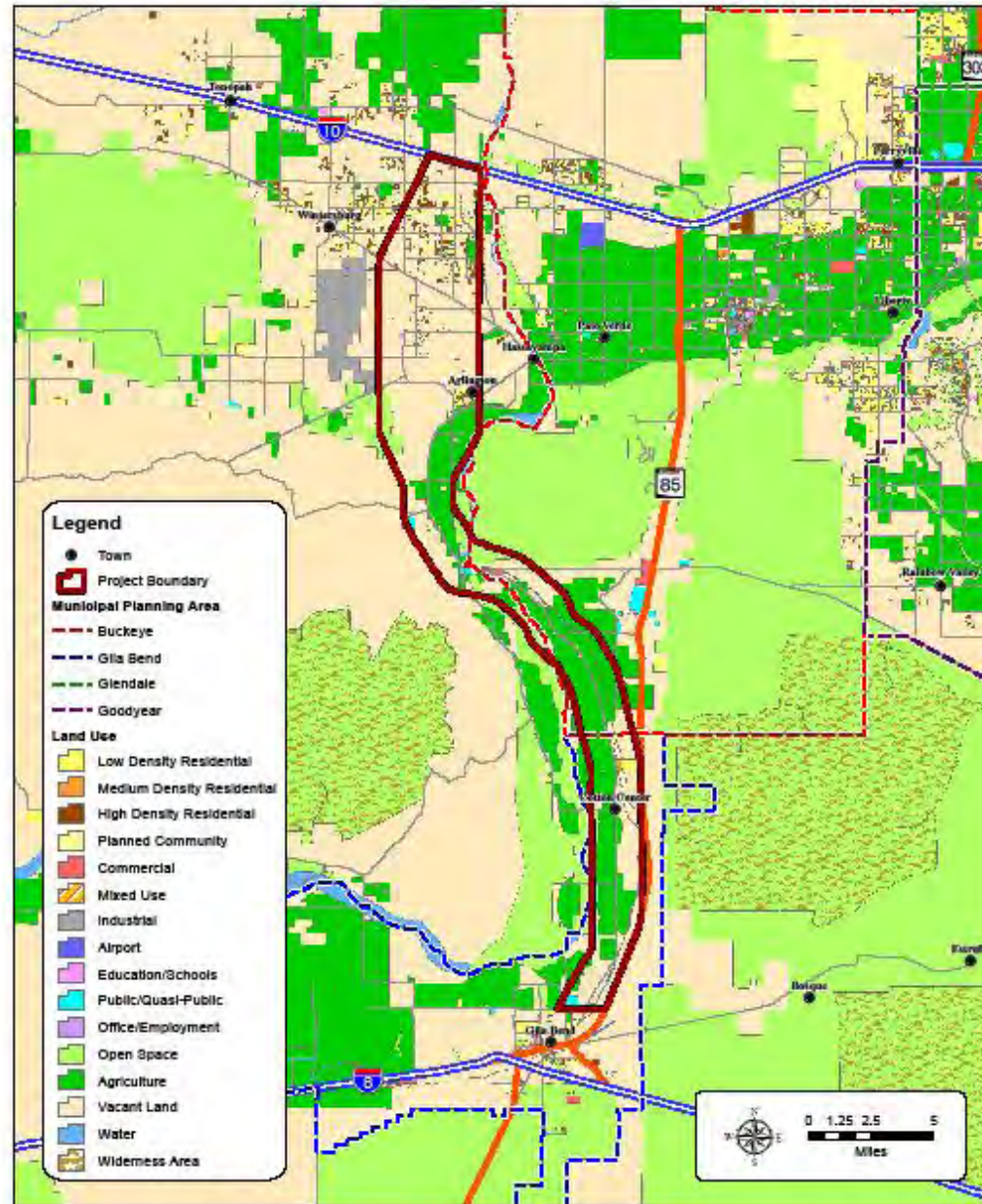
Right Road Right Time Right Cost

# Land Ownership



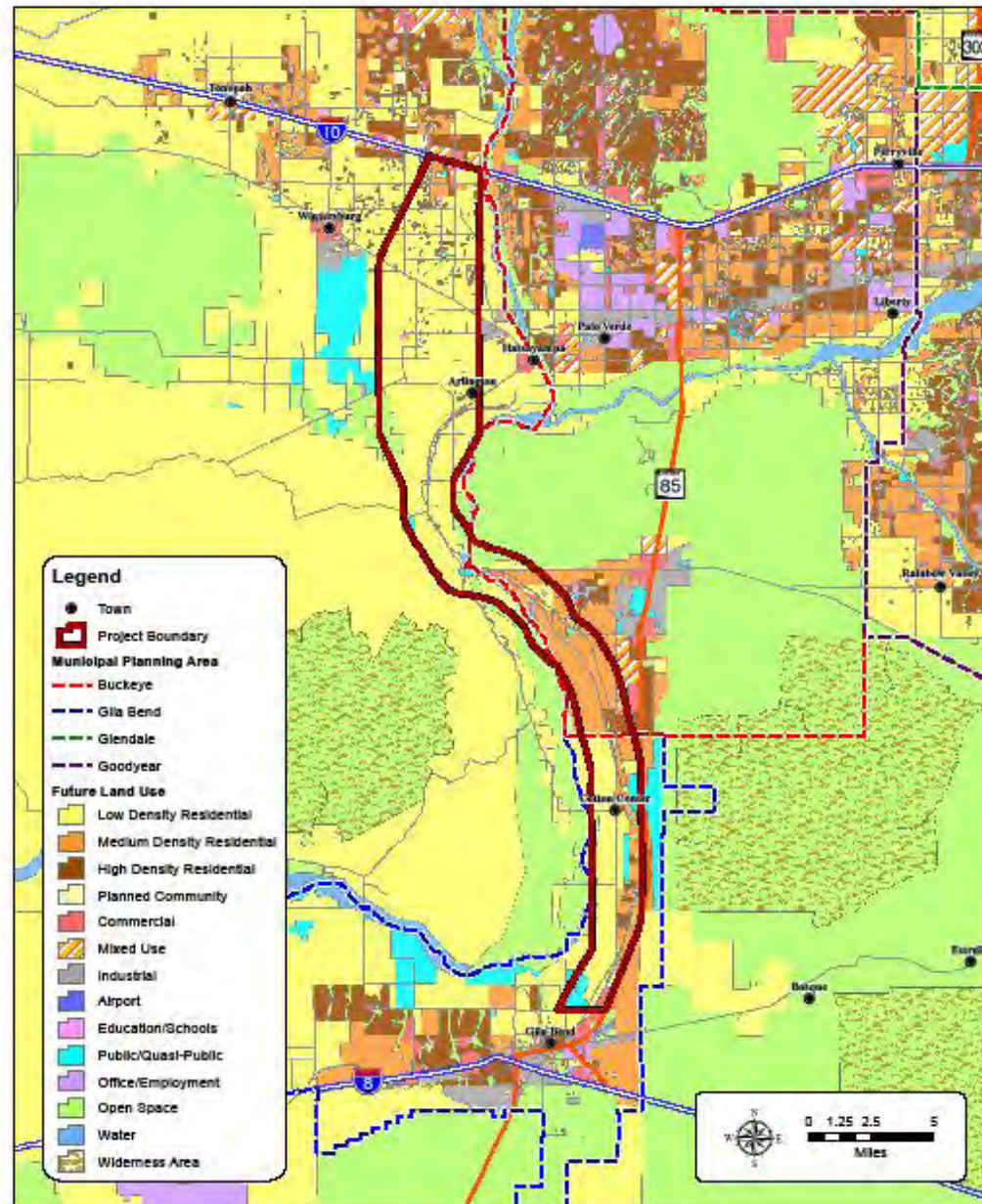
Right Road Right Time Right Cost

# Existing Land Use



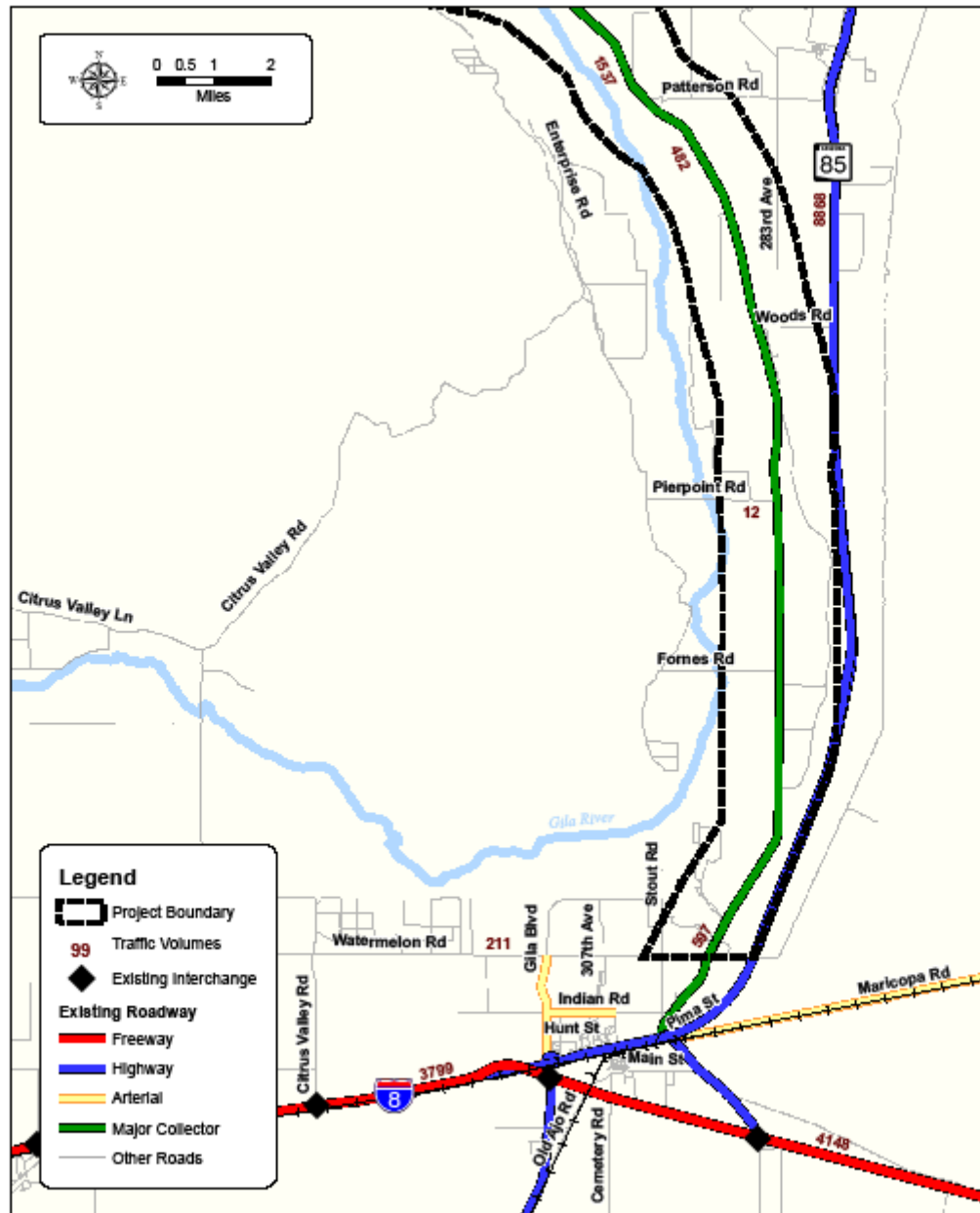
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# Future Land Use



Right Road Right Time Right Cost

# Existing Roadway Network (South)



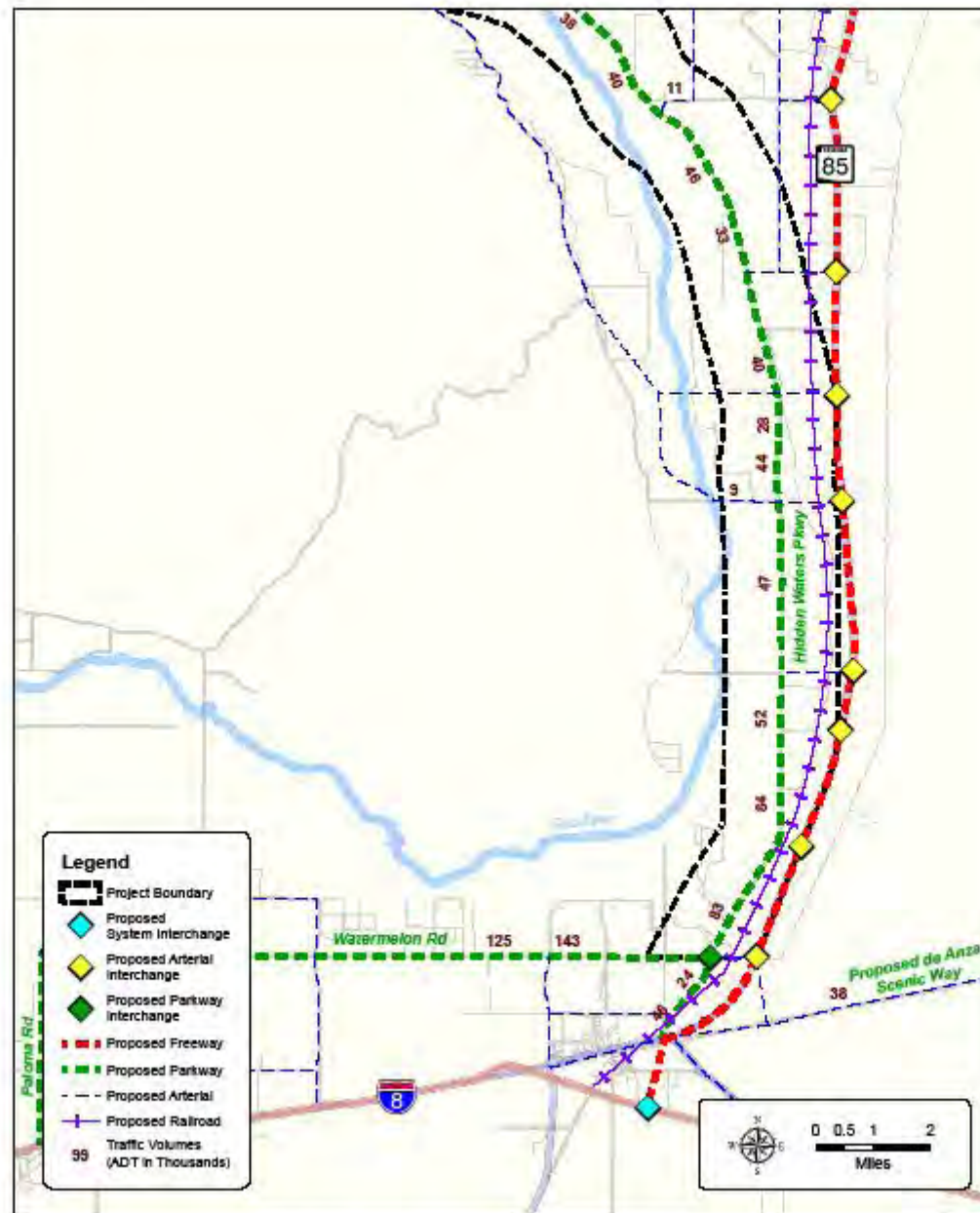
Right Road Right Time Right Cost

# Existing Roadway Network (North)



Right Road Right Time Right Cost

# Build-Out Roadway Network (South)



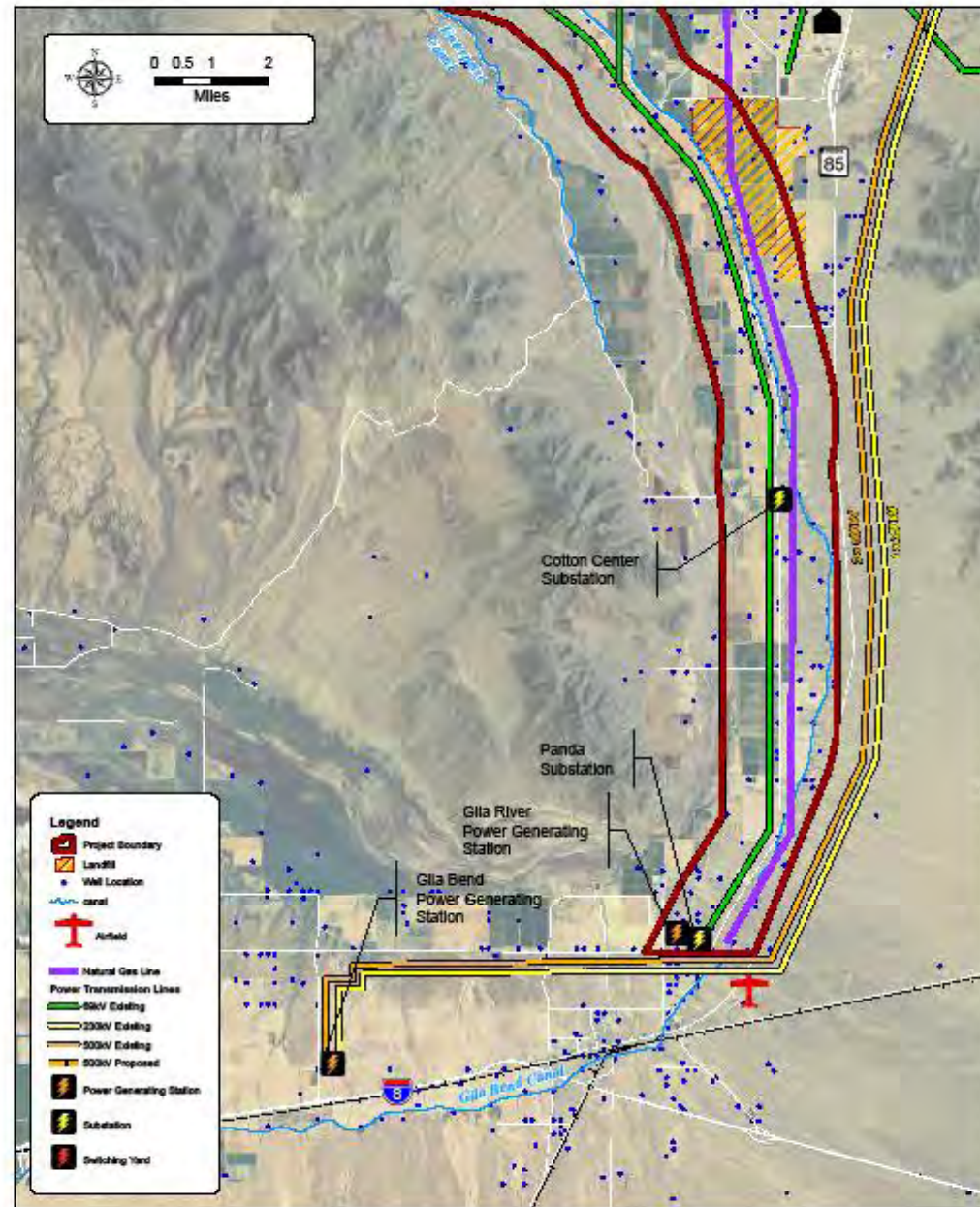
Right Road Right Time Right Cost

# Build-Out Roadway Network (North)



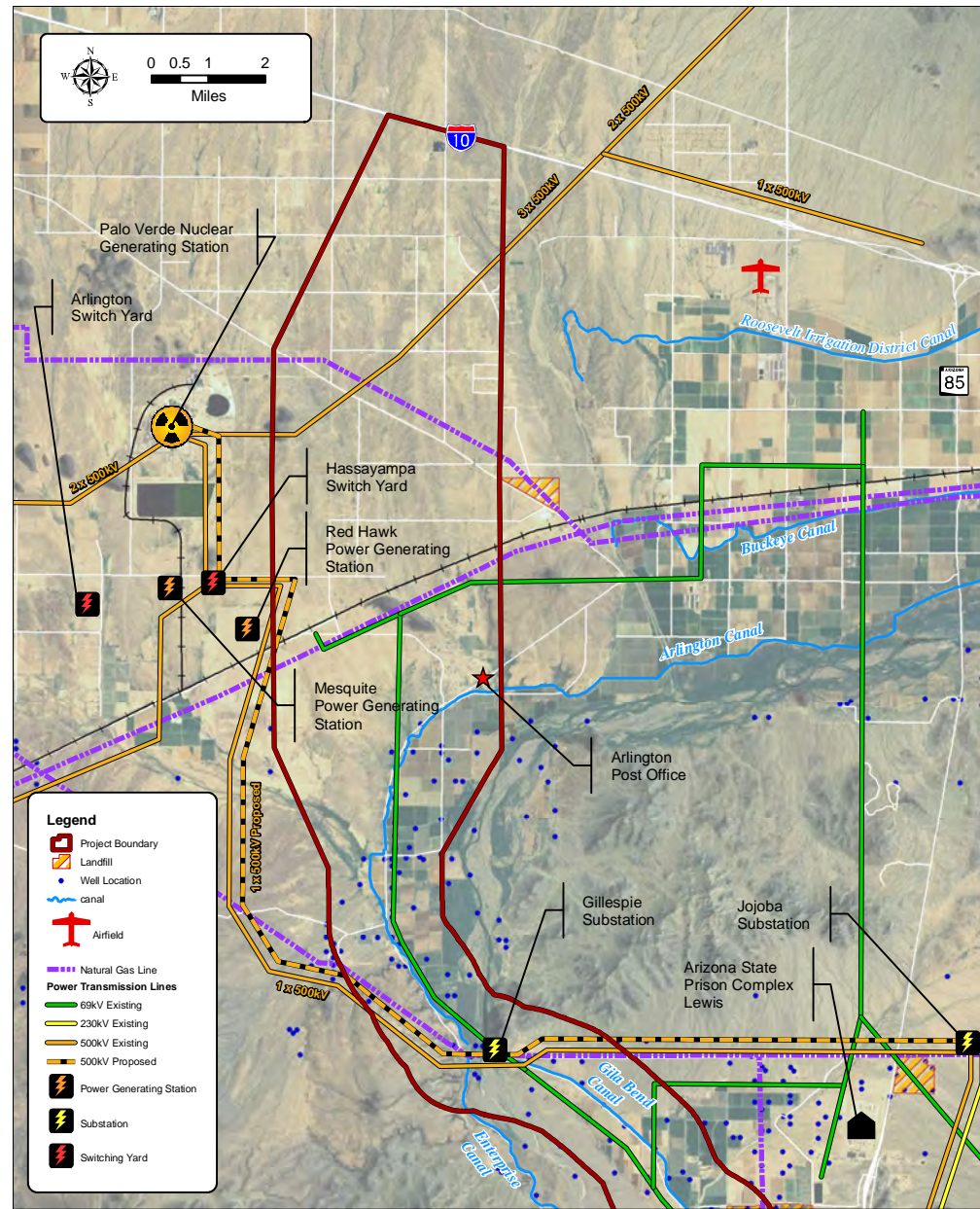
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# Facilities and Utilities (South)



Right Road Right Time Right Cost

# Facilities and Utilities (North)



Right Road Right Time Right Cost

# Development Areas



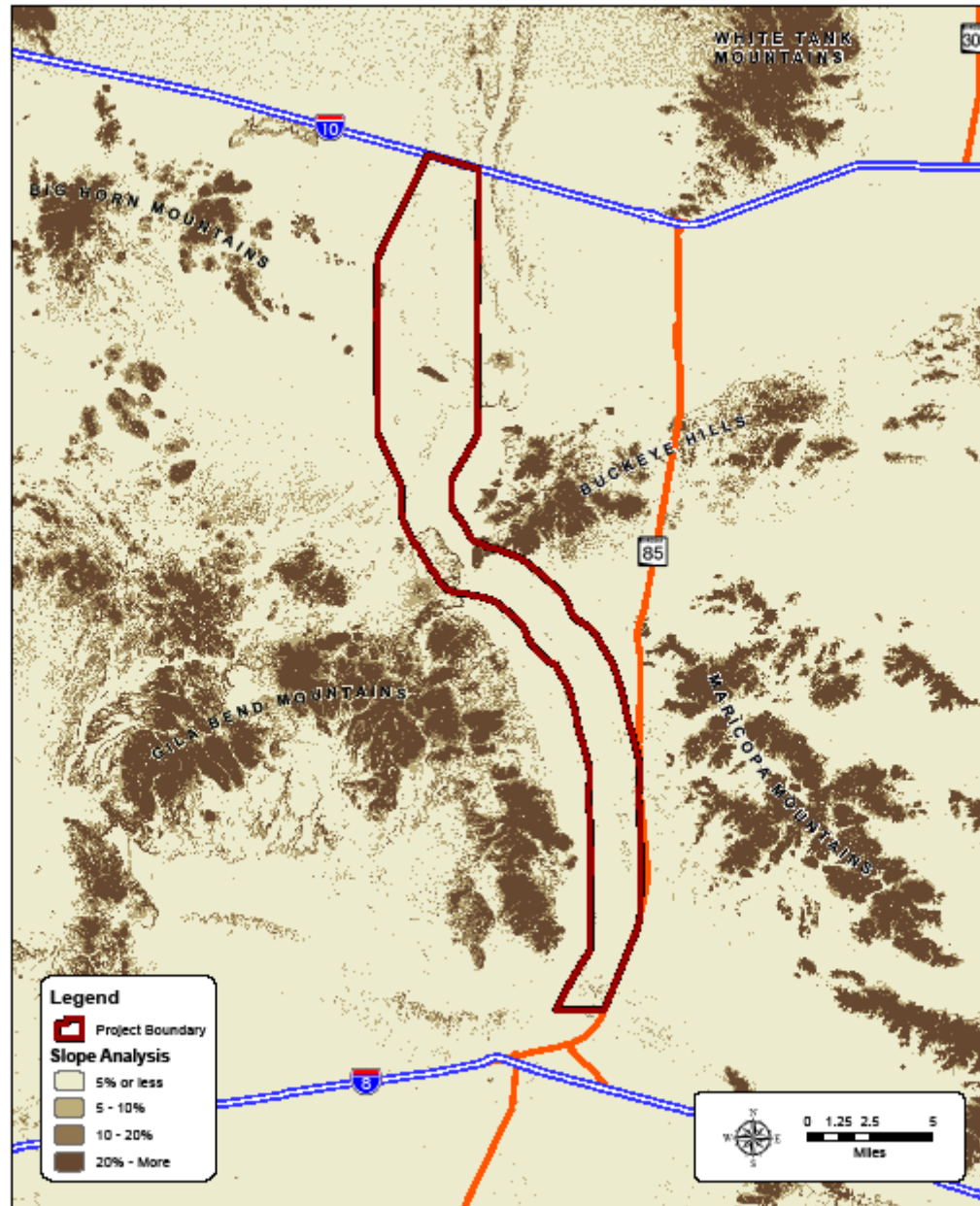
Right Road Right Time Right Cost

# Recreational Areas



Right Road Right Time Right Cost

# Slope Analysis



Right Road Right Time Right Cost

# Potential Alignment Constraints

## ➤ Land Ownership

- BLM Land Near Gillespie Dam
- Arizona State Land

## ➤ Land Use

- Arlington Elementary School
- Existing and Planned Developments
- Arlington and Powers Butte Wildlife Areas

## ➤ Transportation

- Watermelon Road/Old US 80 Intersection
- Old US 80 Bridge Location
- I-10/339<sup>th</sup> Avenue Interchange



# Potential Alignment Constraints

## ➤ Utilities/Facilities

- Power Stations – Gila River, Panda, and Cotton Center
- Canals – Gila Bend and Arlington
- SR 85 Landfill

## ➤ Topography

- Narrow Pass at Gillespie Dam
- Large Hill Near 347<sup>th</sup> Avenue/Dobbins Road
- Small Hill Near 363<sup>rd</sup> Avenue/Salome Highway



# Tech. Memo #2 – Environmental Overview



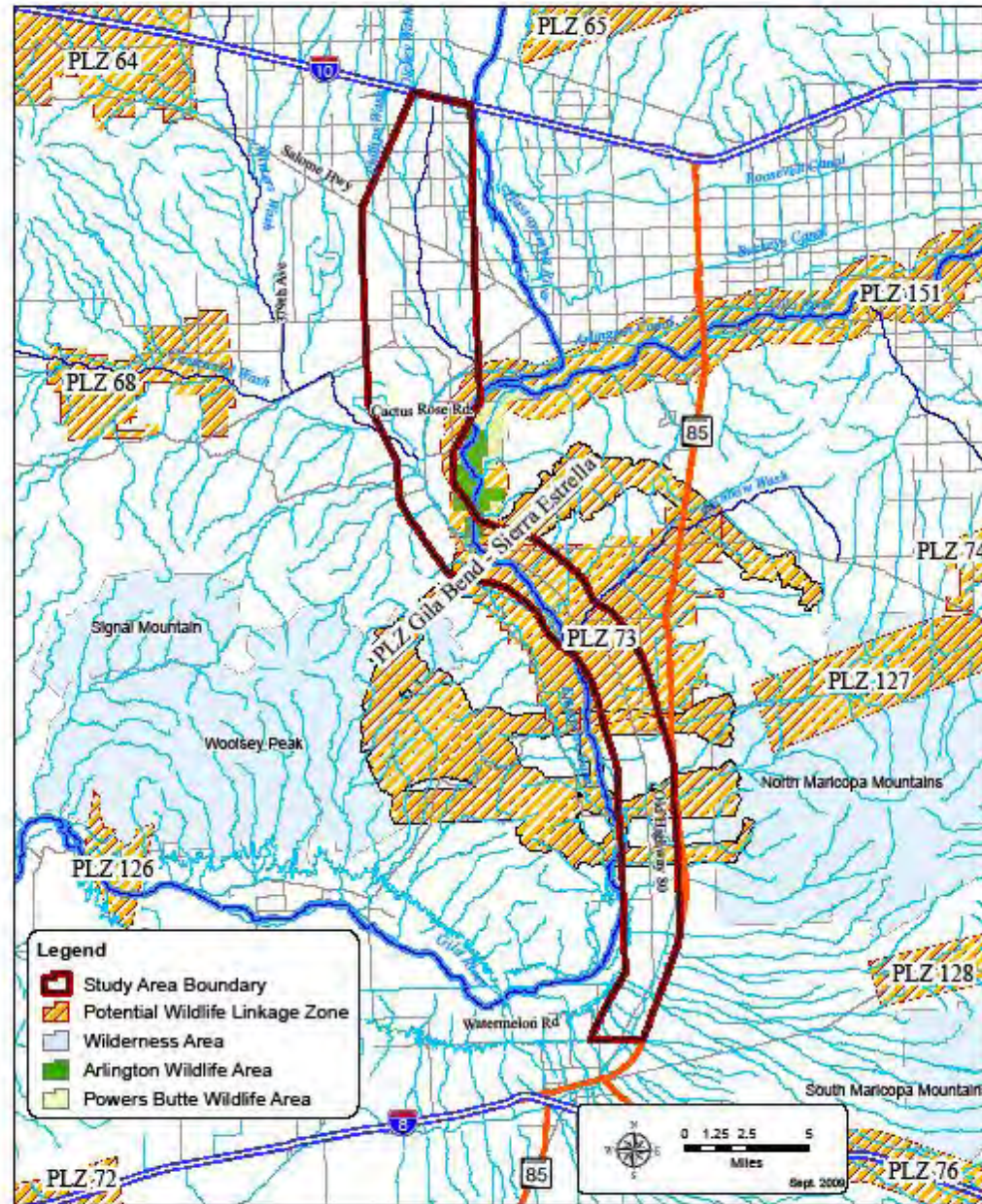
Right Road Right Time Right Cost

# Progress to Date

- Reviewed and Analyzed Documentation for:
  - Biological, Natural, and Cultural Resources
  - Hazardous Materials
  - Socioeconomic Considerations
- Prepared Draft Tech. Memo #2 -  
Environmental Overview



# Wildlife Areas



Right Road Right Time Right Cost

# Preliminary Findings

- Land Jurisdiction
  - BLM and State Lands Requirements
- Biological Resources
  - 15 Protected Species
  - 10 “Wildlife Species of Concern”
  - Protected Native Plants
- Cultural Resources
  - Properties Eligible for Historic Places Designation
  - Additional Survey Investigations Needed
  - Consultation and Compliance with State and Federal Regulations
  - Agency and Tribal Consultation



# Preliminary Findings

- Section 4(f) Resources
  - Known and Potential Resources Present
  - Additional Analyses Needed
- Water Quality and Floodplain Impacts
  - Clean Water Act Permitting and Compliance
  - Coordination Required with MCFCD and FEMA
- Noise Impacts
  - Residential and Recreational Receivers Present
- Hazardous Materials
  - Database Reviews Indicate Potential Issues
  - Field Investigations Needed



# Tech. Memo # 3 - Conceptual Drainage Report



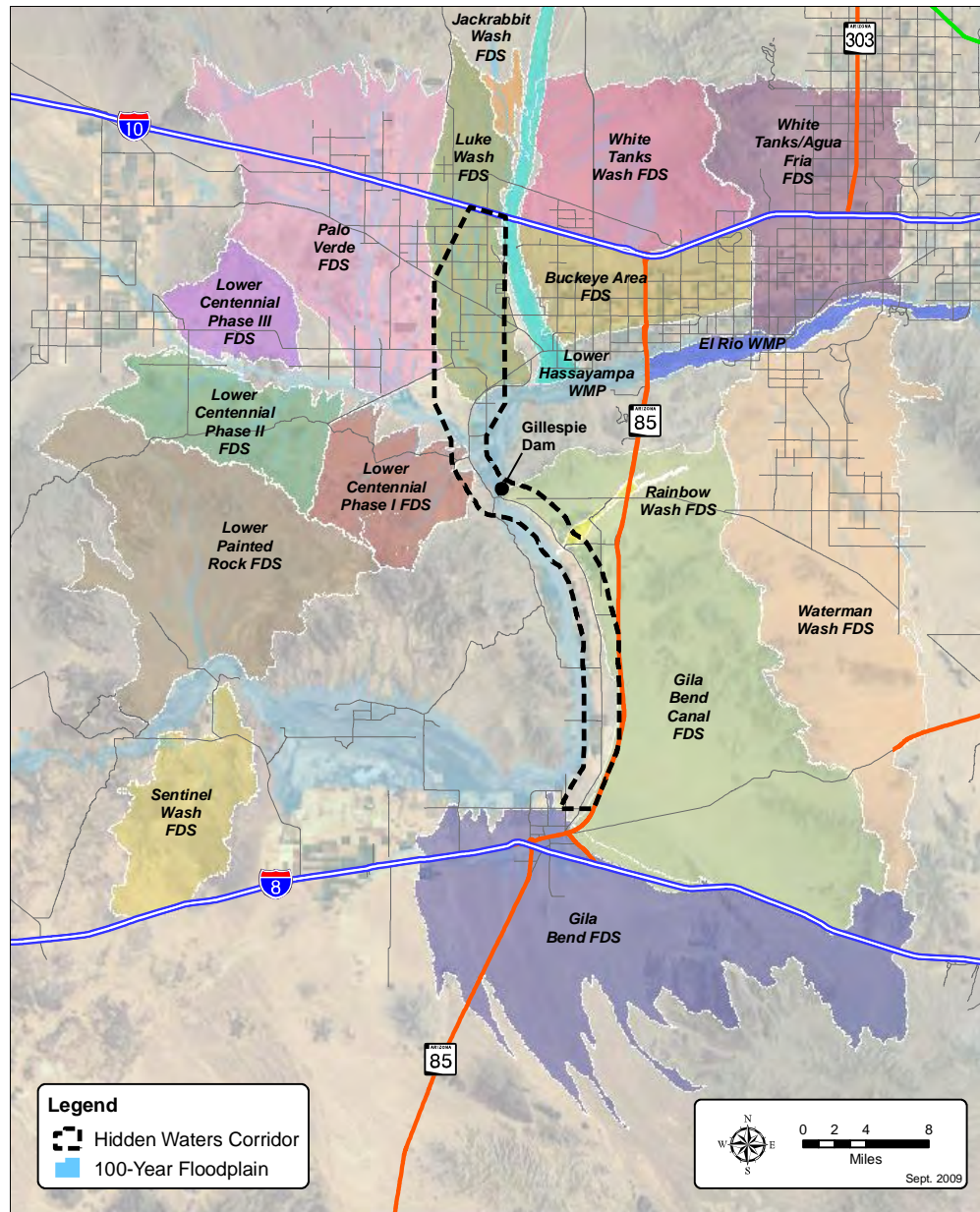
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# Progress to Date

- Reviewed and Analyzed Available Data
- Inventoried and Mapped Flowpaths, Watersheds, Concentration Points, and Structures
- Developed 50 and 100-Year Peak Flows
- Conducted Field Review
- Performed Stakeholder Survey on Maintenance Issues
- Prepared Draft Tech. Memo #3 – Conceptual Drainage Report



# Area Drainage Studies



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# Preliminary Findings – Southern Region

- Flow Paths Generally Perpendicular to Corridor
  - Runoff Originates in Mountains to the East and Flows West
- Washes Converge and Diverge in Braided Network
- Anticipate High Sediment Loading
- Gila Bend Canal is Major Control on Drainage
- 100-Year Peak Flows of 800 - 11,600 cfs



## Preliminary Findings – Central Region

- Major Cross Drainage Locations
  - Old US 80 Gillespie Dam Bridge/Gila River – 235,000 cfs
  - Lower Centennial Wash – 67,300 cfs
- Gillespie Dam Breached but Controls Gila River Flows
- North of Gillespie Dam, Runoff Originates in Mountains to the West and Flows East
- Arlington Canal Parallels Old US 80
- Riverine Flows and Hardrock Geology

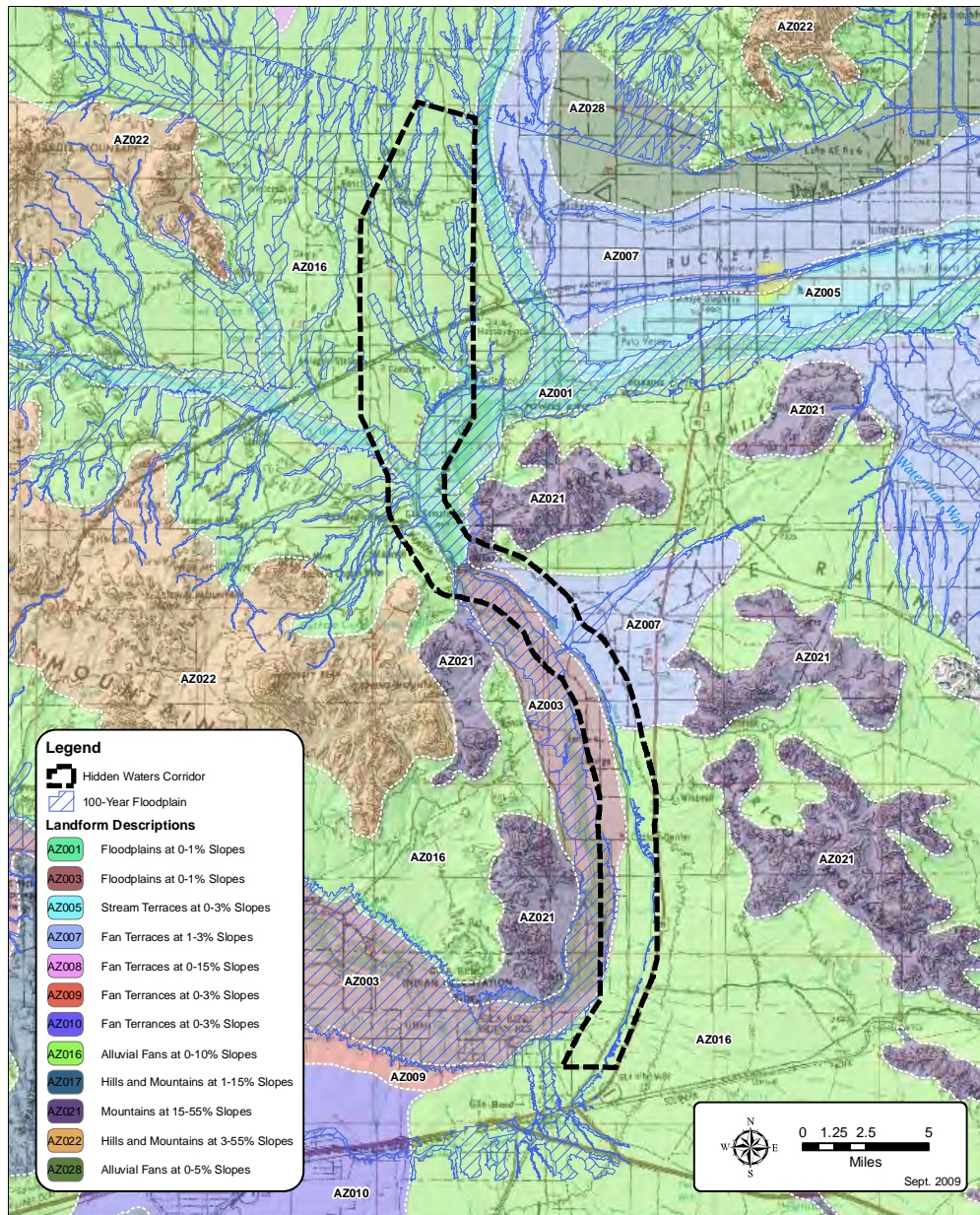


# Preliminary Findings – Northern Region

- Flow Paths Generally Parallel to Corridor
  - Runoff Originates in the North and Flows South
- Major Cross Drainage Locations
  - Luke Wash – 3,900 cfs
  - Five Other Large Tributaries
- Wide Variety of Channel Shapes
  - Well-Defined Sand-Bed Channels
  - Shallow Distributary Reaches
  - Split Flows Common



# Flood Hazards Map



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# Potential Evaluation Criteria

- Development Compatibility
- System Continuity
- Drainage Impacts
- Irrigation Impacts
- Building/Property Impacts
- Cultural/Archaeological Impacts
- Wildlife Impacts
- Utility Impacts
- Public Acceptability
- Cost



# Summary/Next Steps

- Distribute Tech. Memos to TAC for Review
- Hold 1<sup>st</sup> Public Open House on September 22
- Refine Evaluation Criteria
- Develop and Evaluate Alternatives
- Hold 3<sup>rd</sup> TAC/Stakeholder Meeting -  
Tentatively Scheduled for October



# Project Schedule

TAC/Stakeholder #1 – Project Initiation	July 2009
TAC/Stakeholder #2 – Existing Conditions	September 17, 2009
<b>Scoping Open House</b>	<b>September 22, 2009</b>
Existing and Future Conditions	September 2009
TAC/Stakeholder #3 – Alternatives/Evaluation Criteria	October 2009
<b>Existing Conditions/Conceptual Alternatives Open House</b>	<b>October 2009</b>
Alternatives Development and Evaluation	December 2009
TAC/Stakeholder #4 – Alternatives Evaluation	December 2009
Recommended Alternative Development	January 2010
TAC/Stakeholder #5 – Preferred Alignment	January 2010
<b>Alternatives Evaluation/Preferred Alignment Open House</b>	<b>February 2010</b>
Detailed Preferred Alignment	February 2010
Draft Final Report	April 2010
Final Report	May 2010



# TAC/Stakeholder Breakout Groups Conceptual Alternatives



# Hidden Waters Parkway Corridor Feasibility Study

Watermelon Road to Interstate 10

November 16, 2009 TAC/Stakeholder Meeting #3



# Meeting Purpose

- Summarize September 17 TAC/ Stakeholder Meeting
- Summarize September 22 Public Open House
- Summarize Comments on Draft Technical Memos
- Present and Discuss Conceptual Alternatives
- Present and Discuss Proposed Candidate Alternatives for Further Evaluation
- Present and Discuss Evaluation Criteria
- Break-Out Discussion of Conceptual/Proposed Candidate Alternatives



# Summary of September 17 TAC/Stakeholder Meeting

- Discussed Preliminary Findings on Existing and Future Corridor Features, Environmental Issues, and Drainage Issues
- Discussed Potential Alternatives Evaluation Criteria
- Discussed Next Steps in Study Process
- Break-Out Groups Provided Input on Corridor Constraints and Preliminary Conceptual Alternatives



# Summary of September 22 Public Open House

- Held at Arlington Elementary School – 60+ Attendees
- Display Boards Showing Tech Memo Exhibits
- Support for Protecting Right-of-Way
- Questions on Need for the Parkway
- Questions on Timing
- Concerns on Impacts to Irrigation and Farming
- Support for Following Old US 80 South of Gillespie Dam and 339<sup>th</sup> Alignment North of the Dam
- Questions on I-11/Hassayampa Freeway Corridor



# Comments on Draft Tech Memos

- Comments Due Last Friday
- Limited Responses to Date
- Will Make Necessary Revisions and Finalize Tech Memos



# Alternatives Development

- Constraints and “Fatal Flaws” Considerations
- Team Brainstorming Session
- Field Reviews
- TAC, Stakeholder, and Public Input



# Potential Constraints

## ➤ Land Ownership

- BLM Land Near Gillespie Dam
- Arizona State Land
- Wildlife Areas

## ➤ Land Use

- Arlington and Winters' Well Elementary Schools
- Existing and Planned Developments
- Arlington and Powers Butte Wildlife Areas

## ➤ Transportation

- Watermelon Road/Old US 80 Intersection
- Old US 80 Bridge Location
- I-10/339<sup>th</sup> Avenue Interchange



# Potential Constraints

## ➤ Utilities/Facilities

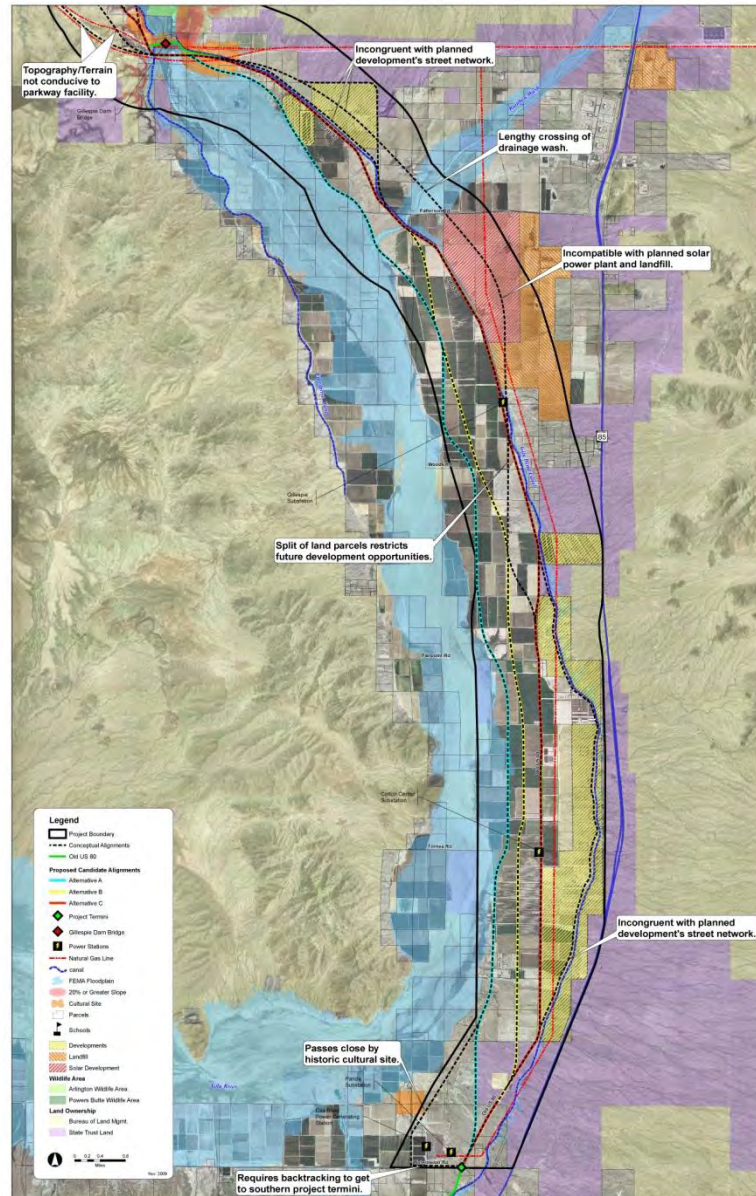
- Power Stations – Gila River, Panda, and Cotton Center
- Canals – Gila Bend, Enterprise, and Arlington
- SR 85 Landfill/Solar Plant

## ➤ Topography

- Narrow Pass at Gillespie Dam
- Large Hill Near 347<sup>th</sup> Avenue/Dobbins Road
- Small Hill Near 363<sup>rd</sup> Avenue/Salome Highway

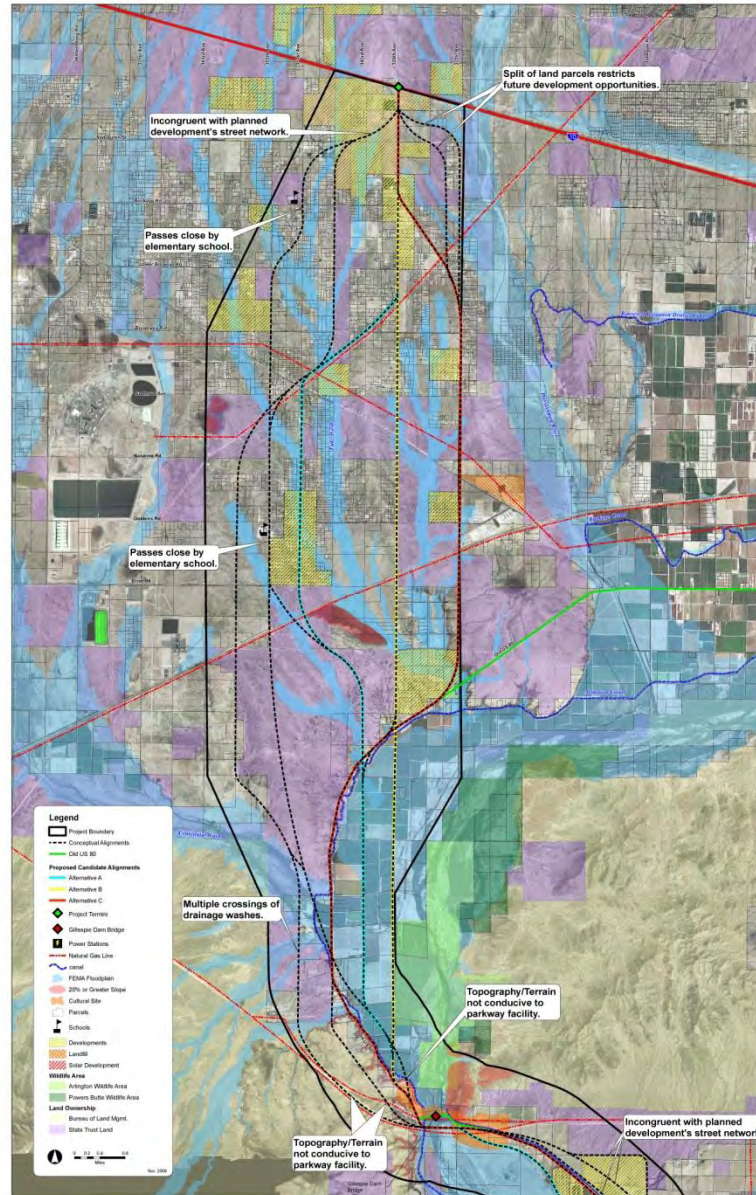


# Conceptual / Candidate Alternatives South Segment



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# Conceptual / Candidate Alternatives North Segment



Right Road Right Time Right Cost

# Evaluation Matrix

## Hidden Waters Parkway Candidate Alternatives Evaluation DRAFT EVALUATION MATRIX SUMMARY

Evaluation Criteria	Northern Candidate Alternatives				Southern Candidate Alternatives			
	No-Build	Alt. A	Alt. B	Alt. C	No-Build	Alt. A	Alt. B	Alt. C
Development Compatibility								
System Continuity								
Drainage Impacts								
Irrigation Impacts								
Building/Property Impacts								
Cultural/Archaeological Impacts								
Wildlife Impacts								
Utility Impacts								
Public Acceptability								
Cost								

LEGEND: Strong benefit ● Benefit ◐ Neutral ○ Disadvantage ◑ Strong disadvantage ●



# Next Steps

- Hold 2<sup>nd</sup> Public Open House on December 1 at 5-7 pm – Arlington Elementary School
- Final Tech Memos 1, 2, and 3
- Finalize and Evaluate Candidate Alternatives and Submit Draft Tech Memo 4
- Hold 4<sup>th</sup> TAC/Stakeholder Meeting - Tentatively Scheduled for January 2010



# Project Schedule

TAC/Stakeholder #1 – Project Initiation	July 22, 2009
TAC/Stakeholder #2 – Existing Conditions	September 17, 2009
Scoping and Existing Conditions Open House	September 22, 2009
Existing and Future Conditions	October 2009
TAC/Stakeholder #3 – Alternatives/Evaluation Criteria	November 16, 2009
Alternatives Development Open House	December 1, 2009
Alternatives Development and Evaluation	January 2010
TAC/Stakeholder #4 – Alternatives Evaluation	January 2010
Preferred Alternative Selection	February 2010
TAC/Stakeholder #5 – Preferred Alternative Alignment	February 2010
Alternatives Evaluation/Preferred Alignment Open House	March 2010
Detailed Preferred Alignment	March 2010
Draft Final Report	April 2010
Final Report	May 2010



# TAC/Stakeholder Breakout Groups Conceptual/Proposed Candidate Alternatives



# Hidden Waters Parkway Corridor Feasibility Study

Watermelon Road to Interstate 10

February 3, 2010 TAC/Stakeholder Meeting #4



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# Meeting Purpose

- Summarize November 16 TAC/ Stakeholder Meeting
- Summarize December 1 Public Open House
- Present Alternatives Selected for Evaluation
- Present and Discuss Alternatives Evaluation
- Present and Discuss Preferred Alignment
- Discuss Next Steps



# Summary of November 16 TAC/Stakeholder Meeting

- Discussed Process for Developing and Evaluating Conceptual Alternatives
- Presented and Discussed Alternatives Recommended for Further Evaluation
- Discussed Next Steps in Study Process
- Break-Out Groups Provided Input on Alternatives Recommended for Further Evaluation



# Summary of December 1 Public Open House

- Held at Arlington Elementary School – 50+ Attendees
- Display Boards Showing Tech Memo Exhibits and Conceptual Alternatives
- Concerns about Impacts to Rural Character, Irrigation, Farming, and Flood Plains
- Questions on Funding and Timing
- Support for Following Old US 80 South of Gillespie Dam and 339<sup>th</sup> Alignment North of the Dam
- Support for Preserving Old US 80 Bridge and Providing a New River Crossing

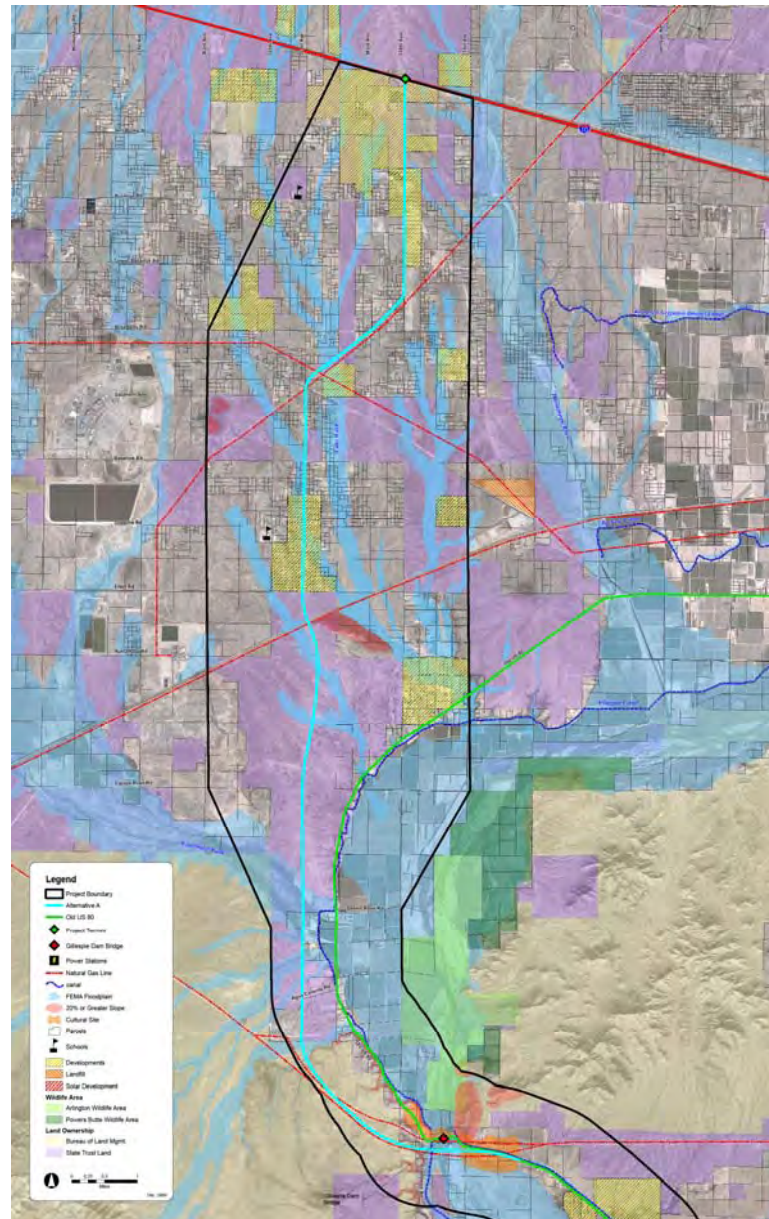


# Alternatives Selected for Further Evaluation

- Constraints and “Fatal Flaws” Considerations
- TAC, Stakeholder, and Public Input
- Additional Field Reviews
- Developed “Hybrid” Alternative D for North Segment

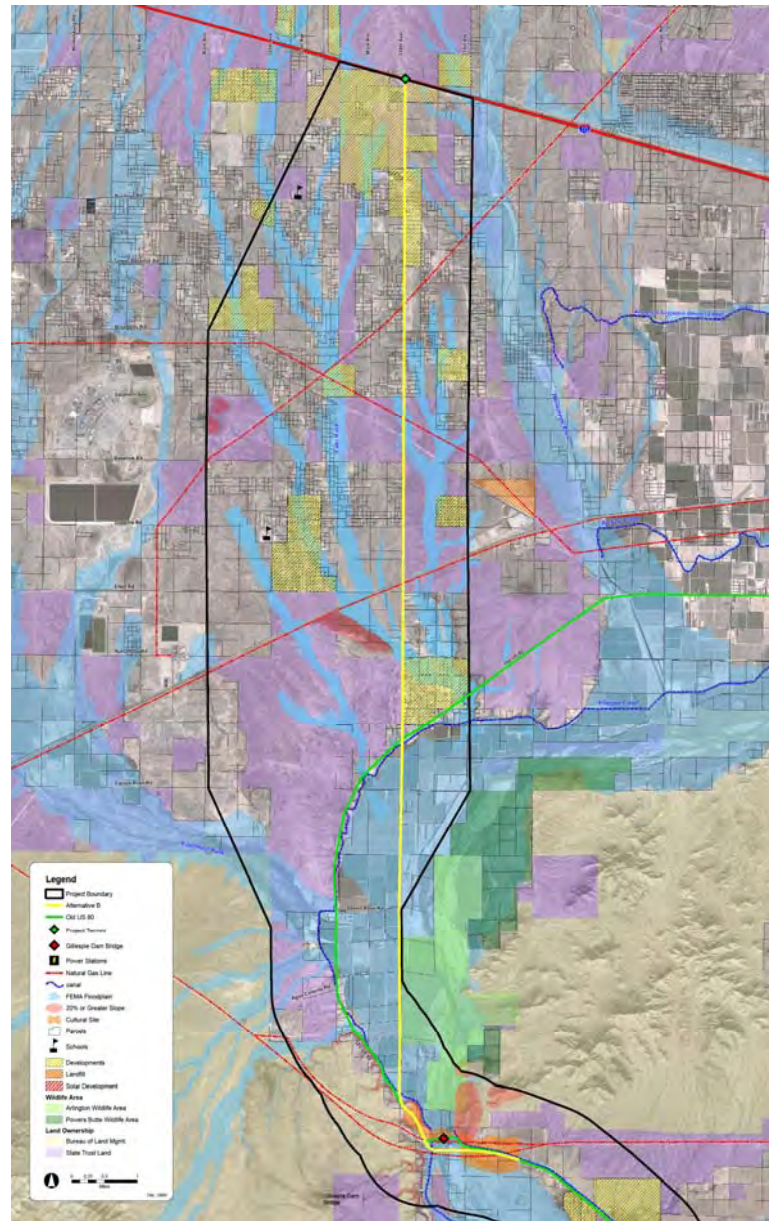


# North Segment Alternative A



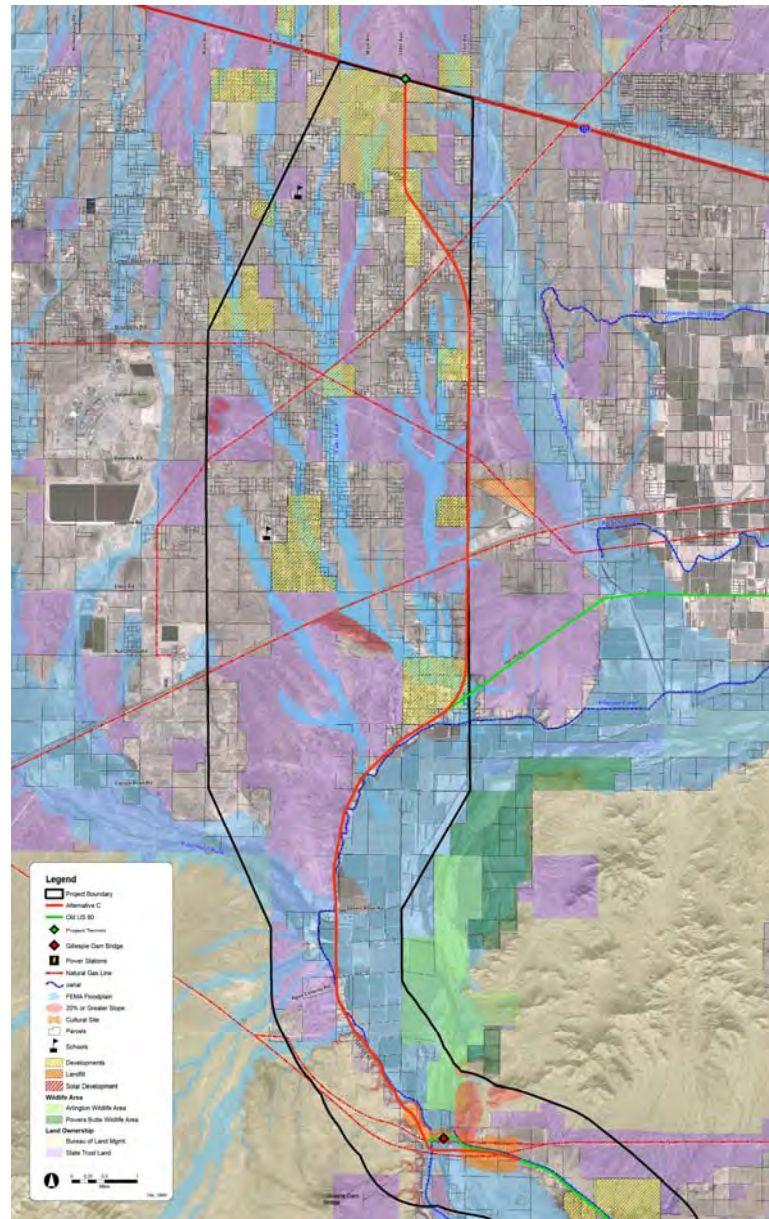
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# North Segment Alternative B



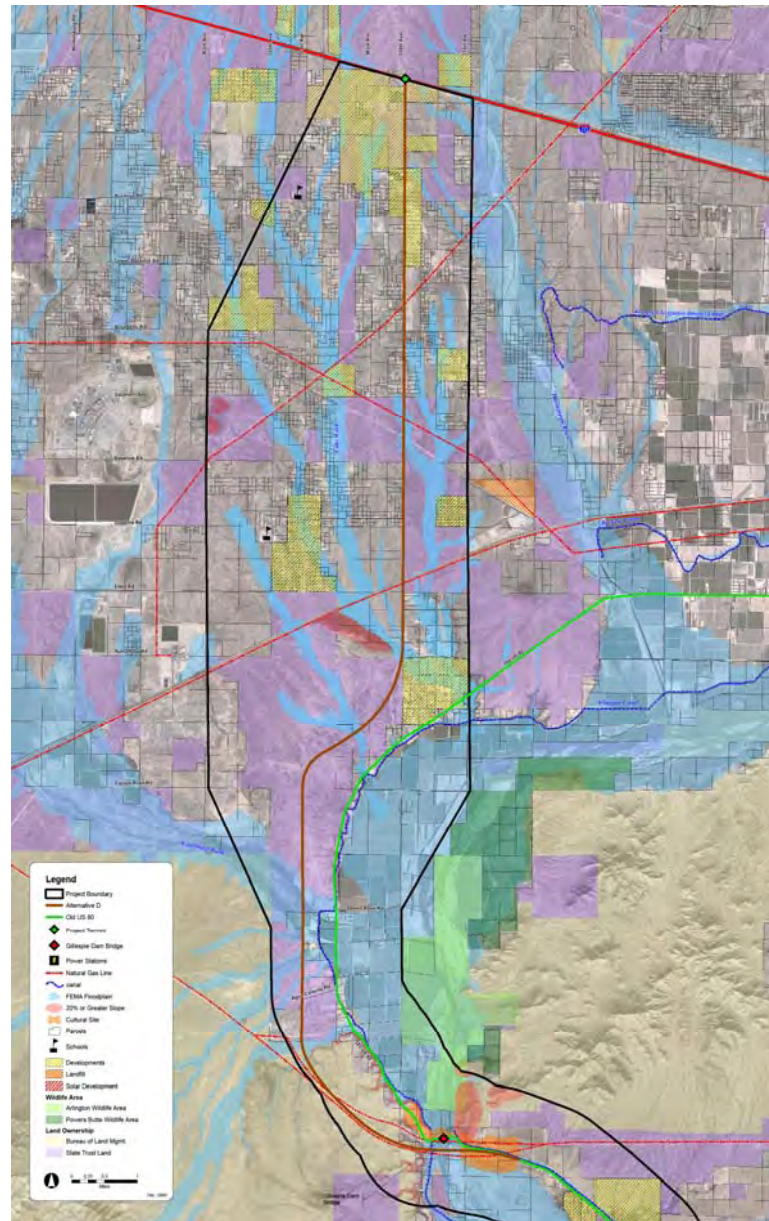
Right Road Right Time Right Cost

# North Segment Alternative C



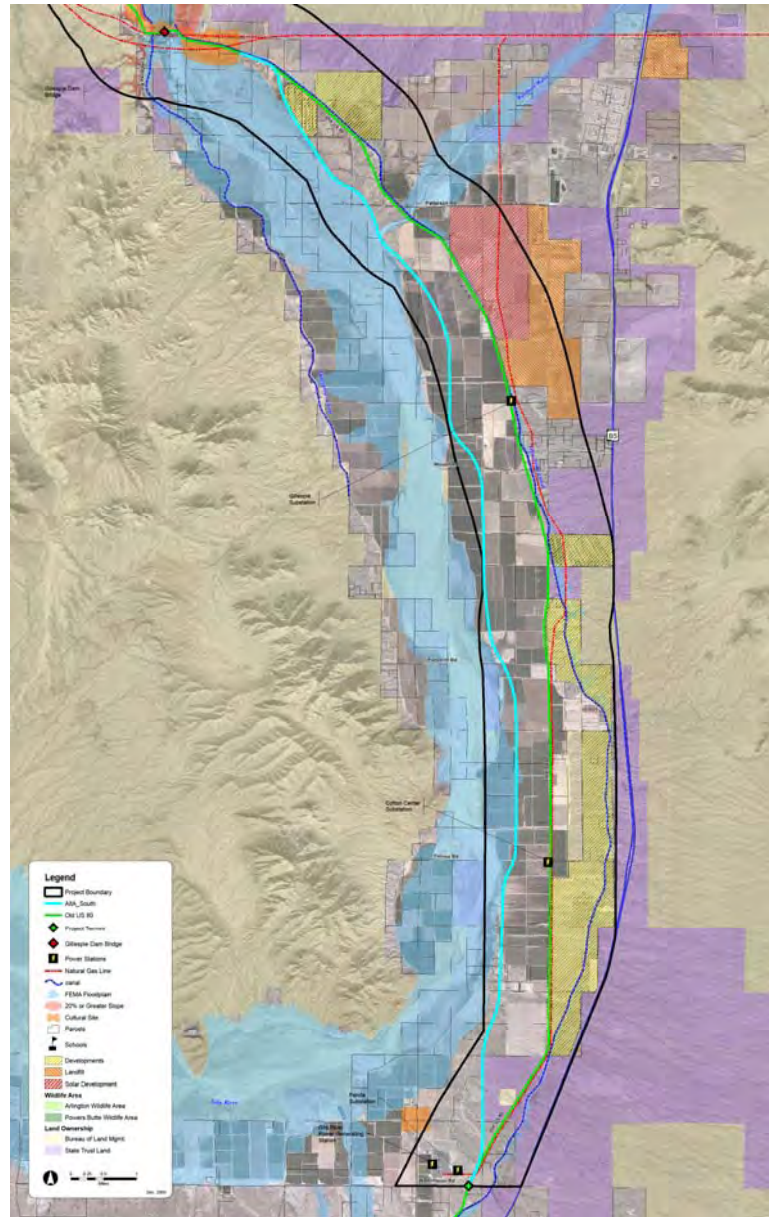
Right Road Right Time Right Cost

# North Segment Alternative D



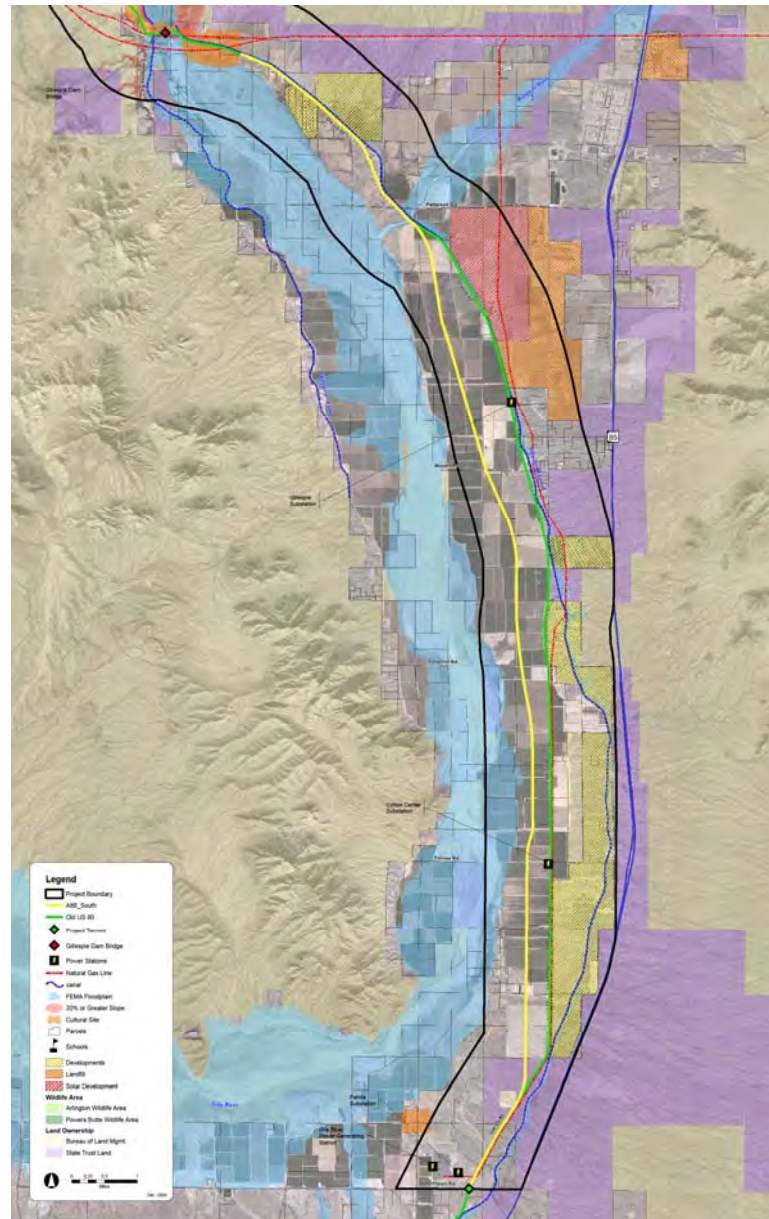
Right Road Right Time Right Cost

# South Segment Alternative A



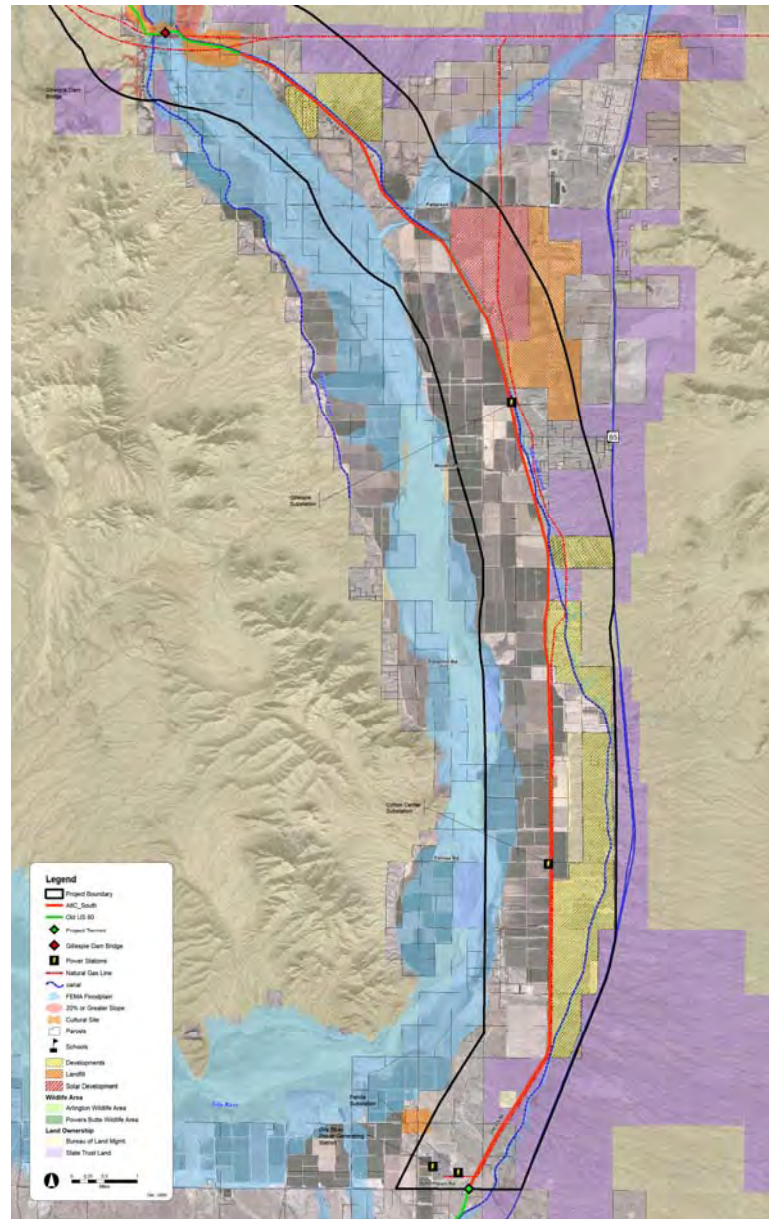
Right Road Right Time Right Cost

# South Segment Alternative B



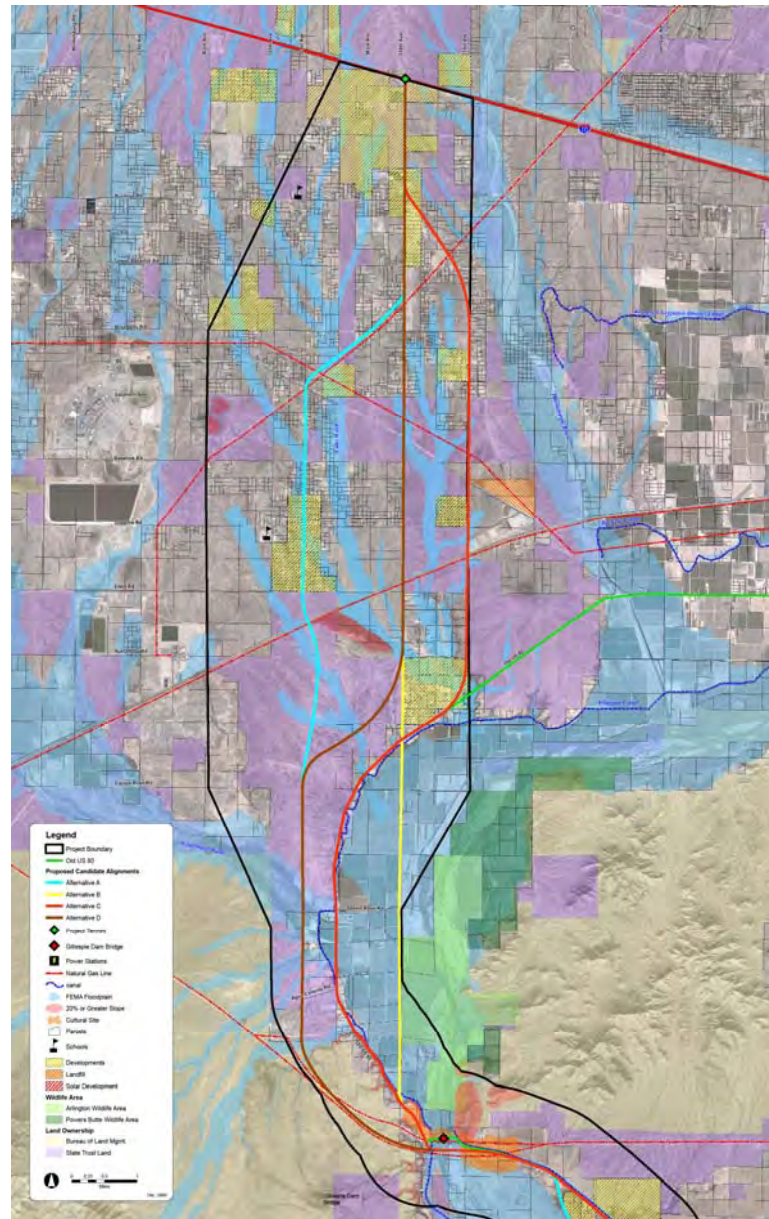
Right Road Right Time Right Cost

# South Segment Alternative C



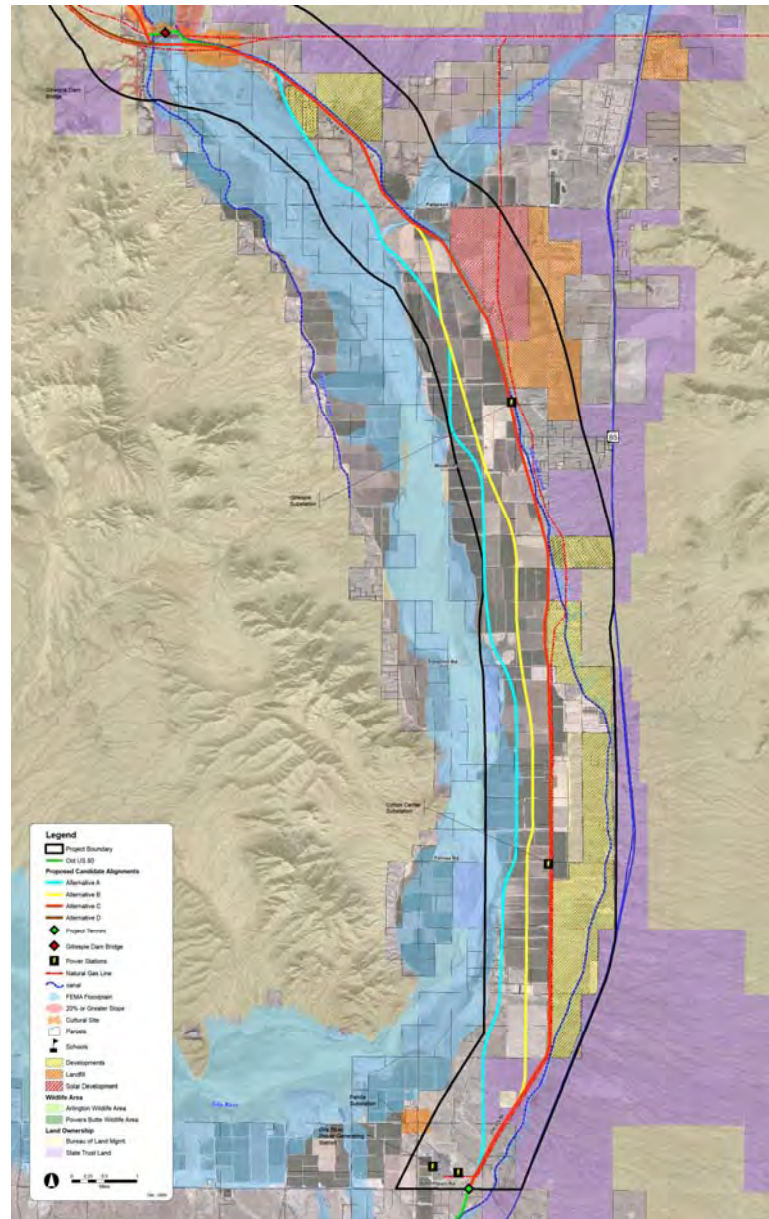
Right Road Right Time Right Cost

# North Segment All Alternatives



Right Road Right Time Right Cost

# South Segment All Alternatives



Right Road Right Time Right Cost

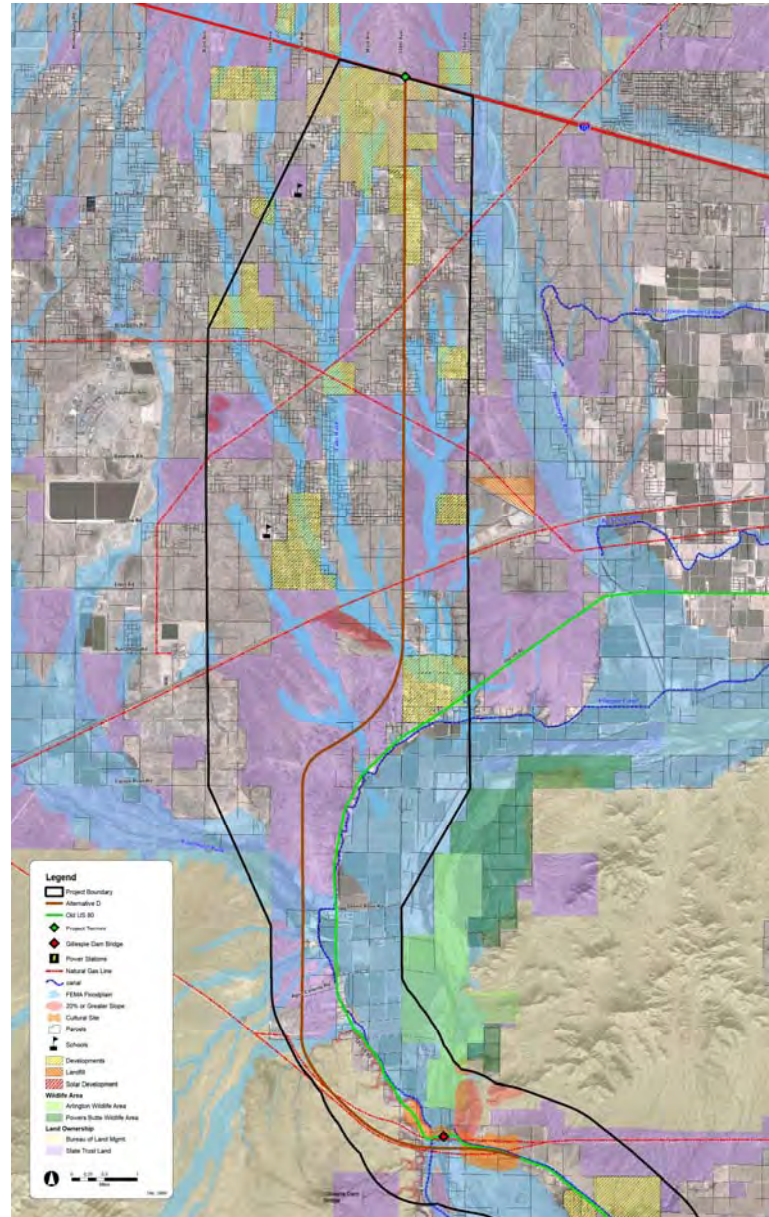
# Evaluation Matrix

Evaluation Criteria	Northern Candidate Alternatives					Southern Candidate Alternatives			
	No-Build	Alt. A	Alt. B	Alt. C	Alt. D	No-Build	Alt. A	Alt. B	Alt. C
Future Development Compatibility	○	○	○	◐	◑	◑	○	○	◐
System Continuity and Capacity	●	◑	◑	○	◑	●	◑	◑	◑
Irrigation Impacts	○	○	●	○	○	○	◐	●	◑
Drainage Impacts	○	◑	◐	◑	◑	○	◑	◑	◑
Building/Property Impacts	○	●	◐	◐	◐	○	◐	◐	◐
Wildlife Impacts	●	◑	●	◑	◑	●	◐	◐	○
Cultural/Archaeological Impacts	○	◐	●	●	◐	○	◐	◐	◐
Utility Impacts	○	◐	●	●	◐	○	◐	◐	●
Public Acceptability	◑	◐	●	●	○	◑	◐	●	○
Cost	○	●	●	◐	◐	○	●	◐	◐

LEGEND: Strong advantage ◑ Advantage ◑ Neutral ○ Disadvantage ◐ Strong disadvantage ●

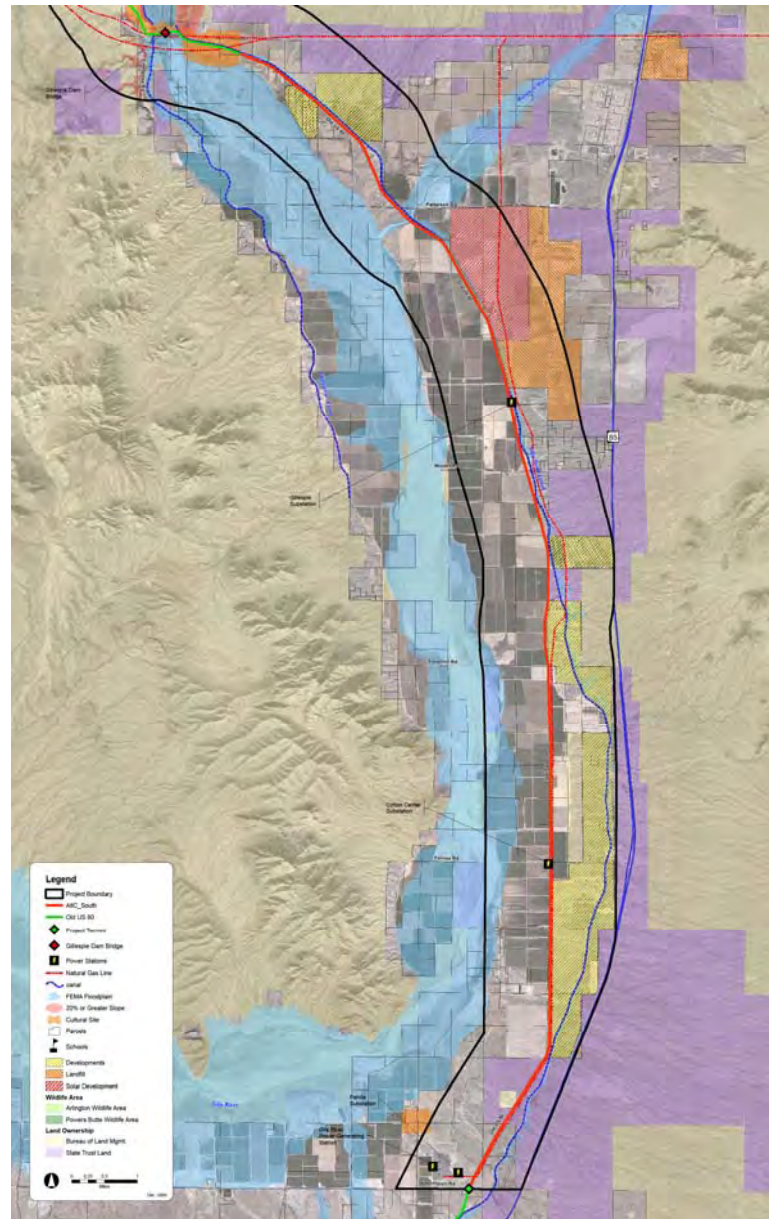


# North Segment Preferred Alignment Alternative D



Right Road Right Time Right Cost

# South Segment Preferred Alignment Alternative C



Right Road Right Time Right Cost

# Next Steps

- Hold 3<sup>rd</sup> Public Open House on March 3 from 5-7 pm at Arlington Elementary School
- Submit Draft Tech Memo 4 – Candidate Alternative Alignments and Evaluation
- Refine Preferred Alignment
- Prepare Preferred Alignment Drawings at 1"=200' Scale
- Prepare Draft and Final Report



# Project Schedule

TAC/Stakeholder #1 – Project Initiation	July 22, 2009
TAC/Stakeholder #2 – Existing Conditions	September 17, 2009
<b>Scoping and Existing Conditions Open House</b>	<b>September 22, 2009</b>
Existing and Future Conditions	October 2009
TAC/Stakeholder #3 – Alternatives/Evaluation Criteria	November 16, 2009
<b>Alternatives Development Open House</b>	<b>December 1, 2009</b>
Alternatives Development and Evaluation	January 2010
TAC/Stakeholder #4 – Alternatives Evaluation	February 3, 2010
Preferred Alternative Selection	February 2010
<b>Alternatives Evaluation/Preferred Alignment Open House</b>	<b>March 3, 2010</b>
Detailed Preferred Alignment	March 2010
Draft Final Report	April 2010
Final Report	May 2010



# TAC/Stakeholder Roundtable Discussion



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## **Meeting Purpose**

This was the first Technical Advisory Committee (TAC)/Stakeholder meeting. Purposes of the meeting were to:

- Introduce the project team, TAC, and stakeholders,
- Present the study purpose, goals, objectives, and schedule,
- Present key study issues,
- Discuss next steps, and
- Obtain TAC and stakeholder input.

## **Participants**

See attached attendance list.

## **Meeting Summary**

Introduction and Opening Comments – Renee Probst from MCDOT welcomed the participants and asked them to introduce themselves. Renee explained that the purpose of the project is to identify feasible alternatives for the Hidden Waters Parkway and select a preferred alignment to be protected for future development as a parkway facility to serve build-out traffic needs.

TAC/Stakeholder Membership, Roles, and Responsibilities – Bryan Patterson from Kimley-Horn (KHA) identified the agency partners, TAC members, and stakeholders. The TAC and stakeholders will meet jointly throughout the study to provide their input and any pertinent project-related information. Selected TAC members will be asked to review and comment on the various technical memos and reports that will be developed as the study progresses.

Study Need, Purpose, Goals, and Approach – The Hidden Waters Parkway was identified in the MAG Hassayampa Valley and Hidden Valley Framework studies as being needed to serve build-out development projections for the area. The corridor extends from Watermelon Road on the northeast edge of Gila Bend north to Interstate 10 at 339<sup>th</sup> Avenue. The corridor is generally two miles wide south of the Old US 80 Bridge and widens to four miles north of the bridge. The facility is designated as an “Arizona Parkway” that provides significantly more capacity than a standard arterial street at a much lower cost than a freeway facility.

The Arizona Parkway design calls for a 200' wide right-of way width to provide for a wide median that will accommodate the indirect left turn concept. Under this concept, left turns are not permitted at major intersections and must be accomplished by passing through the intersection, making a “U” turn in the median approximately 1/8 mile past the intersection, and then making a right turn. This allows for two-phase signal operation at major intersections, improving both capacity and safety.

The purpose of this study is to compile available, pertinent studies and data to be used for a “fatal flaw” analysis that will produce feasible alignment alternatives for a more in-depth evaluation. Up to three alternatives south of the Old US 80 bridge and up to three alternatives north of the Old US 80 bridge will be identified for a more detailed evaluation. Based on the alternatives evaluation process, a preferred alignment will be identified. Detailed drawings will be prepared for the preferred alignment at



## Hidden Waters Parkway Corridor Feasibility Study TAC/Stakeholder Meeting Summary – July 22, 2009



1" equals 200' to establish the right-of-way limits to be protected from development and acquired through dedications and purchases as part of the land development processes.

Project Schedule – The project began in May 2009 and will be finished in May 2010. Up to 5 TAC/Stakeholder meetings will be held along with three public open houses. A copy of the project schedule is attached.

Study Issues – Key study issues will be documented in three technical memos:

- Existing and Future Corridor Features,
- Environmental Overview, and
- Drainage Overview.

Mark Turner from KHA described some of the significant environmental issues that will be addressed as part of the study; Bob Eichinger from KHA discussed the major drainage issues in the corridor; and Michael Grandy from KHA presented the key topographic, land development, and system continuity/traffic considerations. Draft technical memos covering these topics will be completed in September 2009.

Next Steps – The next steps in the study process are to:

- Complete the three technical memos referenced above;
- Hold the second TAC/Stakeholder meeting in late August or early September; and
- Hold the first public open house in September.

TAC/Stakeholder Roundtable – Following the staff presentations, the TAC/stakeholders engaged in an open roundtable discussion of items to consider as the study progresses. Key points from this discussion are:

- A value engineering study for the Old US 80 Bridge has been completed. The study recommends Alternative DT-4, which is a low-flow crossing located approximately 1,200' downstream from the Old US 80 Bridge.
- Between I-10 and Van Buren Street, the 200' parkway right-of-way cross section has been designated along 339<sup>th</sup> Avenue as part of the Hidden Waters Ranch Development Master Plan.
- There are five east/west gas lines just south of Gillespie dam and a 36" gas line along Old US 80.
- BLM will be hosting a public meeting at the Buckeye High School on August 5 to discuss plans for a solar power plant in the area east of SR 85.
- There are several State Land parcels on the north and south ends of the corridor. State Lands Department is concerned about preserving access to their properties, avoiding the creation of remnant parcels, and planning for future drainage requirements. A separate 1-1 meeting needs to be scheduled with State Land staff.
- Connections to I-10 and I-8 need to be carefully studied.



## Hidden Waters Parkway Corridor Feasibility Study TAC/Stakeholder Meeting Summary – July 22, 2009



- The latest ADOT SR 85 Design Concept Report needs to be reviewed with respect to the Hidden Waters Parkway.
- Property ownership needs to be shown on study exhibits.
- The Town of Gila Bend needs to be contacted to discuss the Sonoran Trails project and its potential relationship to the Hidden Waters Parkway.
- The Paloma Irrigation District needs to be added as a project stakeholder.
- “Context Sensitive Solutions” should be used on this project.
- There is a potential Gila River crossing site about seven miles south of Gillespie Dam. APS has a suspension power line crossing in this area.
- Paloma irrigation canal on east side of Old US 80 will be a constraint.
- Do not want parkway interchange at 339<sup>th</sup> and I-10 to interfere with a planned interchange at 323<sup>rd</sup> Avenue.
- A regional drainage solution needs to be identified for the Hidden Waters area.
- The County should minimize, mitigate, and avoid adverse impacts whenever possible.

HIDDEN WATERS TAC

7-22-07

Sign in IL

First Name	Last Name	Company/Agency	Title	Business Address	City	State	Postal Code	Business Phone	E-mail Address
Mr. Jeff	Dana	339th & 10. LLC - Hidden Waters Ranch	Attorney	7980 E. McClain Dr., Suite #6	Scottsdale	AZ	85260	480-577-5966	jeff@andersonjandolic.com
Mr. Mika	Bruder	ADOT	Transportation Manager	1611 W Jackson St. MD EM101	Phoenix	AZ	85007	602-712-6836	mbruder@azdot.gov
Mr. Larry	Langer	ADOT	Assistant State Engineer	1611 W Jackson St. MD EM101	Phoenix	AZ	85007	602-712-7559	llanger@azdot.gov
Ms. Vjelvet	Matthew	ADOT	Project Manager	1611 W Jackson St. MD EM101	Phoenix	AZ	85007	602-712-3062	vmathew@azdot.gov
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 Planning

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## **Meeting Purpose**

This was the second Technical Advisory Committee (TAC)/Stakeholder meeting. Purposes of the meeting were to:

- Summarize the July 22<sup>nd</sup> TAC/Stakeholder meeting and input received to date;
- Present summaries of Technical Memoranda #1, #2, and #3;
  - Existing and Future Corridor Features
  - Environmental Overview
  - Conceptual Drainage Report
- Discuss issues, constraints, and potential evaluation criteria;
- Discuss next steps and the Open House on September 22<sup>nd</sup>; and
- Break-out discussion of conceptual alternatives.

## **Participants**

See attached attendance list.

## **Meeting Summary**

Introduction and Opening Comments – Renee Probst from MCDOT welcomed the participants and asked them to introduce themselves.

TAC/Stakeholder Membership, Roles, and Responsibilities – Bryan Patterson from Kimley-Horn (KHA) summarized the input that has been received to date. He described the three technical memoranda that were being presented at the meeting and asked the TAC members to review and comment on the information being presented. He explained that drafts of the three reports were submitted to MCDOT for review and will then be distributed to public agency representatives for review and comment.

Technical Memorandum #1 (TM1) – Michael Grandy from KHA presented a summary of the information within TM1- Existing and Future Corridor Features. Michael presented the progress to date and several exhibits highlighting various features within the study area. The exhibits included: jurisdictions, land ownership, existing and future land use, existing and buildout transportation network, facilities and utilities, developed areas, recreational areas, and slope analysis. He also presented a list of potential alignment constraints within the project corridor that will influence the preferred alignment of the future Hidden Waters Parkway. Attendees asked clarification questions and provided comments regarding the presented material.

Technical Memorandum #2 (TM2) – Sarah Eichinger from KHA presented a summary of the information within TM2 – Environmental Overview. With respect to TM2, documentation regarding biological, natural, and cultural resources, hazardous materials, and socioeconomic considerations have been reviewed and analyzed. Sarah presented the preliminary environmental findings including information on land jurisdiction, biological resources, cultural resources, section 4(f) resources, water quality and floodplain impacts, noise impacts, and hazardous materials. Attendees asked clarification questions and provided comments regarding the presented material.

Technical Memorandum #3 (TM3) – Ben Liu from KHA presented a summary of the information within TM3 – Conceptual Drainage Report. With respect to TM3, the available data has been reviewed and



## Hidden Waters Parkway Corridor Feasibility Study TAC/Stakeholder Meeting Summary – September 17, 2009



analyzed, KHA has inventoried and mapped flow paths, watersheds, concentration points, and structures, developed 50 and 100-year peak flows, and conducted a field review. KHA is currently performing a stakeholder survey on any drainage maintenance issues that may exist in the project area. Ben presented the preliminary drainage findings for each of the three distinct drainage areas within the study area. Attendees asked clarification questions and provided comments regarding the presented material.

Bryan then presented a list of potential evaluation criteria for developing alignment alternatives and determining the preferred alignment of Hidden Waters Parkway.

Next Steps – The next steps in the study process are to:

- Distribute the Tech Memos to the TAC for review;
- Hold the first Public Open House on September 22<sup>nd</sup>;
- Refine the evaluation criteria;
- Develop and evaluate alternatives; and
- Hold the third TAC/ Stakeholder meeting, tentatively scheduled for October or November.

Breakout Groups – Following the presentation by KHA, the TAC/stakeholders were broken up into four smaller groups and engaged in an open discussion about the key constraints within the study area. Each group was given a poster exhibit of either the northern or southern half of the project study area. The TAC/ stakeholders marked up the exhibits by highlighting constraints and features. The TAC/ stakeholders were also encouraged to write comments or suggestions with regards to the project and to draw possible alignments for Hidden Waters Parkway.

Key points from these discussions and markups included:

- Concern for preservation of archeological sites:
  - Petroglyphs around bridge
  - Prehistoric 12 mile site/trail
  - Gatlin site
  - Old Gila Bend town site and station
  - Butterfield Stage Route
- Concern for gas lines and proposed solar facilities at landfill and in project vicinity;
- Suggested alternative: Make Old US 80 a scenic byway with signs and pull-outs;
- Wildlife linkages between mountain ranges are important to preserve – Bighorn sheep being transplanted in Fall '09;
- Concern for minimizing the number of transportation routes in the area, especially in area of Old US 80 bridge;
- Pointed out and marked various features on maps such as farms, substations, gas lines, and archeological sites; and
- Roadway alignment should be located so as to avoid creating unusable parcel remnants or splitting existing and planned developments where feasible.

HIDDEN WATERS TAC

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HIDDEN WATERS TAC

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HIDDEN WATERS TAC

9/17/09 TAC/SAC Attendance	First Name	Last Name	Company/Agency	Title	Business Address	City	State	Postal Code	Business Phone	E-mail Address
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Hidden Waters Parkway Corridor Feasibility Study  
Summary of Comments  
From September 22, 2009 Public Open House



- Finish building out SR 85 and then you won't need the Hidden Waters Parkway.
- The parkway will bring more people to the area – local residents moved there for the rural setting and lifestyle.
- Protect Gillespie Dam but allow access for appropriate use (local non-vehicular & pedestrian traffic).
- Need to add new TransWestern and El Paso gas pipelines to facilities and utilities map.
- 69 kV power line location needs to be verified.
- Use the Old US 80 corridor south of Gillespie Dam and 339<sup>th</sup> Avenue south of I-10.
- There is a proposed new mining site near the Mission Materials mining site.
- Verify how the proposed future north/south rail line connects to the existing rail line through Gila Bend.
- Label Western Star Boulevard and Riggs Road on constraints and facilities drawings.
- Study area is not correctly depicted at the north end of the strip map.
- The parkway is not needed and would be a waste of money.
- It makes sense to preserve right-of-way now for future growth.
- When will the parkway be constructed?
- Constructing the parkway in wash areas would minimize property impacts.
- Concerned about how the parkway will impact irrigation facilities and the movement of farm equipment.
- How does this project relate to the I-11 project?
- Concerned about the timing and location of proposed new rail line.
- Why is another road needed in addition to SR 85 and Old US 80?



## **Meeting Purpose**

This was the third Technical Advisory Committee (TAC)/Stakeholder meeting. Purposes of the meeting were to:

- Summarize the September 17 TAC/Stakeholder meeting, September 22 public open house, and input received to date;
- Summarize comments received on draft technical memos;
- Present and discuss conceptual alternatives;
- Present and discuss proposed candidate alternatives for further evaluation;
- Present and discuss evaluation criteria; and
- Breakout discussion of conceptual/proposed candidate alternatives.

## **Participants**

See attached attendance list.

## **Meeting Summary**

Introduction and Opening Comments – Denise Lacey from MCDOT welcomed the participants and asked them to introduce themselves. Denise reported that Renee Probst had resigned from MCDOT and the Denise will now serve as the MCDOT Project Manager.

Summary of September 17 TAC/Stakeholder Meeting, September 22 Public Open House, and Comments Received to Date – Bryan Patterson from Kimley-Horn (KHA) summarized the results of the September 17 TAC/Stakeholder meeting and the input received at the September 22 open house. The open house at Arlington Elementary School was well attended with 60+ attendees signing in. Most of the exhibits from Tech Memos 1, 2, and 3 were presented on display boards. Major comments from the public related to:

- Support for protecting right-of-way;
- Questions about the need for another roadway in close proximity to SR 85;
- Concerns about impacts on irrigation and farming operations;
- Support for making use of existing Old US 80 and 339<sup>th</sup> Avenue as much as possible; and
- Questions about recent new articles on the proposed Interstate 11/Hassayampa Freeway facility.

Comments on Draft Technical Memoranda – Bryan Patterson reported that very few of the TAC agencies had provided comments on the draft technical memos so far. The Maricopa Association of Governments and Arizona Game and Fish Departments have provided comments and it was requested that any additional comments be provided by Friday, November 20.



Conceptual Alignment Alternatives – Bryan Patterson reviewed the process for developing conceptual alternatives. At the September 17 TAC/Stakeholder meeting, roll plots showing corridor constraints and potential conceptual alignments were reviewed and discussed in a break-out session. Significant constraints included land ownership patterns, existing and planned land uses, existing and planned transportation facilities, utilities, irrigation canals, and topography. TAC/Stakeholder comments on the constraints and conceptual alternatives were recorded on the roll plots. MCDOT and Kimley-Horn staff performed a field review of the conceptual alternatives and made some adjustments to the conceptual alternatives. Of the range of conceptual alternatives, three alternatives will be recommended for a more in-depth evaluation. Evaluation criteria will include:

- Development compatibility;
- System continuity;
- Drainage impacts;
- Irrigation impacts;
- Building/property impacts;
- Cultural/archaeological impacts;
- Wildlife impacts;
- Utility impacts;
- Public acceptability; and
- Cost

Next Steps – Bryan Patterson discussed the next steps in the study process. The meeting today will conclude with a breakout session to mark up roll plots showing conceptual alternatives along with candidate alternatives that Kimley-Horn staff is recommending for a more detailed evaluation. The recommended alternatives will then be refined as needed and presented for public input at the second open house scheduled for December 1 at 5:00 pm at Arlington Elementary School. The fourth TAC/Stakeholder meeting is expected to be scheduled for January 2010, where the evaluation of alternatives will be presented and discussed.

Proposed Candidate Alternatives for Further Consideration and Evaluation – Michael Grandy from Kimley-Horn presented the conceptual alternatives for the segments north and south of the Old US 80 Bridge and discussed constraints associated with the various alternatives. For each segment, three alternatives, A, B, and C, were highlighted as being preliminarily recommended for more detailed evaluation. Michael explained that it will be possible to assemble a variety of combinations of alternatives north and south of the Old US 80 Bridge with the planned new river crossing area being a common connecting point. TAC/Stakeholder members had the following questions and comments:

- Wildlife linkages should be shown on the constraints exhibits. Staff responded that wildlife linkages are shown on other exhibits and are being considered in evaluating alternatives.



## Hidden Waters Parkway Corridor Feasibility Study TAC/Stakeholder Meeting Summary – November 16, 2009



- Connecting planned east-west arterial streets should be shown on the constraints exhibits. Staff responded that they are shown on the planned transportation facilities exhibits.
- Do build-out traffic projections reflect current economic conditions? Staff responded that it is assumed that the economy will eventually recover and even if growth does not resume at the same pace as before the recession, there will be a long-term need for a parkway facility and right-of-way protection needs to begin as soon as possible.
- How will the Hidden Waters Parkway terminate at the south end at Watermelon Road? Staff responded that an east-west parkway facility is planned for the Watermelon Road alignment and the Hidden Waters Parkway would connect with it.
- Will connectivity with other facilities be considered? Staff responded that they are aware of the planned facilities identified in the MAG framework studies and they will be addressed in the final recommendations.
- Provisions need to be made for allowing agricultural equipment to cross and travel along the proposed parkway. Staff responded that it may be possible to use culverts and wider shoulders for the movement of farm equipment. Staff will investigate this issue further.
- How much can you narrow the 200' footprint in areas where the right-of-way needs to be constrained? Staff responded that if you consider only the pavement, six travel lanes will fit in 100' of right-of-way.

Breakout Discussion Groups - Following the discussion of conceptual alternatives, constraints, and proposed candidate alternatives, attendees were asked to choose one of four tables with roll plots showing the proposed candidate alternatives for the north and south corridor segments. Comments were recorded on the roll plots and major discussion topics are summarized as follows:

- Arizona Game and Fish Department (AGFD) representatives reiterated their comments conveyed in their written communication dated 07/29/2009.
- AGFD specifically referenced page 17 of Tech Memo #2 regarding wildlife linkages and indicated that AGFD should be involved in any future planning/design projects that would impact any of those linkages. They also pointed out that the identification and refinement of linkage zones is dynamic and on-going process – so as the corridor studies progress, there may be subtle changes in the location/dimensions/nature/issues regarding those linkage zones and wildlife movement corridors.
- AGFD also asked for any available information on the Solar Project to the west of the project area.
- The Center for Desert Archaeology representative identified sensitive cultural resource areas; asked if there was merit in identifying an alignment south of Gillespie dam connecting to SR85 to avoid construction of the parkway to the south; and requested that the alternative alignment that went due west then north of Gillespie Dam be reinstated as one of the alternatives to be evaluated in more detail.



Hidden Waters Parkway Corridor Feasibility Study  
TAC/Stakeholder Meeting Summary – November 16, 2009



- The Arizona State Land Department representative reiterated concern about fragmenting State Land parcels but clarified that they were concerned only with small remnant fragments that would lose value or be useless. An alignment that ran through state land dividing parcels into large 'useable or developable' parcels would be OK.
- Agricultural community representatives expressed concerns about splitting of parcels and about the ability to move agricultural equipment within the study area. There are several canal siphons/culverts that are being used for the movement of farm equipment and those linkages need to be maintained. Agricultural equipment also currently travels on Old US 80, and provisions need to be made to move equipment throughout the Hidden Waters Parkway corridor.
- Land development representatives wanted assurance that the parkway would be compatible with their land planning efforts and wanted to know where they would be able to have roadway connections to the parkway.
- For the southern segment, there was a clear consensus in favor of Alternative C – Old US 80 alternative.
- For the northern segment, there was concern expressed about having two alternatives in the floodplain. Several participants requested that a western alignment alternative be created that goes through State Trust land and bypasses most of the topographic and environmental constraints just north of the existing bridge over the Gila River.

Please Sign In

HIDDEN WATERS TAC/SAC

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	Mr. Michael	Melton	Beus Gilbert - Hassayampa Village	Attorney	4800 N. Scottsdale Rd., Suite 6000	Scottsdale	AZ	85251	480-429-3017	mmelton@basd.k12.az.us
	Mr. Ed	Garak	Buckeye Elementary School District #33	Superintendent	210 S. 6th Street	Buckeye	AZ	85326	623-386-2196	egarak@bwedf.com
	Ms. Beverly	Hurley	Buckeye Irrigation and Water Conservation District	General Manager	P O Box 1726	Buckeye	AZ	85326		bhurley@buhnsd.org
	Ms. Deanne	Kupcik	Buckeye Union High School District # 201	Superintendent	902 Eason Ave	Buckeye	AZ	85326	623-386-2727	deanna@buckeyevalleychamber.org

HIDDEN WATERS TAC/SAC

11/16/09 TAC/SAC Attendance	First Name	Last Name	Company/Agency	Title	Business Address	City	State	Postal Code	Business Phone	E-mail Address
	Ms Jo Ann	Goodlow	Bureau of Land Management	Realty Specialist	21605 N 7th Ave.	Phoenix	AZ	85027	623-580-5548	joann_goodlow@blm.gov
	Mr. Peter	Casasneida	Bureau of Reclamation lands and Real Estate	Supervisor General Engineer	6150 W. Thunderbird Rd	Glendale	AZ	85306-4001		pcasasneida@usbr.gov
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	Mr Andy	Laurenzi	Center for Desert Archaeology	Field Representative	300 E. University Blvd, Ste 230	Tucson	AZ	85705	520-882-6846	alaurenzi@cdarc.org
	Mr. Marty	Arambel	City of Phoenix	Project Manager	3060 S 27th Ave	Phoenix	AZ	85009-6810	602-534-1157	marv_arambel@phoenix.gov
	Mr. Ray	Davalina	City of Phoenix	Deputy Streets Transportation Director	200 W Washington St	Phoenix	AZ	85003	602-262-4057	raymundo_davalina@phoenix.gov
	Mr. Dan	Matthews	City of Phoenix	Engineering Supervisor	200 W Washington St	Phoenix	AZ	85003	602-495-2038	dan_matt@phoenix.gov
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	Ms Dawn	Meininger	Edge Land Consulting, Inc - Cipriani	President	P.O. Box 10317	Phoenix	AZ	85084	602-510-5070	dawn@edgelandaz.com
	Mr Ron	Rayner	Enterprise Ranch		14928 W Broadway Rd	Goodyear	AZ	85338	623-932-1834	altranch@earthlink.net
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	Ms Sharon	Gordon	FHWA	Area 3 Engineer	4000 N Central Ave	Phoenix	AZ	85012	602-382-8972	sharon.gordon@dol.gov
	Mr Rick	Buss	Gila Bend	Town Manager	P.O. Box A	Gila Bend	AZ	85337	928-683-2255	rbuss@gilabendaz.org
	Mr James	Mosley	Gila Bend Union High School District #24	Superintendent	P.O. Box V	Gila Bend	AZ	85337		jamesm@gilabend.k12.az.us
	Mr Barnaby	Lewis	Gila River Indian Community	Cultural Resources Specialist	P O Box 2140	Sacaton	AZ	85247	520-562-3570	
	Mr. Sasha	Sallego	Gila River Indian Community	Transportation Planner	P O. Box 97	Sacaton	AZ	85147	520-562-6306	sasha_sallego@gilric.nsn.us
	Mr. Earl	Runtie	Gunsight Development Corp	President	17238 N 86th Lane	Glendale	AZ	85308	623-594-8227	earlruntie@cox.net
	Mr. Glenn	Hickman	Hickman's Egg Ranch, Inc	Owner	6515 S Jackrabbit Tr.	Buckeye	AZ	85326	623-872-1120	ghickman@hickmanseggs.com
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HIDDEN WATERS TAC/SAC

11/16/09 TAC/SAC Attendance	First Name	Last Name	Company/Agency	Title	Business Address	City	State	Postal Code	Business Phone	E-mail Address
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	Mr. John	Uitz	Paloma Irrigation District	District Manager	38401 W. 1-8	Gila Bend	AZ	85337	926-663-2236	jaulomaz@mindspring.com
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	Ms. Clare	Vinzant	Paloma School District # 94	Head Teacher	PO Box 175, HCR 1	Gila Bend	AZ	85337	926-663-2588	cvinzant@palomadesd.org
	Rev. Ronald	Kopitz	Phoenix Valley West	Property Owner	907 E. Broadmor Dr	Tampe	AZ	85262	480-967-5642	rk_mek@cox.net
	Mr. Marvin	John	Property Owner	Property Owner	25910 W. Baseline Rd	Buckeye	AZ	85326		
	Mr. Tom	DeJong	Property Owner	Property Owner	14400 S Airport Rd.	Buckeye	AZ	85326		
	Mr. Manuel	Flores	Property Owner Lot A40	Property Owner	17311 E. 40 Highway	Independence	MO	64055		

HIDDEN WATERS TAC/SAC

11/16/09 TAC/SAC Attendance	First Name	Last Name	Company/Agency	Title	Business Address	City	State	Postal Code	Business Phone	E-mail Address
	Mr. Bill	Kerr	Property Owner	Property Owner	P. O. Box 1302	Buckeye	AZ	85326		
	Mr. Danny	Gladden	Property Owner	Property Owner	P. O. Box 1081	Buckeye	AZ	85326		
	Mr. Rick	Saylor	Property Owner	Property Owner	6404 South Wilson Rd	Buckeye	AZ	85326		
	Mr. Leon	Hardison	Property Owner	Property Owner	P. O. Box 35	Arlington	AZ	85322		
	Ms. Belh	Huerta	Property Owner	Property Owner	14295 W La Reate Ave.	Goodyear	AZ	85395		belh.huerta@all.net
	Mr. Tim	Wood	Property Owner	Property Owner	P. O. Box 309	Buckeye	AZ	85326		
	Mr. Robert	Parker	Property Owner	Property Owner	31100 W. Old Hwy 80	Palo Verde	AZ	85343		
ELP	Ms. Ella	Pierpoint	Property Owner	Property Owner	30125 W Pierpoint Rd	Arlington	AZ	85322	602-622-2364	epierpoint@verbo.com
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	Mr. Tim	Vanderhart	Property Owner	Property Owner	11602 S. Bruner	Palo Verde	AZ	85343		
	Mr. P.M	Narramore	Property Owner	Property Owner	P. O. Box 81	Palo Verde	AZ	85343		
	Mr. Gary	Gable	Property Owner	Property Owner	P. O. Box 10	Arlington	AZ	85322		
	Mr. Stan	Ashby	Roosevelt Irrigation District	Supernintendent	103 W. Baseline Rd.	Buckeye	AZ	85326	623-386-2046	sashby@rooseveltrirrigation.org
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	Mr. Albert	Manuel	San Lucy District	Chairman	P. O. Box GG	Gila Bend	AZ	85337	926-683-2913	emanuel@loua.net
	Mr. Eric	Gorsagner	Sonoran Institute						602-393-4310 x6	egorsagner@sonoraninstitute.org
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	Mr. David	Schwake	Tonopah Area Coalition		3499 N. 371st Ave.	Tonopah	AZ	85354	777- 999-9526	idschwake@mac.com
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	Ms. Suparna	Dasgupta	Town of Buckeye	Community Development Director	90 N. Apache Road	Buckeye	AZ	85326	623-349-6204	sdasgupta@buckeyeaz.gov
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HIDDEN WATERS TAC/SAC

11/16/09 TAC/SAC Attendance	First Name	Last Name	Company/Agency	Title	Business Address	City	State	Postal Code	Business Phone	E-mail Address
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	Mr	Uri	Wyatt Sure Farm LLC	Manager	P.O. Box 730	Willmen	AZ	85361	602-687-6949	beemerguyrt@gmail.com

*Handwritten notes:*  
 Rick Sittler  
 Farm  
 owner  
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Hidden Waters Parkway Corridor Feasibility Study  
Summary of Comments  
From December 1, 2009 Open House



- Need to provide for farm equipment to cross the parkway at culvert/siphon locations.
- Don't divide agricultural parcels.
- Locate the parkway adjacent to floodplains where possible to protect farm land from flooding.
- Show more exact locations for gas lines and wells.
- 339<sup>th</sup> Avenue is the best alternative alignment south of I-10.
- How does the I-11 project relate to Hidden Waters?
- Support a new bridge crossing of the Gila River.
- Preserve Old US 80 bridge for bicycle and pedestrian use.
- Don't want to lose the rural character of the area by building more homes and roads.
- When will the parkway be built and how will it be funded?
- Look at ways to reduce flooding problems.
- How does the parkway connect to Watermelon Road, SR 85, and I-8?
- Concerned about protection of the canal north of the Gila River crossing.
- Don't follow US80 alignment south of Gila River.
- Review flood control data - the last big flood deposited dirt in the floodplain reducing the capacity.



## Hidden Waters Parkway Corridor Feasibility Study TAC/Stakeholder Meeting Summary – February 3, 2010



### **Meeting Purpose**

This was the fourth Technical Advisory Committee (TAC)/Stakeholder meeting. Purposes of the meeting were to:

- Summarize the November 16 TAC/Stakeholder meeting, December 1, 2009, public open house, and input received to date,
- Present and discuss alternatives selected for evaluation,
- Present and discuss the alternatives evaluation,
- Present and discuss preferred alignment, and
- Conduct a “round-table” discussion to determine consensus on the study recommendations.

### **Participants**

See attached attendance list.

### **Meeting Summary**

Introduction and Opening Comments – Denise Lacey from MCDOT welcomed the participants and asked them to introduce themselves. Denise reported that this would likely be the final TAC/Stakeholder meeting for this project. Members are encouraged to attend the March 3, 2010, open house and to submit any additional comments in writing. Public agency members will be asked to comment on the remaining technical memos and final report. The final report and technical memos will be made available on the MCDOT web site.

Summary of November 16 TAC/Stakeholder Meeting, December 1, 2009, Public Open House, and Comments Received to Date – Bryan Patterson from Kimley-Horn (KHA) summarized the results of the November 16, 2009, TAC/Stakeholder meeting and the input received at the December 1, 2009, open house. The November 16, 2009, meeting included presentations and discussion on the process for developing and evaluating conceptual alternatives, the application of a “fatal flaws” analysis, alternatives recommended for further evaluation, and next steps in the study process. Break-out groups for the north and south corridor segments discussed the recommended alternatives and made notations on aerial photographs to document issues that should be considered in the alternatives evaluation. The open house at Arlington Elementary School was well attended with 50+ attendees signing in. Exhibits showing the conceptual alternatives were presented at the meeting. Major comments from the public related to:

- Concerns about impacts to rural character of the area, irrigation, farming, and flood plains,
- Questions about funding and timing of construction,
- Support for making use of existing Old US 80 and 339<sup>th</sup> Avenue as much as possible, and
- Support for preserving the Old US 80 Bridge and providing a new river crossing.



## Hidden Waters Parkway Corridor Feasibility Study TAC/Stakeholder Meeting Summary – February 3, 2010



Alternatives Selected for Further Evaluation – Bryan reviewed the process of developing conceptual alternatives; performing a “fatal flaw” analyses; and obtaining TAC, Stakeholder, and public input that have resulted in narrowing the conceptual alternatives to those recommended for a more detailed evaluation. As a result of input at the November 16, 2009, TAC/Stakeholder meeting, a fourth “hybrid” alternative was developed for the northern segment. This alternative is referred to as Alternative D. KHA and MCDOT staff performed additional field reviews of this alternative to verify that it is feasible with respect to topography and utilities in the corridor. As a result, four alternatives have been evaluated for the northern segment and three alternatives have been evaluated for the southern segment.

Alternatives Evaluation – Michael Grandy reviewed the recommended alternatives and the evaluation criteria, which include:

Future Development Compatibility,  
System Continuity and Capacity,  
Irrigation Impacts,  
Drainage Impacts,  
Building/Property Impacts,  
Wildlife Impacts,  
Cultural/Archaeological Impacts,  
Utility Impacts,  
Public Acceptability, and  
Cost.

Michael summarized the relative advantages and disadvantages of each alternative and provided a more detailed table that explained the rationale for determining the pros and cons of each alternative. Based on application of the evaluation criteria, Alternative D is the preferred alternative for the north segment and Alternative C is the preferred alternative for the south segment.

Alternative D follows 339<sup>th</sup> Avenue south to Luke Wash, then bends to the west through State Land property, continues south to the El Paso natural gas compressor facility, and then generally follows the El Paso natural gas lines to a planned new Gila River crossing approximately 1000’ south of the Old US 80 Bridge. The major advantages of this alternative compared to the other evaluated alternatives are that it follows much of existing 339th Avenue, which is a recognized long-term arterial street corridor; is compatible with planned developments south of I-10; provides new access to significant areas owned by State Lands; provides better system continuity and capacity; has less negative impacts on wildlife and cultural resources; and has received more public support other than the no-build alternative.

For the south segment, Alternative C connects with the planned new Gila River crossing and then generally follows Old US 80 to the southern project limits at Watermelon Road. The major advantages of this alternative compared to the other evaluated alternatives are that it makes maximum use of existing roadway right-of-way, has the most beneficial drainage and



## Hidden Waters Parkway Corridor Feasibility Study TAC/Stakeholder Meeting Summary – February 3, 2010



irrigation impacts, is best suited for phased construction, and has received more public support other than the no-build alternative.

Roundtable Discussion - Comments and questions from the TAC/Stakeholder members are summarized as follows:

- Will there be a bridge at the new Gila River Crossing? The answer is that MCDOT has completed a Design Concept Report (DCR) identifying a "low flow" crossing that could ultimately be upgraded to a bridge.
- Does the cost evaluation consider bridges, culverts, railroad crossings, and wildlife crossings? The answer is yes at a conceptual/planning level.
- What happens to the Old US 80 Bridge – will it become a pedestrian crossing? The answer is that the Old US 80 Bridge will be preserved as it is for the near future, but once the parkway is built, there may be opportunities to make the existing Old US 80 Bridge a pedestrian/bicyclist-only crossing.
- Alternative B on the north segment should be rated as having a strong disadvantage for drainage.
- What impact does Alternative A on the south segment have on flooding? Flood Control staff will look at this.
- Did we consider piping the canal in the vicinity of the Paloma development to reduce right-of-way needs? The answer is that the canal right-of-way is not designated for roadway use and it would likely be less expensive to locate the roadway adjacent to the canal rather than piping the canal and putting the roadway on top of it.
- A parkway on Old US 80 doesn't seem to be compatible with the movement of farm equipment. Response is that farm equipment would not be precluded from using the parkway and east west intersections on the mile may be utilized for farm equipment crossings accommodating farm land on the east side of Old US 80. Also, as development occurs, the amount of farmed land will likely decrease over time.
- Cultural/archaeological impacts should be a strong disadvantage for any new roadway alignment. Response is that alternatives have been developed with this in mind and more extensive archaeological studies will be required before a new roadway is constructed.
- Drainage, wildlife, and farm equipment crossings could be jointly accommodated at major washes.
- Any new railroad crossings will need to be grade separated and comply with all UPRR design criteria.

All attendees were given the opportunity to make any concluding comments and indicate their support or opposition for the preferred alternatives as presented for the north and south segments. There was a general consensus that the preferred alternatives as presented are acceptable.

Next Steps – Bryan discussed the next steps in the study process. He reiterated that this would likely be the last TAC/Stakeholder meeting for this project but that there would be



## Hidden Waters Parkway Corridor Feasibility Study TAC/Stakeholder Meeting Summary – February 3, 2010



opportunities for additional input at the public meeting and through review of technical memos and the draft final report. He also offered to schedule one-on-one meetings as needed to address any further questions or comments. The alternatives evaluation and preferred alternative will be presented at the March 3, 2010, public open house at Arlington Elementary school. Assuming there is general acceptance of the preferred alternative alignments; KHA will then proceed with more detailed drawings to delineate the 200' wide corridor footprint on aerial photography at 1" = 200' scale. As much as possible, the corridor centerline will follow existing roadway centerlines, section and quarter section lines, and property lines. The final roadway alignment and design will be subject to negotiation with property owners as their property progresses through the planning, zoning, and development processes. Denise Lacey thanked the committee members for their participation and input and encouraged them to fill out project comment forms.

HIDDEN WATERS TACISAC

Please Sign In

02/03/10 TACISAC Attendance	First Name	Last Name	Company/Agency	Title	Business Address	City	State	Postal Code	Business Phone	Email Address
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	Ms. Charla	Glendenning	ADOT	Multimodal Planning Division	206 S. 17th Ave	Phoenix	AZ	85007	606-712-7376	sglendenning@azdot.gov
	Mr. Michael	Jones	ADOT	Yuma District Maintenance Engineer	2243 E. Gila Ridge Rd	Yuma	AZ	85365	928-317-2160	mjones@azdot.gov
	Mr. Larry	Langer	ADOT	Assistant State Engineer	1611 W. Jackson St. MD EM101	Phoenix	AZ	85007	602-712-7559	llanger@azdot.gov
	Ms. Velvet	Mathew	ADOT	Project Manager	1611 W. Jackson St. MD EM101	Phoenix	AZ	85007	602-712-3062	vmathew@azdot.gov
	Mr. Floyd	Roehrich	ADOT	State Engineer	206 S. 17th Ave. MD 102A	Phoenix	AZ	85007	602-712-8274	froehrich@azdot.gov
	Ms. Jennifer	Toth	ADOT	Director of Multi Modal Planning Division	206 S. 17th Ave. MD 310B	Phoenix	AZ	85007	602-712-6274	jtoth@azdot.gov
	Mr. Paul	Palane	ADOT - Yuma District	District Engineer	2243 E. Gila Ridge Rd. Y200	Yuma	AZ	85365	928-317-2115	ppalane@azdot.gov
✓	Ms. Sandy	Haddock	Agria Fria Ch-AAS	President	6901 E. Windsor Ave	Scottsdale	AZ	85257	460-481-0582	azmacaw44@com.net
	Mr. Bart	Smith	Ak-Chin Indian Community	Senior Planner	42507 W. Peters & Nail Rd	Mariopca	AZ	85238	520-566-1073	bsmith@ak-chin.nsn.us
	Mr. Chad	Turner	Arlington School District #47	Superintendent	9410 S. 335th Ave	Arlington	AZ	85322		chad@arlingtonk8.org
	Mr. Daniel	Nelson	ASGFD	Project Evaluation Specialist	5000 W. Carefree Highway	Phoenix	AZ	85066	623-236-7513	dnelson@azgfd.gov
	Mr. Edward	Dietrich	ASLD	Senior Project Manager	1616 W. Adams St	Phoenix	AZ	85007	602-542-2653	edietrich@land.az.gov
	Mr. Gordon	Taylor	ASLD	Planning and Engineering	1616 W. Adams St	Phoenix	AZ	85007	602-542-2647	gtaylor@land.az.gov
	Ms. Lillian	Moodey	ASLD	Planning and Engineering	1616 W. Adams St	Phoenix	AZ	85007		lmoodey@land.az.gov
	Mr. Ruben	Ojeda	ASLD	ROW Section Manager	1616 W. Adams St	Phoenix	AZ	85007	602-542-2648	rojeda@land.az.gov
	Mr. Manny	Patel	ASLD	Water Resource Engineer	1616 W. Adams St	Phoenix	AZ	85007	602-364-1596	m.patel@land.az.gov
✓	Ms. Susan	Russell	ASLD	Right-of-Way	1616 W. Adams St	Phoenix	AZ	85007	602-542-3115	srussell@land.az.gov
	Ms. Danica	Norris	AZ Wilderness Coalition	Community Organizer	P.O. Box 13524	Phoenix	AZ	85002-3524	602-252-5530	Danica@azwild.org
	Ms. Laura	Canaca	AZGFD	Project Evaluation Program Supervisor	5000 W. Carefree Highway	Phoenix	AZ	85086		
	Mr. Daniel	Nelson	AZGFD	Project Evaluation Specialist	5000 W. Carefree Highway	Phoenix	AZ	85086	623-236-7513	dnelson@azgfd.gov
	Mr. Troy	Smith	AZGFD	Habitat Program Manager	9140 E. 28th St	Yuma	AZ	85365	928-341-4066	trsmith@azgfd.gov
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	Mr. Steven	Bales	Bales&Bales	President	20600 W. Beloat Rd	Buckeye	AZ	85326	602-469-4776	sbales@hughes.net
	Ms. Susan	Demmitt	Beus Gilbert - Belmont	Attorney	4800 N. Scottsdale Rd., Suite 6000	Scottsdale	AZ	85251	480-429-3017	sdemmitt@beuslibert.com
	Ms. Lindsay	Schube	Beus Gilbert - Hassayampa Village	Attorney	4800 N. Scottsdale Rd., Suite 6000	Scottsdale	AZ	85251	480-429-3017	lschube@beuslibert.com
	Mr. Michael	Melton	Buckeye Elementary School District #33	Superintendent	210 S. 6th Street	Buckeye	AZ	85326		mmelton@besd.k12.az.us
	Mr. Ed	Gerak	Buckeye Inngaton and Water Conservation District	General Manager	P. O. Box 1726	Buckeye	AZ	85326	623-366-2196	egerak@bwccd.com
	Ms. Beverly	Hurley	Buckeye Union High School District # 201	Superintendent	902 Eason Ave	Buckeye	AZ	85326		bhurley@buhsd.org
	Ms. Deanna	Kupcik	Buckeye Valley Chamber of Commerce	President/CEO	506 E. Monroe Ave	Buckeye	AZ	85326	623-366-2727	deanna@buckeyevalleychamber.org

HIDDEN WATERS TACISAC

02/09/10 TACISAC Attendance	First Name	Last Name	Company/Agency	Title	Business Address	City	State	Postal Code	Business Phone	Email Address
	Ms	Jo Ann	Goodlow	Bureau of Land Management	Realty Specialist	Phoenix	AZ	85027	623-580-5548	joann_goodlow@blm.gov
SVB	Mr	Steven	Bott	Bureau of Reclamation	Realty Specialist, Phoenix Area Office	Phoenix	AZ	85306-4001	623-773-6233	sbott@usbr.gov
	Mr	Peter	Castaneda	Bureau of Reclamation	Chief, Water and Lands Division	Glendale	AZ	85308-4001	623-773-6240	pcastaneda@usbr.gov
	Mr	Jay	Linninger	Center for Biological Diversity	Executive Director	Flagstaff	AZ	86002		
	Mr.	Andy	Laurenzi	Center for Desert Archaeology	Field Representative	Tucson	AZ	85705	520-882-8846	alaurenzi@cdac.org
	Mr	Marty	Arambel	City of Phoenix	Project Manager	Phoenix	AZ	85009-6810	602-534-1157	marty.arambel@phoenix.gov
	Mr	Ray	Devalina	City of Phoenix	Deputy Streets Transportation Director	Phoenix	AZ	85003	602-262-4057	raimundo.devalina@phoenix.gov
	Mr	Dan	Matthews	City of Phoenix	Engineering Supervisor	Phoenix	AZ	85003	602-495-2038	dan_matthews@phoenix.gov
	Mr	Mike	Cronin	Douglas Ranch/El Dorado Holdings - Douglas Ranch	Director of Entitlements	Phoenix	AZ	85008	602-955-2424	mrcronin@elboradoholdings.net
	Ms	Dawn	Weininger	Edge Land Consulting, Inc - Cipriani	President	Phoenix	AZ	85064	602-510-5070	dawn@edgelandaz.com
	Mr	Ron	Rayner	Enterprise Ranch		Goodyear	AZ	85338	623-932-1834	atranch@eaonstar.net
de	Mr	John	Hathaway	FCDMC	Project Manager	Phoenix	AZ	85009	602-506-0503	john@mail.maricopa.gov
mp	Ms	Jen	Pokorski	FCDMC	Project Manager	Phoenix	AZ	85009	602-506-4695	jmp@mail.maricopa.gov
	Ms	Valerie	Swick	FCDMC	Project Manager	Phoenix	AZ	85009	602-506-2929	vas@mail.maricopa.gov
	Ms	Sharon	Gordon	FWWA	Area 3 Engineer	Phoenix	AZ	85012	602-382-8972	sharon.gordon@dot.gov
	Mr	Rick	Buss	Gila Bend	Town Manager	Gila Bend	AZ	85337	928-663-2255	rbuss@olabandaz.org
	Mr	James	Mosley	Gila Bend Union High School District #24	Superintendent	Gila Bend	AZ	85337		jamesm@glilaband.k12.az.us
	Mr	Barnaby	Lewis	Gila River Indian Community	Cultural Resources Specialist	Sacaton	AZ	85247	520-562-3570	
	Mr	Sasha	Sallego	Gila River Indian Community	Transportation Planner	Sacaton	AZ	85147	520-562-8308	sasha.pachito@otic.nsn.us
	Mr	Earl	Runte	Gunsight Development Corp	President	Glendale	AZ	85308	623-594-9227	earlrunte@cox.net
	Mr	Glenn	Hickman	Hickman's Egg Ranch, Inc	Owner	Buckeye	AZ	85326	623-872-1120	ahickman@hickmanseggs.com
	Mr	Russ	Brock	Home Builders Association of Central Arizona	Vice President of Municipal Affairs	Scottsdale	AZ	85254	602-274-8545	brockr@hbaca.org
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ATS	Mr	Gary	Smith	Jokake	Principal	Phoenix	AZ	85034	602-224-4507	gary.smith@jokake.com
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	Mr	Bob	Eichinger	Kimley-Horn and Associates	Drainage Project Manager	Phoenix	AZ	85020	602-906-1182	bob.eichinger@kimley-horn.com
	Ms	Sarah	Eichinger	Kimley-Horn and Associates	Environmental Planner	Phoenix	AZ	85020	602-371-4577	sarah.eichinger@kimley-horn.com
MLG	Mr	Michael	Grandy	Kimley-Horn and Associates	Deputy Project Manager	Mesa	AZ	85022	480-777-4730	michael.grandy@kimley-horn.com
FH	Mr	Frank	Hoffman	Kimley-Horn and Associates	Roadway Engineer	Phoenix	AZ	85020	602-216-1272	frank.hoffman@kimley-horn.com

HIDDEN WATERS TAC/SAC

02/03/10 TAC/SAC Attendance	First Name	Last Name	Company/Agency	Title	Business Address	City	State	Postal Code	Business Phone	E-mail Address
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Mr	Bob	Hazlett	MAG	Senior Engineer	302 N First Avenue, Suite 300	Phoenix	AZ	85003	602-254-6300	bhazlett@mag.maricopa.gov
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Ms	Jeanette	Fish	Maricopa County Farm Bureau	Executive Director	4001 East Broadway Road, Suite B-9	Phoenix	AZ	85040	602-437-1330	mcfb@westoffice.net
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Mr	Mitch	Wagner	MCDOT	Senior Planner	2901 W Durango St	Phoenix	AZ	85009	602-506-8054	mitchwagner@mail.maricopa.gov
Mr	Samir	Hatab	MCDOT - Engineering	Civil Engineer	2901 W Durango St	Phoenix	AZ	85009	602-506-2867	samirhatab@mail.maricopa.gov
Mr	Hugh	Davidson	MCDOT - Environ Planning	Environmental Program Manager	2901 W Durango St	Phoenix	AZ	85009	602-506-8082	hughdavidson@mail.maricopa.gov
Mr	Joe	Pinto	MCDOT - Environ Planning	Environmental Planner	2901 W Durango St	Phoenix	AZ	85008	602-506-8068	joepinto@mail.maricopa.gov
Mr	Nicolaas	Swart	MCDOT - Traffic	Traffic Engineer	2901 W Durango St	Phoenix	AZ	85009	602-506-0599	nicolaasswart@mail.maricopa.gov
Ms	Hedy	Hall	MCDOT - ROW	Row - Agent	2801 W Durango St	Phoenix	AZ	85009	602-506-4697	hhall@mail.maricopa.gov
Mr	Nariman	Zadeh	MCDOT-PMO	Project Manager	2901 W Durango St	Phoenix	AZ	85009	602-506-8623	narimanzadeh@mail.maricopa.gov
Mr	Andy	Wojakiewicz	MCDOT-Structures	Engineer	2901 W Durango St	Phoenix	AZ	85009	602-506-8625	andrzejojakiwicz@mail.maricopa.gov
Mr	John	Ulz	Paloma Irigation District	District Manager	38401 W 1-8	Gila Bend	AZ	85337	928-683-2236	paloma2@mindspring.com
Ms	Rita	Lauderdale	Paloma School District # 94	Superintendent	PO Box 175, HCR 1	Gila Bend	AZ	85337	928-683-2586	rlauderdale@palomased.org
Ms	Clara	Vinzant	Paloma School District # 94	Head Teacher	PO Box 175, HCR 1	Gila Bend	AZ	85337	928-683-2588	vinzant@palomased.org
Rev	Ronald	Kopltiz	Phoenix Valley West	Property Owner	907 E Broadmor Dr	Tempe	AZ	85282	480-967-5842	rk.mex@cox.net
Mr	Marvin	John	Property Owner	Property Owner	25910 W. Baseline Rd.	Buckeye	AZ	85326		
Mr	Tom	DeLong	Property Owner	Property Owner	14400 S Airport Rd.	Buckeye	AZ	85326		
Mr	Manuel	Fibres	Property Owner Lot A40	Property Owner	17311 E 40 Highway	Independence	MO	64055		

HIDDEN WATERS TAC/SAC

0230/140 TAC/SAC Attendance	First Name	Last Name	Company/Agency	Title	Business Address	City	State	Postal Code	Business Phone	E-mail Address
	Mr	Bill	Kerr	Property Owner	P O Box 1302	Buckeye	AZ	85326		
	Mr	Danny	Gladden	Property Owner	P O Box 1061	Buckeye	AZ	85326		
	Mr	Rick	Saylor	Property Owner	6404 South Wilson Rd	Buckeye	AZ	85326		
	Mr	Leon	Hardison	Property Owner	P O Box 35	Arlington	AZ	85322		
	Ms	Beth	Huerta	Property Owner	14285 W La Real Ave	Goodyear	AZ	85395		beth_huerta@att.net
	Mr	Tim	Wood	Property Owner	P O Box 309	Buckeye	AZ	85326		
	Mr	Robert	Parker	Property Owner	31100 W Old Hwy 80	Palo Verde	AZ	85343		
	Ms	Ella	Pierpoint	Property Owner	30125 W Pierpoint Rd	Arlington	AZ	85322	602-822-2364	epierpoint@yahoo.com
	Mr	Roy	Pierpoint	Property Owner	30125 W Pierpoint Rd	Arlington	AZ	85322	602-862-2364	
	Mr	Rick	Sutter	Property Owner	P O Box 1198	Buckeye	AZ	85326	623-386-3471	
	Mr	Tim	Vanderhart	Property Owner	11602 S Bruner	Palo Verde	AZ	85343		
	Mr	R M	Narramore	Property Owner	P O Box 81	Palo Verde	AZ	85343		
	Mr	Gary	Gable	Property Owner	P O Box 10	Arlington	AZ	85322		
	Mr	Stan	Ashby	Roosevelt Irrigation District	103 W Baseline Rd	Buckeye	AZ	85326	623-366-2046	sashby@rooseveltirrigation.org
	Ms	Carolyn	Oberholzer	Rose Law Group, pc - Insignia and Desert Creek	5513 N Scottsdale Rd	Scottsdale	AZ	85250	480-505-3934	caroline@rose.lawgroup.com
	Ms	Angela	Garcia-Lewis	Salt River Pee Posh Indian Community	10005 E Osborn Rd	Scottsdale	AZ	85256	480-850-8774	angela.garcia-lewis@srpmic-nsn.gov
	Mr	Albert	Manuel	San Lucy District	P O Box GG	Gila Bend	AZ	85337	928-883-2913	amanuel@louis.net
	Mr	Eric	Gorsegner	Sonoran Institute					602-993-4310 x5	egorsegner@sonoraninstitute.org
	Mr	Peter	Sleer	Tonto Nation	P O Box 837	Sells	AZ	85634	520-383-3377	psleer@louis.net
	Ms	Julie	Frazier	Tonto Nation Planning Department	P O Box 837	Sells	AZ	85634	520-383-5546	julia.frazier@tontonation-nsn.gov
	Mr	Fred	Stevens, Jr	Tonto Nation Planning Department	P O Box 837	Sells	AZ	85634	520-383-5546	fred.stevens@tontonation-nsn.gov
	Mr	David	Schwake	Tonopah Area Coalition	3499 N 371st Ave	Tonopah	AZ	85364	777-999-9528	idschwake@mac.com
	Mr	Craig	Weaver	Tonopah Area Coalition	923 Mercer Lane	Phoenix	AZ	85029	602-870-8730	craic@cyberavault.com
	Mr	Jack	Arend	Tonopah Valley Community Council					623 386-7857	jkarend@cybertrails.com
	Ms	Suparna	Dasgupta	Town of Buckeye	90 N Apache Road	Buckeye	AZ	85326	623-349-6204	sdasgupta@buckeyeaz.gov
	Mr	Tom	Dixon	Town of Buckeye	90 N Apache Road	Buckeye	AZ	85326	623-349-6209	tdixon@buckeyeaz.gov
	Mr	Aziz	Aman	Union Pacific Railroad	2075 E Jade Dr	Chandler	AZ	85288	480-415-2364	aaman@up.com
	Ms	Debra	Bills	USFWS	2321 W Royal Palm Rd , Suite 103	Phoenix	AZ	85021		debra_bills@fws.gov
	Mr	Steve	Spangle	USFWS	2321 W Royal Palm Rd , Suite 103	Phoenix	AZ	85021		steve_spangle@fws.gov
	Mr	Thomas	Chlebanowski	W C Scouten Inc	1626 N Litchfield Rd , Suite 310	Goodyear	AZ	85395	623-547-4661 x 316	thomas@scouten.com
	Mr	Woody	Scouten	W C Scouten Inc	1626 N Litchfield Rd , Suite 310	Goodyear	AZ	85395	623-547-4661 x222	woody@scouten.com

HIDDEN WATERS TAC/SAC

02/03/10 TAC/SAC Attendance	First Name	Last Name	Company/Agency	Title	Business Address	City	State	Postal Code	Business Phone	Email Address
	Ms	Robin	Polk	We Are Buckeye	20660 W. Main St	Buckeye	AZ	85396	623-979-6646	robinbuckeyesun@live.com
	Mr	Doug	Nelson	Woolsey Flood Protection District	7000 N 16th St, Suite 120-307	Phoenix	AZ	85020	602-395-1612	dougnelson@cox.net
	Mr	Jeff	Solumin	Wyatt Sure Farm LLC	P O Box 730	Wittman	AZ	85361	602-697-6949	beemerquyvt@gmail.com

*Gordon Taylor, A.S.G.D., Lead Planner.*

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Hidden Waters Parkway Corridor Feasibility Study  
Summary of Comments  
From March 3, 2010 Open House



- How does the I-11 project relate to the Hidden Waters Parkway?
- Are there any anticipated problem areas from a soil stability standpoint?
- How can we get more information about related archaeological studies?
- When will the parkway be built and how will it be funded?
- Why do we need another facility that duplicates SR 85?
- A higher speed, safer facility is needed in the study area.
- What kind of access will be provided to properties on the east side of Old US 80 just south of the Old US 80 bridge?
- What east/west connections to Old US 80 will be provided north of the Old US 80 bridge?
- 339<sup>th</sup> Avenue is a better location for the parkway than 351<sup>st</sup> Avenue or 331<sup>st</sup> Avenue.
- Is the location of the Watermelon Parkway intersection finalized?
- How will Hidden Waters tie into SR85 in the vicinity of Gila Bend Municipal Airport?
- What is the location/layout of the 801 interchange?



Hidden Waters Parkway Corridor Feasibility Study  
Coordination Meeting with Maricopa Association of  
Governments – July 28, 2009



**Meeting Purpose**

The purpose of this coordination meeting was to clarify and follow up on three issues that surfaced during the July 22 Hidden Waters TAC/Stakeholder Meeting. These issues are:

- Validating the long-term need for the Hidden Waters Parkway Corridor
- Identifying the preferred location for a new crossing of the Gila River
- Clarifying the proposed alignment for the Hassayampa Freeway

**Participants**

Renee Probst – MCDOT

Bob Hazlett – MAG

Tim Strow – MAG

Bryan Patterson – KHA

Michael Grandy - KHA

**Meeting Summary**

Long-Term Need for the Hidden Waters Parkway Corridor – Both the Hidden Valley and Hassayampa Valley framework studies have confirmed that traffic projections for build-out conditions show that travel demand in the Hidden Waters Corridor will exceed the capacity of an arterial street. The area between Wickenburg and Gila Bend has a build-out population forecast of 3.5 million and projected traffic volumes in the Hidden Waters Corridor exceed 80,000 vehicles per day near I-10 and near Gila Bend. Design speed on the parkway was assumed by MAG to be 60 mph, with posted speeds in the 45-50 mph range. The Harquahala Valley (459<sup>th</sup> Avenue to 595<sup>th</sup> Avenue) is not included in the current build-out framework projections, and it is possible that current traffic projections could change a bit once the Harquahala Valley information is included in the build-out model.

Although there are some areas where there will be few connecting arterials, raising the possibility of reducing the parkway median width, it was decided that it is important to protect the full 200' parkway cross-section throughout the entire length of the corridor. The Hidden Waters Parkway will provide a continuous alternate route to SR 85 that draws some traffic away from SR 85, especially when SR 85 is restricted due to construction or incidents.

Preferred Location for New Gila River Crossing – The Old US 80 Bridge Value Engineering Report recommends Alternative DT-4 as the preferred location and design concept for a new Gila River crossing. Alternative DT-4 is an at-grade low-flow crossing located approximately 1200' downstream of the existing Old US 80 Bridge. Due to topographic constraints, this is the most feasible location in this area for a new crossing.

It was decided that Alternative DT-4 would be a common crossing location for all Hidden Waters corridor alignment alternatives. Although the Value Engineering Report recommends a low-flow crossing, this design concept could be upgraded in the future to provide an all weather-bridge for the Hidden Waters Parkway. In addition, this location may be the most feasible location for the planned Hassayampa Freeway to cross the Gila River. It may be possible to have both the Hidden Waters Parkway and Hassayampa Freeway cross at this location by placing freeway lanes in the middle of the corridor and expressway lanes on the outside of the corridor. KHA will review the geometrics of



Hidden Waters Parkway Corridor Feasibility Study  
Coordination Meeting with Maricopa Association of  
Governments – July 28, 2009



Alternative DT-4 and the topographic constraints to assess the feasibility of accommodating the Hidden Waters Parkway at this location.

Hassayampa Freeway Location – The Hassayampa Valley Framework Study has shown the Hassayampa Freeway in very close proximity to the Hidden Waters Parkway north of the Old US 80 Bridge. It is expected that a Hassayampa Freeway Environmental Impact Statement (EIS) will be initiated by ADOT in the next year that will help to further define feasible alternative locations for the Hassayampa Freeway. It is conceivable that the Hassayampa Freeway could follow portions of the existing I-10 and SR 85 alignments that are outside the study limits of the Hidden Waters Parkway.

Due to the likelihood that the timing of a Hassayampa Freeway EIS will not be within the timeframe of the Hidden Waters Parkway Corridor Feasibility Study, it was decided that the Hidden Waters Corridor Study will proceed under the assumption the Hidden Waters Parkway will be totally independent from the Hassayampa Freeway. Once the Hassayampa Freeway location is established, the Hidden Waters Corridor limits may need to be modified to provide for joint and/or intersecting facilities. MCDOT and ADOT are looking at doing a freeway-parkway interchange concept study to develop ideas for what freeways and parkways intersections might look like.



Hidden Waters Parkway Corridor Feasibility Study  
Coordination Meeting with Town of Gila Bend – August 20,  
2009



**Meeting Purpose**

The purpose of this coordination meeting was to advise Rick Buss, Gila Bend Town Manager, of the project status and obtain his input on long range transportation planning issues and land development proposals that pertain to the Hidden Waters Parkway Study.

**Participants**

Rick Buss, Gila Bend Town Manager  
Renee Probst – MCDOT  
Bryan Patterson – KHA

**Meeting Summary**

Long Range Transportation Planning Issues – Gila Bend has requested assistance from MAG in developing a long range transportation plan for Gila Bend. The plan will establish a roadway functional classification system and identify right-of-way requirements. The plan is funded this fiscal year and the results will be incorporated in the Town's General Plan Update that will begin in the next year. Gannett-Flemming prepared the latest transportation plan for the Town and Rick will provide a copy.

Pierpoint Road has been a controversial subject for the Town. It is a private road that has been periodically closed by the owners. Other property owners needing this road for access have filed lawsuits to keep the road open. There are archaeological sites near the road and the Pierpoint family has hired David Doyle to assist them with archaeological studies. Gila Bend is being pressured to annex the area surrounding Pierpoint Road and designate it as a public road. Gila Bend is reluctant to accept this financial and legal responsibility and has referred the issue to the County.

The ADOT SR 85 Design Concept Report shows a Watermelon Road interchange location that is north of existing Watermelon Road. Rick was not aware of the reasoning for this offset and will look into this issue further.

The Town wants to expand the municipal airport runway from 5200' to 8800' and construct a park-and-ride facility at the airport. Federal stimulus funds are being pursued for the park-and-ride facility.

Land Development Issues – There are several solar power plants being discussed in the Gila Bend area. None of them are located in the Hidden Waters study area, but the Hidden Waters Parkway could be a long term access facility for them in what is being called the "Solar Corridor". The most imminent plant is the APS Solana plant located west of Gila Bend with a planned operational date of 2012. There will be 1500 to 2000 construction workers building the plant and about 100 employees operating the plant when it is finished.

Spring Mountain Ski Ranch located north of Gila Bend on Old US 80 is currently under construction. Residential lots are being built now and the project will eventually include a commercial component. KHA needs to obtain the plans and review them to determine what roadway dedications are required for the project.

Jokake is working on plans for Sonoran trails, also located north of Gila Bend along Old US 80. KHA needs to contact Jokake to obtain the plans and review them to determine what roadway dedications are required.



Hidden Waters Parkway Corridor Feasibility Study  
Coordination Meeting with Town of Gila Bend – August 20,  
2009



Paloma Irrigation District is a key stakeholder in the Hidden Waters corridor. John Utz is the contact person.

Briefing with Town Council members – Rick requested a briefing with two or three Town Council members in advance of the first Hidden Waters open house. KHA and MCDOT will schedule the briefing.



Hidden Waters Parkway Corridor Feasibility Study  
ADOT Public Hearing on the Draft Environmental Assessment  
For Improvements to State Route 85 Between Watermelon  
Rd. and Interstate 8 – October 28, 2009 – Town of Gila Bend



**Meeting Purpose**

The purpose of this Public Hearing was for ADOT to present information about the State Route 85 Environmental Assessment and to obtain public input.

**Participants**

Denise Lacey – MCDOT  
Bryan Patterson – KHA  
Michael Grandy – KHA  
Paul Patane – ADOT  
ADOT Staff and Consultants  
General Public Attendees

**Meeting Summary**

This was a Public Hearing to gather public input. ADOT presented the overall project design features and anticipated project schedule. A key issue regarding the project design as it pertains to the Hidden Waters Parkway connection with the planned Watermelon Parkway is the location and orientation of the planned SR 85/Watermelon Road interchange. The planned interchange is approximately 3000' north of the Watermelon Road alignment and is oriented toward the northwest/southeast. This issue was discussed with ADOT staff and a subsequent communication was submitted by MCDOT.



Hidden Waters Parkway Corridor Feasibility Study  
Field Review with MCDOT of Conceptual Alternatives  
October 28, 2009



**Meeting Purpose**

The purpose of this field review was to confirm the viability of conceptual alternatives for the Hidden Waters Parkway

**Participants**

Denise Lacey – MCDOT  
Bryan Patterson – KHA  
Michael Grandy – KHA

**Meeting Summary**

This field review was conducted in conjunction with travel to the ADOT Public Hearing on the SR 85 Draft Environmental Assessment held in the Town of Gila Bend. Areas of concern with respect to topography, cultural resources, irrigation canals, existing and planned developments, existing Old US 80 geometrics, and the Old US 80 bridge were examined in the field. Based on this field review, it was concluded that while none of the conceptual alternatives appeared to be “fatally flawed”, it appeared that the topography, cultural resources, and irrigation canals just north of the Old US 80 bridge would make it quite difficult to locate a parkway facility on the existing Old US 80 alignment.



Hidden Waters Parkway Corridor Feasibility Study  
MCDOT Public Open House – Gillespie Dam Bridge  
Rehabilitation and Preliminary Design Presentation  
December 9, 2009



**Meeting Purpose**

The purpose of this public open house was to gather input about preliminary design plans for the rehabilitation of the Old US 80 Bridge over the Gila River (Gillespie Dam).

**Participants**

Roberta Crowe – MCDOT  
Jerry Cannon – PBS&J  
Nariman Zadeh – MCDOT  
Ben Liu – KHA  
General Public Attendees

**Meeting Summary**

This was a general open house to gather public input. Because the plans for the Old US 80 Bridge need to be incorporated in the Hidden Waters Corridor Feasibility Study, KHA staff attended the open house to discuss the project with MCDOT staff and listen to public comments. Some of the relevant information obtained at the meeting is summarized as follows:

- The current set of plans for the bridge rehabilitation is the 40% submittal dated December 2009.
- Bridge rehabilitation construction is expected to start in May 2010.
- The detour during construction will be a two-lane at-grade crossing immediately south of the bridge. The plans include four 48”x36’ RCP culverts in the middle channel and five 48”x36’ RCP culverts for the east (primary) channel, plus a temporary 98” pipe at the west end for the irrigation canal. The drainage culverts will be encased in riprap and are only for nuisance flows (the detour crossing will not be passable during storms).
- Alternative “D” – Construct New Bridge Downstream of the Existing Bridge - is the preferred long-term ultimate alternative.

The meeting was lightly attended and Ben spoke with Roberta Crowe, Jerry Cannon, and Nariman Zadeh about the project. He also took some photos of the bridge, dam, and bluff where Alternative D diverges towards the west.



Hidden Waters Parkway Corridor Feasibility Study  
Coordination Meeting with Woolsey Flood Protection District  
December 16, 2009



**Meeting Purpose**

The purpose of this coordination meeting was to advise the Woolsey Flood Protection District (WFPD) of the project status and obtain their input on the Hidden Waters Parkways Study, particularly related to drainage issues.

**Participants**

Doug Nelson – WFPD  
Alex Menez – KHA  
Ben Liu – KHA

**Meeting Summary**

**WFPD Information**

- WFPD is a separate entity, not a subgroup of MCFCD. Encompasses all of the Gillespie ADMP. Meets at least quarterly and has 3 members.
- Landowners in area historically did not received MCFCD assistance so formed WFPD approximately 35 years ago, paid from local tax base (approx 700 tax parcels).
- Originally asked owners how big of a ditch they wanted; WFPD now maintains the ditches (mostly removal of sediment and vegetation).
- WFPD ideally gets easements for drainage ditches, but in practice the existing channels have been used and new easements not granted. Would be beneficial to move ahead of development to dedicate channel easements.
- WFPD to help fund project near Butterfield Dairy to keep flow out of tailwater ditches.
- Major flood damage in 2000 (received FEMA assistance), but not much damage in recent years.
- Ongoing litigation related to increased sedimentation from Gillespie Dam (landowners vs FCDMC).

**Large Washes**

- Rainbow Wash – guessed that the Old US 80 concrete bridge was destroyed during floods in the 1920-1930s.
- Woods Wash
- Layton Wash – recent COP channel improvements cost ~\$6 million. COP dealt directly with landowner, and WFPD is not sure who is expected to maintain the channel.
- WFPD would like MCDOT to identify all major washes with signs along Old US 80.
- Accurate measurements of flood levels not really available, but landowners have reported seeing floodwaters 10 ft tall. Flows are typically sediment laden.

**Canals**

- Enterprise Canal does not extend as far south as shown on exhibits, should be updated.
- Gila Bend Canal was originally earthen and featured cross culverts. It was lined with concrete in the 1970's and siphons/overshoots installed.
- Nelson used to work for Paloma Ranch (on water rights). Paloma split in 2001-2002, and the Paloma Irrigation and Drainage District was created to oversee the canal.

**Land Use**

- Many major land changes in recent years: SR85 construction, COP landfill, the prison. Can informally see that SR85 improvements have changed the drainage patterns.



Hidden Waters Parkway Corridor Feasibility Study  
Coordination Meeting with Woolsey Flood Protection District  
December 16, 2009



- Landfill to be massive; 200 ft high. Solar development taking place now on future landfill cells.
- Town of Buckeye landfill caused flooding on SR85. District recommended digging ditch to direct flows towards culvert in 1999, Nelson believes something like that was done.
- There might be drainage plans associated with the landfill engineering.
- State legislature gave Buckeye land in exchange for the prison site there. Buckeye later expanded to acquire landfill land. Town of Buckeye jurisdiction extends south to Woods Rd.
- Sonoran Solar project in EIS right now, construction to start in 2010. Is approximately 4000 ac near gas line road.
- Failed racetrack development on E side of SR85 between Woods Rd and Patterson Rd. Nelson still believes this is an attractive site for development.

Comments applicable to Hidden Waters

- There was a significant study completed for the N-S gas line to the Panda powerplant near Gila Bend. A major wash is on this property.
- WFPD prefers Alternative A. Nelson believes this alternative may require less turnouts too.
- Nelson requested a copy of the TAC/SAC attendance list.



Hidden Waters Parkway Corridor Feasibility Study  
Coordination Meeting with Sonoran Institute – January 11,  
2010



**Meeting Purpose**

The purpose of this coordination meeting was to advise the Sonoran Institute of the project status and obtain their input on the Hidden Waters Parkway Study, particularly related to environmental concerns in the study area.

**Participants**

Eric Gorsegrner, Sonoran Institute  
Denise Lacey – MCDOT  
Michael Grandy – KHA

**Meeting Summary**

Eric provided background information on the Sonoran Institute and its goals and objectives. One of the primary focuses of the Sonoran Institute is preserving prime Sonoran Desert habitat through the proposed Sonoran Desert Protection Proposal. This proposal includes designating additional Wilderness Areas and National Conservation Areas near the edges of the Hidden Waters Parkway study area, effectively preventing the development of these Areas into residential, industrial, or commercial uses. Eric provided maps showing where these proposed Areas are.

While none of the candidate alternative alignments go directly through the proposed Wilderness Areas or National Conservation Areas, Alternative B and D on the north segment do get quite close. The Sonoran Institute wants to make sure the proposed Sonoran Desert Protection Proposal is accounted for during future study and design efforts in the area.



### **Meeting Purpose**

The purpose of this coordination meeting was to conduct a joint field review between Kimley-Horn and El Paso Natural Gas in the vicinity of where El Paso Natural Gas pipelines cross the Gila River just south of Gillespie Dam. The objectives of this field review were to:

- Better define the location of existing El Paso Natural Gas pipeline facilities
- Better understand the right-of-way and easements in place in the vicinity of the pipelines
- Determine if there appears to be a feasible location where the Hidden Waters Parkway alignment could cross the Gila River and go west/north towards the existing El Paso Natural Gas compressor site without negatively impacting El Paso Natural Gas facilities

### **Participants**

Thomas Trujillo – El Paso Natural Gas  
Mickey Lowder – El Paso Natural Gas  
Dennis Seager – El Paso Natural Gas  
Denise Lacey – MCDOT  
Frank Hoffman – KHA  
Michael Grandy - KHA

### **Meeting Summary**

**Existing Locations of Pipelines** – There are three existing El Paso Natural Gas pipelines that cross the river just south of Gillespie Dam. There is a gap of several hundred feet between these pipelines and the two lines of SRP electrical towers. South of the electrical towers, there is another El Paso Natural Gas pipeline. There is another gap of several hundred feet and then two Transwestern gas pipelines further to the south. Corrections were made to KHA's maps to better reflect the locations of these utilities.

**Preferred Location for New Gila River Crossing** – The Old US 80 Bridge Value Engineering Report recommended Alternative DT-4 as the preferred location and design concept for a new Gila River crossing. KHA brought exhibits and a GPS device showing this alignment and checked the alignment against the location of the existing pipelines. It appears there is adequate space to construct the parkway at the location proposed for Alternative DT-4. El Paso Natural Gas owns the land where the parkway would cross the river, so MCDOT would either have to purchase the right-of-way or obtain an easement before the road could be constructed, but El Paso did not see an issue with this as long as something else doesn't come along in the mean time looking for an easement in the same place.

**Potential Alignment towards Compressor Site** – KHA and El Paso reviewed the alignment of the existing El Paso Natural Gas facilities from the river crossing west and north towards the compressor site. The terrain is rocky but it does appear that there is adequate room to locate a parkway near the El Paso pipelines while still providing the appropriate clearances. Locating the parkway near the gas pipelines also minimizes likely environmental issues as most of the land near the pipelines was disturbed previously during the construction of the pipelines.

The three northern El Paso pipelines will have to be crossed at some point, and Frank recommended that the crossing be through a drainage wash area where a bridge or culvert would need to be built



Hidden Waters Parkway Corridor Feasibility Study  
Coordination Meeting with El Paso Natural Gas – February 1,  
2010



anyway for the parkway, which would minimize impacts on the gas pipelines by providing more vertical separation.

Near the compressor site, there is a dirt airstrip that is owned and used by El Paso Natural Gas to allow for easier access to service the pipelines and old compressor station. The airstrip is rarely used, but the proposed alignment of the parkway would cut across that airstrip near its eastern end. Frank proposed that the airstrip could be extended further west to “replace” the portion cut off by the parkway. It was also discussed that by the time the area is more developed and the parkway is needed, the airstrip may no longer be needed and it could become a non-issue.

In summary, all involved in the field review thought that there was a feasible alignment for the parkway across the Gila River and towards the old compressor site. There are several design issues that would have to be resolved as the design becomes more detailed, but there do not appear to be any “fatal flaws” in the proposed alignment.



Hidden Waters Parkway Corridor Feasibility Study  
Coordination Meeting with ADOT Yuma District – March 1,  
2010



**Meeting Purpose**

The purpose of this coordination meeting was to advise the ADOT Yuma District of the project status and obtain their input on the Hidden Waters Parkway Study, particularly due to the District not being able to attend the TAC/stakeholder meetings.

**Participants**

Paul Patane, ADOT Yuma District, District Engineer  
Bruce Fenske – ADOT Yuma District, Development Engineer  
Bryan Patterson – KHA  
Michael Grandy – KHA

**Meeting Summary**

Alternatives Analysis – Bryan and Michael reviewed the candidate alternatives and the evaluation process that led to the proposed preferred alternatives with Paul and Bruce. The Yuma District did not see any issues with the development and evaluation of alternatives and the selection of the preferred alternatives.

Preferred Alternative Interchanges – ADOT indicated that the preliminary locations for two of the arterial interchanges/intersections with the Hidden Waters Parkway south of the Gillespie Dam didn't line up with the proposed interchanges on SR 85. The area with the apparent misalignment is around Woods Road. An interchange is planned on SR 85 at Woods Road, while the draft Hidden Waters Preferred Alternative exhibit shows no arterial intersection at Woods but instead shows one about one-half mile north of Woods Road and one about one-half mile south of Woods Road.

ADOT's main concern is the spacing of interchanges. ADOT is trying to keep two-mile spacing of interchanges on SR 85. KHA responded that the preliminary locations of the arterial intersections along Hidden Waters Parkway are per the MAG Hidden Valley Framework study. ADOT suggested showing an arterial intersection at Woods Road on Hidden Waters Parkway and eliminating the two arterial intersections shown a half-mile north and south of Woods Road to be consistent with the planned two-mile interchange spacing on SR 85.

ADOT provided information on a recent Town of Gila Bend resolution that discusses the Town's preferred locations for arterial connections between SR 85 and Hidden Waters Parkway. These preferred arterial connections align with the ADOT-proposed interchange locations along SR 85.

KHA mentioned that ADOT VPM (Stephanie Huang as PM) is developing a freeway-parkway interchange design concept that should be done later this year.

SR 85 at Gila Bend DCR/EA Coordination – The Hidden Waters Parkway is currently shown ending at Watermelon Road along the Old US 80 alignment. There was some discussion about what would happen south of that point, and how Watermelon Road would interact with Hidden Waters Parkway considering the ADOT SR 85 at Gila Bend DCR/EA shows the Watermelon Road interchange location to be about 3,000 feet north of the existing Watermelon Road alignment. ADOT indicated that the only funded portion of the project is Phase I, which consists of reconstruction of Maricopa Road and the Pima/B-8 intersection, as well as a re-alignment of SR 85 at the ultimate configuration of Airport Connector Road. The Watermelon Road interchange along SR 85 is not funded and is expected to be funded by private sources when it is needed.



Hidden Waters Parkway Corridor Feasibility Study  
2<sup>nd</sup> Coordination Meeting with Town of Gila Bend – March 1,  
2010



**Meeting Purpose**

The purpose of this coordination meeting was to advise Eric Fitzner, the Town of Gila Bend's new Planning and Economic Development Manager, of the project status and obtain his input on the Hidden Waters Parkway Study. Eric was not involved in the initial phases of the project because he was only recently hired by the Town.

**Participants**

Eric Fitzner, Town of Gila Bend  
Bryan Patterson – KHA  
Michael Grandy – KHA

**Meeting Summary**

Alternatives Analysis – Bryan and Michael reviewed the candidate alternatives and the evaluation process that led to the proposed preferred alternatives with Eric. Eric did not see any issues with the development and evaluation of alternatives and the selection of the preferred alternatives at first glance but said he would take a closer look when reviewing the technical memoranda on the alternatives evaluation and selection of the preferred alternatives.

Arterial Intersection Locations – Eric mentioned the Town's recent resolution that discusses the Town's preferred locations for arterial connections between SR 85 and Hidden Waters Parkway. These preferred arterial connections align with the ADOT-proposed interchange locations along SR 85. Eric suggested these arterials be shown connecting to Hidden Waters Parkway at the locations indicated in the Town's resolution.

SR 85 at Gila Bend DCR/EA Coordination – The Hidden Waters Parkway is currently shown ending at Watermelon Road along the Old US 80 alignment. There was some discussion about what would happen south of that point, and how Watermelon Road would interact with Hidden Waters Parkway considering the ADOT SR 85 at Gila Bend DCR/EA shows the Watermelon Road interchange location to be about 3,000 feet north of the existing Watermelon Road alignment. The Town of Gila Bend would like further study to be done at the proposed Hidden Waters Parkway/Watermelon Road Parkway interchange to more clearly define what will happen with traffic there and as it enters the Town. It appears that MAG may be able to provide some funding to help Gila Bend conduct such a study.



**APPENDIX TM6-2**  
**MCDOT RIGHTROADS PROGRAM SUMMARY OF PUBLIC**  
**INVOLVEMENT**

**MCDOT *RightRoads* Program**



**Right Road Right Time Right Cost**

**Summary of Public Involvement**

**Hidden Waters Parkway  
Corridor Feasibility Study  
Watermelon Road to Interstate 10**

**May 6, 2010**



**Maricopa County Department of Transportation**



## Maricopa County

Department of Transportation

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

Hidden Waters Parkway Corridor Feasibility Study  
Watermelon Road to Interstate 10  
TT005

## **FINAL REPORT**

### **PURPOSE OF PUBLIC INVOLVEMENT**

This study evaluated planned corridor development and the resulting projected 2030 traffic volumes along the future Hidden Waters Parkway corridor between Watermelon Road and Interstate 10 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 and network connectivity.

Gaining consensus among the agencies and the public is critical to the success of this transportation study as well as the future implementation of its recommendations to provide an efficient roadway for the long term.

Maricopa County Department of Transportation (MCDOT), Flood Control District of Maricopa County (FCDMC), Arizona Department of Transportation (ADOT), Arizona State Land Department (ASLD), Maricopa Association of Governments (MAG), the Town of Buckeye, the Town of Gila Bend, the City of Phoenix, Federal Highway Administration (FHWA), Impacted Tribal Governments, Arizona Game and Fish Department (AGFD), Bureau of Land Management (BLM), Center for Desert Archaeology, Maricopa County Farm Bureau, area developers, impacted utilities, affected businesses, property owners and residents are all major stakeholders in this study.

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.

## **STUDY BACKGROUND & PURPOSE**

The Hidden Waters Parkway Corridor Feasibility Study (Watermelon Road to Interstate 10) is one of a series of long-range transportation planning studies being conducted by the Maricopa County Department of Transportation (MCDOT) evaluating future parkways identified in the recently completed Maricopa Association of Governments (MAG) I-8/I-10 Hidden Valley Transportation Framework Study (2009) and Interstate 10 (I-10)/Hassayampa Valley Transportation Framework Study (2008).

Regional transportation planning agencies expect to increase capacity and measurably enhance safety by including a system of “Arizona Parkways” in future roadway networks. This new roadway classification type 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.

The primary purpose of this feasibility study is to identify the preferred corridor alignment for the Hidden Waters Parkway, which is proposed as an Arizona Parkway.

## **CORRIDOR DESCRIPTION**

The future Hidden Waters Parkway will originate at Watermelon Road in the Town of Gila Bend. The 38-mile long parkway will extend northerly to Interstate 10 and connect to the existing 339th Avenue/I-10 traffic interchange. The study area is defined roughly by a two-mile wide buffer centered upon the north-south segment of the Old US 80 corridor. Where Old US 80 starts diverging to the east, the study area will broaden to a four-mile wide swath centered approximately along the 347th Avenue section-line alignment extending north to the Salome Highway. North of the Salome Highway, the study area will narrow back to a two-mile wide buffer, following the 339th alignment as it continues north to I-10.

## **STUDY NEED**

Although today’s land development and travel demands in the Hidden Waters Parkway corridor do not warrant a major new north-south high capacity roadway in the near-term future, the “build-out” forecast for future land development and travel demands does warrant a major new north-south high capacity roadway in the long-term future. Plans are already underway to convert some of the agricultural and low density residential lands within the corridor to more intense land uses that will generate significantly more traffic.

To ensure the economic feasibility of the future Hidden Waters Parkway, the planning process needs to begin now to identify right-of-way requirements under

ultimate “build-out” conditions. To this end, the Hidden Waters Parkway study is needed to:

- Address regional and local growth and development within the study area. (3.5 million population projected at build-out between Wickenburg and Gila Bend -- MAG I-8/I-10 Hidden Valley and I-10/Hassayampa Valley Transportation Framework studies)
- Preserve sufficient public right-of-way for a high-capacity (non-freeway) north/south transportation corridor
- 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.

- **Achieve Roadway Network Continuity and Connectivity**
  - Determine preferred corridor alignment from a regional transportation corridor perspective
  - Provide future connectivity with local and regional roadway facilities
  - Identify crossing(s) locations of alluvial fans, drainage washes, rivers, canals and the Union Pacific Railroad
- **Enhance Traffic Flow, Roadway Capacity and Safety**
  - Preserve roadway functionality in constraint areas utilizing segment-specific solutions
  - Identify areas of additional public right-of-way requirements (crossings with other parkways, alluvial fans, utility corridors)
  - Implement consistent roadway design standards and access management strategies (enhance access/mobility balance, traffic operation and safety while maintaining reasonable access for adjacent development)
- **Preserve the Environment**
  - comply with governing environmental regulations for new roadway development

- Minimize adverse impacts associated with future parkway to study area environment, including wildlife corridors, state wildlife areas, and archeological sites
- Use future parkway elements to enhance important environmental features (habitat areas, parks, overlooks)
- Develop “Consensus-Driven” Alternatives
  - Work with 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 study elements and regional and local 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:

- Establishing a direction for future connection of Hidden Waters Parkway with Watermelon Road (future planned parkway) and I-10
- Evaluation of drainage structures across alluvial fans, major washes, canals and the Gila River
- Evaluation of crossing of the Union Pacific Railroad
- Maintaining the functional integrity of the parkway through constrained areas
- Identifying ultimate alignment and access management strategies to maximize revenue-generating potential for developable lands
- Consideration of environmental impacts (including cultural resources and wildlife habitat linkages)
- Maintaining the ability to move agricultural equipment across and along the parkway corridor
- Coordination and compatibility with existing and planned land development

## STUDY MILESTONES

Study Kick-off

May 2009

**PHASE I:**  
***Data Collection/Issues Identification***

**May-October 2009**

Stakeholder/Technical Advisory Committee (SAC/TAC) Meeting #1	July 22, 2009
Stakeholder/Technical Advisory Committee (SAC/TAC) Meeting #2	September 17, 2009
<b>Public “Scoping” Input Meeting</b>	<b>September 22, 2009</b>
Stakeholder/Technical Advisory Committee (SAC/TAC) Meeting #3	November 16, 2009
<b>PHASE II: <i>Alternatives Analysis and Evaluation</i></b>	<b>September- December 2009</b>
“Alternatives Analysis” Public Input Meeting	December 1, 2009
Stakeholder/Technical Advisory Committee (SAC/TAC) Meeting #4	February 3, 2010
“Findings and Recommendations” Public Input Meeting	March 3, 2010
Draft Final Report	April 2010
Study Completion/Final Report	May 2010

## **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 alternative has emerged and has general consensus, preliminary plans are prepared to delineate the corridor alignment, future parkway cross section and public right-of-way requirements.

Both Phase I and Phase II are conducted in consultation with a combined Stakeholder Advisory Committee (SAC) and Technical Advisory Committee (TAC) representing agency and constituency interests. The SAC/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.

## **DEVELOPMENT OF ALTERNATIVES**

### **Phase I: Evaluation of Conceptual Alternatives**

During the Phase I Conceptual Alternatives analysis, the study team identified and evaluated several conceptual alignments for the future Hidden Waters Parkway. The conceptual alternatives were developed to avoid as many corridor constraints as possible yet provide a wide range of options within the study area limits. Constraints that were considered in developing the conceptual alternatives include:

- Land Ownership
  - BLM Land Near Gillespie Dam
  - Arizona State Land
  - Wildlife Areas
- Land Use
  - Arlington and Winters' Well Elementary Schools
  - Existing and Planned Developments
  - Arlington and Powers Butte Wildlife Areas
  - Wildlife Linkage Zones
- Transportation
  - Watermelon Road/Old US 80 Intersection
  - Old US 80 Bridge Location
  - I-10/339th Avenue Interchange
- Utilities/Facilities
  - Power Stations – Gila River, Panda, and Cotton Center
  - Canals – Gila Bend, Enterprise, and Arlington

- Gas Pipelines and Electrical Power Lines near Old US 80 Bridge
- SR 85 Landfill/Solar Plant
- Topography
  - Narrow Pass at Gillespie Dam
  - Large Hill Near 347th Avenue/Dobbins Road
  - Small Hill Near 363rd Avenue/Salome Highway
  - Known Cultural Resource Areas

Many of the potential constraints can be mitigated as part of the project design process and do not necessarily constitute “fatal flaws”. However, some of the constraints are considered to be more significant than others.

The Phase I Conceptual Alternatives were evaluated to determine the relative impacts of the identified constraints on the study goals and objectives as well as to determine acceptability by the Stakeholder and Technical Advisory Committee. Based on the findings of the evaluation and the input received from this committee, Candidate Alternatives were selected for advancement and then subjected to the more detailed Phase II evaluation process.

### **Phase II: Evaluation of Advanced Candidate Alternatives**

For the Phase II Candidate Alternatives evaluation, the study area was divided into a southern segment (south of the Old US 80 Bridge over the Gila River) and a northern segment (north of the Old US 80 Bridge over the Gila River).

#### **Southern Candidate Alternatives:**

- Alternative A: Generally follows the eastern edge of the Gila River floodplain west of the Old US 80 alignment
- Alternative B: Generally bisects the land in between Old US 80 and the Gila River floodplain
- Alternative C: Generally follows the existing Old US 80 alignment

#### **Northern Candidate Alternatives:**

- Alternative A: Generally follows the 351st Avenue alignment
- Alternative B: Generally follows the 339th Avenue alignment
- Alternative C: Generally follows the Old US 80 and 331st Avenue alignments
- Alternative D: A combination of Alternatives A and B Developed in response to stakeholder input regarding potential impacts on cultural and wildlife resources in close proximity to Old US 80 near the Gillespie Dam Bridge)

## **FINDINGS AND RECOMMENDATIONS**

The above Candidate Alternatives were studied in more detail, including on-site field reviews, and have been evaluated based on the following criteria: Future Development Compatibility; System Continuity and Capacity; Drainage Impacts; Irrigation Impacts; Building/Property Impacts; Cultural/Archaeological Impacts; Wildlife Impacts; Utility Impacts; Public Acceptability; and Cost.

The SAC/TAC deliberated the Candidate Alternatives evaluation results and concurred that Application of these evaluation criteria has led to recommended preferred alignments for both the northern and southern corridor segments. For the southern segment, the preferred alternative is Candidate Alternative C that generally follows the Old US 80 alignment. For the northern segment, Candidate Alternative D is the preferred alternative, which combines the 339<sup>th</sup> Avenue and 351<sup>st</sup> Avenue alternatives. Following the March public input meeting, the preferred alternatives for the south and north segments were refined and depicted in more detailed engineering drawings to be used for future land development planning.

## **PUBLIC INVOLVEMENT**

Three public input meetings were conducted at critical milestones in the study process. The first Public “Scoping” meeting (September 22, 2009) 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, conducted December 1, 2009, provided 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 (March 3, 2010) presented the findings and recommendations of the study, including the preferred parkway alignment, the right-of-way footprint, and preliminary engineering details for the future Hidden Waters Parkway.

Public input during each phase of the study process is very important and a vital component of study development.

### **Participants:**

MCDOT Planning & Engineering

Denise Lacey  
Roberta Crowe  
Mike Pavlina

Kimley-Horn and Associates

Michael Grandy  
Frank Hoffmann  
Bryan Patterson

## **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 Sun
  - Tonopah Tribune
  - Gila Bend Sun
- 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:

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

### **Scoping Phase Public 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., September 22, 2009  
Arlington Elementary School  
9410 S. 355<sup>th</sup> Avenue, Arlington, AZ 85332

Attendance: 65

- Finish building out SR 85 and then you won't need the Hidden Waters Parkway
- The parkway will bring more people to the area – local residents moved there for the rural setting and lifestyle
- Protect Gillespie Dam but allow access for appropriate use (local non-vehicular & pedestrian traffic)
- Consider new TransWestern and El Paso gas pipelines
- Verify 69 kV power line location
- Use the Old US 80 corridor south of Gillespie Dam and 339th Avenue south of I-10
- Consider proposed new mining site near the Mission Materials mining site
- Verify how the proposed future north/south rail line connects to the existing rail line through Gila Bend
- The parkway is not needed and would be a waste of money
- It makes sense to preserve right-of-way now for future growth
- When will the parkway be constructed?
- Constructing the parkway in wash areas would minimize property impacts
- Concerned about how the parkway will impact irrigation facilities and the movement of farm equipment
- How does this project relate to the I-11 project?

- Concerned about the timing and location of proposed new rail line
- Why is another road needed in addition to SR 85 and Old US 80?

### **Alternatives Analysis Phase Public Meeting**

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

5:00 – 7:00 p.m., December 1 2009  
 Arlington Elementary School  
 9410 S. 355<sup>th</sup> Avenue, Arlington, AZ 85332

Attendance:34

- Need to provide for farm equipment to cross the parkway at culvert/siphon locations
- Don't divide agricultural parcels
- Locate the parkway adjacent to floodplains where possible to protect farm land from flooding
- 339th Avenue is the best alternative alignment south of I-10
- How does the I-11 project relate to Hidden Waters?
- Support a new bridge crossing of the Gila River
- Preserve Old US 80 bridge for bicycle and pedestrian use
- Don't want to lose the rural character of the area by building more homes and roads
- When will the parkway be built and how will it be funded?
- Look at ways to reduce flooding problems
- Concerned about protection of the canal north of the Gila River crossing.
- Don't follow US 80 alignment south of Gila River
- The final selection needs to stay on as much state and federal land as possible and avoid as much existing agriculture land as possible. It appears Alternative C should be the route to take from whatever road until it meets up with Alternative B just north of the Gillespie Dam. From there, follow Alternative B to I-10

### **Findings and Recommendations Phase Public Meeting**

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., March 3, 2010

Arlington Elementary School  
9410 S. 355<sup>th</sup> Avenue, Arlington, AZ 85332

Attendance: 14

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

- I think a parkway along the old US 80 alignment is not necessary. I am glad you are rehabilitating the bridge.
- We need ingress and egress across the canal, off of the parkway, on the north side of the intersection at Riggs Road to provide access for Rick Sutter and others across the canal.
- This is the first meeting I have been able to make. Exhibits and staff helpful and cordial. Thanks for all the hard work. Very informative.
- How does the I-11 project relate to the Hidden Waters Parkway?
- Are there any anticipated problem areas from a soil stability standpoint?
- How can we get more information about related archaeological studies?
- When will the parkway be built and how will it be funded?
- Why do we need another facility that duplicates SR 85?
- A higher speed, safer facility is needed in the study area.
- What kind of access will be provided to properties on the east side of Old US 80 just south of the Old US 80 bridge?
- What east/west connections to Old US 80 will be provided north of the Old US 80 bridge?
- 339<sup>th</sup> Avenue is a better location for the parkway than 351<sup>st</sup> Avenue or 331<sup>st</sup> Avenue.
- Is the location of the Watermelon Parkway intersection finalized?
- How will Hidden Waters tie into SR85 in the vicinity of Gila Bend Municipal Airport?
- What is the location/layout of the 801 interchange?

## **FUTURE PROJECT DEVELOPMENT CONSIDERATIONS**

It is important to recognize that the Hidden Waters Corridor Feasibility Study is a long range transportation planning study and the earliest phase of potential project development. It is intended to identify the “feasibility” of constructing a parkway facility at some future date along the Hidden Waters Parkway corridor to address forecasted travel demand associated with future area land development. No public funding is currently allocated for design, right-of-way acquisition, or construction of any elements of the Hidden Waters Parkway.

The Preferred Alternatives (parkway centerline and right-of-way limits as recommended in this study) will be used to guide future planning efforts and ensure that subsequent land development proposals and transportation system plans are compatible with future construction of the Hidden Waters Parkway. Further

refinement and negotiation of the parkway centerline right-of-way limits and consideration of environmental impacts will take place in later phases of project development as properties develop and as transportation system improvements are implemented.

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

- **Project Funding:** It can be anticipated that area developers will participate as part of project requirements.
- **Access Management Strategies:** Specific strategies should be implemented to ensure a seamless roadway with efficient traffic flow, safety and good access to local land uses.
- **Environmental Impacts:** (Natural, Cultural and Archeological Resources) and Noise Mitigation. Specific impacts on the local environment will require further evaluation during future project development.
- **New Right-of-Way Requirements:** Final roadway configuration (during preparation of Final Design Plans) will determine exactly how much land will need to be acquired to accommodate the future parkway.
- **Landscaping Plans:** Final project design will specify the type of landscaping to be used.
- **Drainage Structures:** Bridges along the new roadway will be designed during final roadway design. It will be critical to ensure the roadway is designed to provide "all weather" crossings during major storm flows.
- **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 be coordinated to ensure a safe, seamless and efficient transportation facility.

## **Next Steps: Implementation of Recommended Improvements**

- Adoption of Recommendations by Individual Jurisdictions
  - Functional Roadway Classification (Arizona Parkway)
  - Corridor Alignment
  - Access Management Plan
- Right-of-way Preservation in Developing Areas
- Design Concept Report (DCR) for Consideration in project programming
- Appropriation of Funds for Design, Right-of-Way Acquisition and Construction of Recommended Corridor Improvements
- Consistent Coordination between various Jurisdictions on Transportation Improvements and Traffic Issues

This report contains capsulated key issues identified during this study's 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.

It is recommended that future project development 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*** ***Corridor Feasibility Study*** ***Watermelon Road to I-10***

**Public "Scoping" Meeting**  
The Maricopa County Department of Transportation's (MCDOT) **RightRoads Program** is conducting the first in a series of three public open house meetings being conducted through the course of this study to gather community input about potential improvements along the future Hidden Waters Parkway corridor between Watermelon Road and Interstate 10. This study will focus primarily on corridor feasibility and future roadway alignment based upon area growth and development and projected travel demand.

The Hidden Waters Parkway Corridor Feasibility Study is one of several new studies currently being conducted on future Parkways identified in the recently completed Maricopa Association of Governments (MAG) I-8/I-10 Hidden Valley Transportation Framework and Interstate 10/Hassayampa Roadway Framework Studies.

This first Public "Scoping" 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 objectives, as well as the Arizona Parkway design concept. Project information, maps and exhibits will be available for viewing during the meeting.

**Public Open House**  
Tuesday, September 22, 2009  
5:00 p.m. to 7:00 p.m.  
Arlington Elementary School  
Commons Area located next  
to the Library  
9410 S. 355th Avenue  
Arlington, AZ 85322  
(south of Dobbins Road)


Your input during this phase is an integral part of the Hidden Waters Parkway Corridor Feasibility Study. Stop by anytime between 5:00 and 7:00 p.m. to speak with MCDOT study team members.


For more information, contact Renee Probst at (602) 506-8622 or write to Probst at: MCDOT, 2901 W. Durango Street, Phoenix, AZ 85009, or e-mail at: [renee.probst@mail.maricopa.gov](mailto:renee.probst@mail.maricopa.gov) or contact Roberta Crowe, Public Information Officer at (602) 506-8003.

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 District 4 Supervisor, Max Wilson &  
District 5 Supervisor, Mary Rose Wilcox  
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 MCDOT  
Right Road. Right Plan. Right Cost.

- Arizona Republic
- Buckeye Valley News
- Buckeye Sun
- Gila Bend Sun
- West Valley View

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

## **We Need Your Input Hidden Waters Parkway Corridor Feasibility Study Watermelon Road to I-10**

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The Right System The Right Time The Right Cost

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Alternatives Analysis Phase Public Input Meeting  
Newspaper Advertisement

**MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION**

## ***We Need Your Input***

### ***Hidden Waters Parkway Corridor Feasibility Study***

### ***Watermelon Road to I-10***

***“Alternative Analysis” Phase Public Meeting***

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#### **Public Open House**

Tuesday, December 1, 2009  
5:00 p.m. to 7:00 p.m.

Arlington Elementary School  
Commons Area located next  
to the Library

9410 S. 355th Avenue  
Arlington, AZ 85322  
*(south of Dobbins Road)*


alternative will be presented for public review and comment. Project information, maps and exhibits will be available for viewing during the meeting.

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RightRoads Program

- Arizona Republic
- Buckeye Valley News
- Tonopah Tribune
- Gila Bend Sun
- West Valley View

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

## ***We Need Your Input Hidden Waters Parkway Corridor Feasibility Study Watermelon Road to I-10***

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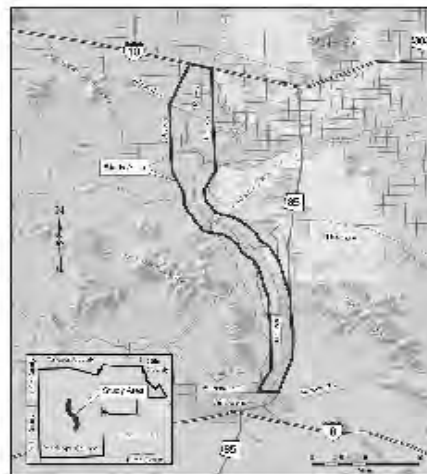
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Findings & Recommendations Phase Public Input Meeting  
Newspaper Advertisement

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

## We Need Your Input

### Hidden Waters Parkway Corridor Feasibility Study

### Watermelon Road to I-10

**Findings & Recommendations Phase Public Meeting**

The Maricopa County Department of Transportation's (MCDOT) **RightRoads Program** is conducting the final in a series of three public open house meetings being conducted through the course of this study to gather community input about potential improvements along the future Hidden Waters Parkway corridor between Watermelon Road and Interstate 10. The primary focus of this study is corridor feasibility and future roadway alignment based upon area growth and development and projected travel demand.

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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

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MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

# ***We Need Your Input Hidden Waters Parkway Corridor Feasibility Study Watermelon Road to I-10***

## **Public Open House**

**Wednesday, March 3, 2010  
5:00 p.m. to 7:00 p.m.**

**Arlington Elementary School  
Commons Area located next to  
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**9410 S. 355th Avenue  
Arlington, AZ 85322  
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### ***Findings & Recommendations Phase Public Meeting***

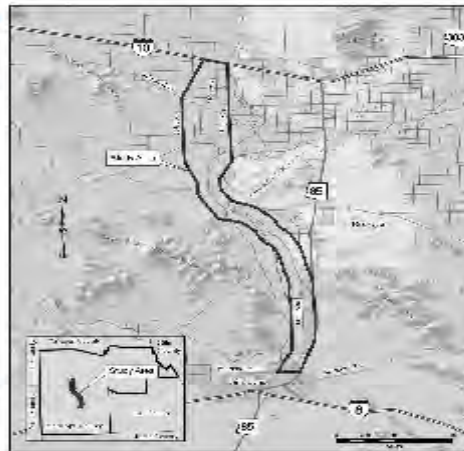
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**Exhibit B:  
Media Coverage**

**WEST VALLEY VIEW 9/15/09**

# Open house set to give public look at proposed parkway

by Brent Whiting  
*staff writer*

Transportation planners will conduct an informal meeting this month to gather public input for a proposed roadway to connect Interstate 10 with Gila Bend.

At issue is the long-range plan for Hidden Waters Parkway, a roadway that would be west of State Route 85 in the far West Valley.

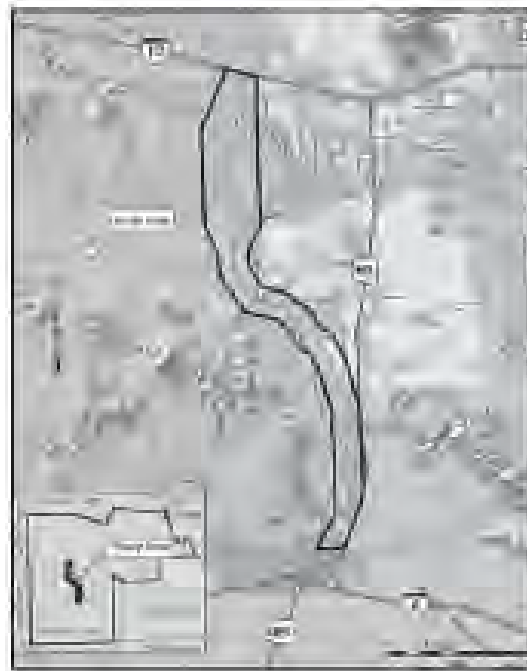
Planners are looking at an approximately 36-mile roadway corridor that would extend south from about 339th Avenue to Watermelon Road, just north of Gila Bend, officials said.

The so-called "scoping" meeting is set for 5 to 7 p.m. Sept. 22 in the commons area at Arlington Elementary School, 9410 W. 355th Avenue, in Arlington.

Workers for the Maricopa County Department of Transportation will gather public input for a study on the feasibility of the proposed roadway, said Roberts Crowe, an agency spokeswoman.

Planners also will discuss the corridor feasibility and alignment based on projections of area growth and development, as well as projected travel demands upon the area, Crowe said.

It will be the first of three open house



meetings that will be conducted on the plan. The dates and sites for the other two meetings have yet to be announced.

*Brent Whiting can be reached by e-mail at [bwhiting@westvalleyview.com](mailto:bwhiting@westvalleyview.com).*

West Valley View, Avondale, Arizona, Tuesday, September 15, 2009

The Arizona Republic  
Sept. 19, 2009 07:00 AM

## **Public input sought on parkway**

**Jackee Coe**

The Maricopa County Department of Transportation is holding a public meeting Tuesday to introduce area residents to proposed plans for a new parkway in the far West Valley.

The open house is the first of three meetings being conducted as part of the Hidden Waters Parkway Corridor Feasibility Study to gather community input about the proposed roadway that would connect Watermelon Road in Gila Bend and Interstate 10 west of Estrella Mountain Regional Park. Residents will be able to see the current plans, offer input and discuss their transportation needs.

Roberta Crowe, a spokeswoman for MCDOT, said the proposed parkway would be much safer than a freeway.

A parkway is like a major arterial road but has traffic-signal intersections every mile, a 60-foot median and indirect left turns, in which drivers go about 660 feet past the intersection, make a U-turn and then turn right onto the street.

The feasibility study is an early stage of the planning and development process and will focus primarily on the feasibility of building the proposed parkway in the planned corridor based on projected future growth and development.

Crowe said it's important for community members to attend the meeting because the chances for public input will decrease as they get further into the development process.

"Even though it is long-range transportation planning, the opportunities for input are greater at these early phases," she said.

A second public meeting to present alternative plans based on input from the first meeting is tentatively scheduled for November. The third and final meeting to collect public input on the study's findings and recommendations is scheduled for February.

The Hidden Waters Parkway Corridor Feasibility Study is one of three corridor feasibility studies that the transportation department is conducting. Others are the McDowell Parkway Corridor Feasibility Study and the Turner Parkway Corridor Feasibility Study.

## Proposed Parkway from Watermelon Road to I-10



*The Gila Bend Sun Sept 29, 2009*

Maricopa County Department of Transportation (MCDOT) held a Public Meeting on Tuesday, September 22 at Arlington Elementary School in Arlington. Public input was requested for the feasibility study of a "Hidden Waters Parkway" which would extend from Watermelon Road in Gila Bend, north to Interstate 10.

The parkway would probably be where Old 80 is now, from Watermelon Road to just south of Gillespie Bridge where a new bridge would go over the Gila River. The road would continue on through Arlington to the existing 339th Avenue interchange of Interstate 10. The exact location of the road has yet to be determined.

This section of the parkway would be 38 miles long. It will not be a freeway as it will have intersections and traffic signals. It will be two lanes in each direction with a 60 foot wide median which will allow the "indirect left turns" at major intersections. Instead of turning left at the intersection, the driver will go past the intersection to the u-turn crossover, make a u-turn, move into the

right lane, then make a right turn to the cross-street. This is supposed to be safer than conventional intersections and also increase the traffic capacity.

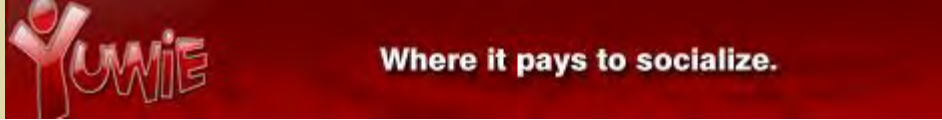
The Projected Plan shows Watermelon Road as a parkway which will connect to a proposed interchange on 85 then continue on as the "de Anza Scenic Way" towards Maricopa.

This feasibility study is for long-range transportation planning. Projections for population growth and traffic volumes in the area suggest the need for this parkway in the future. One estimate given was that this would be in twenty years or more.

MCDOT plans additional public meetings later this year for their conceptual alternatives and their preferred alignment. The final report is scheduled for May 2010.

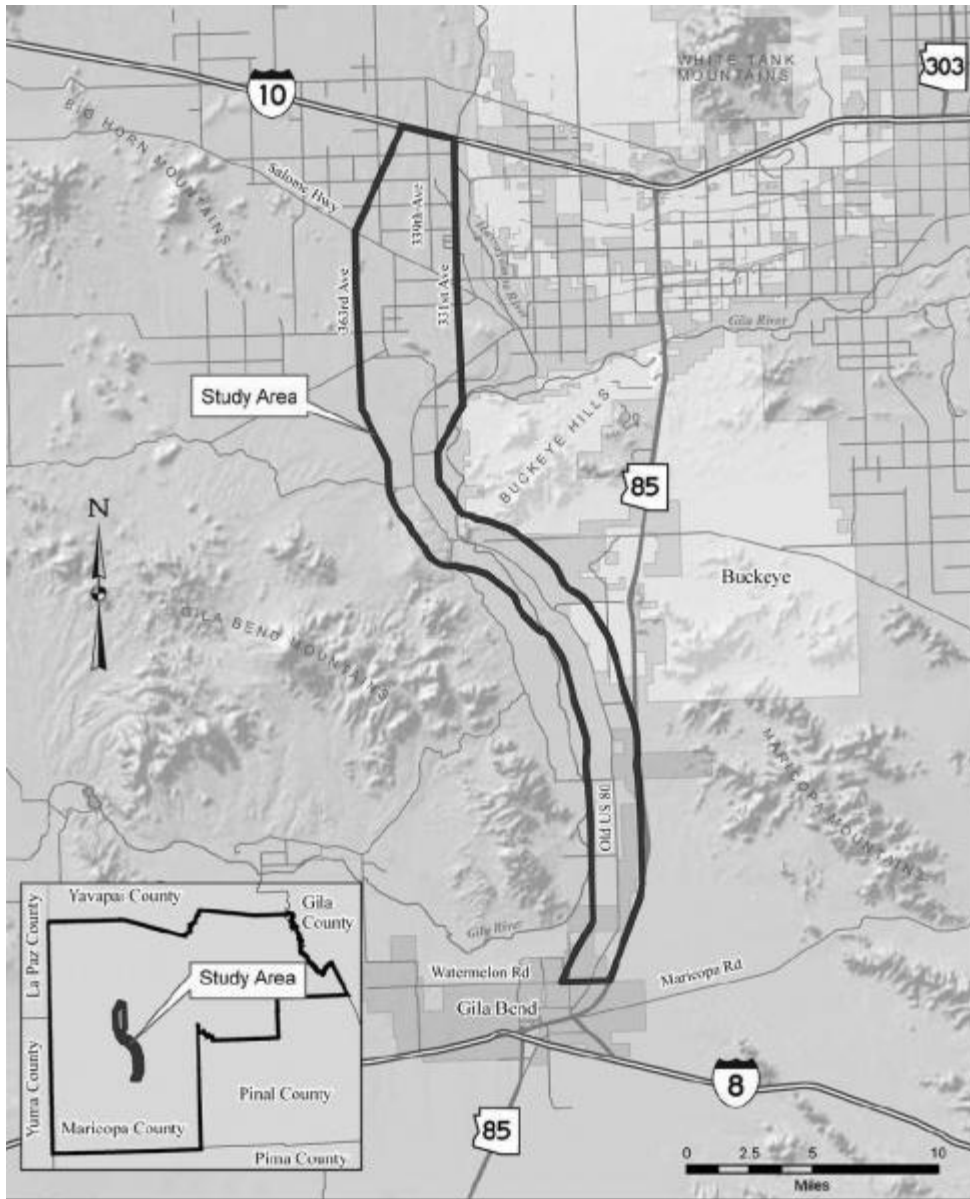
For information or to give comments on the Hidden Waters Parkway email Renee Probst at <[reneeprbst@mail.maricopa.gov](mailto:reneeprbst@mail.maricopa.gov)> using "Hidden Waters Parkway" in the subject line.





February 17, 2010 at 9:46 am

### Hidden Waters Parkway corridor feasibility study



## **Hidden Waters Parkway Corridor Feasibility Study (Watermelon Road to I-10)**

### **Findings & Recommendations Phase Public Open House**

*5:00 p.m. to 7:00 p.m., Wednesday, March 3, 2010  
Arlington Elementary School Commons Area  
9410 S. 355th Avenue, Arlington, AZ 85322  
(South of Dobbins Road)*

The Maricopa County Department of Transportation's (MCDOT) RightRoads Program is conducting the final in a series of three public open house meetings held through the course of this study to gather community input about potential improvements along the future Hidden Waters Parkway corridor between Watermelon Road and Interstate 10.

The Hidden Waters Parkway Corridor Feasibility Study is one of several new studies currently being conducted on future Parkways identified in the recently completed Maricopa Association of Governments (MAG) I-8/I-10 Hidden Valley Transportation Framework and Interstate 10/Hassayampa Roadway Framework Studies.

The primary focus of this study is corridor feasibility and future roadway alignment based upon area growth, development and projected travel demand. 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. The Arizona Parkway roadway design concept, maps and exhibits will be available for viewing during the meeting.

Stop by anytime between 5:00 and 7:00 p.m. to speak with MCDOT project team members.

**Exhibit C:**

- 1. Public Meeting 1 “Scoping Phase”  
Handouts, Exhibits/Graphics**
  
- 2. Public Meeting 2 “Alternatives Analysis” Phase”  
Handouts, Exhibits/Graphics**
  
- 3. Public Meeting 3 “Findings and Recommendations Phase”  
Handouts, Exhibits/Graphics**

# Hidden Waters Parkway Watermelon Road to Interstate 10 "Scoping Phase"



Right Road Right Time Right Cost

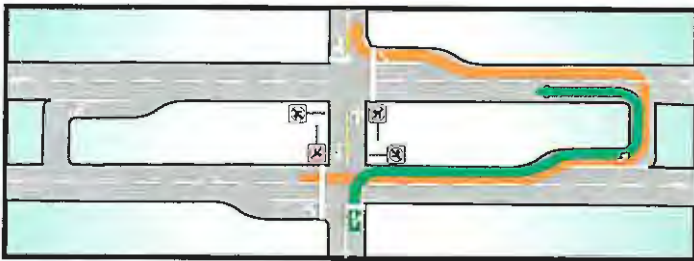
Maricopa County Department of Transportation September 22, 2009

## BACKGROUND

The *Hidden Waters Parkway Corridor Feasibility Study (Watermelon Road to Interstate 10)* is one of a series of long-range transportation planning studies being conducted by the Maricopa County Department of Transportation (MCDOT) evaluating future parkways identified in the recently completed Maricopa Association of Governments (MAG) *I-8/I-10 Hidden Valley Transportation Framework Study and Interstate 10 (I-10)/Hassayampa Roadway Framework Study (2008)*.

Regional transportation planning agencies expect to increase capacity and measurably enhance safety by including a system of "Arizona Parkways" in future roadway networks. This new roadway classification type 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 "in-direct" left-turn crossover immediately beyond the crossroad intersection.

The primary purpose of this feasibility study is to identify the optimum corridor alignment for the Hidden Waters Parkway, which is proposed as an Arizona Parkway.



## CORRIDOR DESCRIPTION

The proposed future Hidden Waters Parkway will originate at Watermelon Road in the Town of Gila Bend. The 38-mile long parkway will extend northerly to Interstate 10 and connect to the existing 339<sup>th</sup> Avenue/I-10 traffic interchange. The study area is defined roughly by a two-mile wide buffer centered upon the north-south segment of the Old US 80 corridor. Where Old US 80 starts diverging to the east, the study area will broaden to a four-mile wide swath centered approximately along the 347<sup>th</sup> Avenue section-line alignment extending north to the

Salome Highway. North of the Salome Highway, the study area will narrow back to two miles, following the 339<sup>th</sup> alignment as it continues north to I-10. (See map on back page).

## STUDY NEED

- Address regional and local growth and development within study area. (3.5 million population projected at build-out between Wickenburg and Gila Bend -- MAG I-8/I-10 Hidden Valley and I-10/Hassayampa Valley Transportation Framework studies)
- Preserve sufficient public right-of-way for a high capacity north/south transportation corridor
- 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 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.

- Achieve Roadway Network Continuity and Connectivity
  - Determine optimum corridor alignment from a regional transportation corridor perspective
  - Provide future connectivity with local and regional roadway facilities
  - Identify viable crossing(s) locations of alluvial fans, drainage washes, rivers, canals and the Union Pacific Railroad
- Enhance Traffic Flow, Roadway Capacity and Safety
  - Preserve roadway functionality in constraint areas utilizing segment-specific solutions

## STUDY GOALS AND OBJECTIVES(CONTINUED)

- Identify areas of additional public right-of-way requirements (crossings with other Parkways, alluvial fans, utility corridors)
- Implement consistent roadway design standards and access management strategies (Enhance access/mobility balance, traffic operation and safety while maintaining reasonable access for adjacent development)
- Preserve the Environment
  - Comply with governing environmental regulations for new roadway development
  - Minimize adverse impacts associated with future parkway to study area environment, including wildlife corridors and archaeological sites
  - Use future parkway elements to enhance important environmental features (habitat areas, parks, overlooks)
- Develop "Consensus-Driven" Alternatives
  - Work with key stakeholders in developing feasible alternatives
  - Develop cost-effective roadway improvement alternatives
  - Conduct public outreach to build consensus surrounding preferred alternatives
  - Ensure consistency between Study elements and regional and local plans

## EVALUATION CRITERIA

- Compatibility with Existing/Planned Development
- Transportation System Continuity
- Drainage Impacts
- Irrigation Impacts
- Building/Property Impacts
- Cultural/Archaeological Impacts
- Wildlife Impacts
- Utility Impacts
- Public Acceptability
- Cost

## PRELIMINARY KEY ISSUES AND CHALLENGES

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

- Establish direction for future connection of Hidden Waters Parkway with Watermelon Road (future planned parkway) and I-10
- Evaluation of drainage structures across alluvial fans, major washes, canals and the Gila River
- Evaluation of crossing of the Union Pacific Railroad
- Maintain functional integrity of Parkway through constrained areas
- Identify ultimate alignment and access management strategies to maximize revenue-generating potential for developable lands
- Consideration of environmental impacts, (Including provision of wildlife habitat linkages)

## PROJECT STAKEHOLDERS

- Maricopa County Department of Transportation (MCDOT)
- Flood Control District of Maricopa County (FCDMC)
- Arizona Department of Transportation (ADOT)
- Arizona State Land Department (ASLD)
- Maricopa Association of Governments (MAG)
- Town of Buckeye
- Town of Gila Bend
- City of Phoenix
- Federal Highway Administration (FHWA)
- Impacted Tribal Governments
- Arizona Game and Fish Department (AGFD)
- Bureau of Land Management (BLM)
- Center for Desert Archaeology
- Maricopa County Farm Bureau
- Area Developers
- Impacted Utilities
- 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 alternative has emerged and has general consensus, preliminary plans are prepared to delineate the corridor alignment and future parkway cross section and public right-of-way requirements.

Both Phase I and Phase II are conducted in consultation with a combined Stakeholder Advisory Committee (SAC) and Technical Advisory Committee (TAC) representing agency and constituency interests. The SAC/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.

## SCHEDULE

Study Kick-off May 2009

PHASE I:  
Data Collection/Issues Identification

Stakeholder/Technical  
Advisory Committee July 2009  
(SAC/TAC) Meeting #1

Stakeholder/Technical  
Advisory Committee September 2009  
(SAC/TAC) Meeting #2

Public "Scoping" Meeting September 22, 2009

Stakeholder/Technical  
Advisory Committee October 2009  
(SAC/TAC) Meeting #3

PHASE II:  
Alternative Development September-November 2009  
and Evaluation

"Alternatives Analysis"  
Public Meeting November 2009

Stakeholder/Technical  
Advisory Committee December 2009  
(SAC/TAC) Meeting #4

"Findings and Recommendations"  
Public Meeting February 2010

Stakeholder/Technical  
Advisory Committee March 2010  
(SAC/TAC) Meeting #5

Draft Final Report March 2010

Study Completion/Final Report  
Submitted May 2010

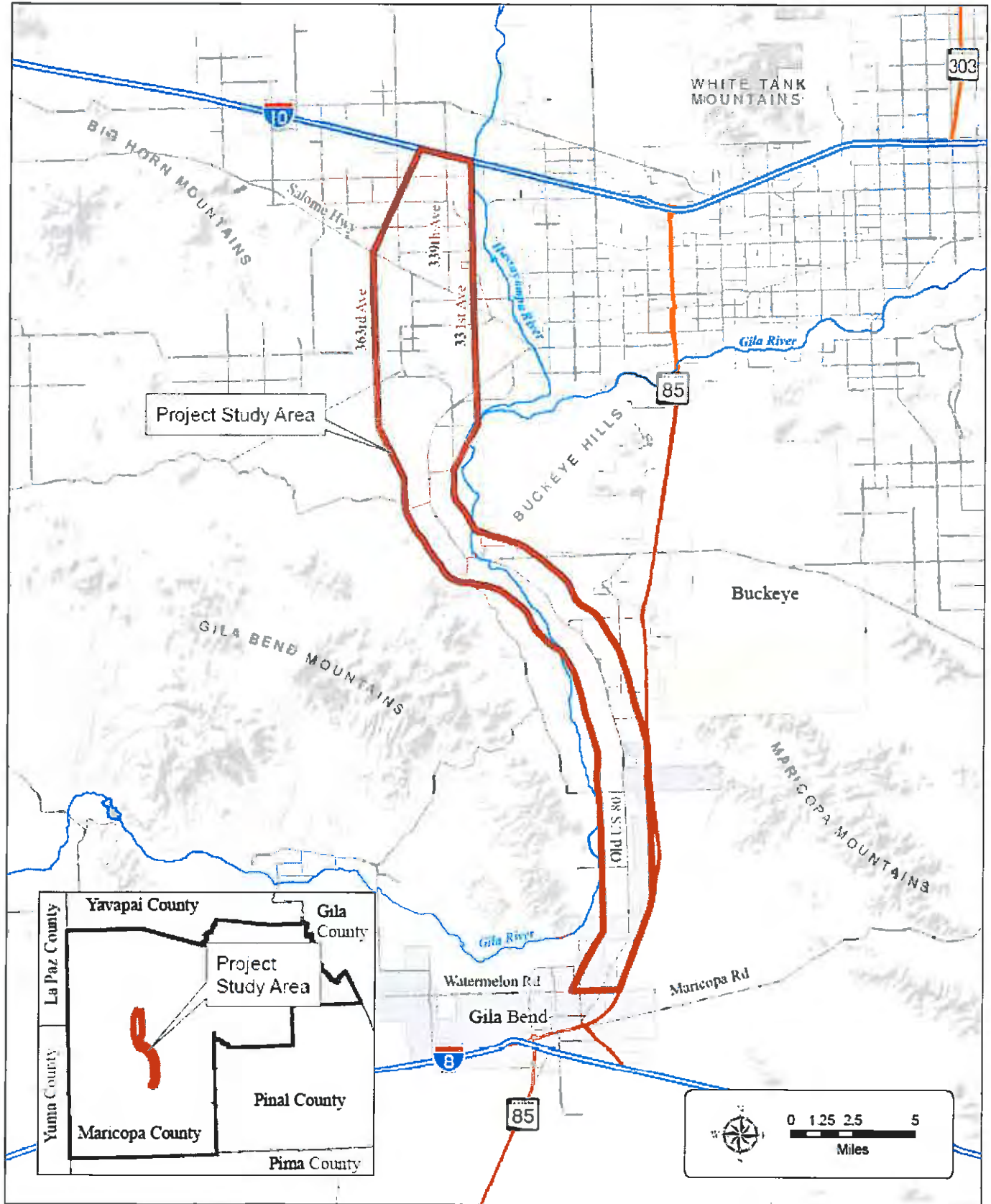
## PUBLIC INVOLVEMENT

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 planned during the course of the study process. The first Public "Scoping" meeting (September 22, 2009) provides 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 provides 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 November 2009, will provide the community with the opportunity to comment on the different roadway alignment alternatives being developed for the corridor.

The final "Study Findings and Recommendations" public information meeting is currently slated for February 2010. During this meeting, the study team will present the findings and recommendations of the study, including the right-of-way footprint and preliminary engineering details of special analysis areas such as parkway/parkway intersections, canal crossings and unique parkway treatments through constrained areas. Your input during each phase of the study process is very important and a vital component of study development.



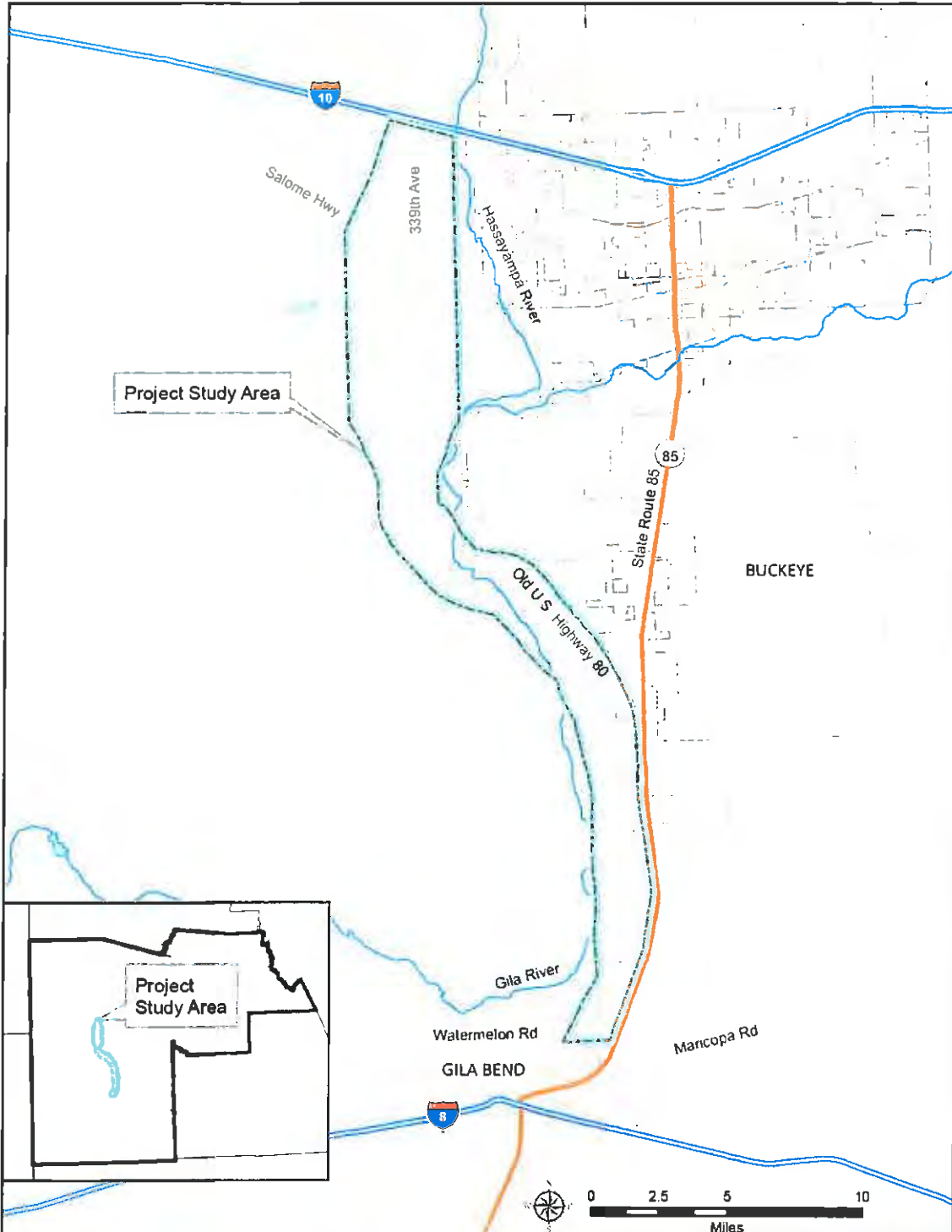


Right Road Right Time Right Cost

# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### STUDY AREA



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# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## STUDY NEED

- **Address regional and local growth and development within study area.**  
*(3.5 million population projected at build-out between Wickenburg and Gila Bend -- MAG I-8/I-10 Hidden Valley and I-10/Hassayampa Valley Transportation Framework studies)*
- **Preserve sufficient public right-of-way for a high capacity north/south transportation corridor**
- **Ensure future parkway compatibility with existing/future land uses and environmental conditions**
- **Identify potential connectivity issues with other future planned parkways and freeways**

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# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## STUDY GOALS AND OBJECTIVES

This Corridor Feasibility Study is the first step in the 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.

- *Achieve Roadway Network Continuity and Connectivity*
  - Determine optimum corridor alignment from a regional transportation corridor perspective
  - Provide future connectivity with local and regional roadway facilities
  - Identify viable crossing(s) locations of alluvial fans, drainage washes, rivers, canals and the Union Pacific Railroad
  
- *Enhance Traffic Flow, Roadway Capacity and Safety*
  - Preserve roadway functionality in constraint areas utilizing segment-specific solutions
  - Identify areas of additional public right-of-way requirements (crossings with other Parkways, alluvial fans, utility corridors)
  - Implement consistent roadway design standards and access management strategies (Enhance access/mobility balance, traffic operation and safety while maintaining reasonable access for adjacent development)
  
- *Preserve the Environment*
  - Comply with governing environmental regulations for new roadway development
  - Minimize adverse impacts associated with future parkway to study area environment, including wildlife corridors and archaeological sites
  - Use future parkway elements to enhance important environmental features (habitat areas, parks, overlooks)
  
- *Develop "Consensus-Driven" Alternatives*
  - Work with key stakeholders in developing feasible alternatives
  - Develop cost-effective roadway improvement alternatives
  - Conduct public outreach to build consensus surrounding preferred alternatives
  - Ensure consistency between Study elements and regional and local plans

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# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## EVALUATION CRITERIA

- **Compatibility with Existing/Planned Development**
- **Transportation System Continuity**
- **Drainage Impacts**
- **Irrigation Impacts**
- **Building/Property Impacts**
- **Cultural/Archaeological Impacts**
- **Wildlife Impacts**
- **Utility Impacts**
- **Public Acceptability**
- **Cost**

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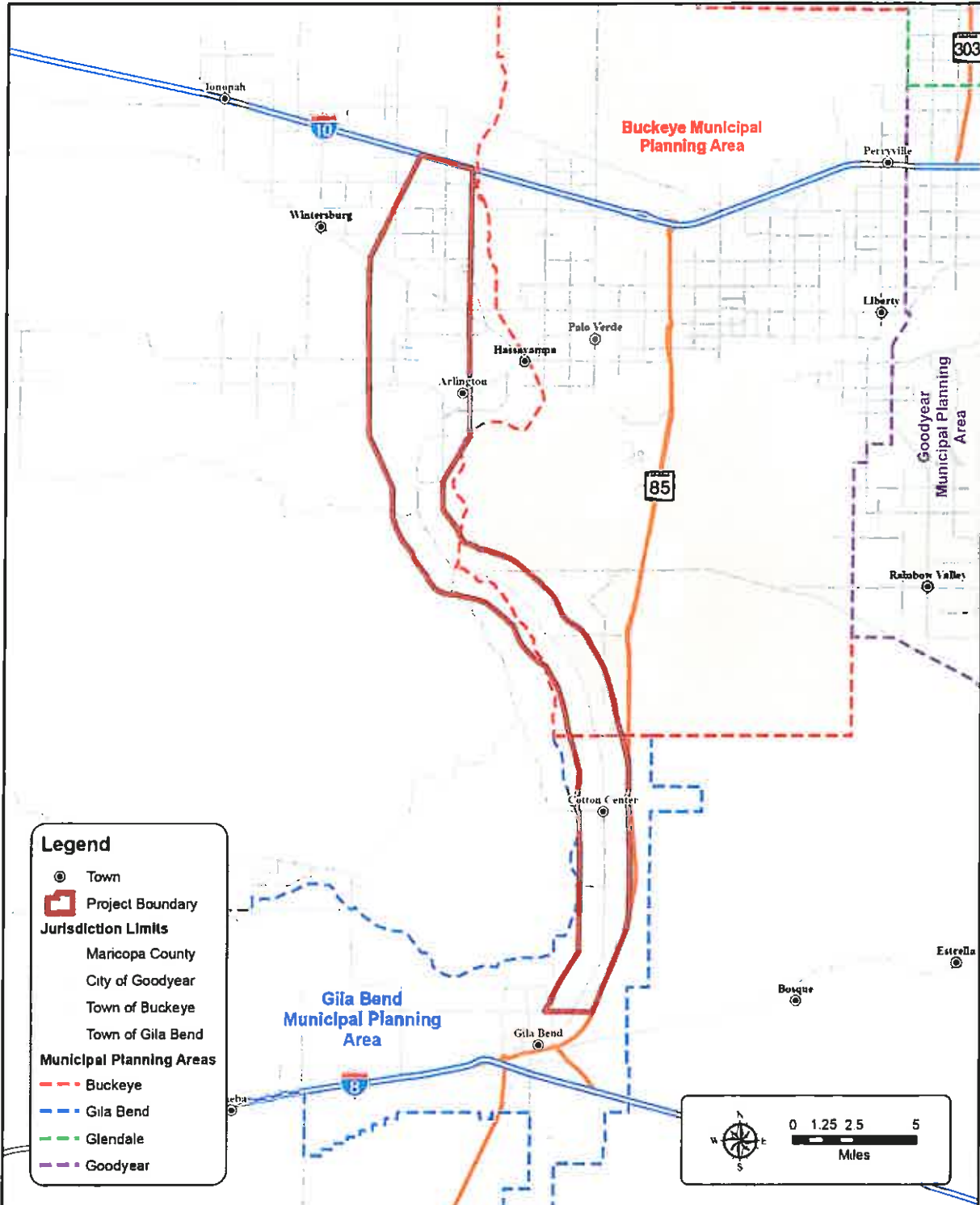


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### JURISDICTIONS



Maricopa County Department of Transportation





# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## PROJECT STAKEHOLDERS

- Maricopa County Department of Transportation (MCDOT)
- Flood Control District of Maricopa County (FCDMC)
- Arizona Department of Transportation (ADOT)
- Arizona State Land Department (ASLD)
- Maricopa Association of Governments (MAG)
- Town of Buckeye
- Town of Gila Bend
- City of Phoenix
- Federal Highway Administration (FHWA)
- Impacted Tribal Governments
- Arizona Game and Fish Department (AGFD)
- Bureau of Land Management (BLM)
- Center for Desert Archaeology
- Maricopa County Farm Bureau
- Area Developers
- Impacted Utilities
- Affected Businesses, Property Owners and Residents

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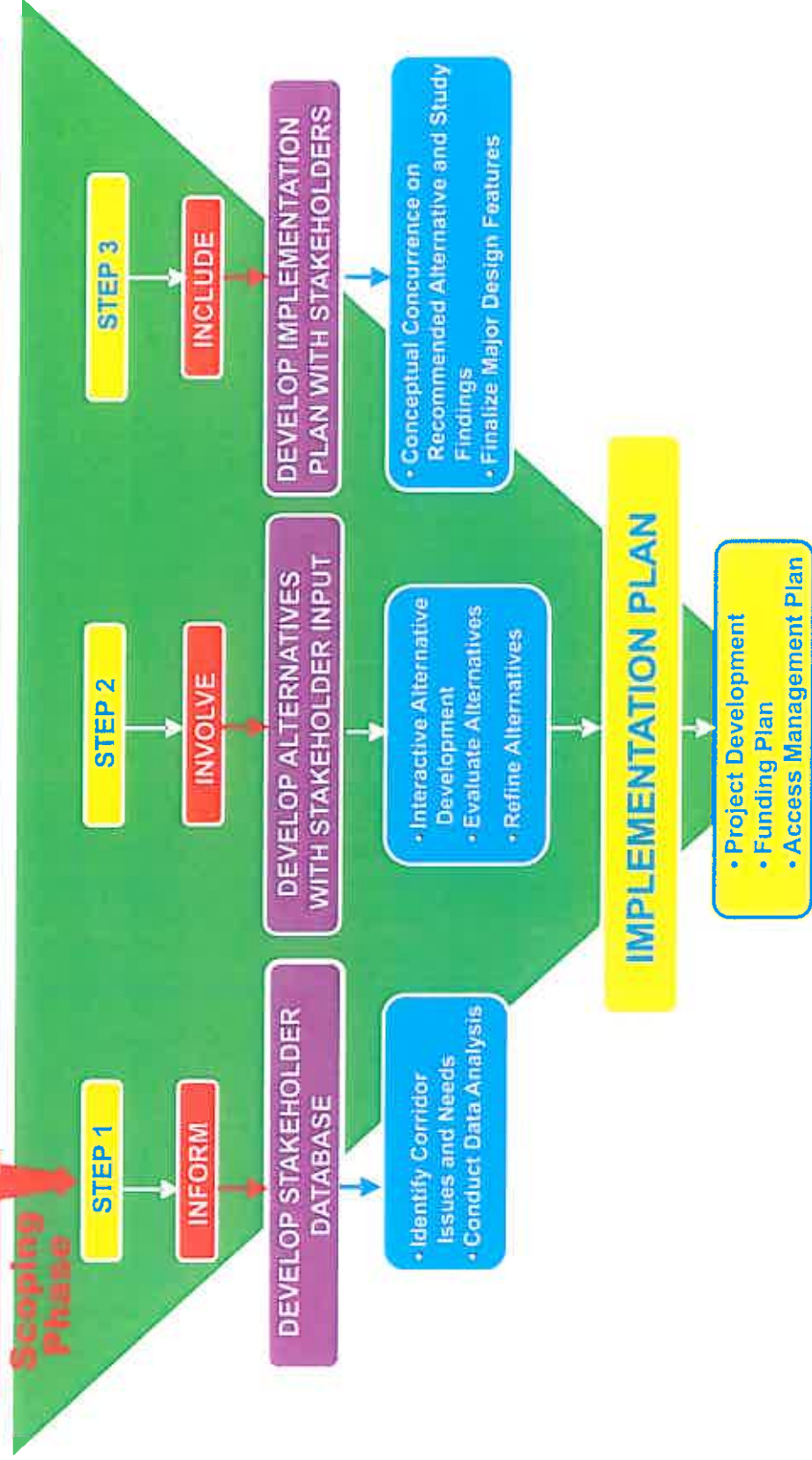
# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

**YOU ARE  
HERE**

*Scoping  
Phase*

## Interactive Study Process

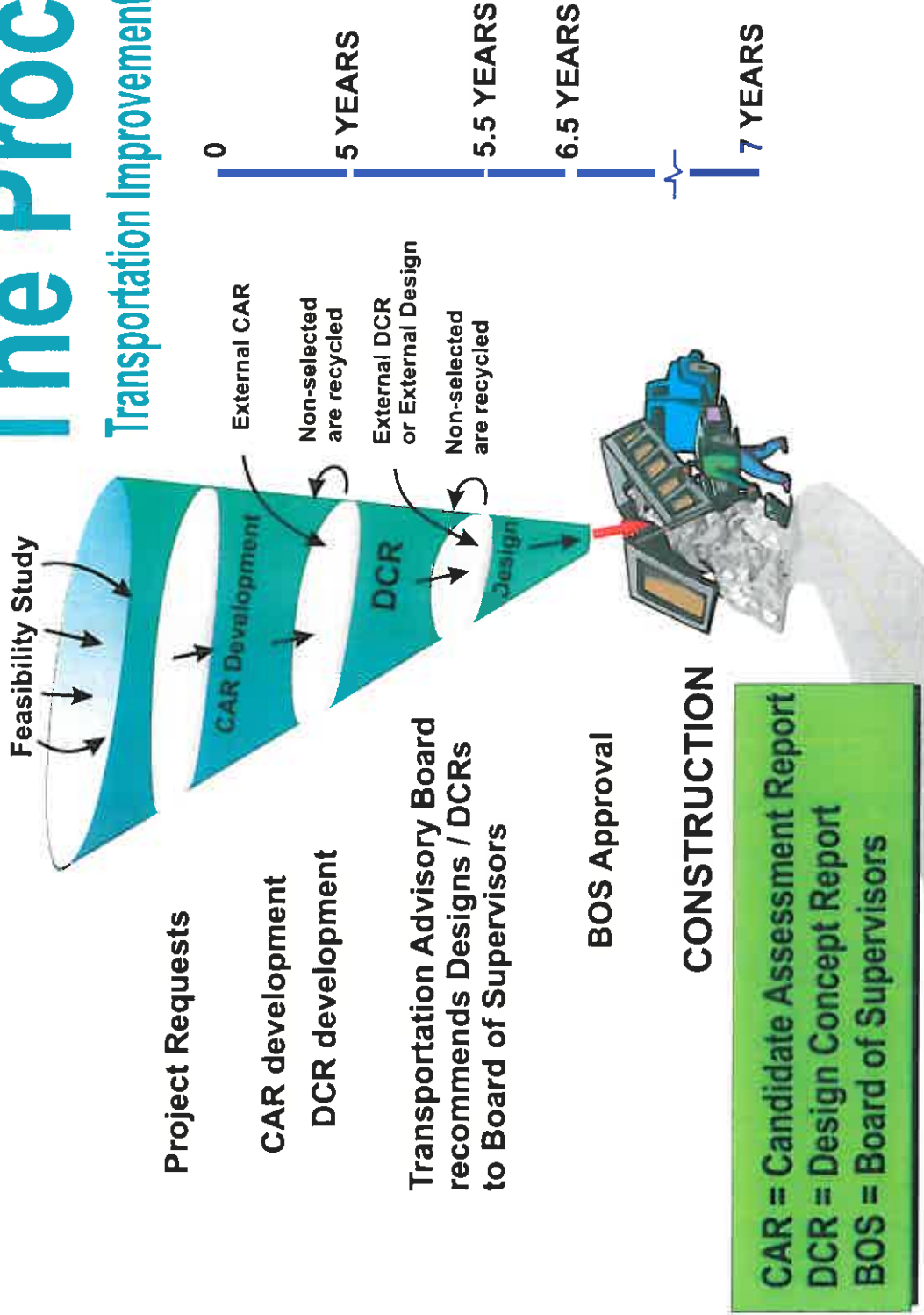


# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

# The Process

Transportation Improvement Program



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



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# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## PRELIMINARY KEY ISSUES AND CHALLENGES

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

- Establish direction for future connection of Hidden Waters Parkway with Watermelon Road (future planned parkway) and I-10
- Evaluation of drainage structures across alluvial fans, major washes, canals and the Gila River
- Evaluation of crossing of the Union Pacific Railroad
- Maintain functional integrity of Parkway through constrained areas
- Identify ultimate alignment and access management strategies to maximize revenue-generating potential for developable lands
- Consideration of environmental impacts, (Including provision of wildlife habitat linkages)

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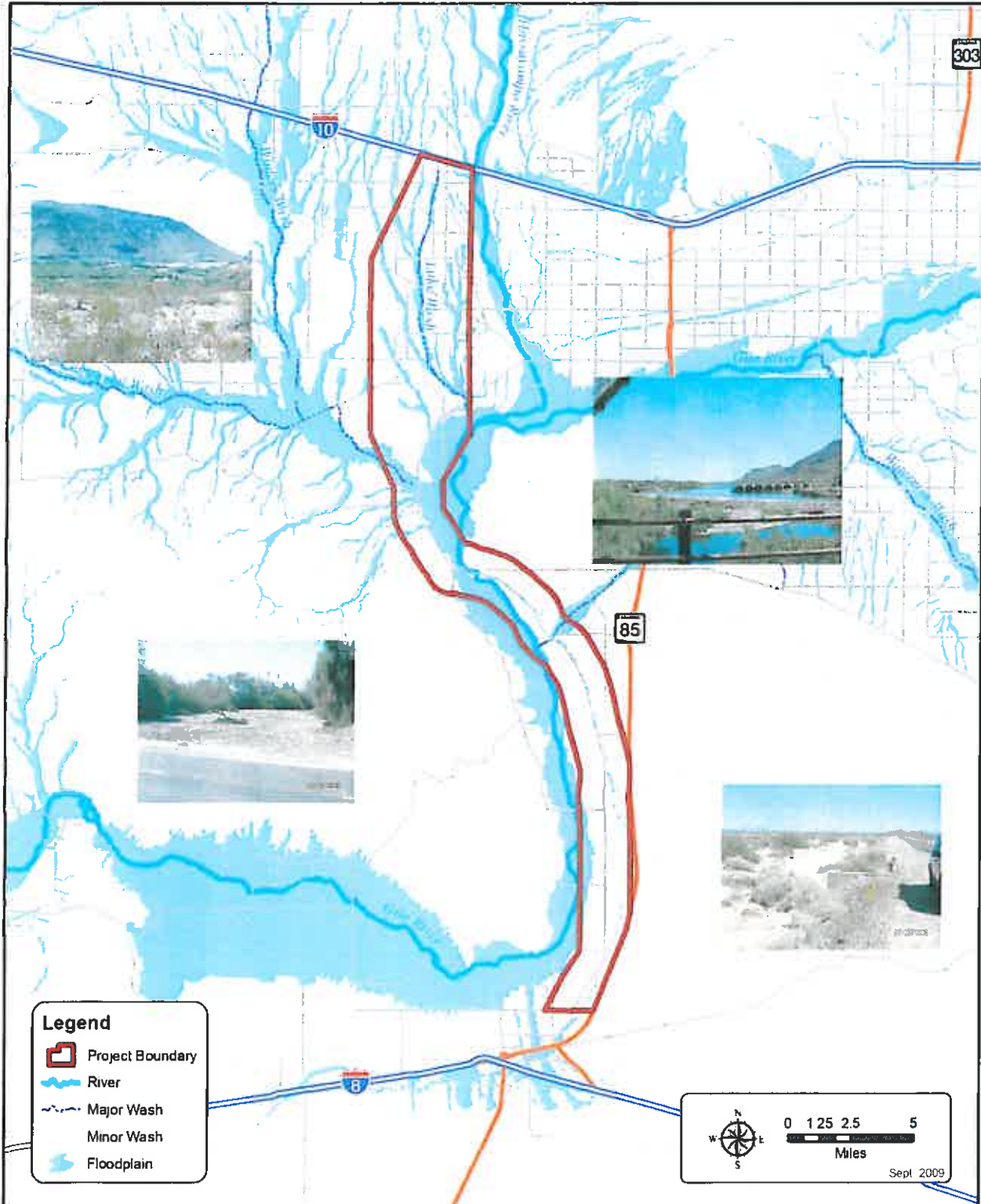


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### FLOODPLAINS



**Legend**

- Project Boundary
- River
- Major Wash
- Minor Wash
- Floodplain

0 1 2.5 5  
Miles  
Sept 2009



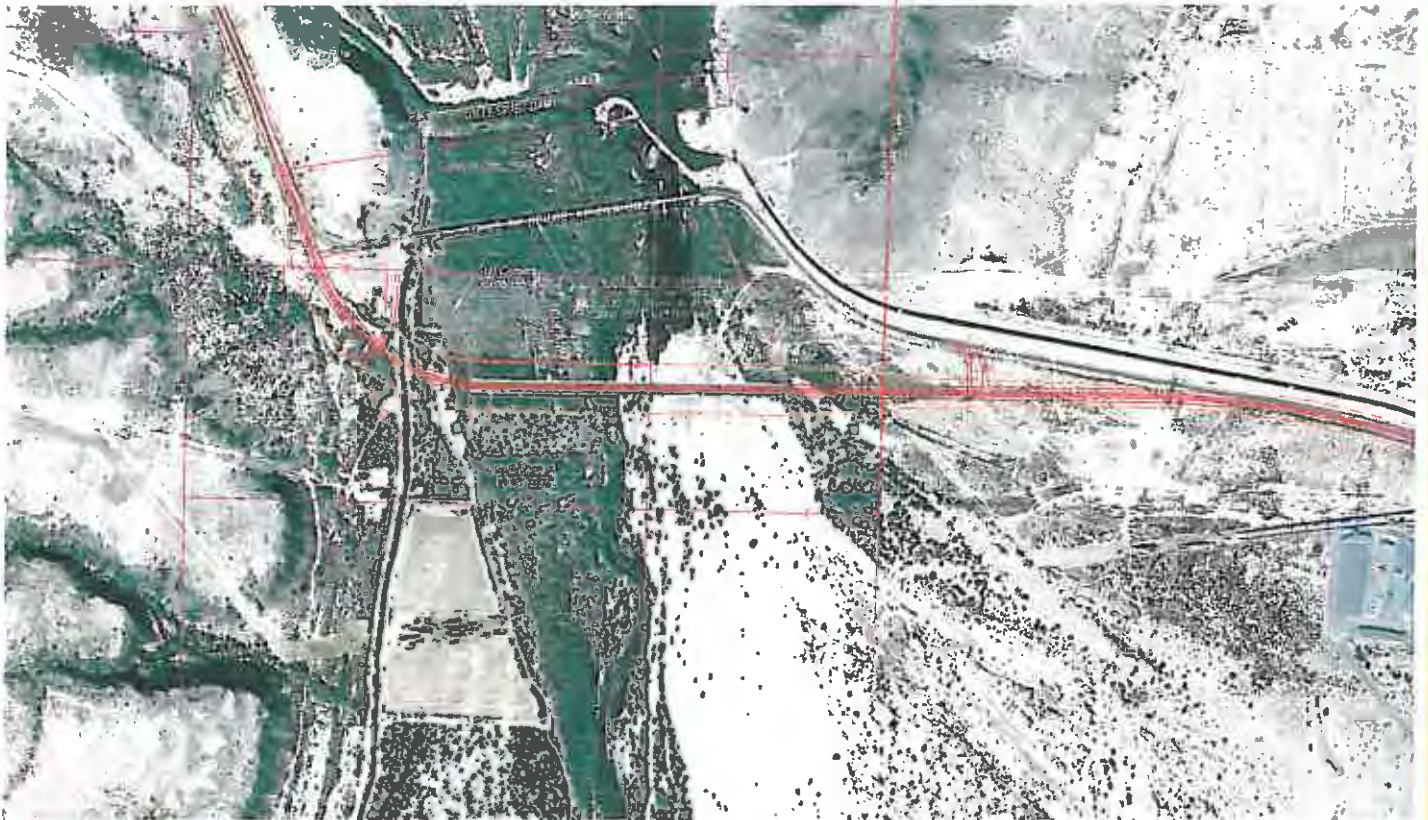
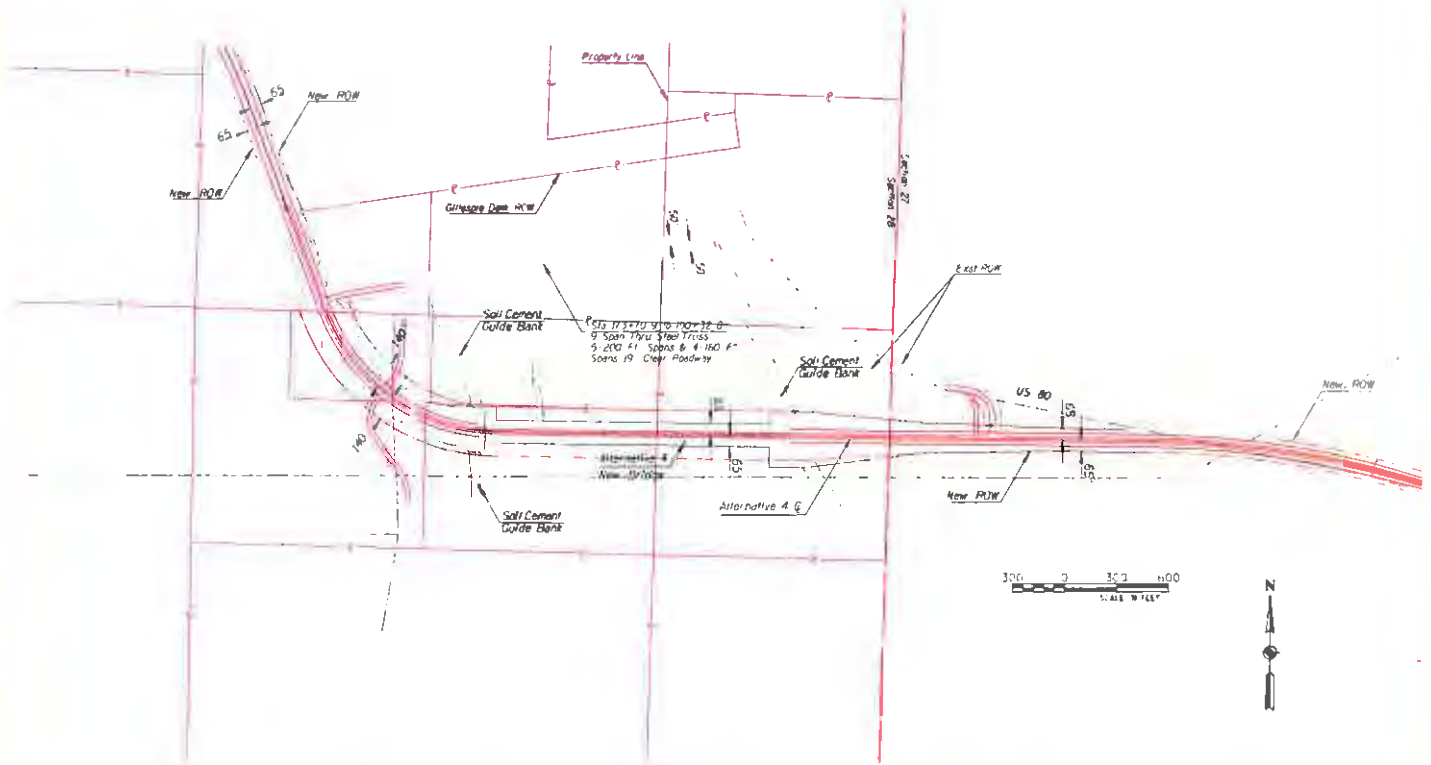
Maricopa County Department of Transportation





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# OLD US 80 BRIDGE AT GILA RIVER HISTORIC BRIDGE REHABILITATION



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Department of Transportation



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# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10



## Environmental Issues

- Land Jurisdiction
- Threatened/Endangered Species
- Protected Native Plants
- Floodplains
- Section 404/401 of Clean Waters Act
- Noise
- Hazardous Materials
- Cultural Resources
- Section 4(f) Resources



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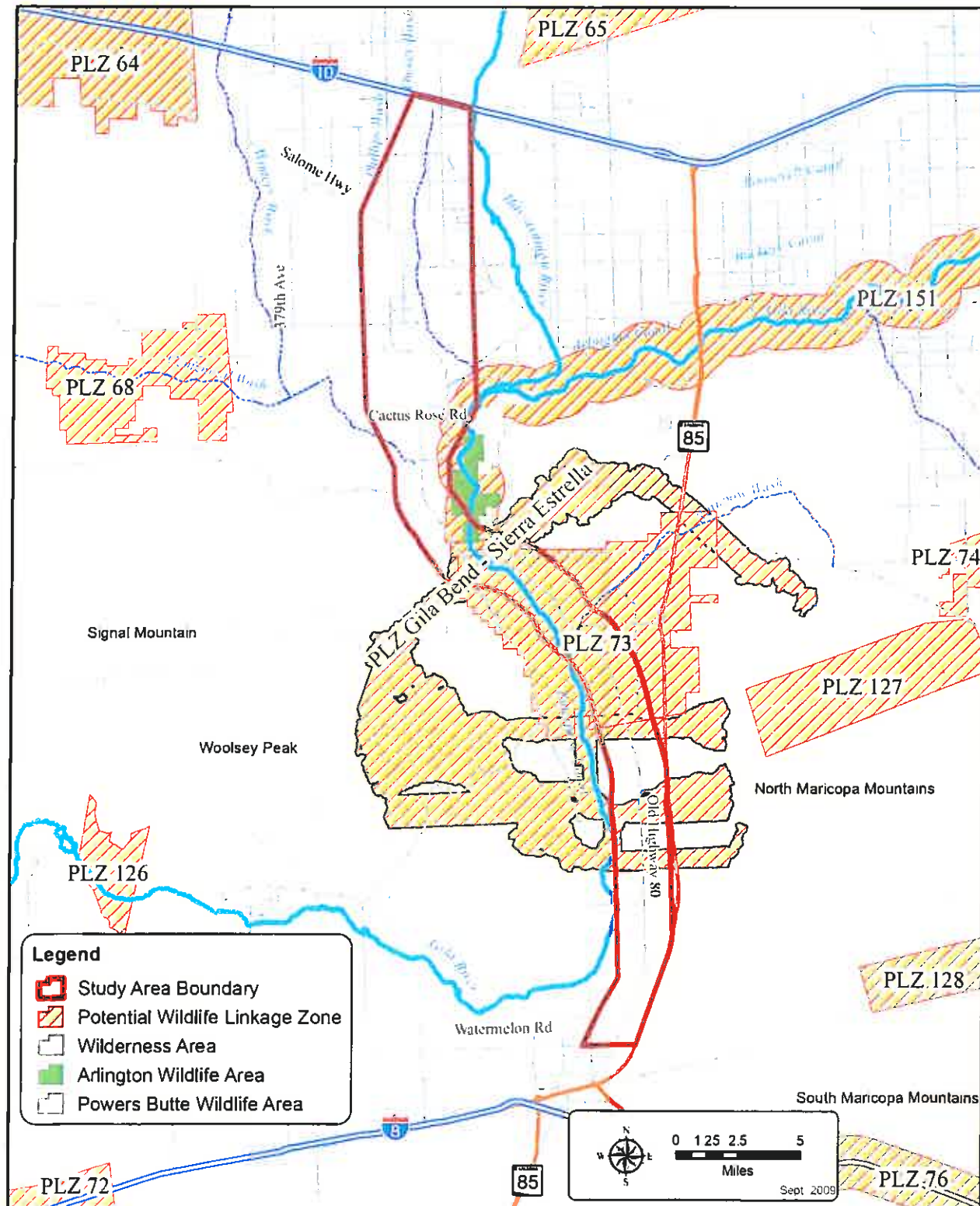


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### WILDLIFE AREAS



Maricopa County Department of Transportation



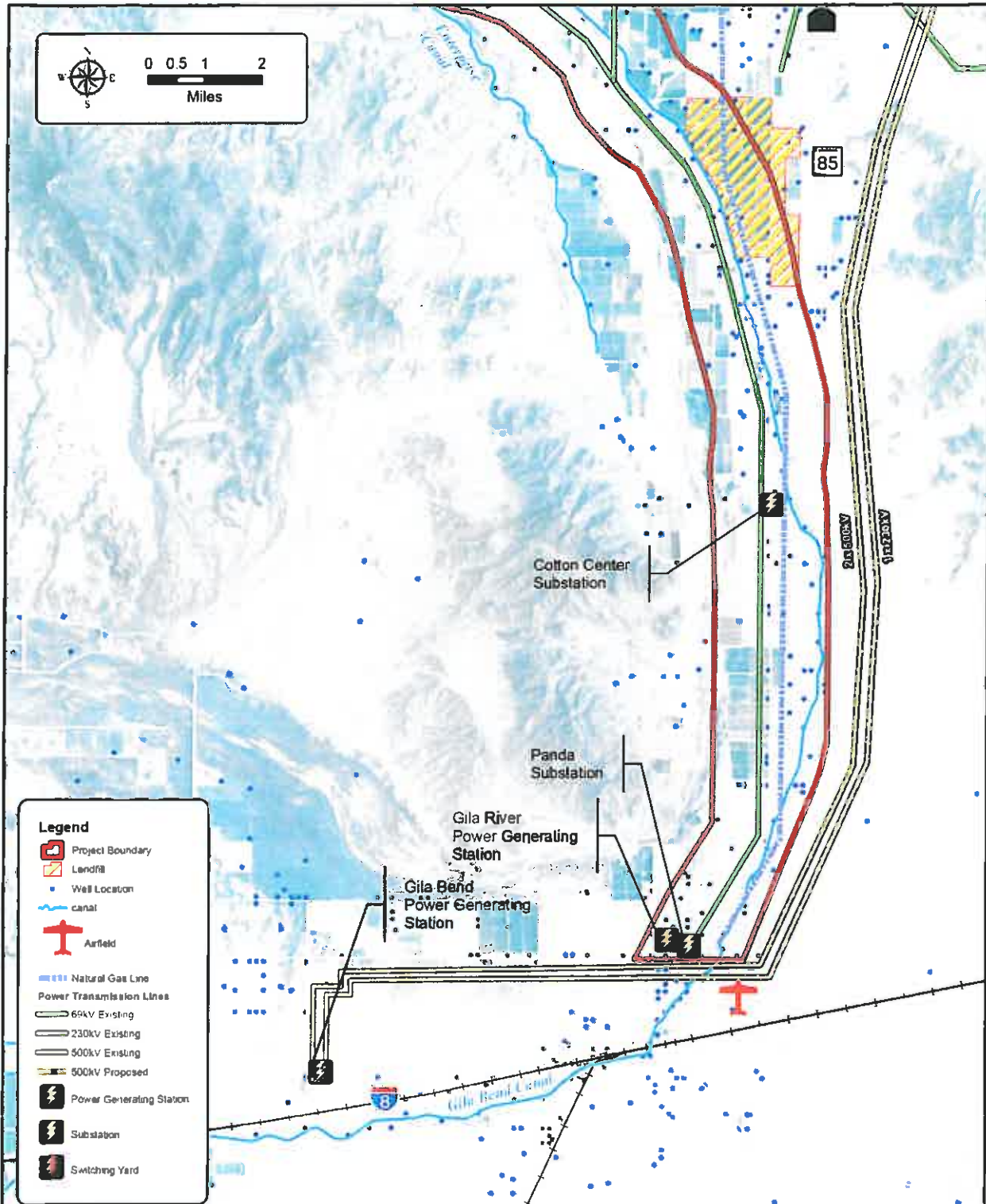


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### Existing and Proposed Facilities/Utilities (Watermelon Road to Patterson Road)



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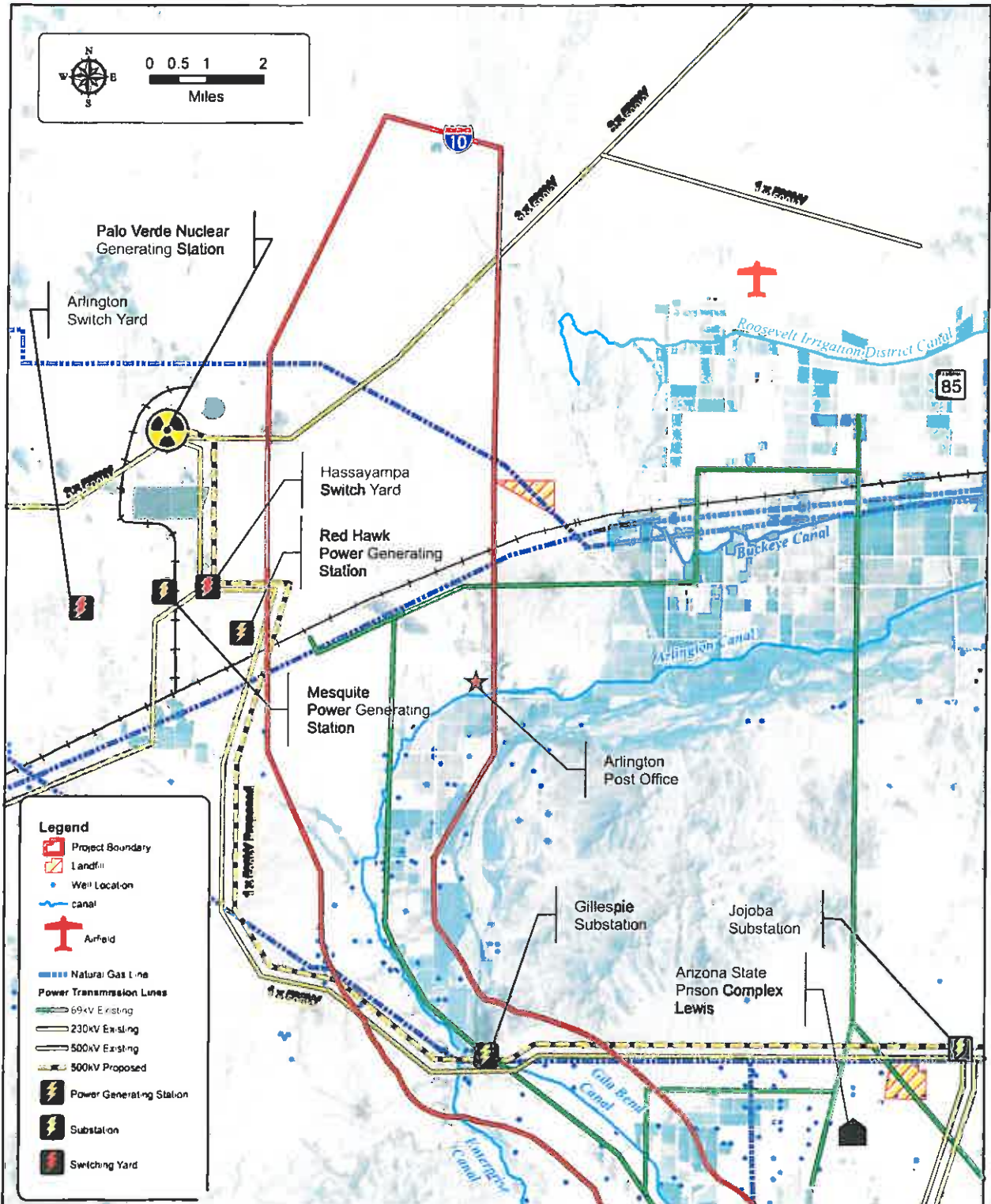
Right Road Right Time Right Cost

# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### Existing and Proposed Facilities/Utilities

(Patterson Road to I-10)



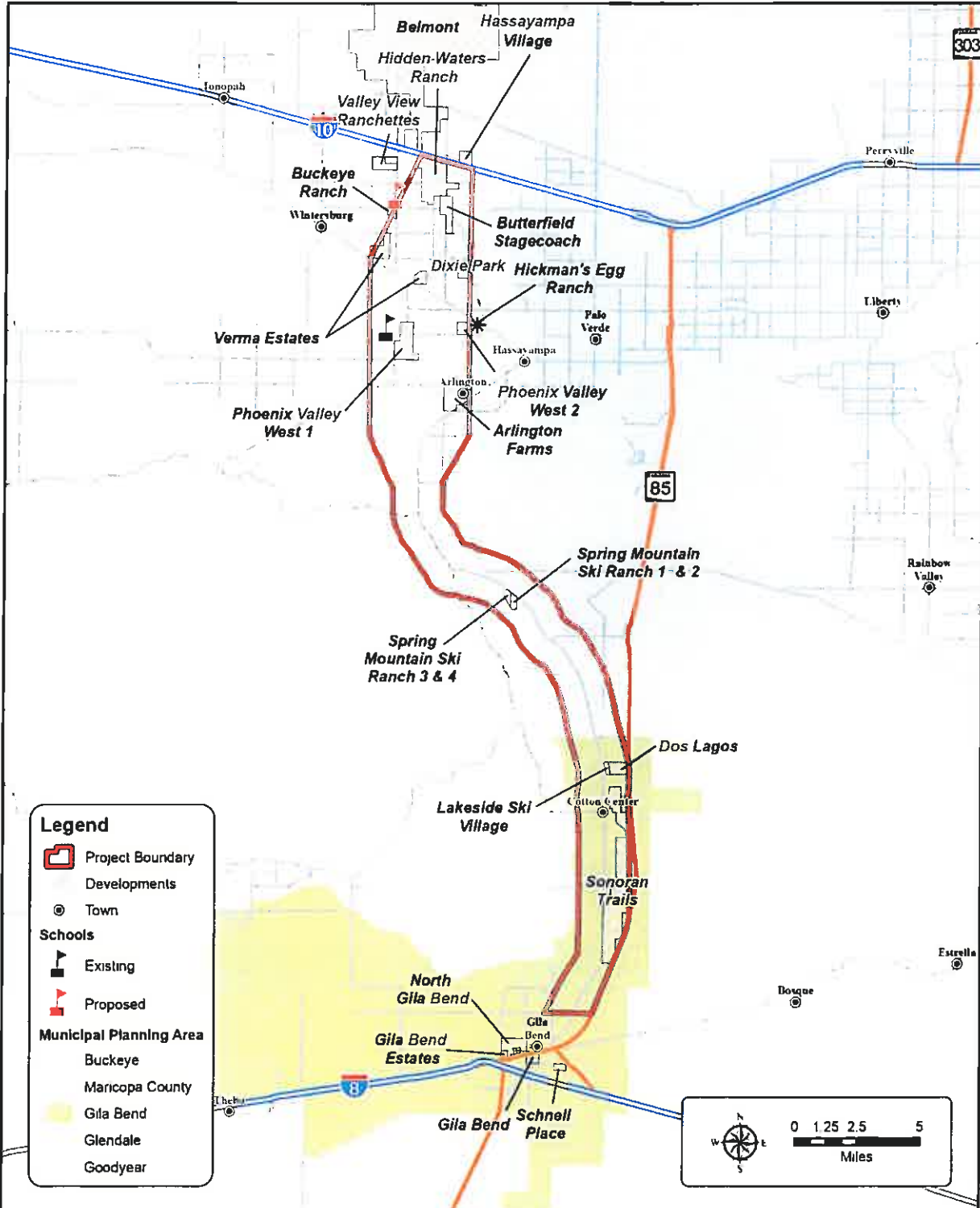


Right Road Right Time Right Cost

# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### EXISTING & PROPOSED DEVELOPMENT AREAS



Maricopa County Department of Transportation



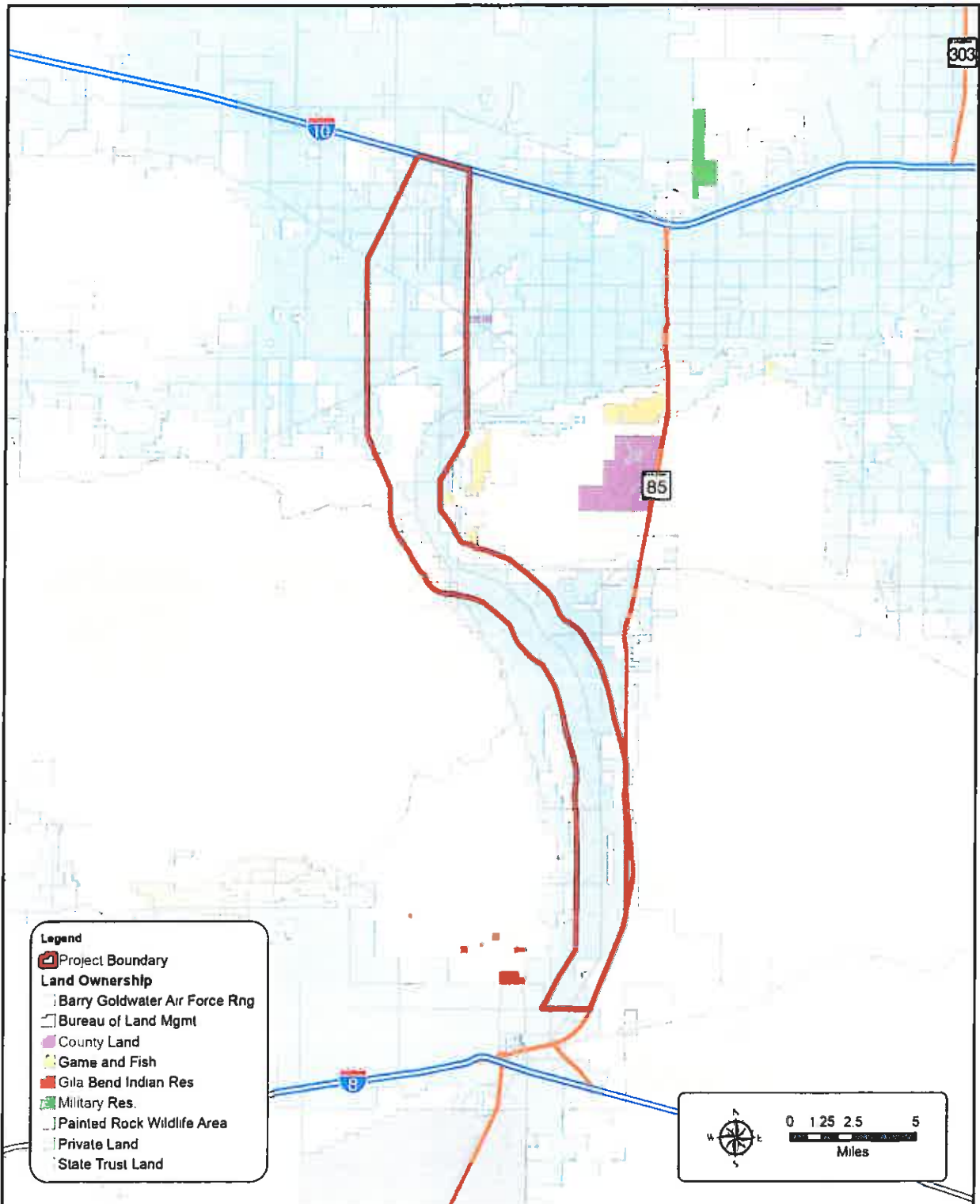


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### LAND OWNERSHIP



Maricopa County  
Department of Transportation



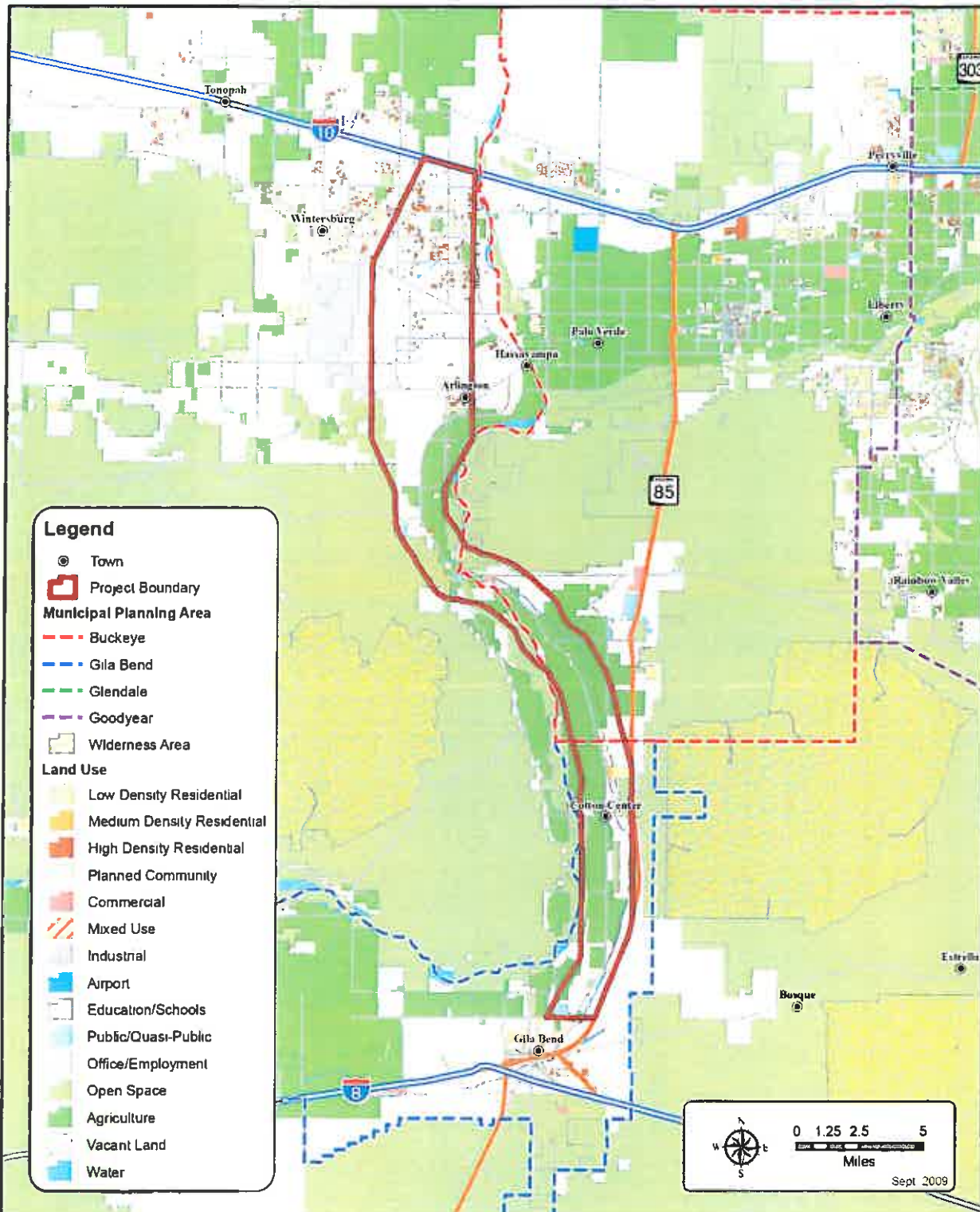


Right Road Right Time Right Cost

# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### EXISTING LAND USE



9/2009



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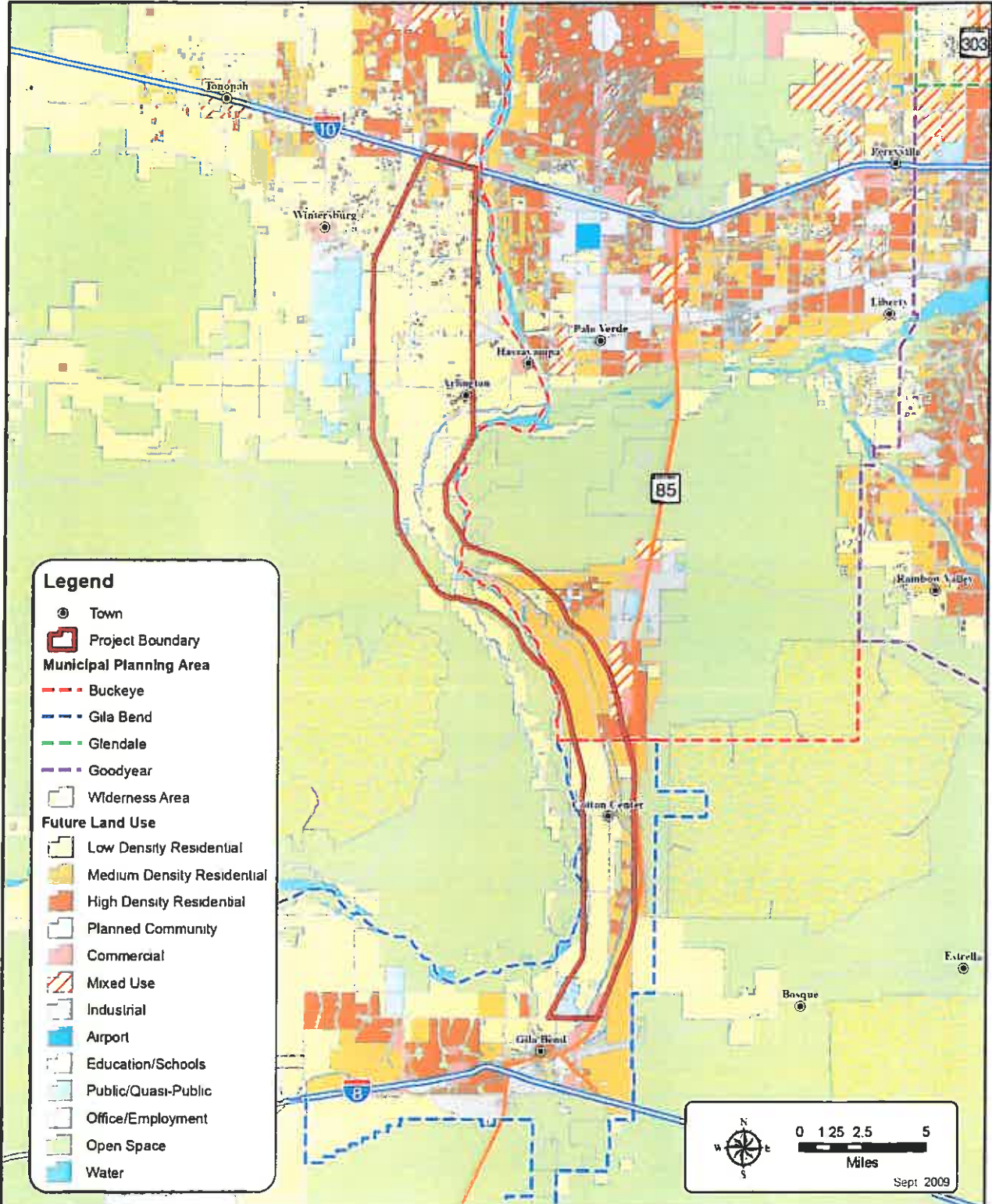


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### FUTURE LAND USE



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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

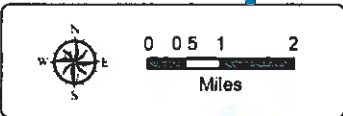
### EXISTING ROADWAY NETWORK

(PATTERSON ROAD TO I-10)



**Legend**

- Project Boundary
- Traffic Volumes
- Existing Interchange
- Existing Roadway**
- Freeway
- Highway
- Arterial
- Major Collector
- Other Roads



Maricopa County Department of Transportation



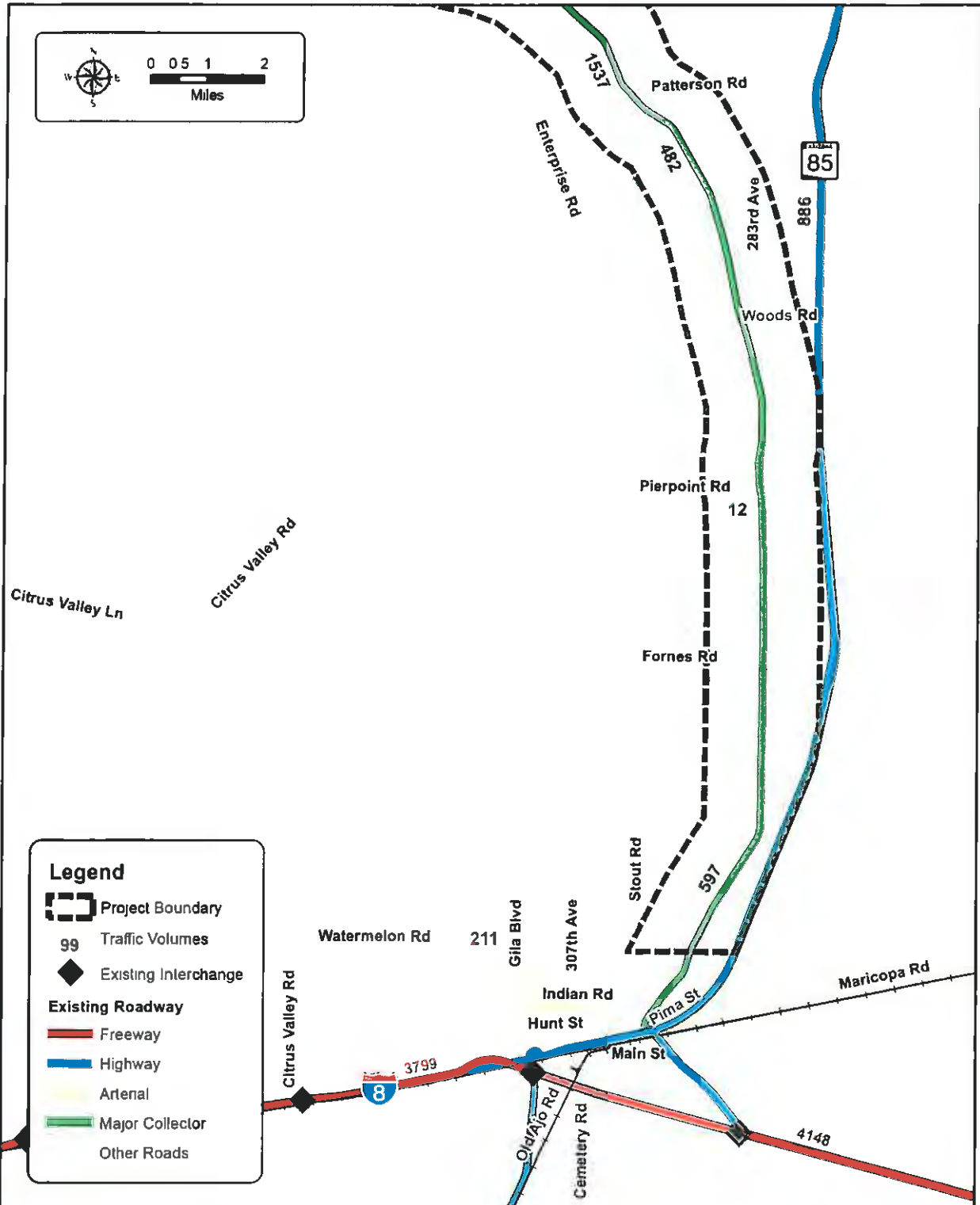


Right Road Right Time Right Cost

# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### EXISTING ROADWAY NETWORK (WATERMELON ROAD TO PATTERSON ROAD)



Maricopa County  
Department of Transportation





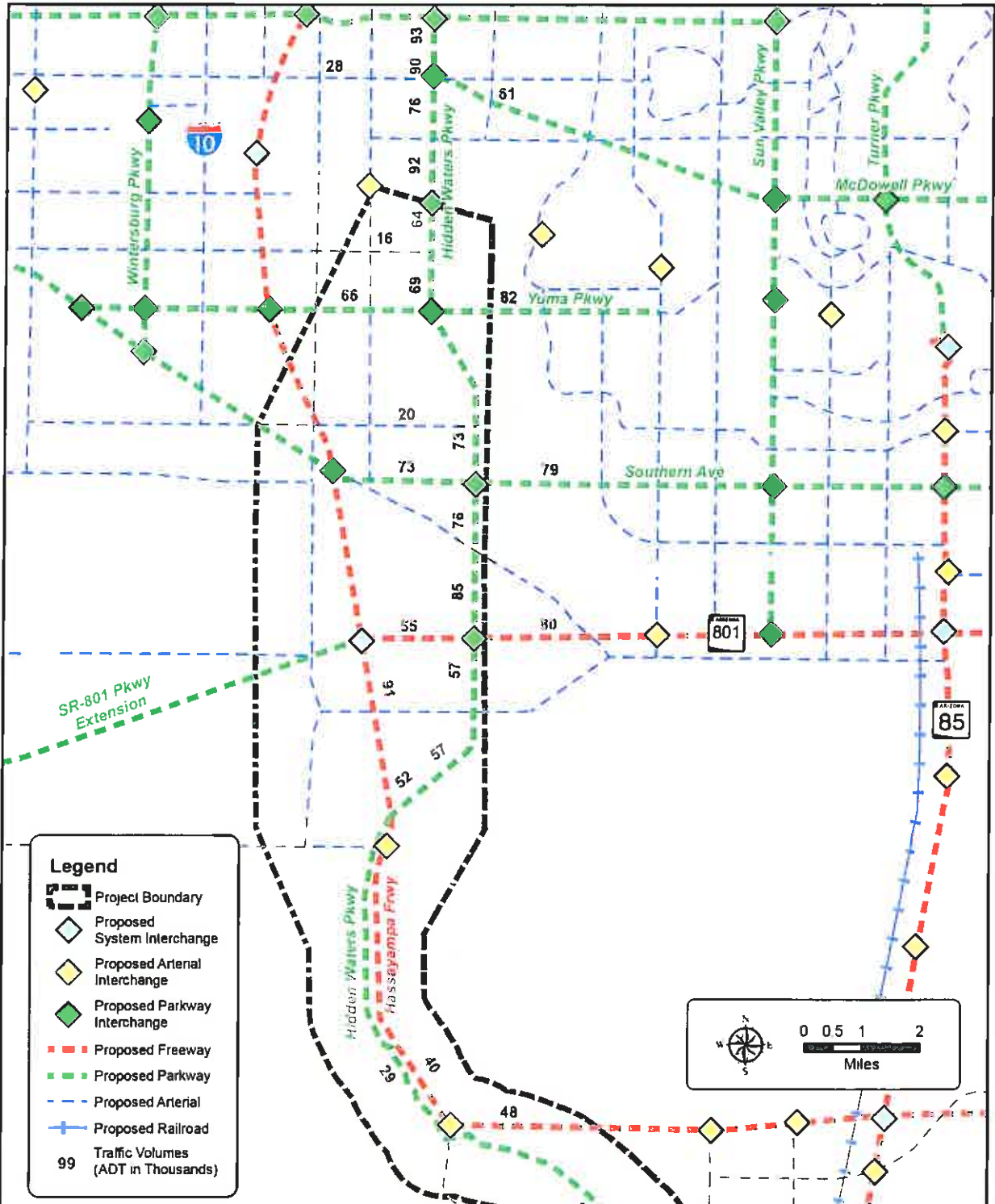
Right Road Right Time Right Cost

# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### Future (Build-out) Roadway Network

(Patterson Road to I-10)



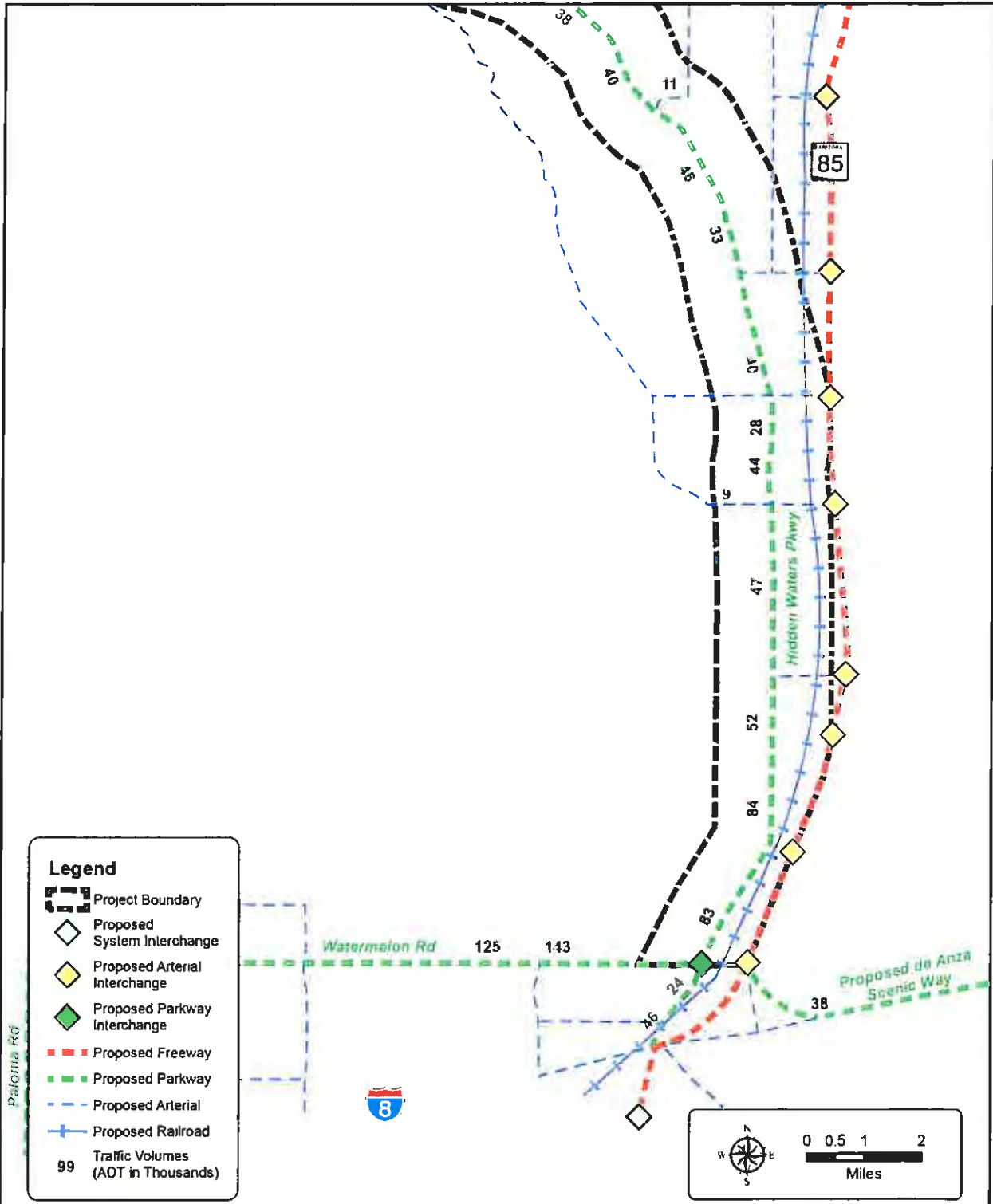


Right Road Right Time Right Cost

# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### Future (Build-out) Roadway Network (Watermelon Road to Patterson Road)



Maricopa County  
Department of Transportation



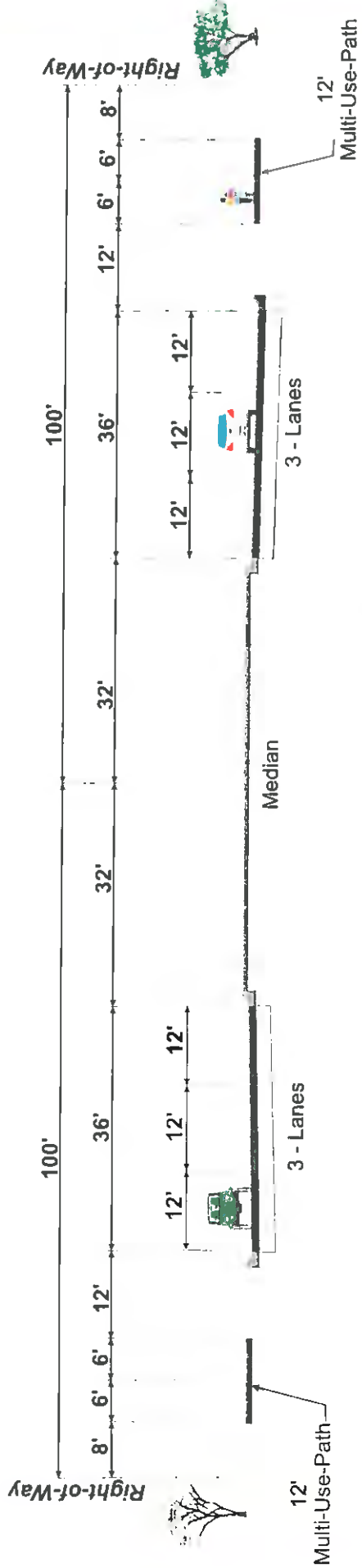


Right Road Right Time Right Cost

# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### Typical Cross Section



ARIZONA PARKWAY



Maricopa County Department of Transportation



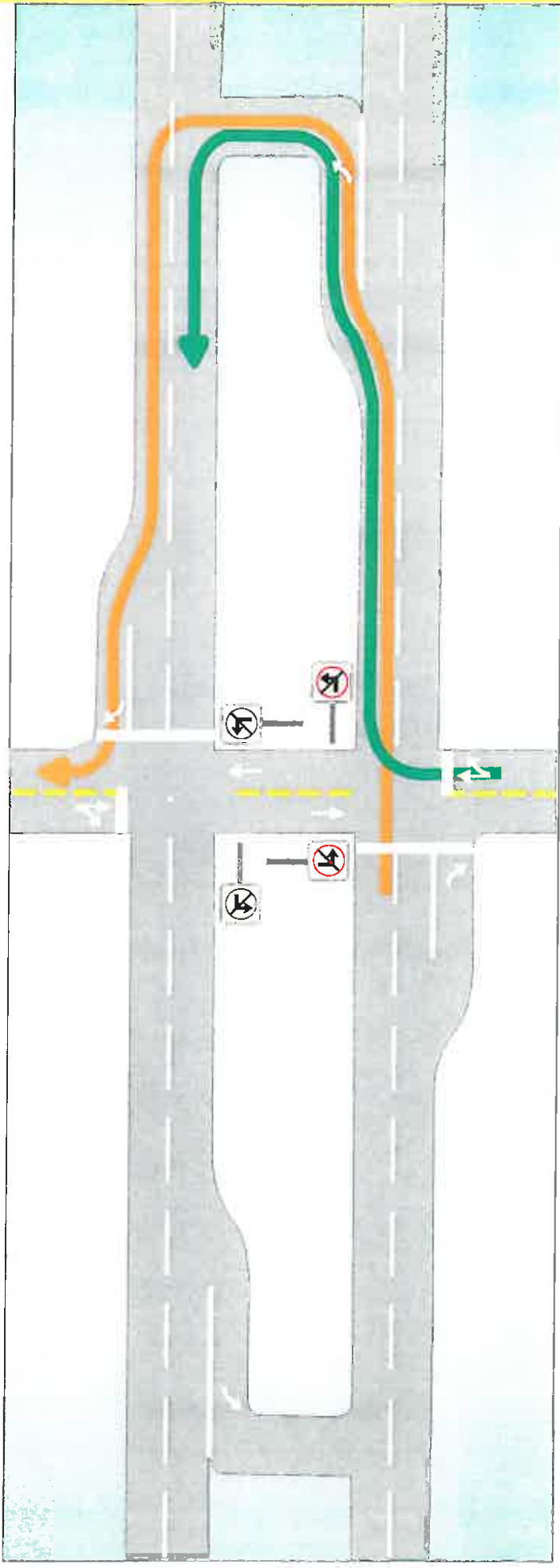


Right Road Right Time Right Cost

# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## In-Direct Left Turn



Maricopa County  
Department of Transportation



Kenley-Horn and Associates, Inc.



Right Road Right Time Right Cost

# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## SCHEDULE

Study Kick-off May 2009

PHASE I:  
Data Collection/Issues Identification

Stakeholder/Technical Advisory Committee  
(SAC/TAC) Meeting #1 July 2009

Stakeholder/Technical Advisory Committee  
(SAC/TAC) Meeting #2 September 2009

**Public "Scoping" Meeting September 22, 2009**

Stakeholder/Technical Advisory Committee  
(SAC/TAC) Meeting #3 October 2009

PHASE II:  
Alternative Development  
and Evaluation September-November 2009

**"Alternatives Analysis" Public Meeting November 2009**

Stakeholder/Technical Advisory Committee  
(SAC/TAC) Meeting #4 December 2009

**"Findings and Recommendations"  
Public Meeting February 2010**

Stakeholder/Technical Advisory Committee  
(SAC/TAC) Meeting #5 March 2010

Draft Final Report March 2010

Study Completion/Final Report Submitted May 2010

9/2009



Maricopa County  
Department of Transportation



# Hidden Waters Parkway Corridor Feasibility Study Watermelon Road to Interstate 10 "Alternatives Analysis Phase"



Right Road Right Time Right Cost

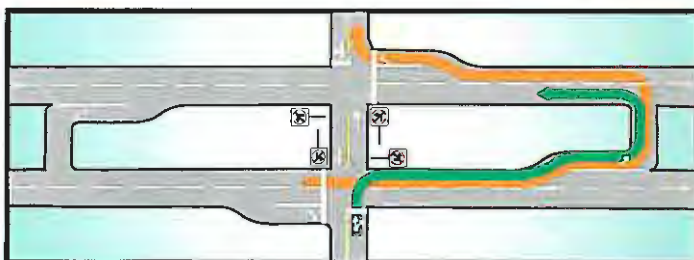
Maricopa County Department of Transportation

December 1, 2009

## BACKGROUND

The *Hidden Waters Parkway Corridor Feasibility Study (Watermelon Road to Interstate 10)* is one of a series of long-range transportation planning studies being conducted by the Maricopa County Department of Transportation (MCDOT) evaluating future parkways identified in the recently completed Maricopa Association of Governments (MAG) *I-8/I-10 Hidden Valley Transportation Framework Study and Interstate 10 (I-10)/Hassayampa Valley Transportation Framework Study (2008)*.

Regional transportation planning agencies expect to increase capacity and measurably enhance safety by including a system of "Arizona Parkways" in future roadway networks. This new roadway classification type 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 "in-direct" left-turn crossover immediately beyond the crossroad intersection.



The primary purpose of this feasibility study is to identify the optimum corridor alignment for the Hidden Waters Parkway, which is proposed as an Arizona Parkway.

## CORRIDOR DESCRIPTION

The proposed future Hidden Waters Parkway will originate at Watermelon Road in the Town of Gila Bend. The 38-mile long parkway will extend northerly to Interstate 10 and connect to the existing 339<sup>th</sup> Avenue/I-10 traffic interchange. The study area is defined roughly by a two-mile wide buffer centered upon the north-south segment of the Old US 80 corridor. Where Old US 80 starts diverging to the east, the study area will broaden to a four-mile wide swath centered approximately along the 347<sup>th</sup> Avenue section-line alignment extending north to the Salome Highway. North of the Salome Highway, the study area will narrow back to two miles, following the 339<sup>th</sup> alignment as

it continues north to I-10. (See maps on insert).

## STUDY NEED

Although current land development and travel demands in the Hidden Waters Parkway corridor do not warrant a major new north-south high capacity roadway in the near-term future, the "build-out" forecast for future land development and travel demands does warrant a major new north-south high capacity roadway in the long-term future. Plans are already underway to convert some of the agricultural and low density residential lands within the corridor to more intense land uses that will generate significantly more traffic. To make it economically feasible to construct the roadways needed for ultimate "build-out" conditions, the planning process needs to begin now to identify long-term right-of-way needs. To this end, the Hidden Waters Parkway study is needed to:

- Address regional and local growth and development within study area.

*(3.5 million population projected at build-out between Wickenburg and Gila Bend -- MAG I-8/I-10 Hidden Valley and I-10/Hassayampa Valley Transportation Framework studies)*

- Preserve sufficient public right-of-way for a high-capacity north/south transportation corridor
- 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 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.

- *Achieve Roadway Network Continuity and Connectivity*
  - Determine optimum corridor alignment from a regional transportation corridor perspective

## STUDY GOALS AND OBJECTIVES (CONTINUED)

- Provide future connectivity with local and regional roadway facilities
  - Identify viable crossing(s) locations of alluvial fans, drainage washes, rivers, canals and the Union Pacific Railroad
- *Enhance Traffic Flow, Roadway Capacity and Safety*
  - Preserve roadway functionality in constraint areas utilizing segment-specific solutions
  - Identify areas of additional public right-of-way requirements (crossings with other parkways, alluvial fans, utility corridors)
  - Implement consistent roadway design standards and access management strategies (enhance access/mobility balance, traffic operation and safety while maintaining reasonable access for adjacent development)
- *Preserve the Environment*
  - Comply with governing environmental regulations for new roadway development
  - Minimize adverse impacts associated with future parkway to study area environment, including wildlife corridors and archeological sites
  - Use future parkway elements to enhance important environmental features (habitat areas, parks, overlooks)
- *Develop "Consensus-Driven" Alternatives*
  - Work with key stakeholders in developing feasible alternatives
  - Develop cost-effective roadway improvement alternatives
  - Conduct public outreach to build consensus surrounding preferred alternatives
  - Ensure consistency between study elements and regional and local plans.
- Evaluation of crossing of the Union Pacific Railroad
- Maintain functional integrity of parkway through constrained areas
- Identify ultimate alignment and access management strategies to maximize revenue-generating potential for developable lands
- Consideration of environmental impacts, (including cultural resources and wildlife habitat linkages)
- Maintain the ability to move agricultural equipment across and along the parkway corridor
- Coordination and compatibility with existing and planned land development

## PROJECT STAKEHOLDERS

- Maricopa County Department of Transportation (MCDOT)
- Flood Control District of Maricopa County (FCDMC)
- Arizona Department of Transportation (ADOT)
- Arizona State Land Department (ASLD)
- Maricopa Association of Governments (MAG)
- Town of Buckeye
- Town of Gila Bend
- City of Phoenix
- Federal Highway Administration (FHWA)
- Impacted Tribal Governments
- Arizona Game and Fish Department (AGFD)
- Bureau of Land Management (BLM)
- Center for Desert Archaeology
- Maricopa County Farm Bureau
- Area Developers
- Impacted Utilities
- Affected Businesses, Property Owners and Residents

## 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:

- Establish direction for future connection of Hidden Waters Parkway with Watermelon Road (future planned parkway) and I-10
- Evaluation of drainage structures across alluvial fans, major washes, canals and the Gila River

## 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 alternative has emerged and has general consensus, preliminary plans are prepared to delineate the corridor alignment and future parkway cross section and public right-of-way requirements.

Both Phase I and Phase II are conducted in consultation with a combined Stakeholder Advisory Committee (SAC) and Technical Advisory Committee (TAC) representing agency and constituency interests. The SAC/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.

## DEVELOPMENT OF ALTERNATIVES

During this current Alternatives Analysis phase, the study team has identified and evaluated several conceptual alignments for the future Hidden Waters Parkway. The conceptual alternatives were developed to avoid as many corridor constraints as possible yet provide a wide range of options within the study area limits. Constraints that were considered in developing the conceptual alternatives include the following:

- Land Ownership
  - BLM Land Near Gillespie Dam
  - Arizona State Land
  - Wildlife Areas
- Land Use
  - Arlington and Winters' Well Elementary Schools
  - Existing and Planned Developments

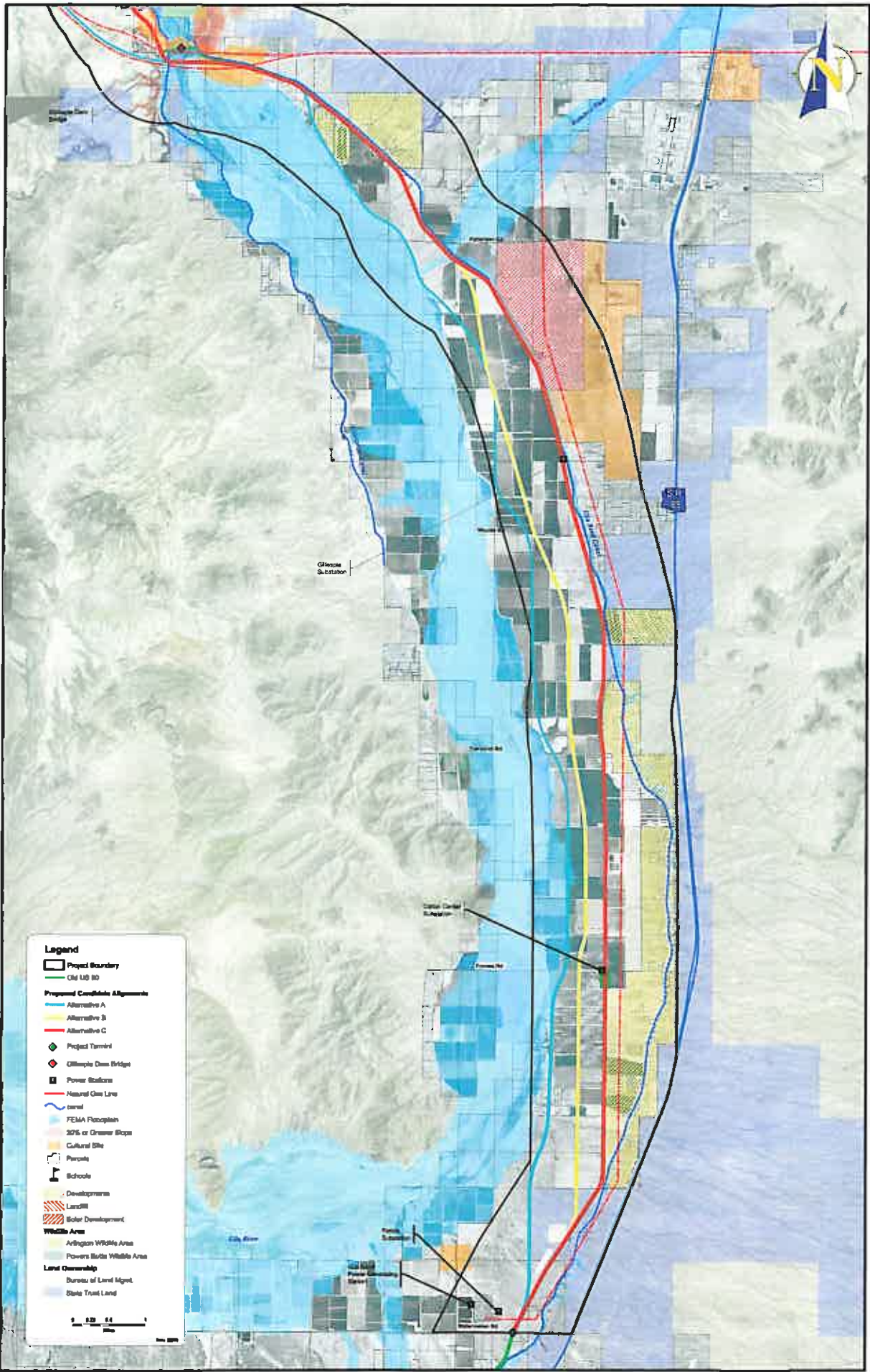
- Arlington and Powers Butte Wildlife Areas
- Wildlife Linkage Zones
- Transportation
  - Watermelon Road/Old US 80 Intersection
  - Old US 80 Bridge Location
  - I-10/339<sup>th</sup> Avenue Interchange
- Utilities/Facilities
  - Power Stations – Gila River, Panda, and Cotton Center
  - Canals – Gila Bend, Enterprise, and Arlington
  - SR 85 Landfill/Solar Plant
- Topography
  - Narrow Pass at Gillespie Dam
  - Large Hill Near 347<sup>th</sup> Avenue/Dobbins Road
  - Small Hill Near 363<sup>rd</sup> Avenue/Salome Highway

Many of the potential constraints can be mitigated as part of the project design and do not necessarily constitute "fatal flaws". However, some of the constraints are considered to be more significant than others.

The conceptual alternatives were evaluated to determine the relative impacts of the identified constraints on the study goals and objectives as well as to determine the acceptability of the conceptual alternatives by the Stakeholder and Technical Advisory Committee. Based on the findings of the evaluation and the input received from this committee, candidate alternatives were selected from among the conceptual alternatives. These three candidate alternatives will be subjected to a more detailed evaluation process.

For the more detailed alternatives evaluation, the study area has been divided into a southern segment (south of the Old US 80 Bridge over the Gila River) and a northern segment (north of the Old US 80 Bridge over the Gila River). The three southern candidate alternatives include one that generally follows the existing Old US 80 alignment; one that generally follows the eastern edge of the Gila River floodplain west of the Old US 80 alignment; and one that generally bisects the land in between Old US 80 and the floodplain.

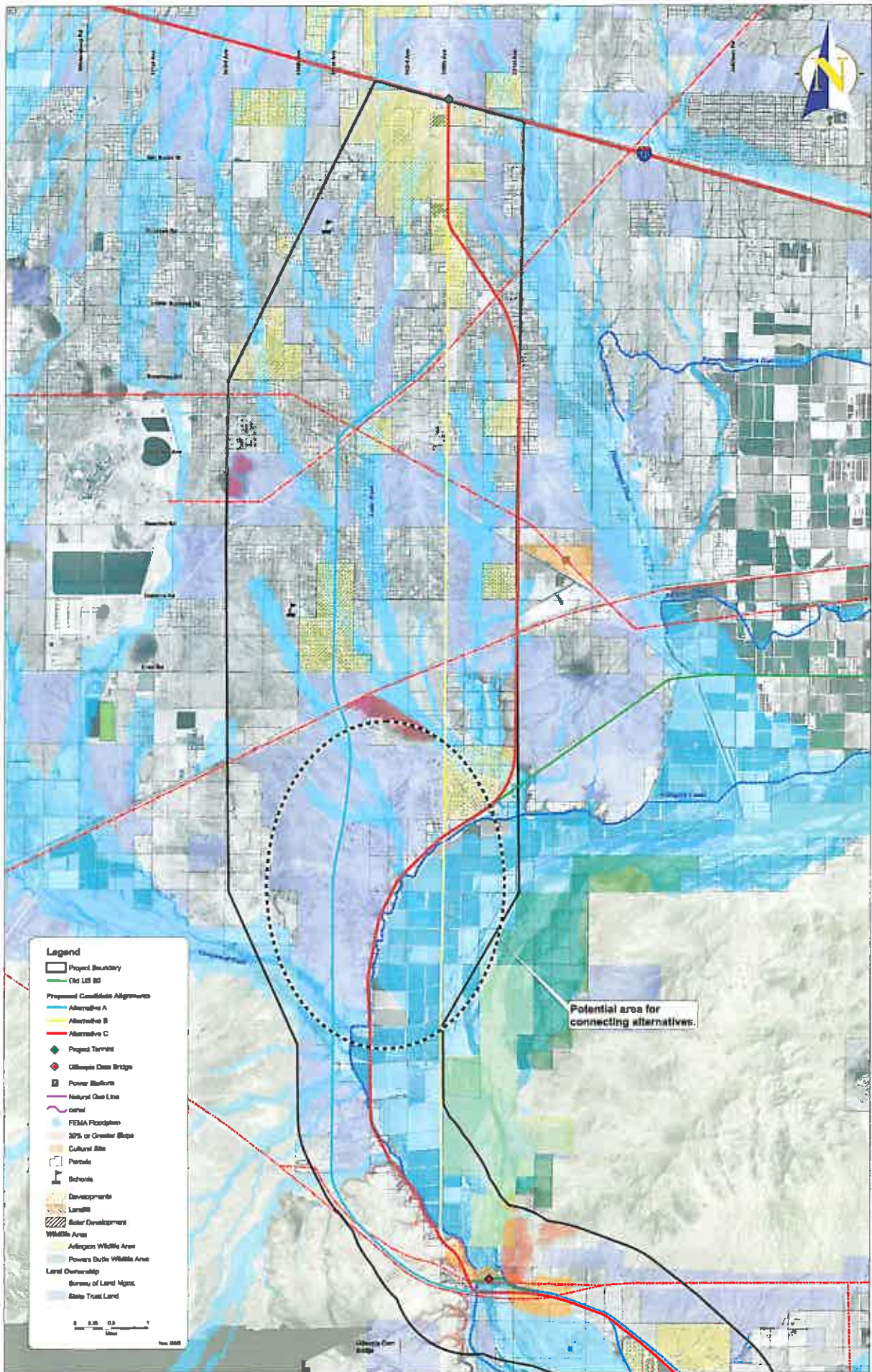
The three northern candidate alternatives include one that generally follows the 339<sup>th</sup> Avenue alignment; one that generally follows the Old US 80 and 331<sup>st</sup> Avenue alignments; and one that generally follows the 351<sup>st</sup> Avenue alignment. Due to the fact that there are locations where the candidate alternatives share common points or are relatively close to each other, it is possible that the detailed evaluation will find that a blended alignment, containing portions of the different candidate alternatives, will result in the preferred or recommended alignment.



# Hidden Waters Parkway

Proposed Recommended Alignments for Further Evaluation (South)





**Legend**

- Project Boundary
- Old US 80
- Proposed Candidate Alignments
  - Alternative A
  - Alternative B
  - Alternative C
- Project Terminus
- Obstacle Cross Bridge
- Power Stations
- Natural Gas Line
- Canal
- FEMA Floodplains
- 20% or Greater Slope
- Cultural Site
- Parcels
- Schools
- Developments
- Landfill
- Water Development
- Wildlife Areas
  - Arlington Wildlife Area
  - Powers Butte Wildlife Area
- Land Ownership
  - Bureau of Land Mgmt.
  - State Trust Land

0 0.25 0.5 1  
Miles

Nov. 2008



# Hidden Waters Parkway

Proposed Recommended Alignments for Further Evaluation (North)



## EVALUATION CRITERIA

The three alternatives recommended for further consideration will be studied in more detail and will be evaluated based on the following criteria:

- Development Compatibility
- System Continuity
- Drainage Impacts
- Irrigation Impacts
- Building/Property Impacts
- Cultural/Archaeological Impacts
- Wildlife Impacts
- Utility Impacts
- Public Acceptability
- Cost

It is anticipated that the application of these evaluation criteria will result in the recommendation of a preferred alignment that will be depicted in detailed engineering drawings to be used for future land development planning.

## SCHEDULE

Study Kick-off May 2009

### PHASE I:

Data Collection/Issues Identification May-October 2009

Stakeholder/Technical Advisory Committee (SAC/TAC) Meeting #1 July 2009

Stakeholder/Technical Advisory Committee (SAC/TAC) Meeting #2 September 2009

**Public "Scoping" Meeting September 22, 2009**

Stakeholder/Technical Advisory Committee (SAC/TAC) Meeting #3 November 16, 2009

### PHASE II:

Alternatives Analysis and Evaluation September- December 2009

**"Alternatives Analysis" Public Meeting December 1, 2009**

Stakeholder/Technical Advisory Committee (SAC/TAC) Meeting #4 January 2010

**"Findings and Recommendations" Public Meeting March 2010**

Stakeholder/Technical Advisory Committee (SAC/TAC) Meeting #5 March 2010

Draft Final Report April 2010

Study Completion/Final Report Submitted May 2010

## 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 planned during the course of the study process. The first Public "Scoping" meeting (September 22, 2009) 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, conducted December 1, 2009, provided the community with the opportunity to comment on the different roadway alignment alternatives being developed for the corridor.

The final "Study Findings and Recommendations" public information meeting is currently slated for March 2010. During this meeting, the study team will present the findings and recommendations of the study, including the preferred parkway alignment, the right-of-way footprint and preliminary engineering details of special analysis areas such as parkway/parkway intersections, canal crossings and unique parkway treatments through constrained areas.

Your input during each phase of the study process is very important and a vital component of study development.

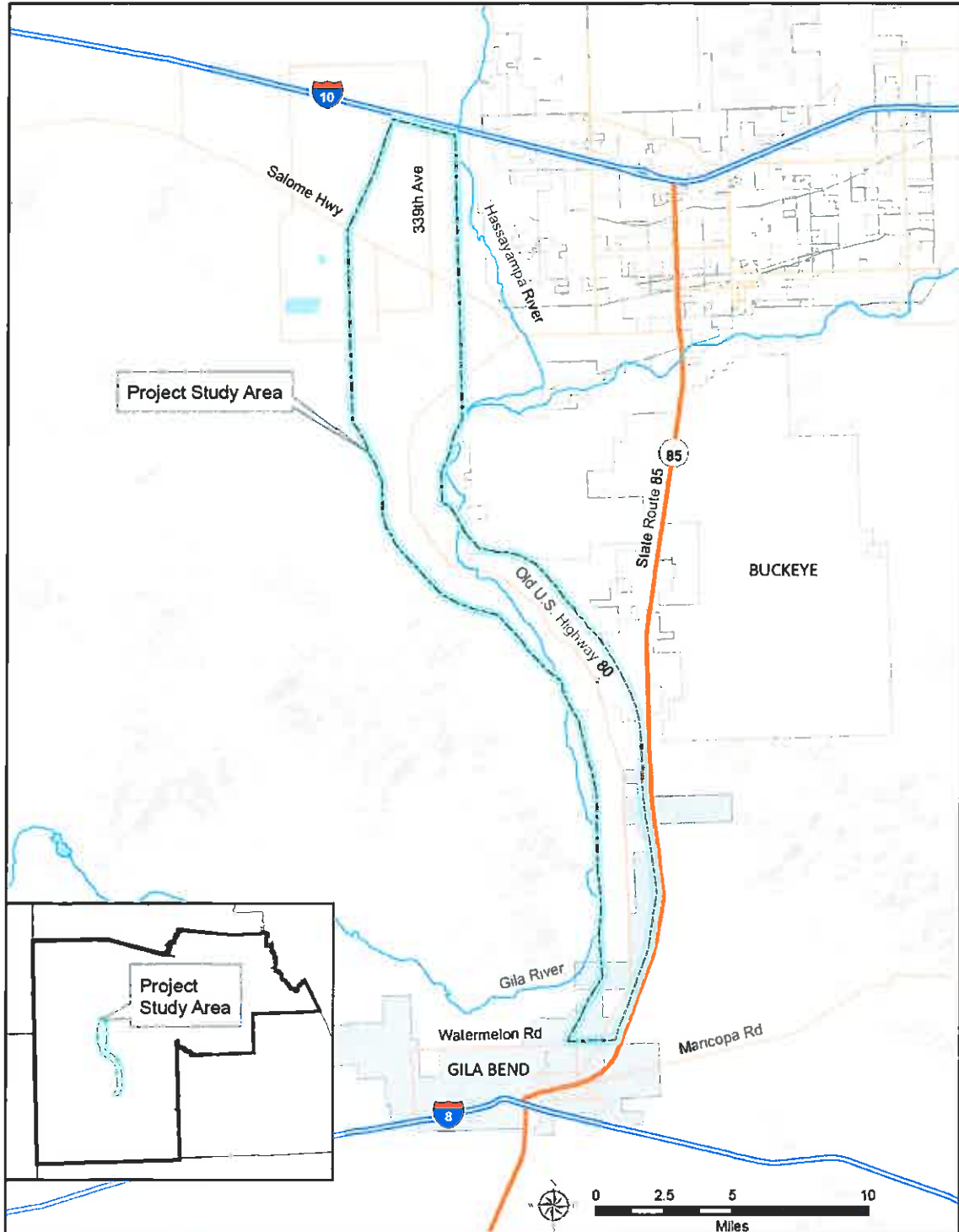


Right Road Right Time Right Cost

# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### STUDY AREA



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# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## STUDY NEED

- **Address regional and local growth and development within study area.**  
*(3.5 million population projected at build-out between Wickenburg and Gila Bend -- MAG I-8/I-10 Hidden Valley and I-10/Hassayampa Valley Transportation Framework studies)*
- **Preserve sufficient public right-of-way for a high capacity north/south transportation corridor**
- **Ensure future parkway compatibility with existing/future land uses and environmental conditions**
- **Identify potential connectivity issues with other future planned parkways and freeways**



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# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## STUDY GOALS AND OBJECTIVES

This Corridor Feasibility Study is the first step in the 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.

- *Achieve Roadway Network Continuity and Connectivity*
  - Determine optimum corridor alignment from a regional transportation corridor perspective
  - Provide future connectivity with local and regional roadway facilities
  - Identify viable crossing(s) locations of alluvial fans, drainage washes, rivers, canals and the Union Pacific Railroad
- *Enhance Traffic Flow, Roadway Capacity and Safety*
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  - Comply with governing environmental regulations for new roadway development
  - Minimize adverse impacts associated with future parkway to study area environment, including wildlife corridors and archaeological sites
  - Use future parkway elements to enhance important environmental features (habitat areas, parks, overlooks)
- *Develop "Consensus-Driven" Alternatives*
  - Work with key stakeholders in developing feasible alternatives
  - Develop cost-effective roadway improvement alternatives
  - Conduct public outreach to build consensus surrounding preferred alternatives
  - Ensure consistency between Study elements and regional and local plans



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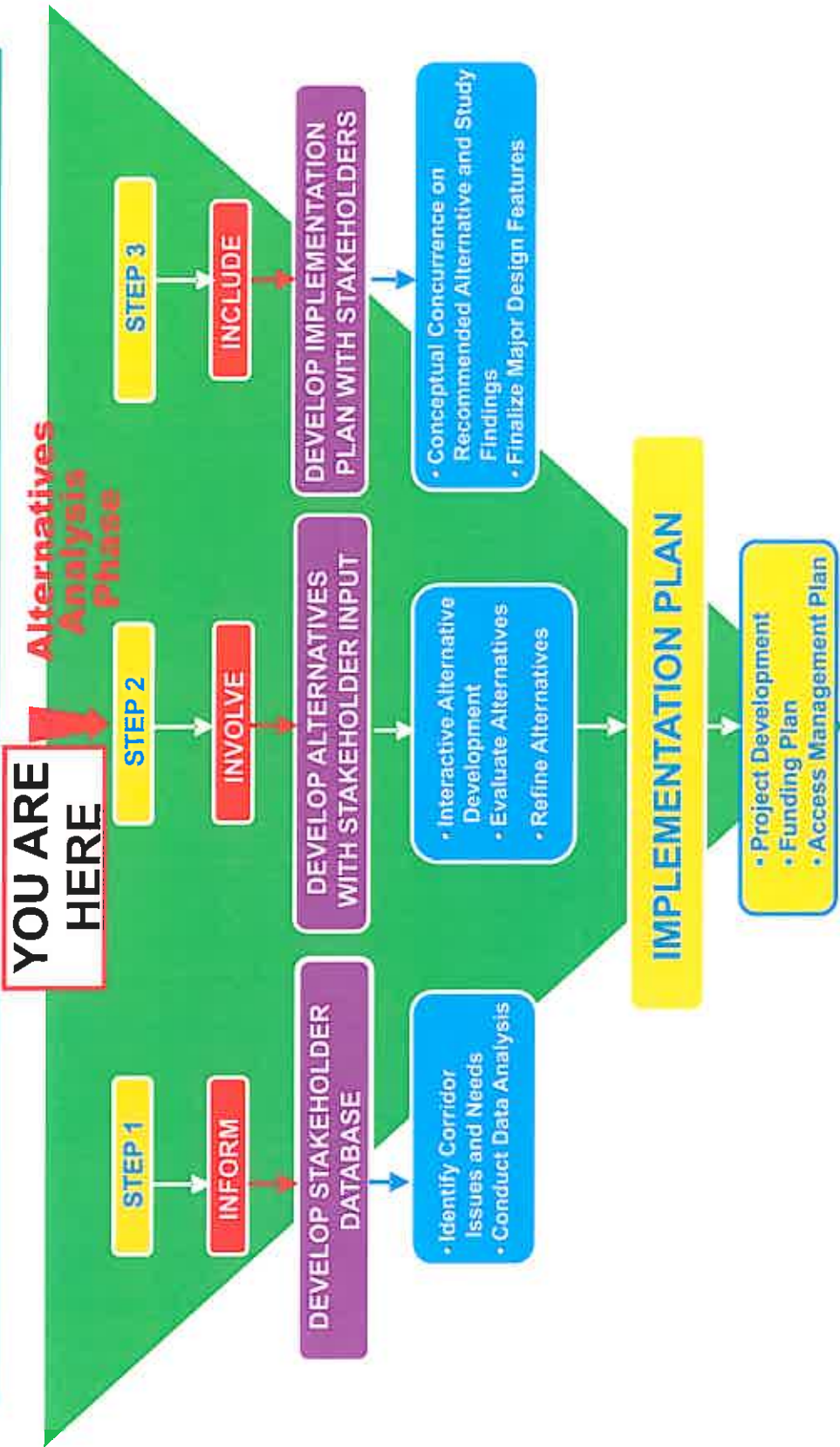
# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10



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### Interactive Study Process



12/16/2008



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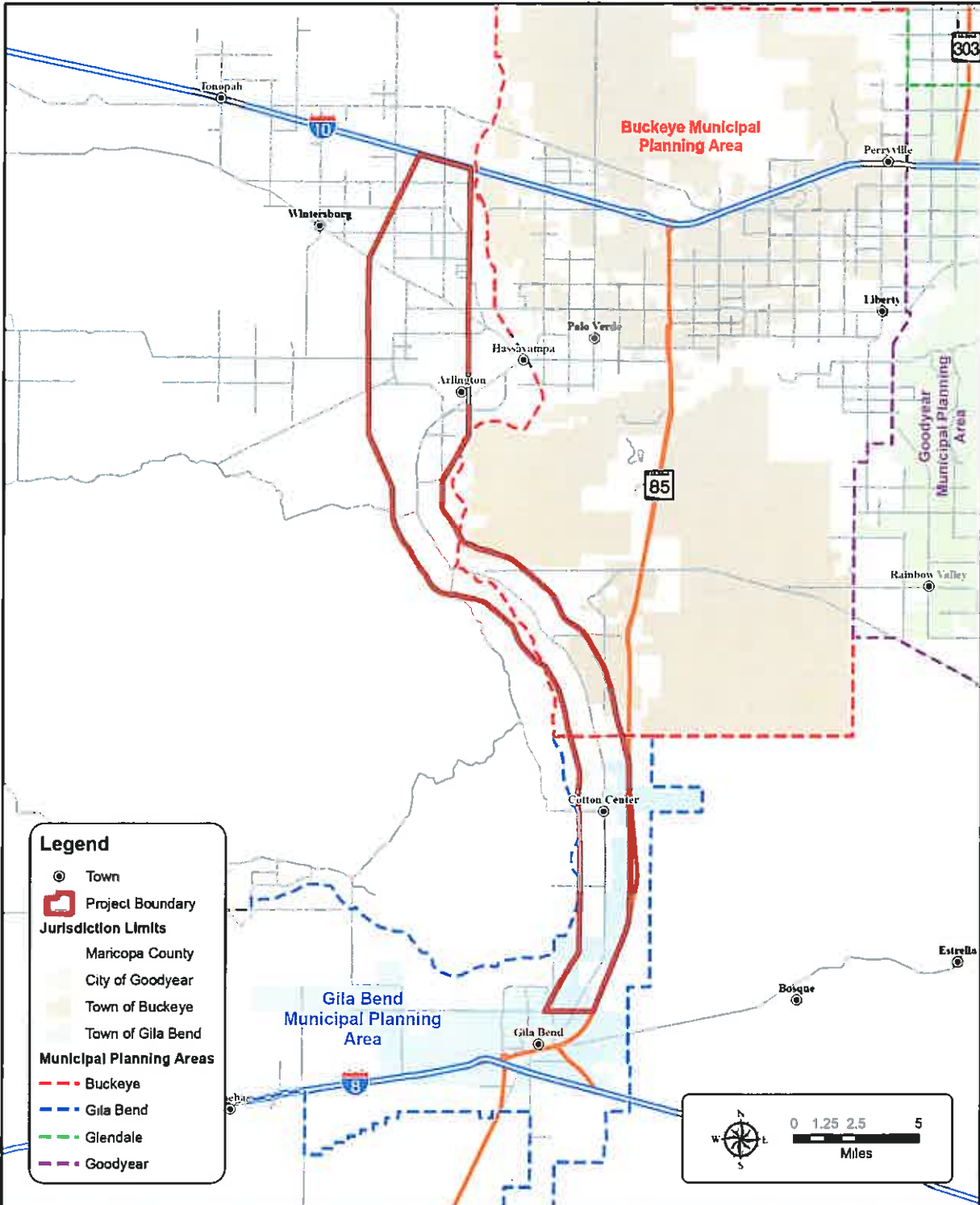


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### JURISDICTIONS



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# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## PROJECT SCHEDULE

Study Kick-off	May 2009
PHASE I: Data Collection/Issues Identification	May-October 2009
Stakeholder/Technical Advisory Committee (SAC/TAC) Meeting #1	July 2009
Stakeholder/Technical Advisory Committee (SAC/TAC) Meeting #2	September 2009
<b>Public "Scoping" Meeting</b>	<b>September 22, 2009</b>
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PHASE II: Alternatives Analysis and Evaluation	September- December 2009
<b>"Alternatives Analysis" Public Meeting</b>	<b>December 1, 2009</b>
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<b>"Findings and Recommendations" Public Meeting</b>	<b>March 2010</b>
Stakeholder/Technical Advisory Committee (SAC/TAC) Meeting #5	March 2010
Draft Final Report	April 2010
Study Completion/Final Report Submitted	May 2010



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# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## PROJECT STAKEHOLDERS

- Maricopa County Department of Transportation (MCDOT)
- Flood Control District of Maricopa County (FCDMC)
- Arizona Department of Transportation (ADOT)
- Arizona State Land Department (ASLD)
- Maricopa Association of Governments (MAG)
- Town of Buckeye
- Town of Gila Bend
- City of Phoenix
- Federal Highway Administration (FHWA)
- Impacted Tribal Governments
- Arizona Game and Fish Department (AGFD)
- Bureau of Land Management (BLM)
- Center for Desert Archaeology
- Maricopa County Farm Bureau
- Area Developers
- Impacted Utilities
- Affected Businesses, Property Owners and Residents

12/01/2009



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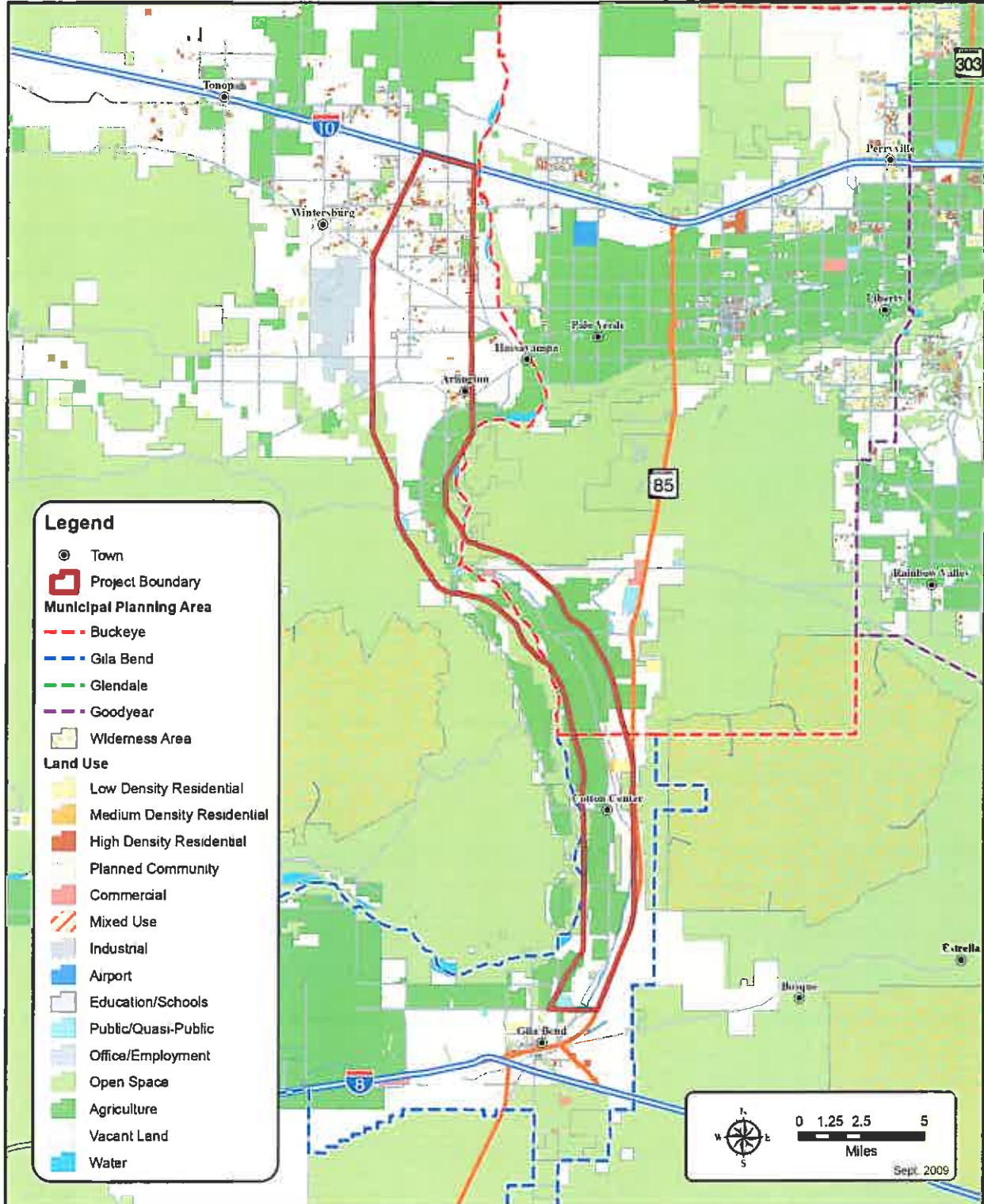


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### EXISTING LAND USE



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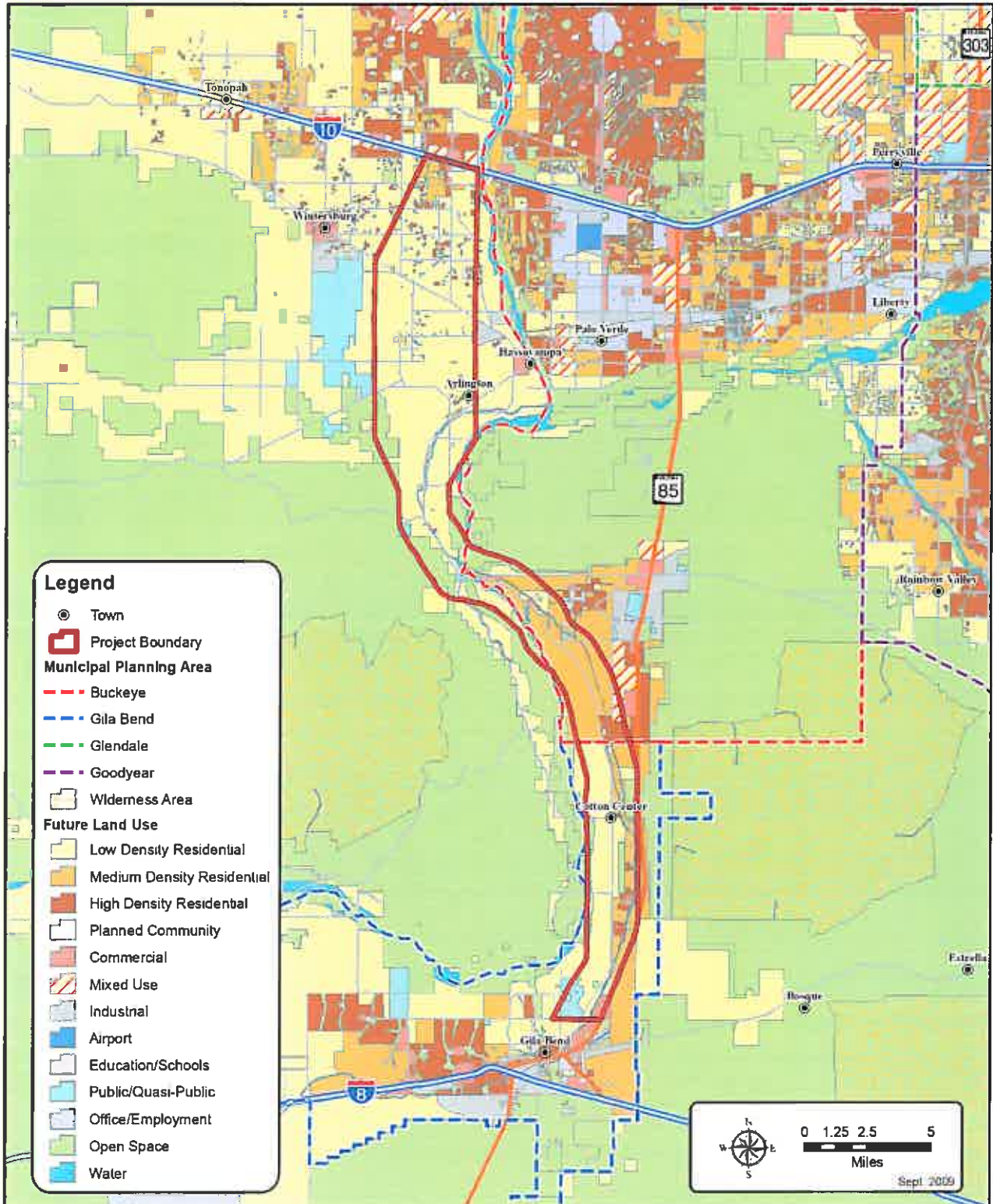


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### FUTURE LAND USE



12/01/2009



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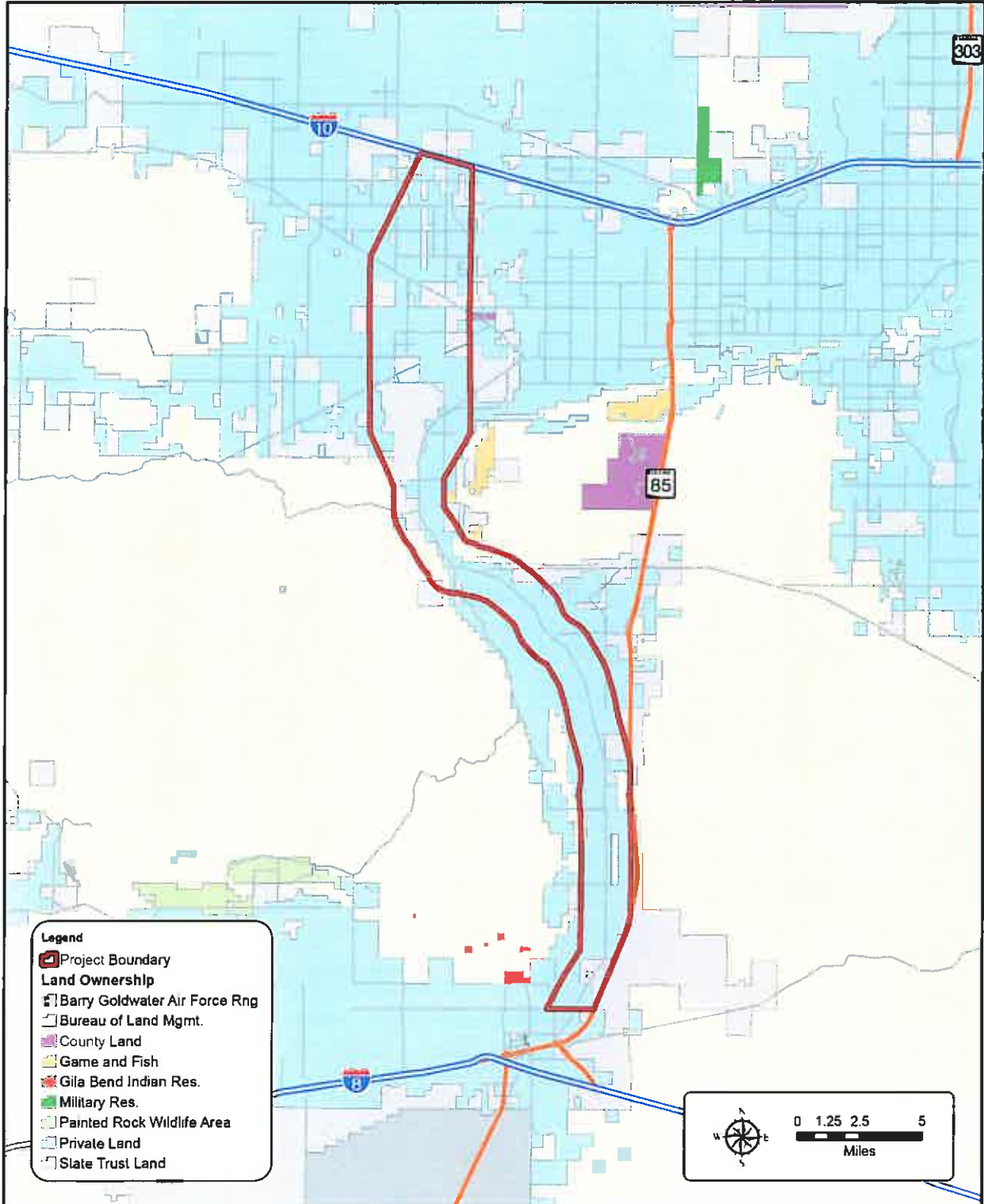


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### LAND OWNERSHIP



12/01/2009



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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### FLOODPLAINS



12/01/2009



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# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10



## Environmental Issues

- Land Jurisdiction
- Threatened/Endangered Species
- Protected Native Plants
- Floodplains
- Section 404/401 of Clean Waters Act
- Noise
- Hazardous Materials
- Cultural Resources
- Section 4(f) Resources

12/01/2009



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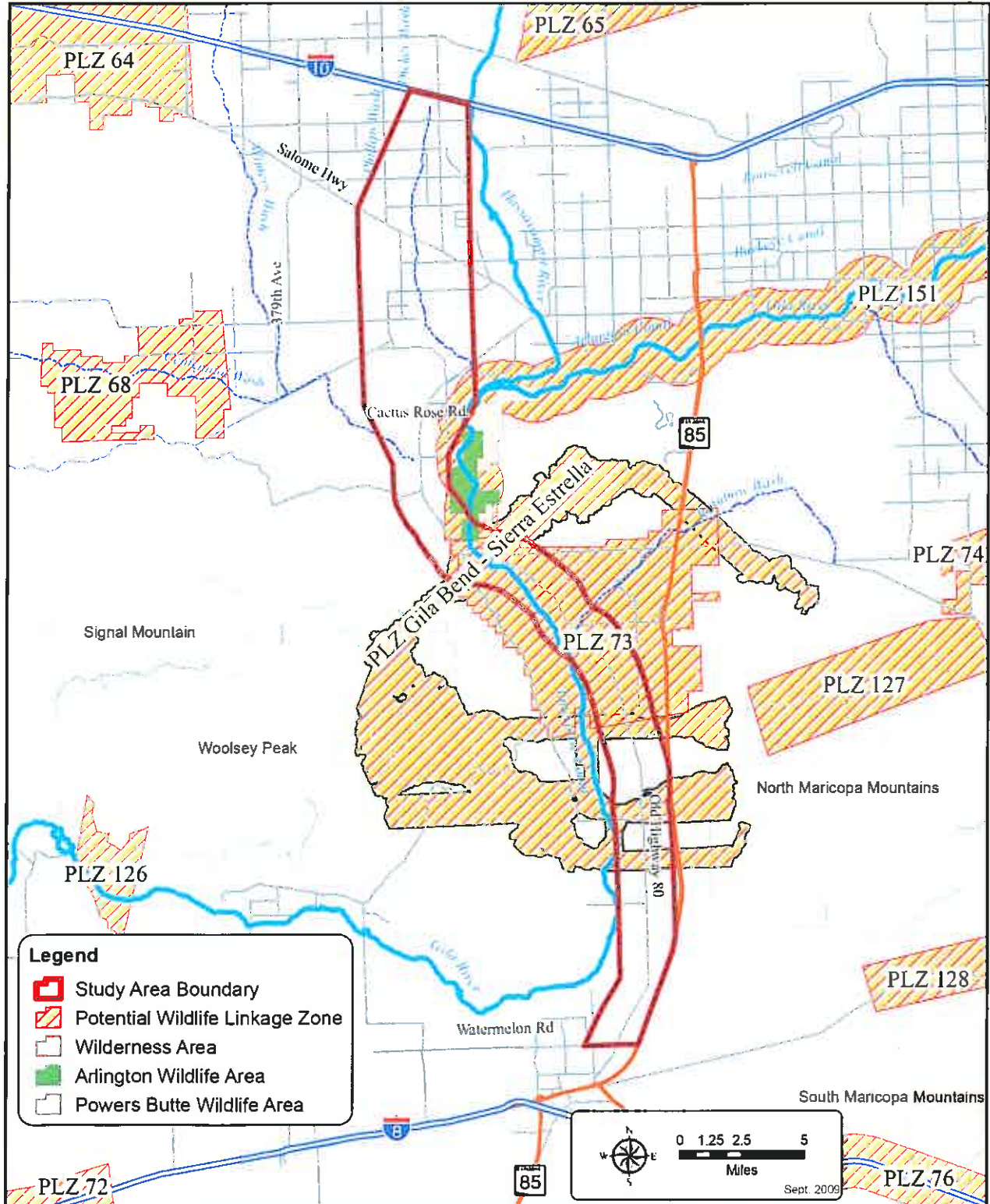


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### WILDLIFE AREAS



**Legend**

- Study Area Boundary
- Potential Wildlife Linkage Zone
- Wilderness Area
- Arlington Wildlife Area
- Powers Butte Wildlife Area

Scale: 0 1.25 2.5 5 Miles

Sept. 2009

12/01/2009



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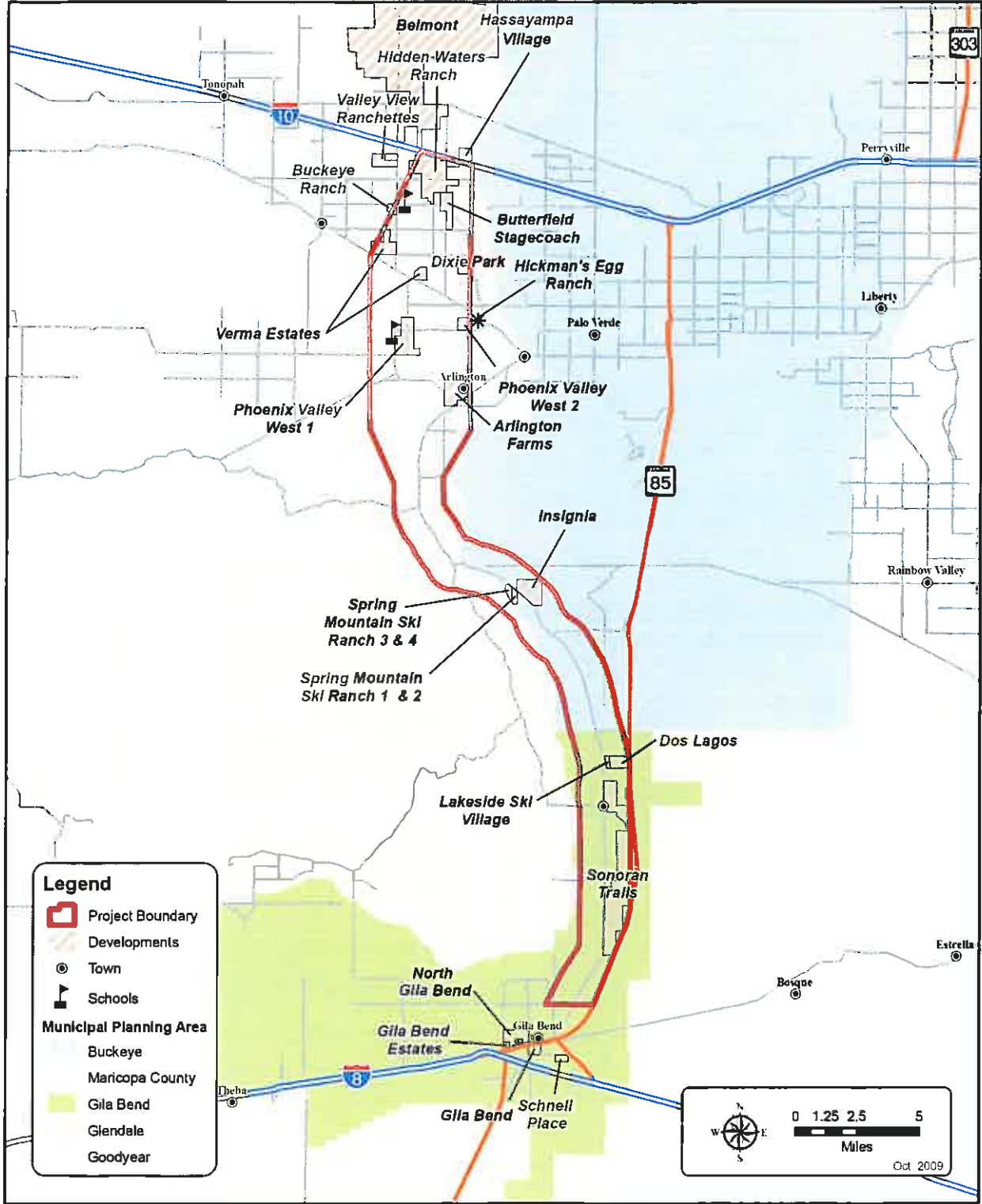


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### EXISTING & PROPOSED DEVELOPMENT AREAS



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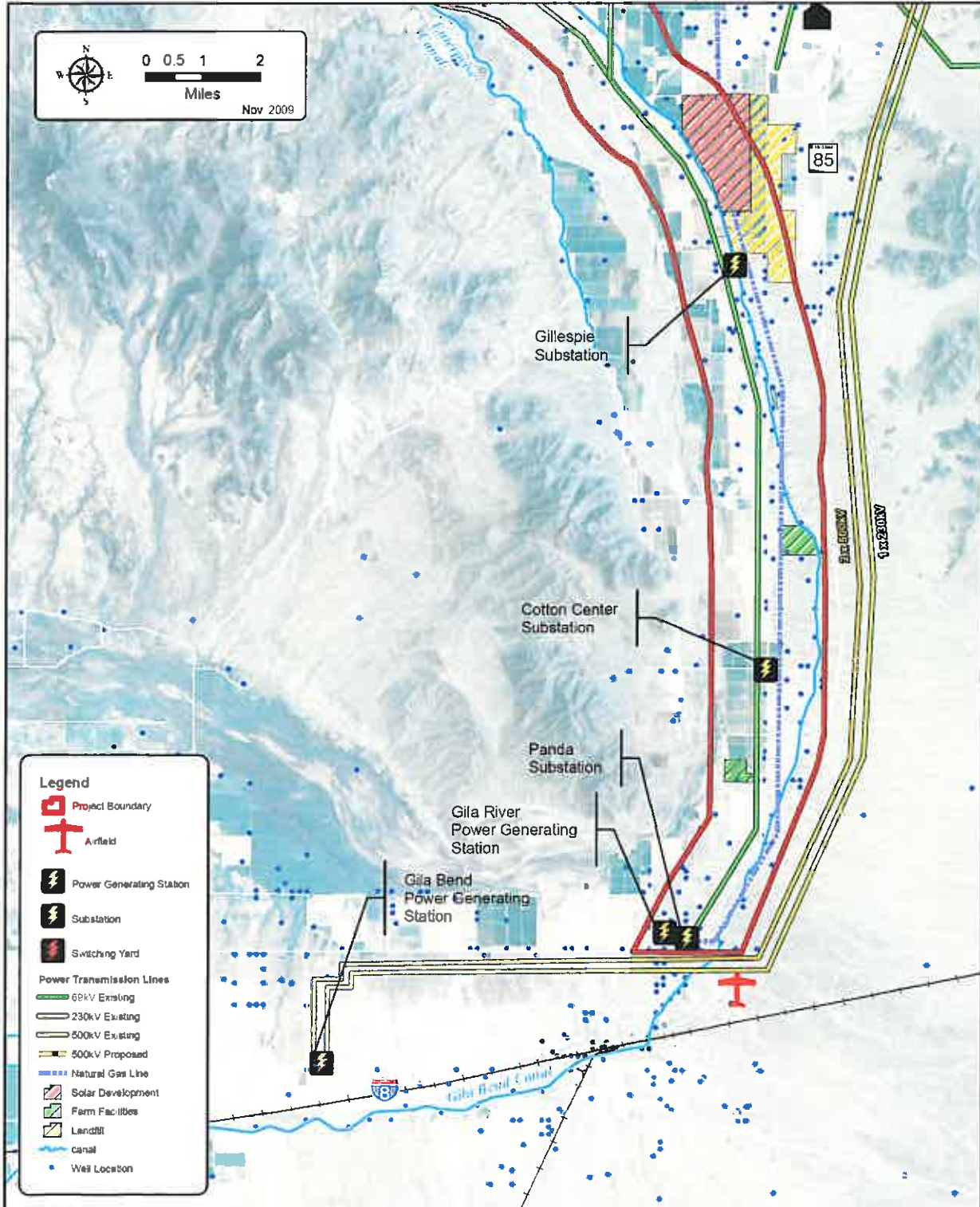
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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### Existing and Proposed Facilities/Utilities

(Watermelon Road to Patterson Road)



1-04-2009



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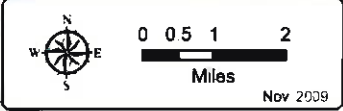


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### Existing and Proposed Facilities/Utilities (Patterson Road to I-10)



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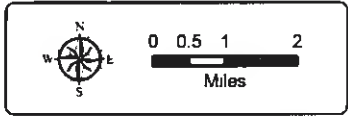
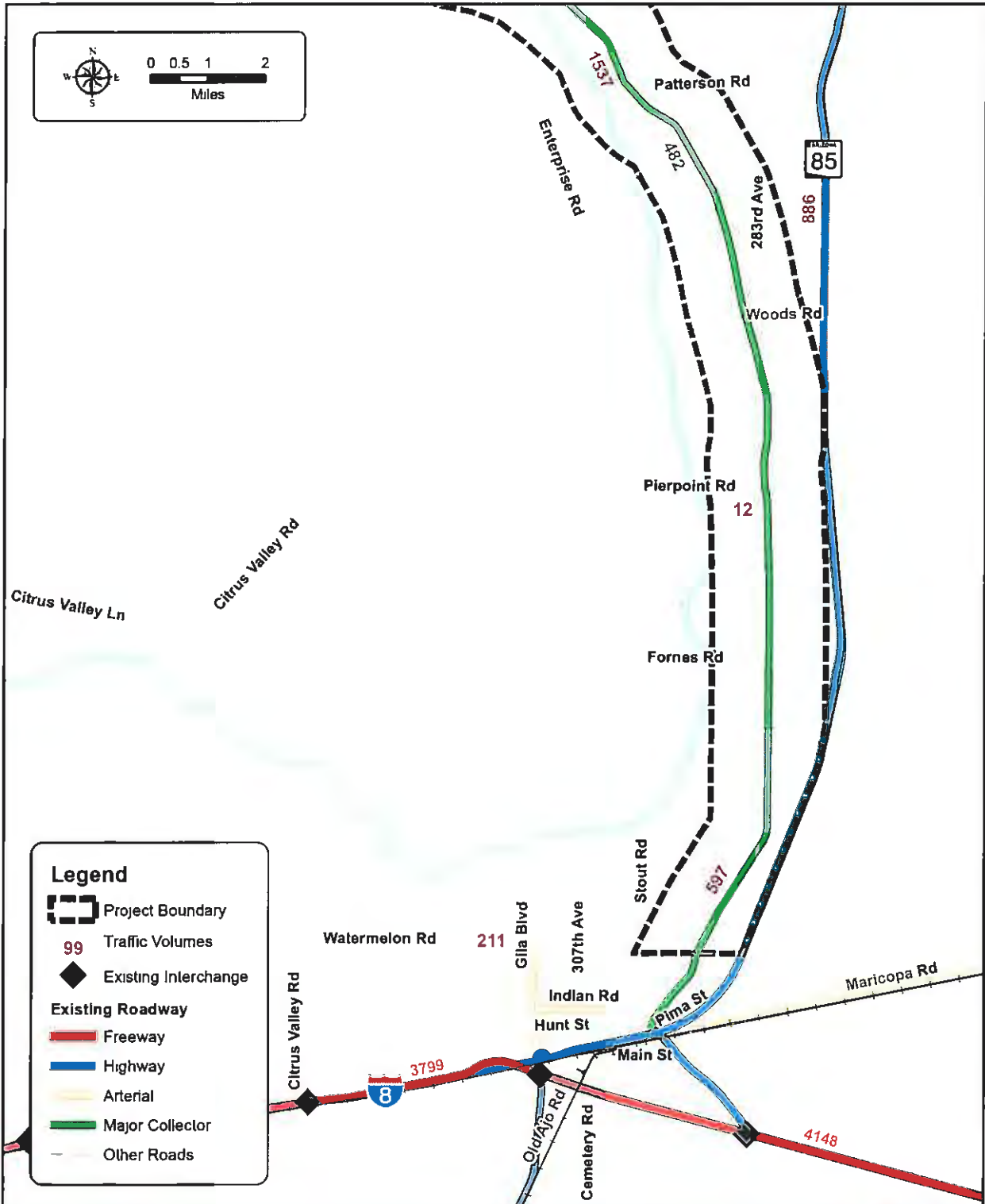
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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### EXISTING ROADWAY NETWORK

(WATERMELON ROAD TO PATTERSON ROAD)



**Legend**

- Project Boundary
- 99 Traffic Volumes
- Existing Interchange
- Existing Roadway**
- Freeway
- Highway
- Arterial
- Major Collector
- Other Roads



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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### EXISTING ROADWAY NETWORK

(PATTERSON ROAD TO I-10)



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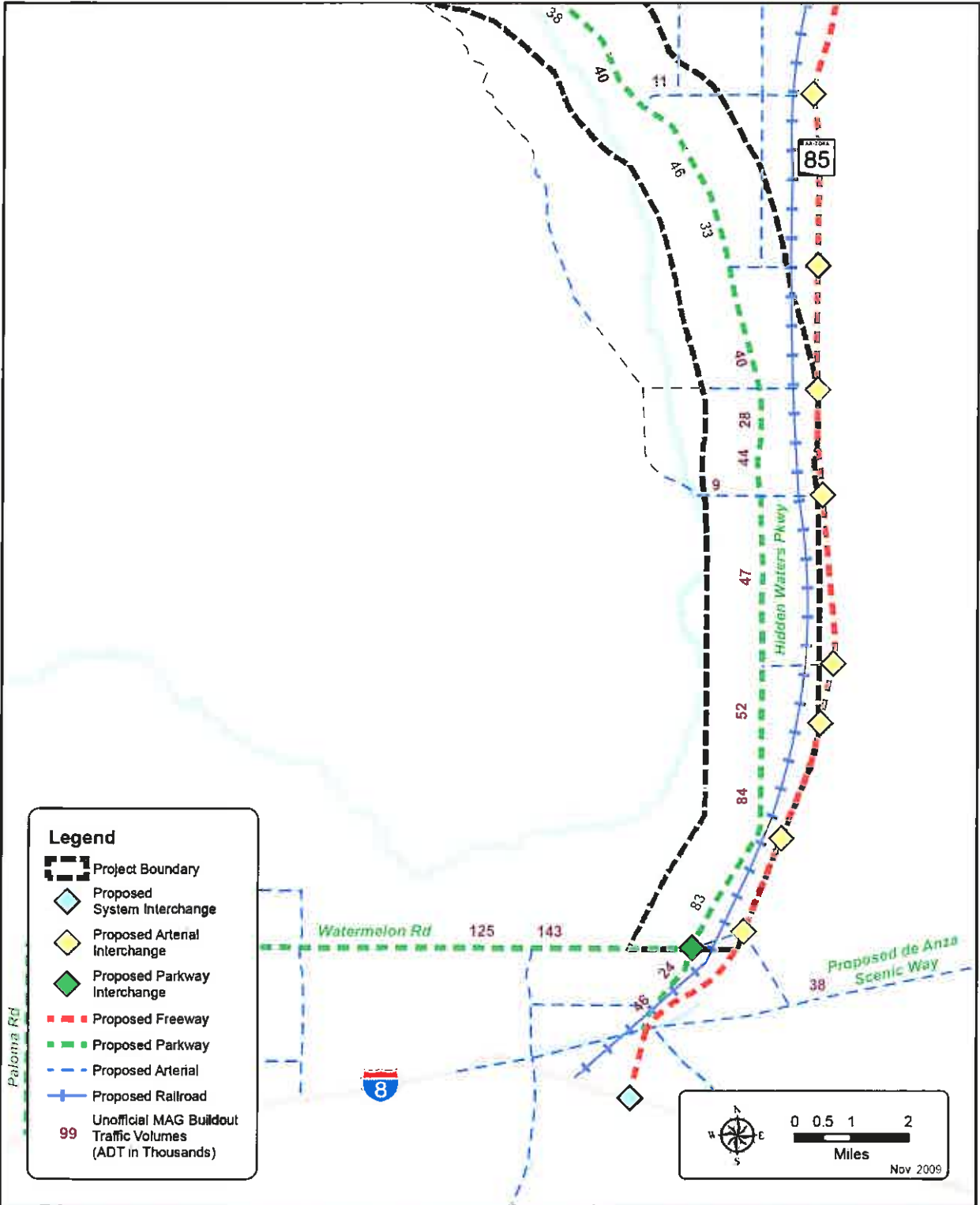


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### Future (Build-out) Roadway Network (Watermelon Road to Patterson Road)



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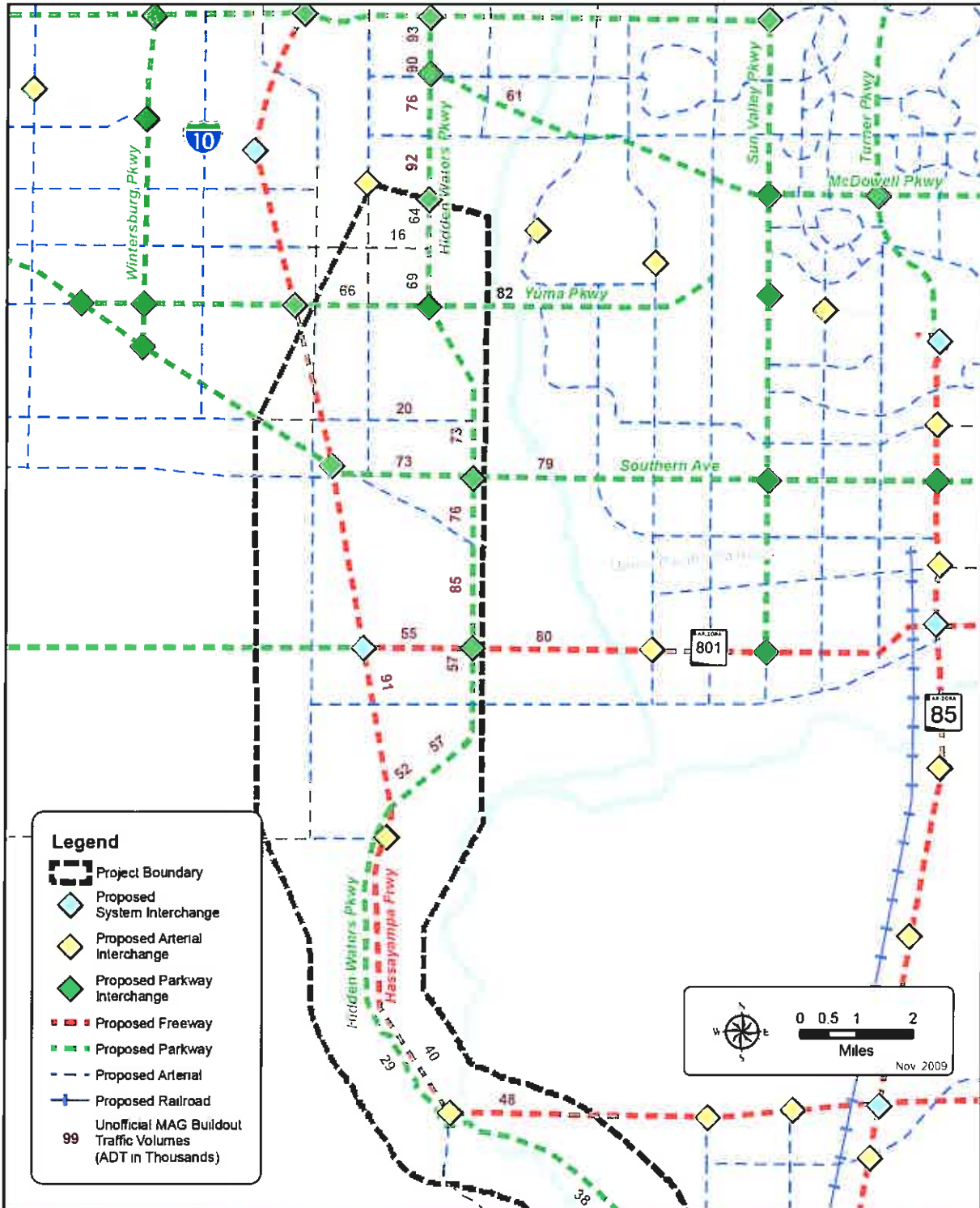


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### Future (Build-out) Roadway Network (Patterson Road to I-10)



**Legend**

- Project Boundary
- Proposed System Interchange
- Proposed Parkway Interchange
- Proposed Freeway
- Proposed Parkway
- Proposed Arterial
- Proposed Railroad
- 99 Unofficial MAG Buildout Traffic Volumes (ADT in Thousands)

0 0.5 1 2  
Miles  
Nov 2009



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Right Road Right Time Right Cost

# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## "Scoping" Phase Public Comments: September 22 Public Input Meeting

- Finish building out SR 85 and then you won't need the Hidden Waters Parkway.
- The parkway will bring more people to the area – local residents moved there for the rural setting and lifestyle.
- Protect Gillespie Dam but allow access for appropriate use (local non-vehicular & pedestrian traffic).
- Consider new TransWestern and El Paso gas pipelines
- Verify 69 kV power line location
- Use the Old US 80 corridor south of Gillespie Dam and 339<sup>th</sup> Avenue south of I-10
- Consider proposed new mining site near the Mission Materials mining site.
- Verify how the proposed future north/south rail line connects to the existing rail line through Gila Bend.
- The parkway is not needed and would be a waste of money.
- It makes sense to preserve right-of-way now for future growth.
- When will the parkway be constructed?
- Constructing the parkway in wash areas would minimize property impacts.
- Concerned about how the parkway will impact irrigation facilities and the movement of farm equipment.
- How does this project relate to the I-11 project?
- Concerned about the timing and location of proposed new rail line.
- Why is another road needed in addition to SR 85 and Old US 80?

1/24/12



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# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## Alternatives Development

### Consideration of CRITICAL CONSTRAINTS

#### Land Ownership

- BLM Land Near Gillespie Dam
- Arizona State Land
- Wildlife Areas

#### Land Use

- Arlington and Winters' Well Elementary Schools
- Existing and Planned Developments
- Arlington and Powers Butte Wildlife Areas

#### Transportation

- Watermelon Road/Old US 80 Intersection
- Old US 80 Bridge Location
- I-10/339<sup>th</sup> Avenue Interchange

#### Utilities/Facilities

- Power Stations – Gila River, Panda, and Cotton Center
- Canals – Gila Bend, Enterprise, and Arlington
- SR 85 Landfill/Solar Plant

#### Topography

- Narrow Pass at Gillespie Dam
- Large Hill Near 347<sup>th</sup> Avenue/Dobbins Road
- Small Hill Near 363<sup>rd</sup> Avenue/Salome Highway

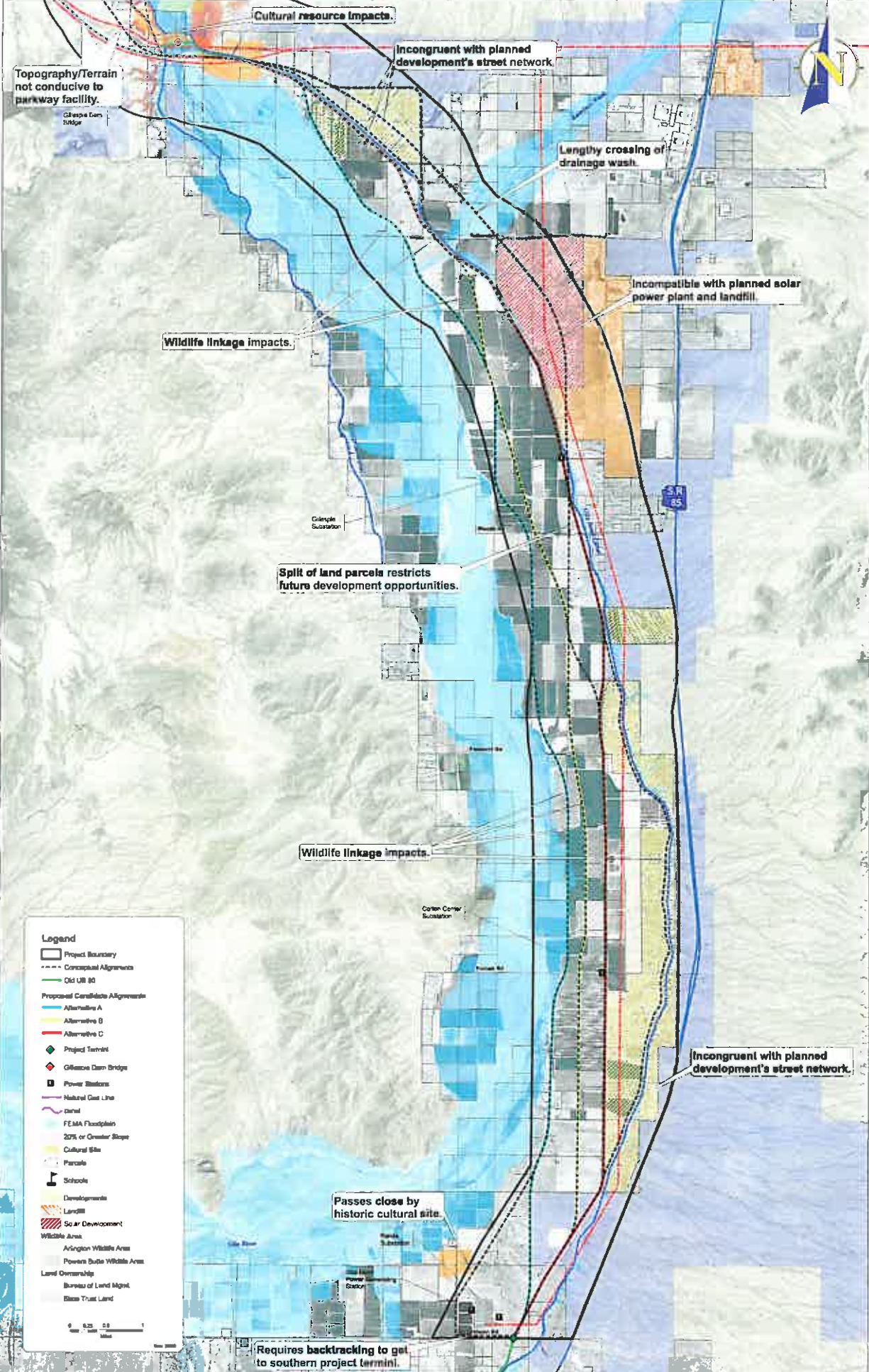
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Griley-Horn and Associates, Inc.



**Legend**

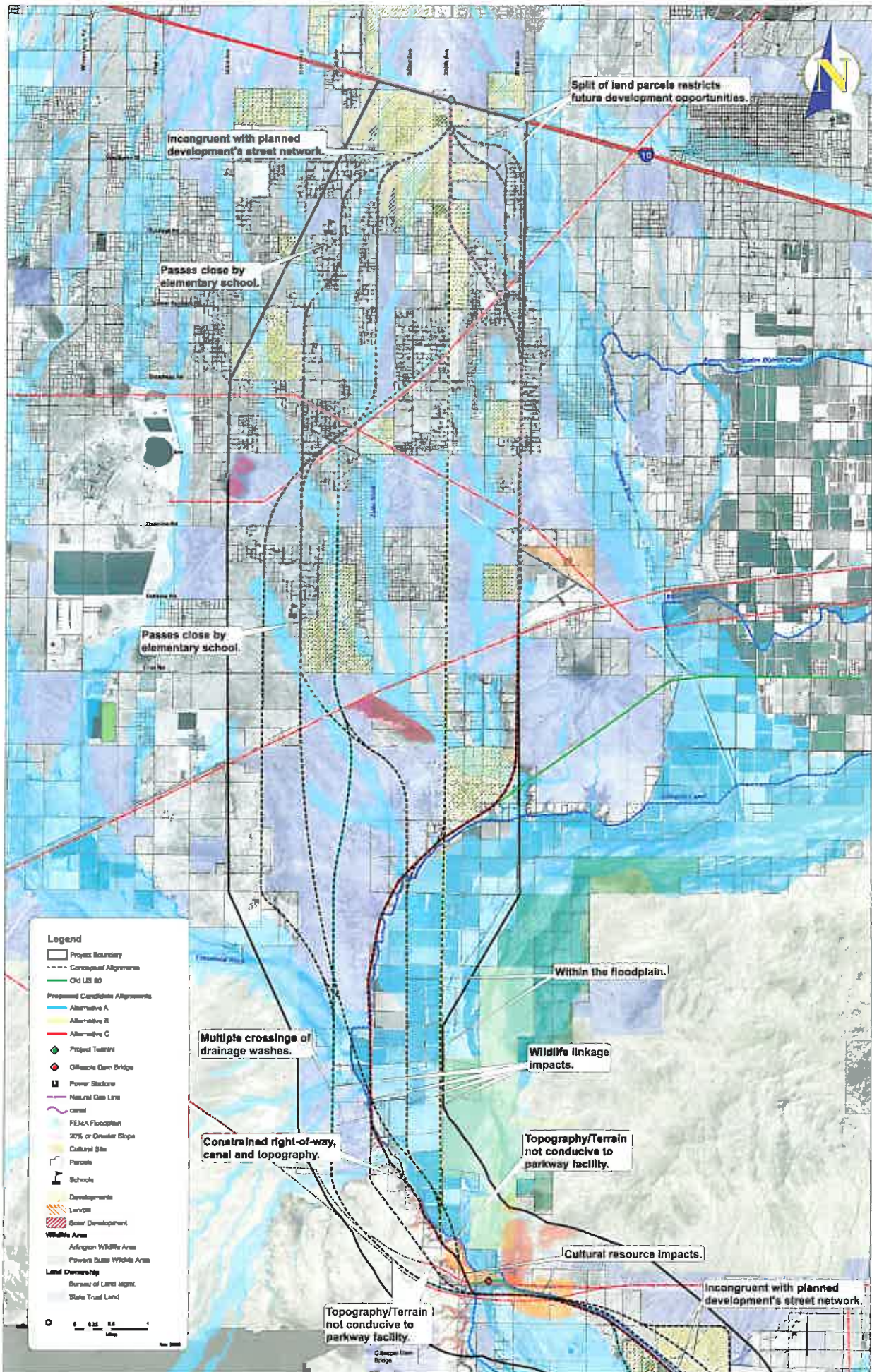
- Project Boundary
- Conceptual Alignments
- Old US 85
- Proposed Certificate Alignments
  - Alternative A
  - Alternative B
  - Alternative C
- Project Termini
- Gallegos Dam Bridge
- Power Stations
- Natural Gas Line
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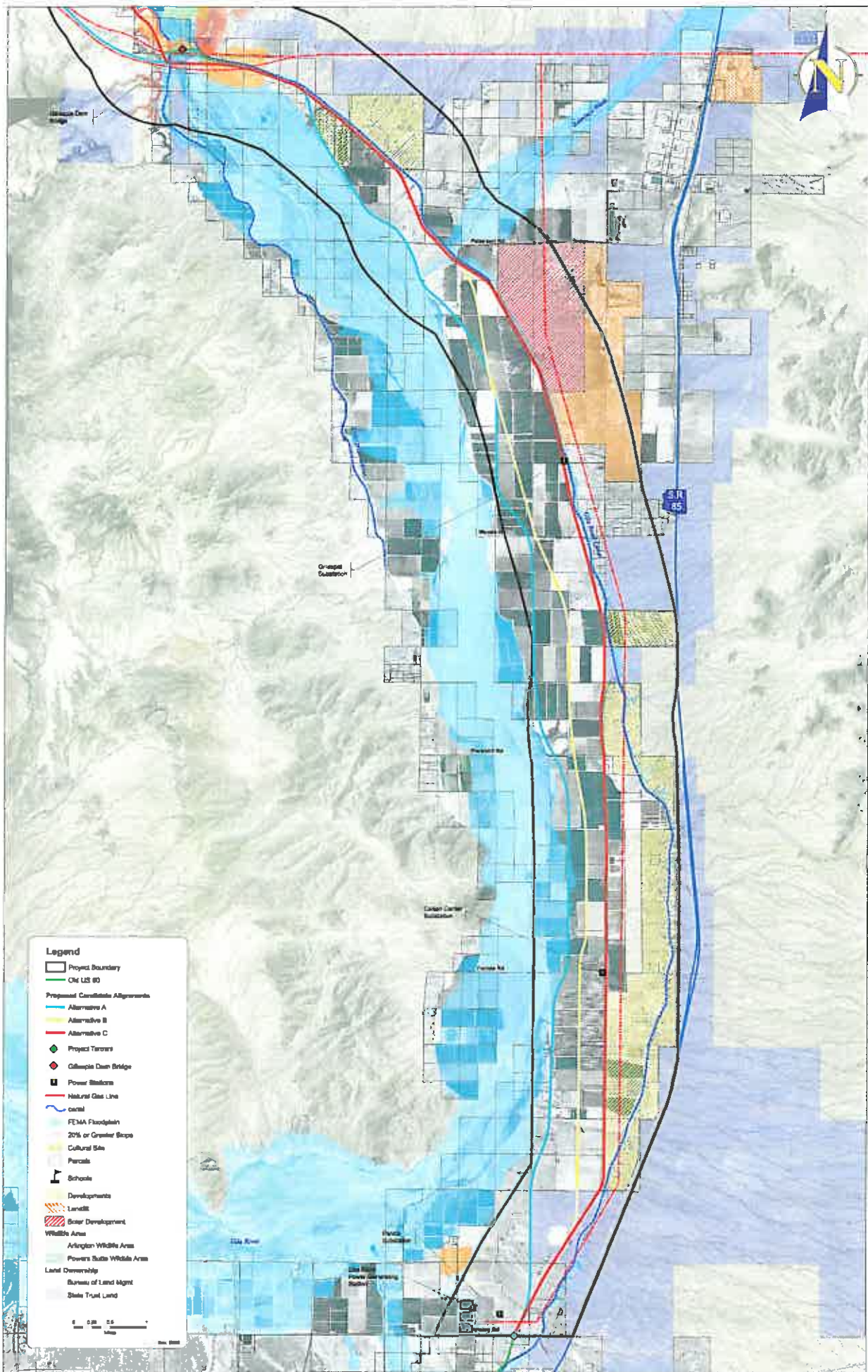
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Miles

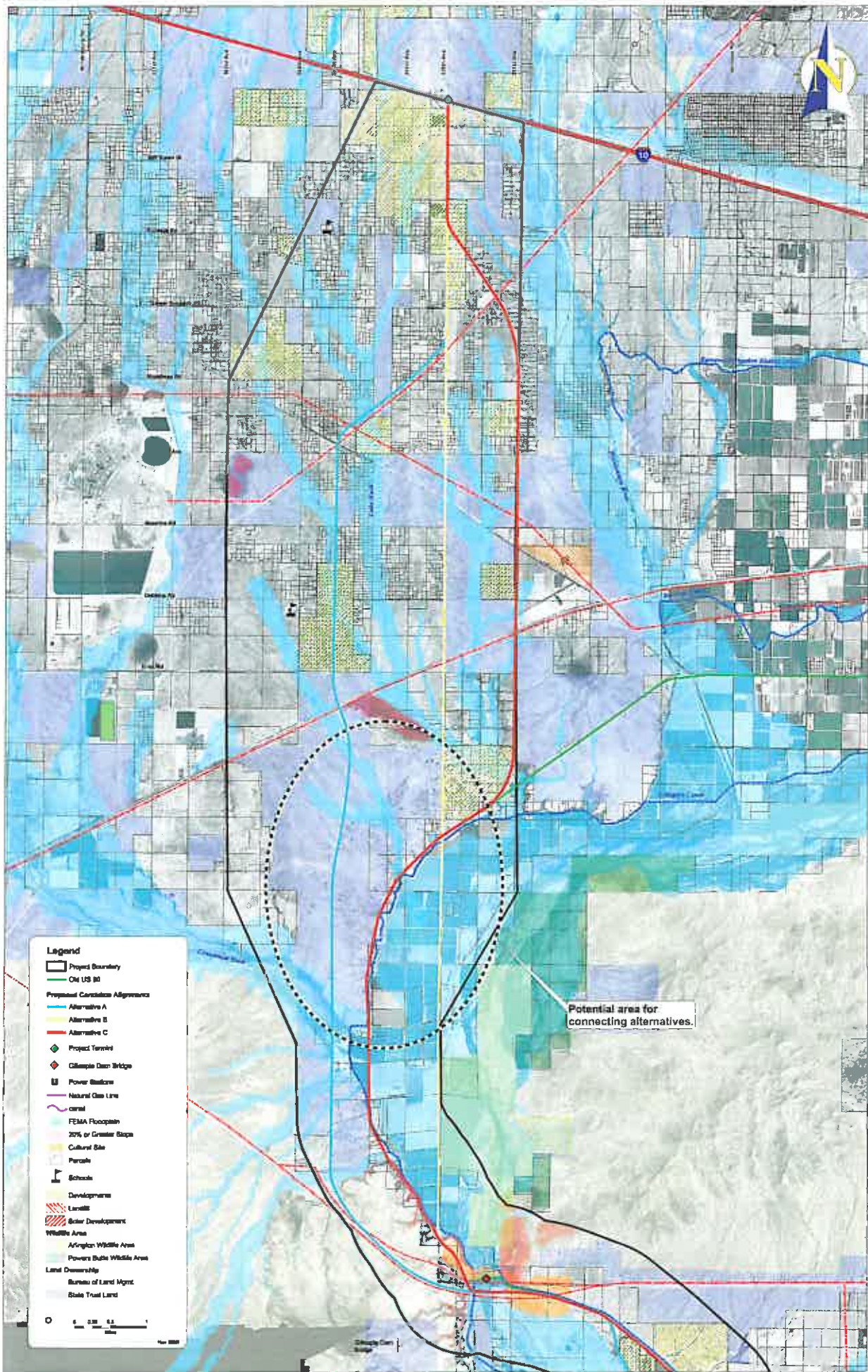
# Hidden Waters Parkway

## Conceptual Alignments and Critical Constraints (South)











Right Road Right Time Right Cost

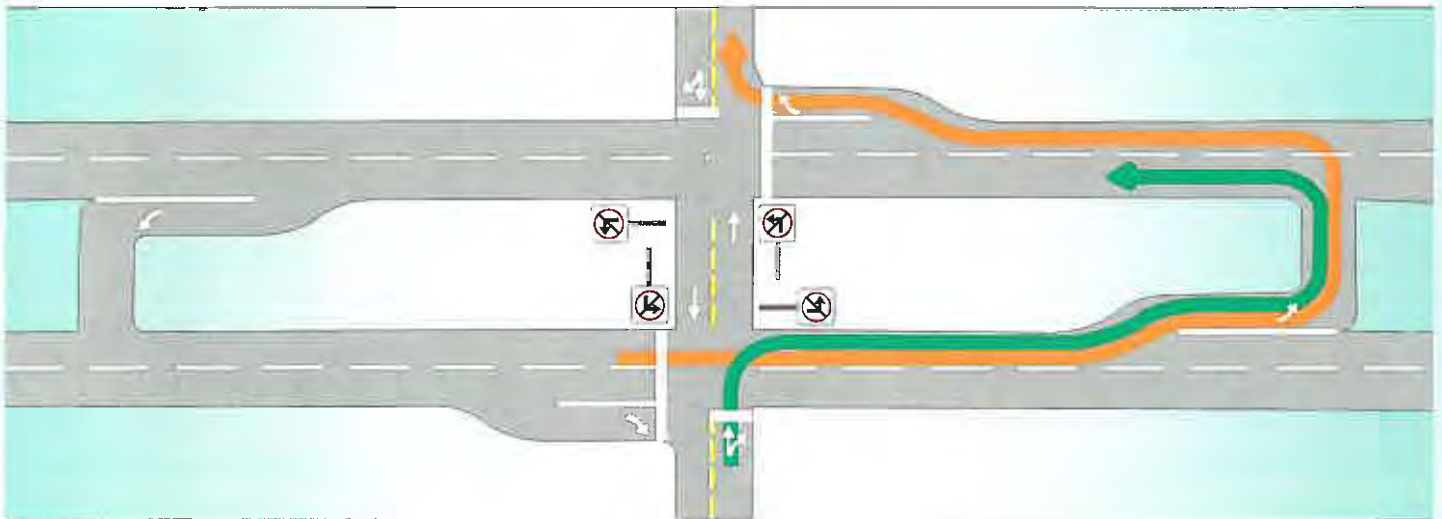
# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## What is a “Parkway”?

- A type of roadway facility that is used extensively in Michigan
- It is new to Arizona
- It is being planned for implementation in Maricopa County and being considered in other areas of the state
- It is not a freeway
- Similar to a typical city arterial street except:
  - Left-turns are not allowed at major intersections
  - Left-turns are made through a combination of right-turns and u-turns
  - Includes a wide median to facilitate u-turns

## In-Direct Left Turn



1/20/2009



Maricopa County  
Department of Transportation



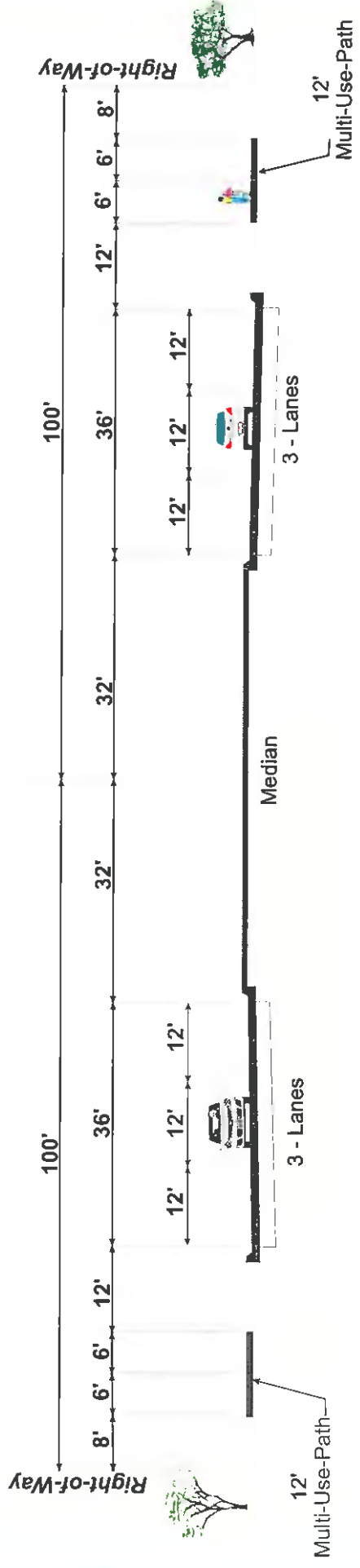


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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### Typical Cross Section



### ARIZONA PARKWAY



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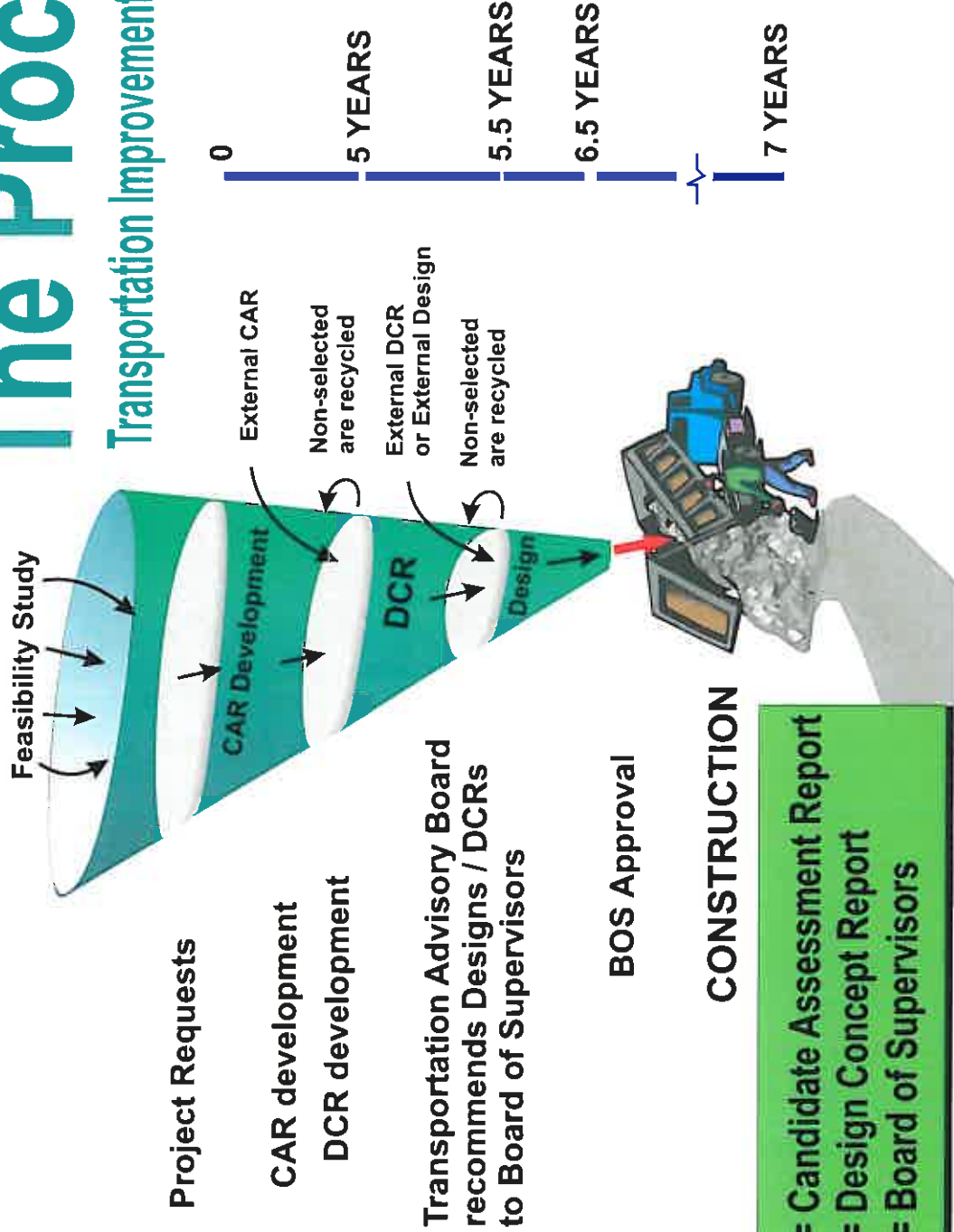
Right Road Right Time Right Cost

# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

# The Process

### Transportation Improvement Program



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



Maricopa County Department of Transportation



# Hidden Waters Parkway Corridor Feasibility Study Watermelon Road to Interstate 10



Right Road Right Time Right Cost

## Findings & Recommendations

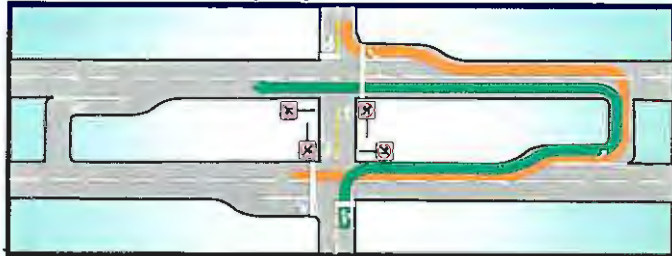
Maricopa County Department of Transportation

March 3, 2010

### BACKGROUND

The Hidden Waters Parkway Corridor Feasibility Study (Watermelon Road to Interstate 10) is one of a series of long-range transportation planning studies being conducted by the Maricopa County Department of Transportation (MCDOT) evaluating future parkways identified in the recently completed Maricopa Association of Governments (MAG) I-8/I-10 Hidden Valley Transportation Framework Study (2009) and Interstate 10 (I-10)/Hassayampa Valley Transportation Framework Study (2008).

Regional transportation planning agencies expect to increase capacity and measurably enhance safety by including a system of "Arizona Parkways" in future roadway networks. This new roadway classification type 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



The primary purpose of this feasibility study is to identify the preferred corridor alignment for the Hidden Waters Parkway, which is proposed as an Arizona Parkway.

### CORRIDOR DESCRIPTION

The proposed future Hidden Waters Parkway will originate at Watermelon Road in the Town of Gila Bend. The 38-mile long parkway will extend northerly to Interstate 10 and connect to the existing 339th Avenue/I-10 traffic interchange. The study area is defined roughly by a two-mile wide buffer centered upon the north-south

segment of the Old US 80 corridor. Where Old US 80 starts diverging to the east, the study area will broaden to a four-mile wide swath centered approximately along the 347th Avenue section-line alignment extending north to the Salome Highway. North of the Salome Highway, the study area will narrow back to a two-mile wide buffer, following the 339th alignment as it continues north to I-10.

### STUDY NEED

Although today's land development and travel demands in the Hidden Waters Parkway corridor do not warrant a major new north-south high capacity roadway in the near-term future, the "build-out" forecast for future land development and travel demands does warrant a major new north-south high capacity roadway in the long-term future. Plans are already underway to convert some of the agricultural and low density residential lands within the corridor to more intense land uses that will generate significantly more traffic.

To ensure the economic feasibility of the future Hidden Waters Parkway, the planning process needs to begin now to identify right-of-way requirements under ultimate "build-out" conditions. To this end, the Hidden Waters Parkway study is needed to:

- Address regional and local growth and development within study area. (3.5 million population projected at build-out between Wickenburg and Gila Bend – MAG I-8/I-10 Hidden Valley and I-10/Hassayampa Valley Transportation Framework studies)
- Preserve sufficient public right-of-way for a high-capacity (non-freeway) north/south transportation corridor
- 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.

- **Achieve Roadway Network Continuity and Connectivity**
  - Determine preferred corridor alignment from a regional transportation corridor perspective
  - Provide future connectivity with local and regional roadway facilities
  - Identify crossing(s) locations of alluvial fans, drainage washes, rivers, canals and the Union Pacific Railroad
- **Enhance Traffic Flow, Roadway Capacity and Safety**
  - Preserve roadway functionality in constraint areas utilizing segment-specific solutions
  - Identify areas of additional public right-of-way requirements (crossings with other parkways, alluvial fans, utility corridors)
  - Implement consistent roadway design standards and access management strategies (enhance access/mobility balance, traffic operation and safety while maintaining reasonable access for adjacent development)
- **Preserve the Environment**
  - Comply with governing environmental regulations for new roadway development
  - Minimize adverse impacts associated with future parkway to study area environment, including wildlife corridors, state wildlife areas, and archaeological sites
  - Use future parkway elements to enhance important environmental features (habitat areas, parks, overlooks)
- **Develop "Consensus-Driven" Alternatives**
  - Work with 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 study elements and regional and local 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:

- Establish direction for future connection of Hidden Waters Parkway with Watermelon Road (future planned parkway) and I-10
- Evaluation of drainage structures across alluvial fans, major washes, canals and the Gila River
- Evaluation of crossing of the Union Pacific Railroad
- Maintain functional integrity of parkway through constrained areas
- Identify ultimate alignment and access management strategies to maximize revenue-generating potential for developable lands
- Consideration of environmental impacts (including cultural resources and wildlife habitat linkages)
- Maintain the ability to move agricultural equipment across and along the parkway corridor
- Coordination and compatibility with existing and planned land development

## PROJECT STAKEHOLDERS

Maricopa County Department of Transportation (MCDOT)

Flood Control District of Maricopa County (FCDMC)

Arizona Department of Transportation (ADOT)

Arizona State Land Department (ASLD)

Maricopa Association of Governments (MAG)

Town of Buckeye

Town of Gila Bend

## PROJECT STAKEHOLDERS (Cont.)

City of Phoenix

Federal Highway Administration (FHWA)

Impacted Tribal Governments

Arizona Game and Fish Department (AGFD)

Bureau of Land Management (BLM)

Center for Desert Archaeology

Maricopa County Farm Bureau

Area Developers

Impacted Utilities

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 alternative has emerged and has general consensus, preliminary plans are prepared to delineate the corridor alignment, future parkway cross section and public right-of-way requirements. Both Phase I and Phase II are conducted in consultation with a combined Stakeholder Advisory Committee (SAC) and Technical Advisory Committee (TAC) representing agency and constituency interests. The SAC/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.

## DEVELOPMENT OF ALTERNATIVES

### Phase I: Evaluation of Conceptual Alternatives

During the Phase I Conceptual Alternatives analysis, the study team identified and evaluated several conceptual alignments for the future Hidden Waters Parkway. The conceptual alternatives were developed to avoid as many corridor constraints as possible yet provide a wide range of options within the study area limits. Constraints that were considered in developing the conceptual alternatives include the following:

- Land Ownership
  - BLM Land near Gillespie Dam
  - Arizona State Land
  - Wildlife Areas
- Land Use
  - Arlington and Winters' Well Elementary Schools
  - Existing and Planned Developments
  - Arlington and Powers Butte Wildlife Areas
  - Wildlife Linkage Zones
- Transportation
  - Watermelon Road/Old US 80 Intersection

- Old US 80 Bridge Location
- I-10/339th Avenue Interchange
- Utilities/Facilities
  - Power Stations – Gila River, Panda, and Cotton Center
  - Canals – Gila Bend, Enterprise, and Arlington
  - Gas Pipelines and Electrical Power Lines near Old US 80 Bridge
  - SR 85 Landfill/Solar Plant
- Topography
  - Narrow Pass at Gillespie Dam
  - Large Hill Near 347th Avenue/Dobbins Road
  - Small Hill Near 363rd Avenue/Salome Highway
  - Known Cultural Resource Areas

- Alternative C: Generally follows the existing Old US 80 alignment.

#### **Northern Candidate Alternatives:**

- Alternative A: Generally follows the 351st Avenue alignment.
- Alternative B: Generally follows the 339th Avenue alignment.
- Alternative C: Generally follows the Old US 80 and 331st Avenue alignments.
- Alternative D: A combination of Alternatives A and B. ( Developed in response to stakeholder input regarding potential impacts on cultural and wildlife resources in close proximity to Old US 80 near the Gillespie Dam Bridge).

Many of the potential constraints can be mitigated as part of the project design process and do not necessarily constitute “fatal flaws”. However, some of the constraints are considered to be more significant than others.

The Phase I Conceptual Alternatives were evaluated to determine the relative impacts of the identified constraints on the study goals and objectives as well as to determine acceptability by the Stakeholder and Technical Advisory Committee. Based on the findings of the evaluation and the input received from this committee, Candidate Alternatives were selected for advancement and then subjected to the more detailed Phase II evaluation process.

#### **Phase II: Evaluation of Advanced Candidate Alternatives**

For the Phase II Candidate Alternatives evaluation, the study area was divided into a southern segment (south of the Old US 80 Bridge over the Gila River) and a northern segment (north of the Old US 80 Bridge over the Gila River).

##### **Southern Candidate Alternatives:**

- Alternative A: Generally follows the eastern edge of the Gila River floodplain west of the Old US 80 alignment.
- Alternative B: Generally bisects the land in between Old US 80 and the Gila River floodplain.

## **Findings and Recommendations**

The above Candidate Alternatives have been studied in more detail, including on-site field reviews, and have been evaluated based on the following criteria: Future Development Compatibility; System Continuity and Capacity; Drainage Impacts; Irrigation Impacts; Building/Property Impacts; Cultural/Archaeological Impacts; Wildlife Impacts; Utility Impacts; Public Acceptability; and Cost.

The SAC/TAC deliberated the Candidate Alternatives evaluation results and concurred that Application of these evaluation criteria has led to recommended preferred alignments for both the northern and southern corridor segments. For the southern segment, the preferred alternative is Candidate Alternative C that generally follows the Old US 80 alignment. For the northern segment, Candidate Alternative D is the preferred alternative, which combines the 339<sup>th</sup> Avenue and 351<sup>st</sup> Avenue alternatives. Depending on the input received at the March 3 open house, the preferred alternatives for the south and north segments will be refined and depicted in more detailed engineering drawings to be used for future land development planning.

## STUDY SCHEDULE

Study Kick-off May 2009

### PHASE I:

#### *Data Collection/Issues Identification*

Stakeholder/Technical  
Advisory Committee July 22, 2009  
(SAC/TAC) Meeting #1

Stakeholder/Technical  
Advisory Committee September 17, 2009  
(SAC/TAC) Meeting #2

**Public "Scoping"**  
Input Meeting September 22, 2009

Stakeholder/Technical  
Advisory Committee November 16, 2009  
(SAC/TAC) Meeting #3

### PHASE II:

#### *Alternatives Analysis and Evaluation*

"Alternatives Analysis"  
Public Input Meeting December 1, 2009  
Stakeholder/Technical

Advisory Committee February 3, 2010  
(SAC/TAC) Meeting #4

**"Findings and Recommendations"**  
Public Input Meeting March 3, 2010

Draft Final Report April 2010

Study Completion/Final Report May 2010

## 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 (September 22, 2009) 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,

conducted December 1, 2009, provided 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 (March 3, 2010) presented the findings and recommendations of the study, including the preferred parkway alignment, the right-of-way footprint, and preliminary engineering details for the future Hidden Waters Parkway.

Public input during each phase of the study process is very important and a vital component of study development.

## FUTURE PROJECT DEVELOPMENT CONSIDERATIONS

It is important to recognize that the Hidden Waters Corridor Feasibility Study is a long range transportation planning study and the earliest phase of potential project development. It is intended to identify the "feasibility" of constructing a parkway facility at some future date along the Hidden Waters Parkway corridor to address forecasted travel demand associated with future area land development. No public funding is currently allocated for design, right-of-way acquisition, or construction of any elements of the Hidden Waters Parkway.

The Preferred Alternatives (parkway centerline and right-of-way limits as recommended in this study) will be used to guide future planning efforts and ensure that subsequent land development proposals and transportation system plans are compatible with future construction of the Hidden Waters Parkway. Further refinement and negotiation of the parkway centerline right-of-way limits and consideration of environmental impacts will take place in later phases of project development as properties develop and as transportation system improvements are implemented.

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

**Project Funding:** It can be anticipated that area developers will participate as part of project requirements.

**Access Management Strategies:** Specific strategies should be implemented to ensure a seamless roadway with efficient traffic flow,

safety and good access to local land uses.

**Environmental Impacts:** (Natural, Cultural and Archaeological Resources) and Noise Mitigation.

Specific impacts on the local environment will require further evaluation during future project development.

**New Right-of-Way Requirements:** Final roadway configuration (during preparation of Final Design Plans) will determine exactly how much land will need to be acquired to accommodate the future parkway.

**Landscaping Plans:** Final project design will specify the type of landscaping to be used.

**Drainage Structures:** Bridges along the new roadway will be designed during final roadway design. It will be critical to ensure the roadway is designed to provide “all weather” crossings during major storm flows.

**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.

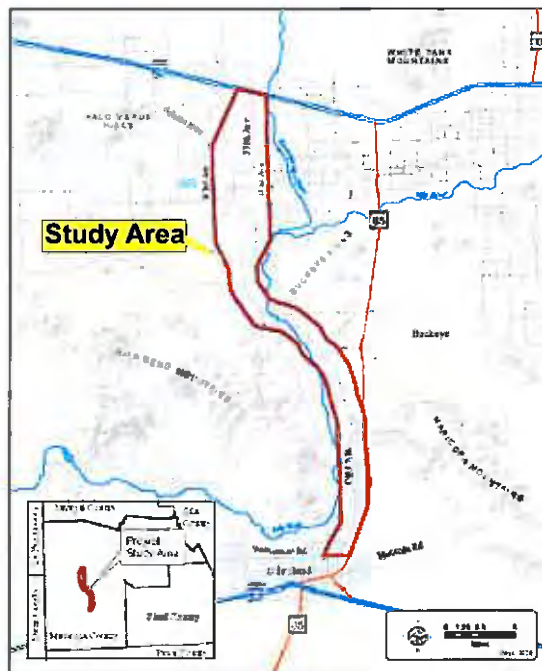
**Corridor Traffic Management:** ITS (Intelligent Transportation System) will control operation of traffic between jurisdictions and differing intersection configurations.

**Jurisdictional Coordination:** As with the overall traffic control, implementation of different corridor

improvements and access management concepts will be coordinated to ensure a safe, seamless and efficient transportation facility.

### Next Steps: Implementation of Recommended Improvements

- Adoption of Recommendations by Individual Jurisdictions
  - Functional Roadway Classification (Arizona Parkway)
  - Corridor Alignment
  - Access Management Plan
- Right-of-way Preservation in Developing Areas
- Design Concept Report (DCR) for Consideration in Project Programming
- Appropriation of Funds for Design, Right-of-Way Acquisition and Construction of Recommended Corridor Improvements
- Consistent Coordination between various Jurisdictions on transportation improvements and traffic issues



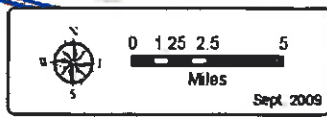
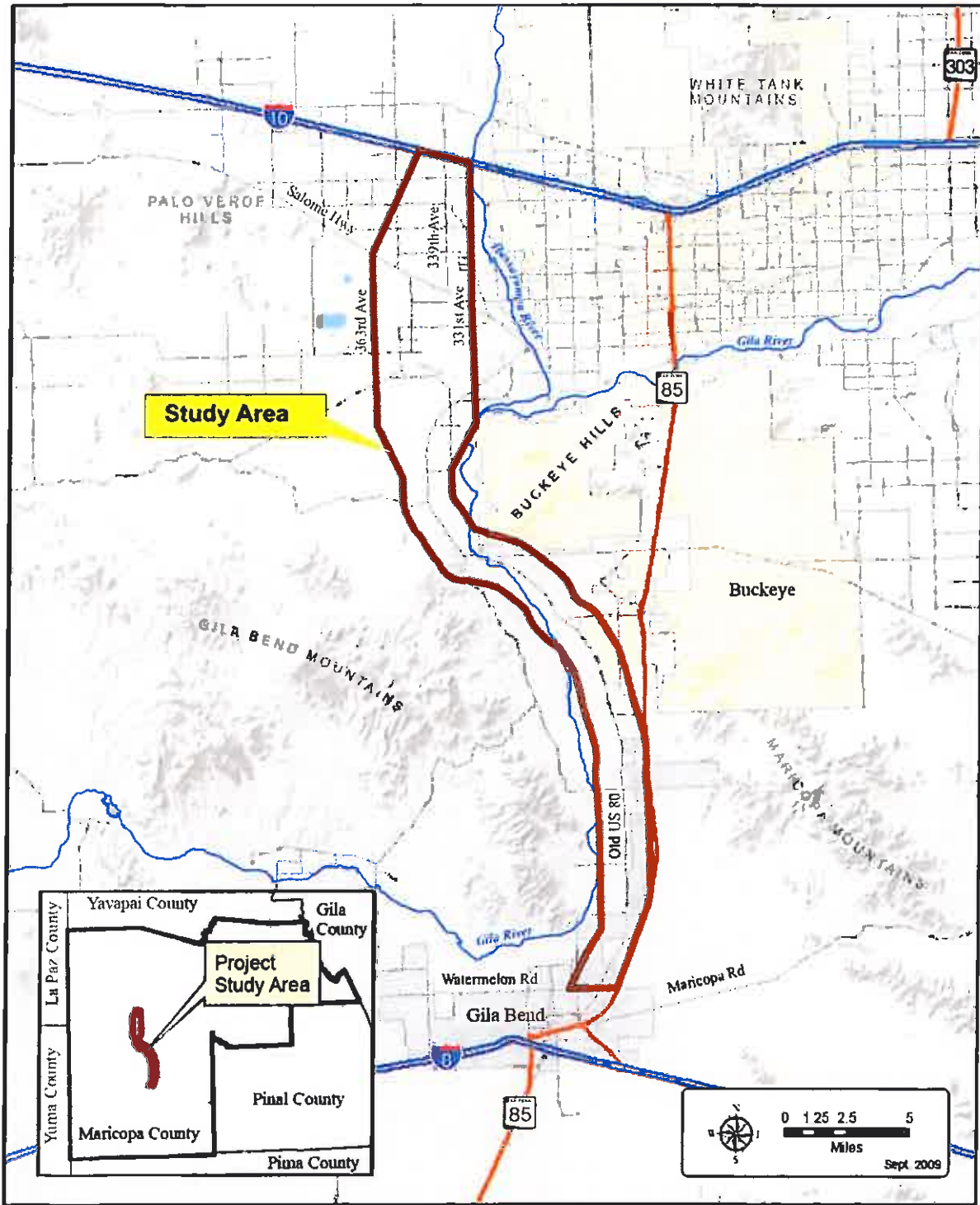


Right Road Right Time Right Cost

# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### STUDY AREA



3/3/2010



Maricopa County Department of Transportation





Right Road Right Time Right Cost

# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## STUDY NEED

- Address regional and local growth and development within study area. (3.5 million population projected at build-out between Wickenburg and Gila Bend -- MAG I-8/I-10 Hidden Valley and I-10/Hassayampa Valley Transportation Framework studies)
- Preserve sufficient public right-of-way for a high-capacity (non-freeway) north/south transportation corridor
- Ensure future parkway compatibility with existing/future land uses and environmental conditions
- Identify potential connectivity issues with other future planned parkways and freeways



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Right Road Right Time Right Cost

# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## 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.

- **Achieve Roadway Network Continuity and Connectivity**
  - Determine preferred corridor alignment from a regional transportation corridor perspective
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  - Ensure consistency between study elements and regional and local plans



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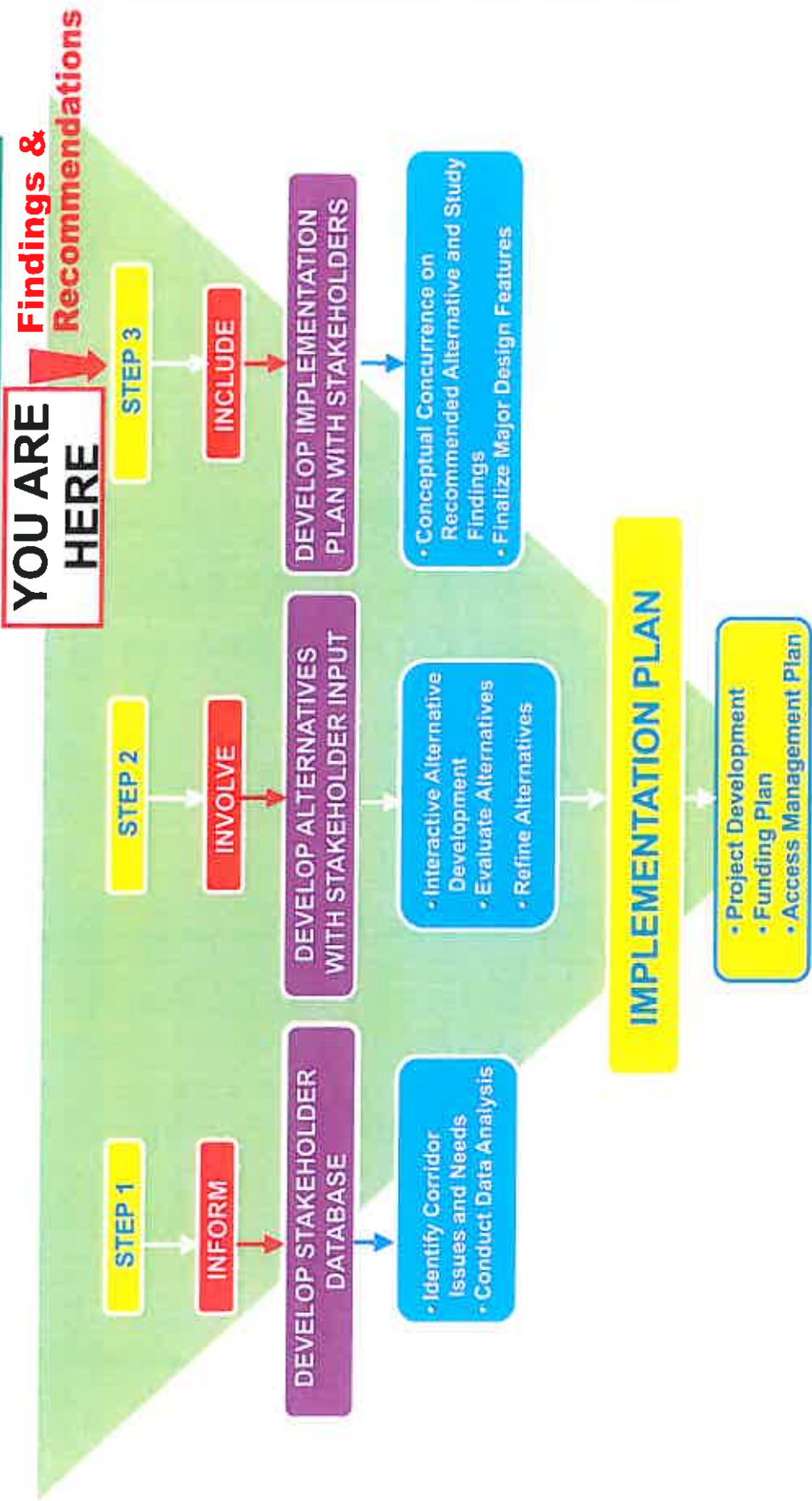


Right Road Right Time Right Cost

# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### Interactive Study Process



Maricopa County Department of Transportation



### STUDY SCHEDULE

Study Kick-off May 2009

#### PHASE I:

##### *Data Collection/Issues Identification*

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(SAC/TAC) Meeting #1

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#### PHASE II:

##### *Alternatives Analysis and Evaluation*

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**"Findings and Recommendations" March 3, 2010  
Public Input Meeting**

Draft Final Report April 2010

Study Completion/Final Report May 2010



Right Road Right Time Right Cost

# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## 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:

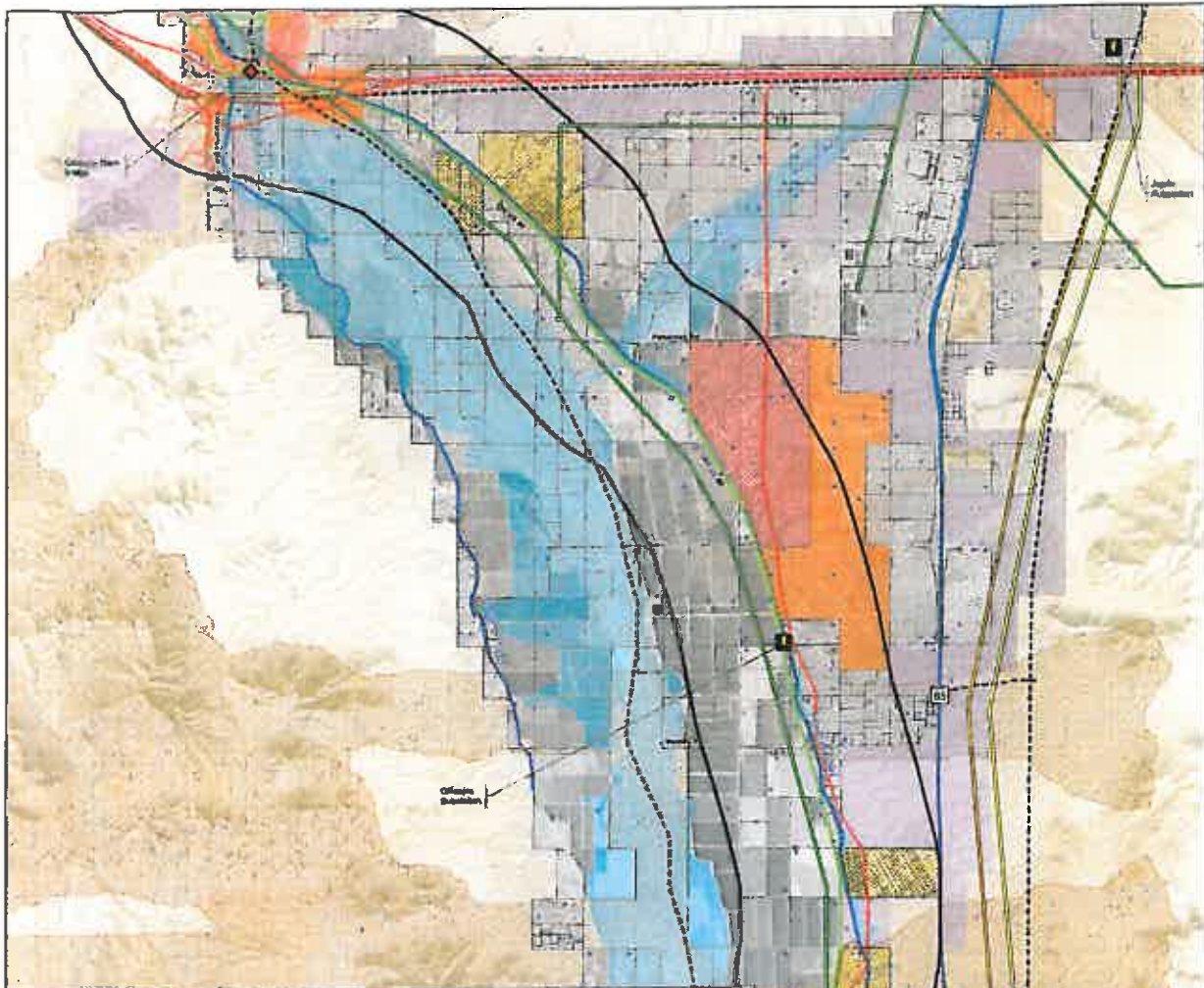
- Establish direction for future connection of Hidden Waters Parkway with Watermelon Road (future planned parkway) and I-10
- Evaluation of drainage structures across alluvial fans, major washes, canals and the Gila River
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- Maintain the ability to move agricultural equipment across and along the parkway corridor
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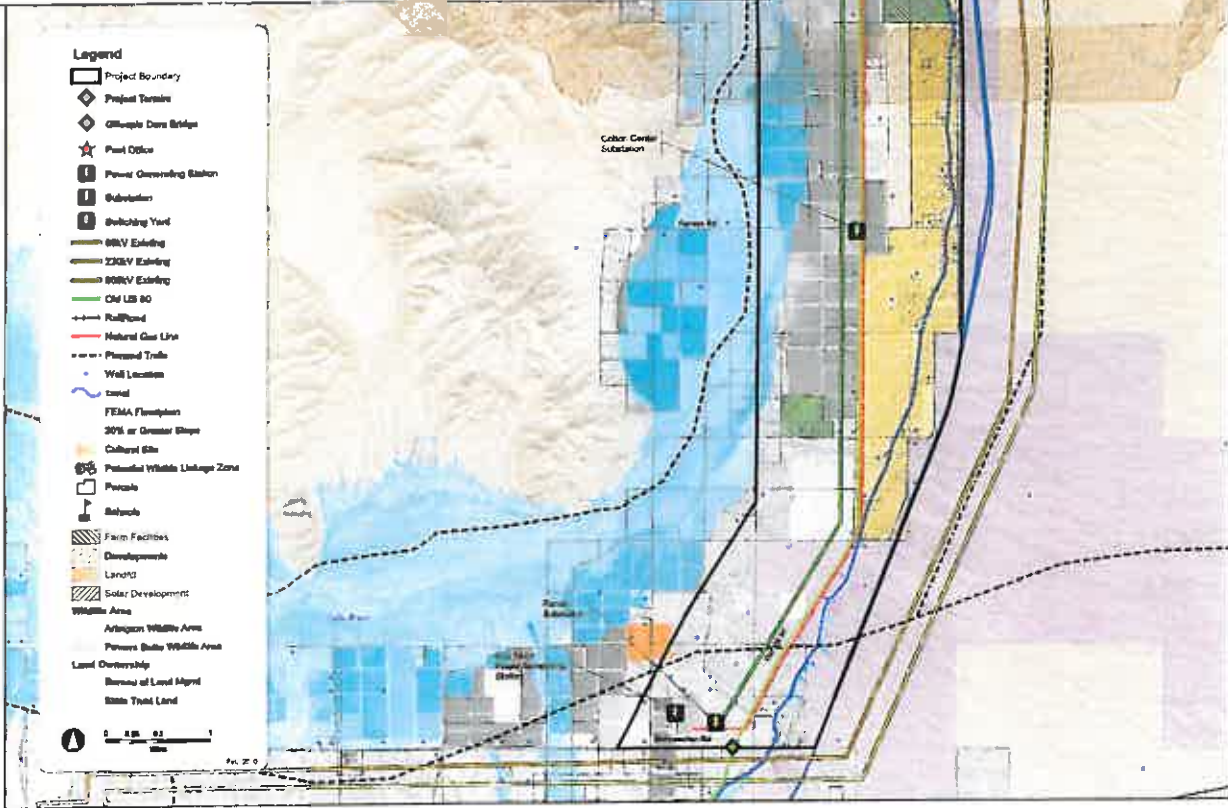
Maricopa County  
Department of Transportation

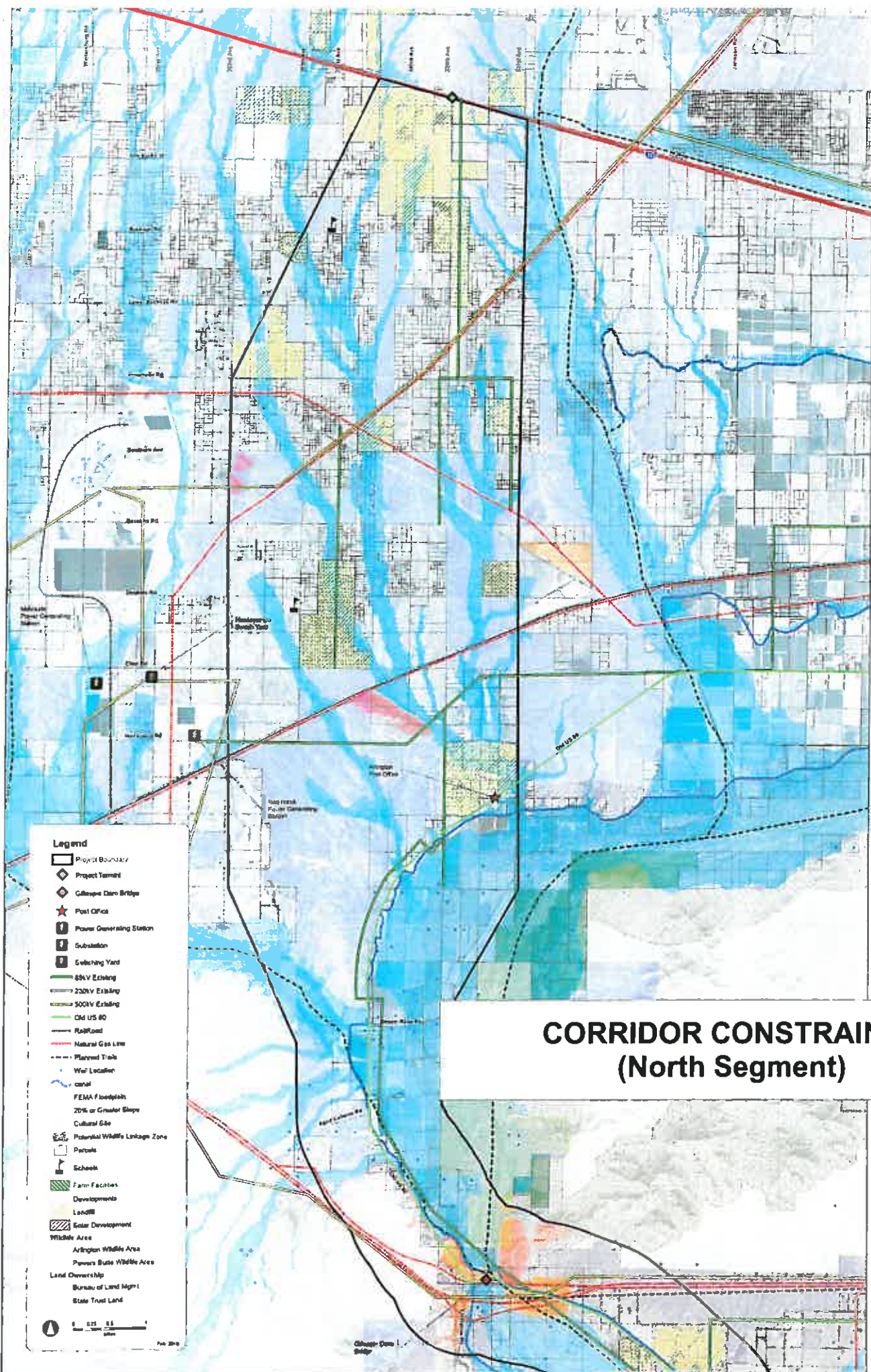


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# CORRIDOR CONSTRAINTS (South Segment)





# CORRIDOR CONSTRAINTS (North Segment)

**Legend**

- Project Boundary
- Project Termini
- Gillespie Dam Bridge
- Post Office
- Power Generating Station
- Substation
- Switching Yard
- 89kV Existing
- 230kV Existing
- 500kV Existing
- Old US 40
- Railroad
- Natural Gas Line
- Planned Trails
- Well Location
- canal
- FEMA Floodplain
- 20% or Greater Slope
- Cultural Site
- Potential Wildlife Linkage Zone
- Parcels
- Schools
- Farm Facilities
- Developments
- Landfill
- Solar Development
- Wildlife Area
  - Arlington Wildlife Area
  - Powers Butte Wildlife Area
- Land Ownership
  - Bureau of Land Mgmt
  - State Trust Land



Right Road Right Time Right Cost

# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## STUDY STAKEHOLDERS

- Maricopa County Department of Transportation (MCDOT)
- Flood Control District of Maricopa County (FCDMC)
- Arizona Department of Transportation (ADOT)
- Arizona State Land Department (ASLD)
- Maricopa Association of Governments (MAG)
- Town of Buckeye
- Town of Gila Bend
- City of Phoenix
- Federal Highway Administration (FHWA)
- Impacted Tribal Governments
- Arizona Game and Fish Department (AGFD)
- Bureau of Land Management (BLM)
- Center for Desert Archaeology
- Maricopa County Farm Bureau
- Area Developers
- Impacted Utilities
- Affected Businesses, Property Owners and Residents



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5.9.2010

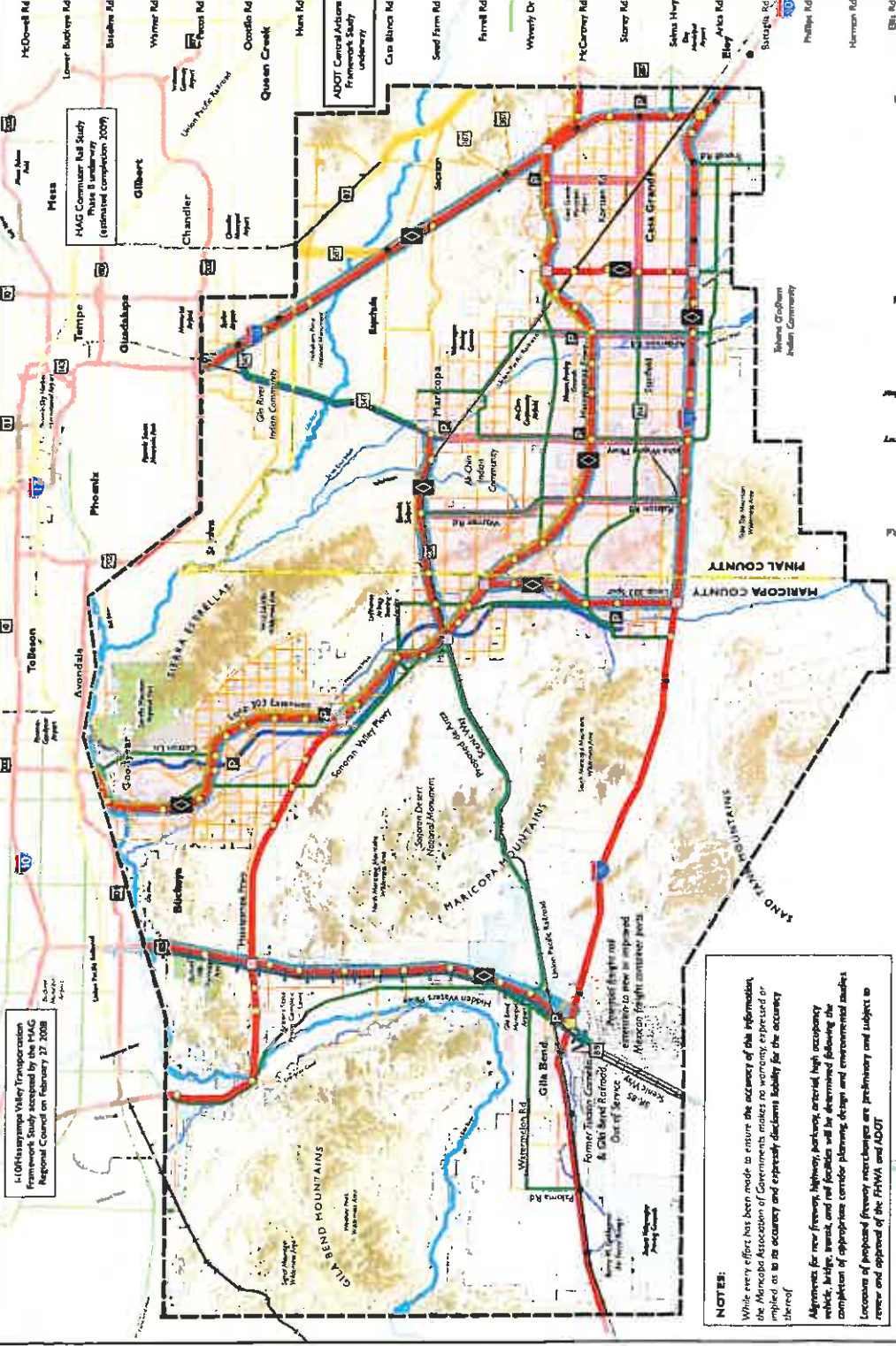
# Recommended Framework

- Legend**
- Study Area Boundary
  - County Boundary
  - Existing Railroad
  - Proposed Hidden Valley Network
    - Arterial
    - Arizona Parkway
    - Arizona Scenic Way
    - Improved/Proposed Freeway
  - Potential Freight Railroad
  - Safety and Operational Improvements Corridor
  - Existing Traffic Interchange
  - Potential Traffic Interchange
  - Funded System Interchange
  - Potential System Interchange
- Proposed Transit Network**
- Freeway Transit Corridor
  - Parkway Bus Transit Corridor
  - Proposed Commuter Rail
  - Enhanced Transit Corridor
  - Local Transit Service Area (including service to support regional transit)
  - Park-and-Ride
  - High Occupancy Vehicle (HOV) Lane

**Note:**  
This proposed network is for a build-out scenario.

0 1 2 3 4 5 Miles

# I-8/I-10 Hidden Valley Transportation Framework Study



I-8/I-10 Hidden Valley Transportation Framework Study  
Approved by the Maricopa  
Regional Council on February 27, 2008

HAG Commuter Rail Study  
Phase II underway  
(estimated completion 2009)

ADOT Central Arizona  
Framework Study  
underway

**NOTES:**

While every effort has been made to ensure the accuracy of the information, the Maricopa Association of Governments makes no warranty expressed or implied as to its accuracy and expressly disclaims liability for the accuracy thereof.

Alignments for new freeway, highway, parkway, arterial, high occupancy vehicle, bridge, transit, and rail facilities will be determined following the completion of appropriate corridor planning, design and environmental studies.

Locations of proposed freeway interchanges are preliminary and subject to review and approval of the FHWA and ADOT.



- 413th Ave
- 414th Ave
- 415th Ave
- 416th Ave
- 417th Ave
- 418th Ave
- 419th Ave
- 420th Ave
- 421st Ave
- 422nd Ave
- 423rd Ave
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### TRANSPORTATION FRAMEWORK RECOMMENDATION

**Legend**

<ul style="list-style-type: none"> <li>Study Area Boundary</li> <li>Railroads</li> <li>Roads</li> <li>Rivers/Washes</li> <li>Canals</li> <li>Unincorporated Communities</li> <li>Township/Range</li> <li>Noise Contours</li> </ul>	<ul style="list-style-type: none"> <li>Topography (100' contours)</li> <li>Proposed Service Traffic Interchanges</li> <li>Proposed Parkway Traffic Interchanges</li> <li>Proposed System Interchanges</li> <li>Planned Developments</li> <li>BLM Riparian Protection Zone</li> </ul>	<ul style="list-style-type: none"> <li>State Land Development Planning Areas</li> <li>National Monument</li> <li>Wilderness Area</li> <li>Land Ownership BLM</li> <li>State Land</li> <li>Regional Parks</li> <li>Military</li> <li>Bureau of Reclamation</li> </ul>	<ul style="list-style-type: none"> <li>Planning Areas</li> <li>Backways</li> <li>Glendale</li> <li>Goodyear</li> <li>Surprise</li> </ul>	<ul style="list-style-type: none"> <li>Proposed Roadway Network</li> <li>Improvements to Existing Freeways</li> <li>Future Regional Transportation Plan (RTF) Freeways (Prop. 400)</li> <li>New Freeway Proposals</li> <li>New Parkway Proposals</li> <li>New Parkway Alternatives</li> <li>Future Major Arterial Network</li> </ul>
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**Notes**

While every effort has been made to ensure the accuracy of this information, the Maricopa Association of Governments makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

General alignments for new freeways, highway, arterial and bridge facilities will be determined following the completion of appropriate design and environmental studies.

Locations of proposed freeway interchanges and the use of parallel roads connecting to freeways are preliminary and subject to review and approval of the IIRWA and ADOT.

Arterial street crossings are conceptual to demonstrate the number of crossings needed to support development. Final locations and number will be determined in engineering and water resources studies.

Locations of proposed roadway facilities south of the study area are subject to refinement as the IIRWA and a 10-Minute Valley Authority Framework Study to be completed in 2008 and roadways north to be planned in the New River Recovery Framework Study schedule to be determined.

Other Arterial traffic interchanges on SR-101 to be a half-diamond.

0 5 Miles

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Right Road Right Time Right Cost

# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## EVALUATION OF ALTERNATIVES

### Phase I: Conceptual Alternatives Constraints ("Fatal Flaw") Analysis

- Land Ownership
  - BLM Land Near Gillespie Dam
  - Arizona State Land
  - Wildlife Areas
- Land Use
  - Arlington and Winters' Well Elementary Schools
  - Existing and Planned Developments
  - Arlington and Powers Butte Wildlife Areas
  - Wildlife Linkage Zones
- Transportation
  - Watermelon Road/Old US 80 Intersection
  - Old US 80 Bridge Location
  - I-10/339th Avenue Interchange
- Utilities/Facilities
  - Power Stations – Gila River, Panda, and Cotton Center
  - Canals – Gila Bend, Enterprise, and Arlington
  - Gas Pipelines and Electrical Power Lines near Old US 80 Bridge
  - SR 85 Landfill/Solar Plant
- Topography
  - Narrow Pass at Gillespie Dam
  - Large Hill Near 347th Avenue/Dobbins Road
  - Small Hill Near 363rd Avenue/Salome Highway
  - Known Cultural Resource Areas

### Phase II: Advanced Candidate Alternatives Evaluation Criteria

- Future Development Compatibility
- System Continuity and Capacity
- Drainage Impacts
- Irrigation Impacts
- Building/Property Impacts
- Cultural/Archaeological Impacts
- Wildlife Impacts
- Utility Impacts
- Public Acceptability
- Cost

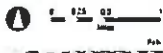


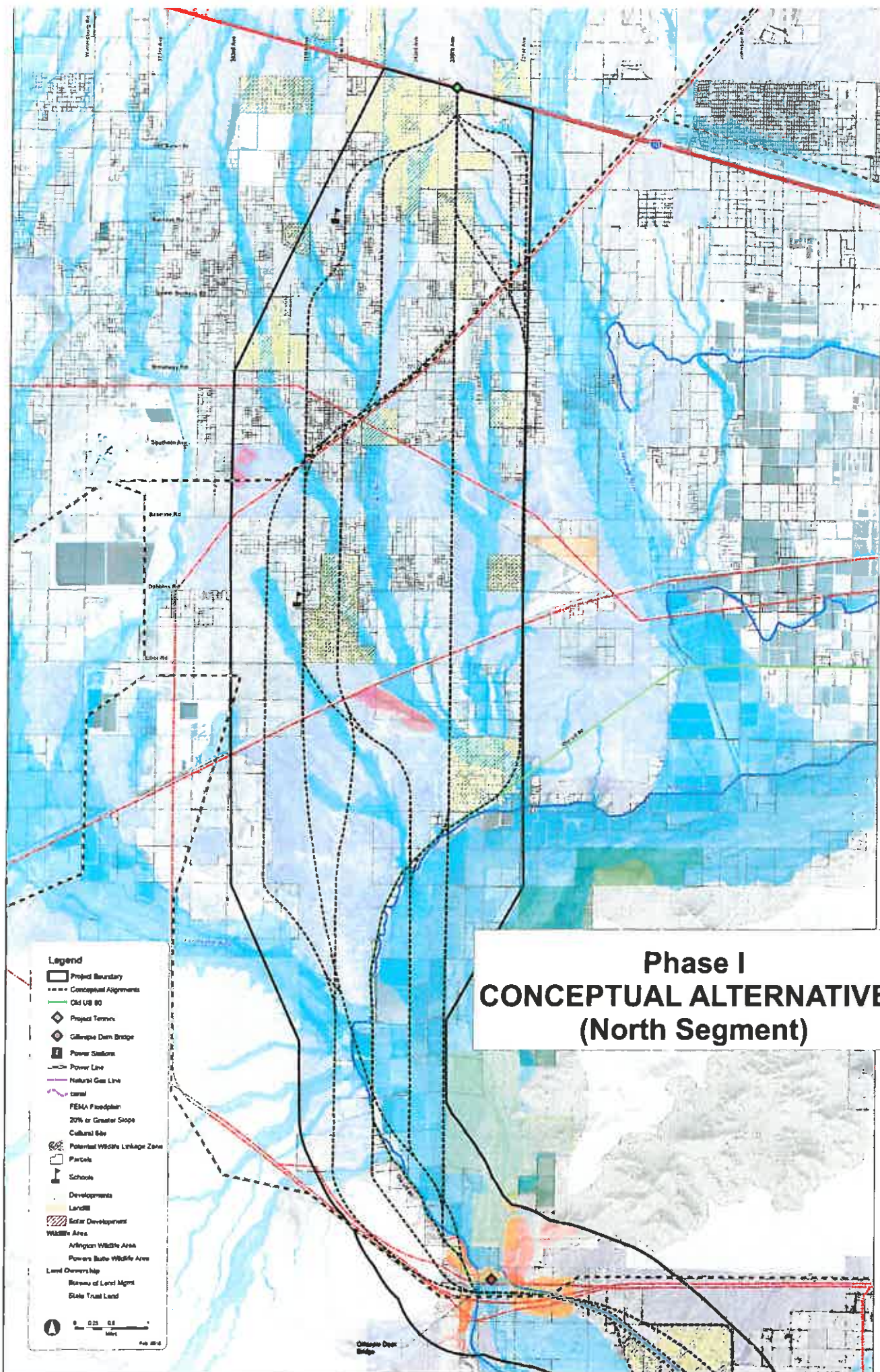
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Department of Transportation



# Phase I CONCEPTUAL ALTERNATIVES (South Segment)

- Legend**
- Project Boundary
  - Conceptual Alignments
  - Old US 90
  - Project Termini
  - Gilkey Dam Budge
  - Power Stations
  - Power Line
  - Natural Gas Line
  - Canal
  - FEMA Floodplain
  - 20% or Greater Slope
  - Cultural Site
  - Potential Wildlife Linkage Zone
  - Parcels
  - Schools
  - Developments
  - Landfill
  - Solar Development
  - Wildlife Area**
    - Arlington Wildlife Area
    - Powers Butte Wildlife Area
  - Land Ownership**
    - Bureau of Land Mgmt
    - State Trust Land





# Phase I CONCEPTUAL ALTERNATIVES (North Segment)

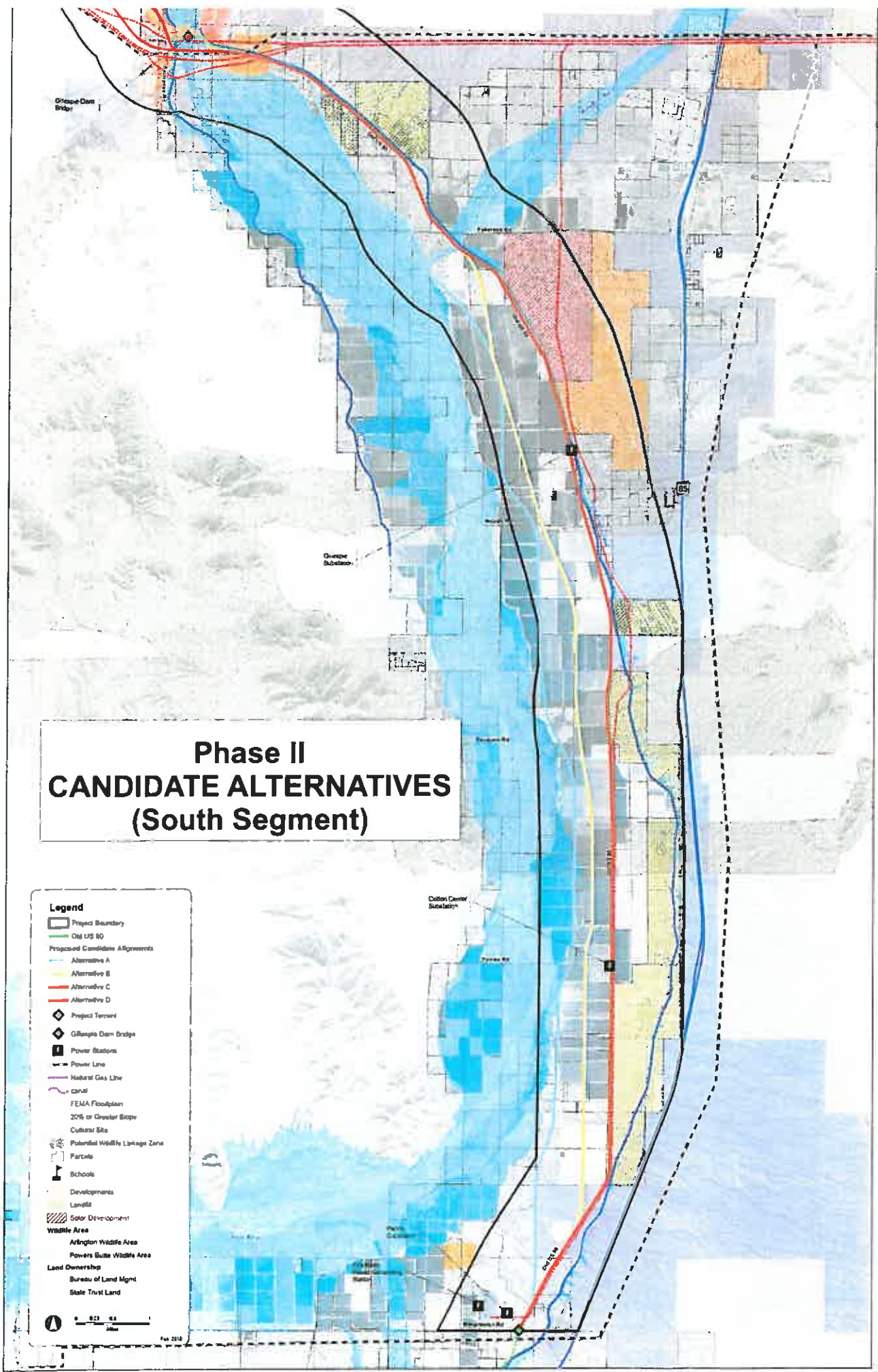
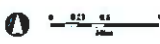
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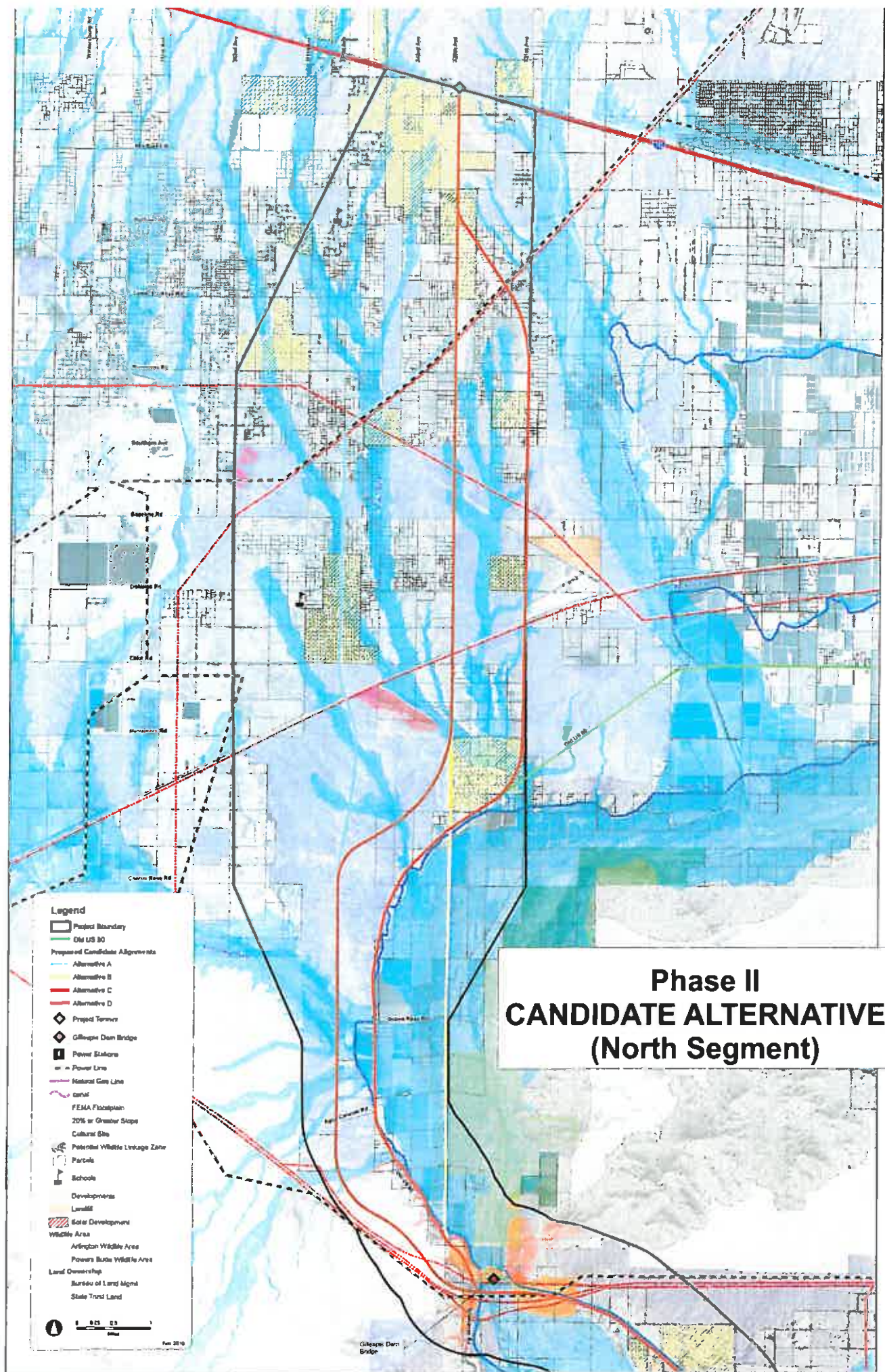
- Project Boundary
- Conceptual Alignments
- Old US 90
- Project Terminals
- Gillespie Dam Bridge
- Power Stations
- Power Line
- Natural Gas Line
- Canal
- FEMA Floodplain
- 20% or Greater Slope
- Cultural Site
- Potential Wildlife Linkage Zone
- Parcels
- Schools
- Developments
- Landfills
- State Development
- Wildlife Area
- Arlington Wildlife Area
- Powers Butte Wildlife Area
- Land Ownership**
- Bureau of Land Mgmt
- State Trust Land

N 0 0.25 0.5 Miles  
 Feb 2014

# Phase II CANDIDATE ALTERNATIVES (South Segment)

- Legend**
- Project Boundary
  - Old US 80
  - Proposed Candidate Alignments
    - Alternative A
    - Alternative B
    - Alternative C
    - Alternative D
  - Project Terminal
  - Gilaspie Dam Bridge
  - Power Station
  - Power Line
  - Natural Gas Line
  - Canal
  - FEMA Floodplain
  - 20% or Greater Slope
  - Cultural Site
  - Potential Wildlife Linkage Zone
  - Parcels
  - Schools
  - Developments
  - Landfills
  - Solar Development
  - Wildlife Area
    - Arlington Wildlife Area
    - Powers Butte Wildlife Area
  - Land Ownership
    - Bureau of Land Mgmt
    - State Trust Land





- Legend**
- Project Boundary
  - Old US 90
  - Proposed Candidate Alignments
    - Alternative A
    - Alternative B
    - Alternative C
    - Alternative D
  - Project Terminus
  - Gillette Dam Bridge
  - Power Stations
  - Power Line
  - Natural Gas Line
  - Canal
  - FEMA Floodplain
  - 20% or Greater Slope
  - Cultural Site
  - Potential Wildlife Livage Zone
  - Parcels
  - Schools
  - Developments
  - Landfill
  - Solar Development
  - Wildlife Area
    - Arlington Wildlife Area
    - Powers Butte Wildlife Area
  - Land Ownership
    - Bureau of Land Mgmt
    - State Trust Land

**Phase II  
CANDIDATE ALTERNATIVES  
(North Segment)**



Gillette Dam Bridge



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# Hidden Waters Parkway

WATERMELON ROAD TO INTERSTATE 10

## Public Comments

### Scoping Phase Public Input Meeting September 22, 2009

- Finish building out SR 85 and then you won't need the Hidden Waters Parkway
- The parkway will bring more people to the area – local residents moved there for the rural setting and lifestyle
- Protect Gillespie Dam but allow access for appropriate use (local non-vehicular & pedestrian traffic).
- Consider new TransWestern and El Paso gas pipelines
- Verify 69 kV power line location
- Use the Old US 80 corridor south of Gillespie Dam and 339th Avenue south of I-10
- Consider proposed new mining site near the Mission Materials mining site
- Verify how the proposed future north/south rail line connects to the existing rail line through Gila Bend
- The parkway is not needed and would be a waste of money
- It makes sense to preserve right-of-way now for future growth
- When will the parkway be constructed?
- Constructing the parkway in wash areas would minimize property impacts
- Concerned about how the parkway will impact irrigation facilities and the movement of farm equipment
- How does this project relate to the I-11 project?
- Concerned about the timing and location of proposed new rail line
- Why is another road needed in addition to SR 85 and Old US 80?

### Alternatives Analysis Phase Public Input Meeting December 1, 2009, 2009

- Need to provide for farm equipment to cross the parkway at culvert/siphon locations
- Don't divide agricultural parcels
- Locate the parkway adjacent to floodplains where possible to protect farm land from flooding
- 339th Avenue is the best alternative alignment south of I-10
- How does the I-11 project relate to Hidden Waters?
- Support a new bridge crossing of the Gila River
- Preserve Old US 80 bridge for bicycle and pedestrian use
- Don't want to lose the rural character of the area by building more homes and roads
- When will the parkway be built and how will it be funded?
- Look at ways to reduce flooding problems
- Concerned about protection of the canal north of the Gila River crossing.
- Don't follow US80 alignment south of Gila River
- The final selection needs to stay on as much state and federal land as possible and avoid as much existing agriculture land as possible. It appears Alternative C should be the route to take from whatever road until it meets up with Alternative B just north of the Gillespie Dam. From there, follow Alternative B to I-10



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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### CANDIDATE ALTERNATIVE EVALUATION



Evaluation Criteria	Northern Candidate Alternatives				Southern Candidate Alternatives				
	No-Build	Alt. A	Alt. B	Alt. C	Alt. D	No-Build	Alt. A	Alt. B	Alt. C
Future Development Compatibility	○	○	○	◐	◐	◐	○	○	◐
System Continuity and Capacity	●	●	◐	○	●	●	◐	◐	◐
Irrigation Impacts	○	○	○	○	○	○	○	○	◐
Drainage Impacts	○	◐	●	◐	◐	○	◐	◐	◐
Building/Property Impacts	○	●	○	◐	○	○	○	○	○
Wildlife Impacts	◐	○	●	◐	○	○	○	○	○
Cultural/Archaeological Impacts	○	◐	●	●	◐	○	○	○	○
Utility Impacts	○	○	○	○	○	○	○	○	○
Public Acceptability	◐	○	○	○	○	◐	○	○	○
Cost	○	●	●	○	○	○	○	○	○

LEGEND: Strong advantage ● Advantage ◐ Neutral ○ Disadvantage ◐ Strong disadvantage ●



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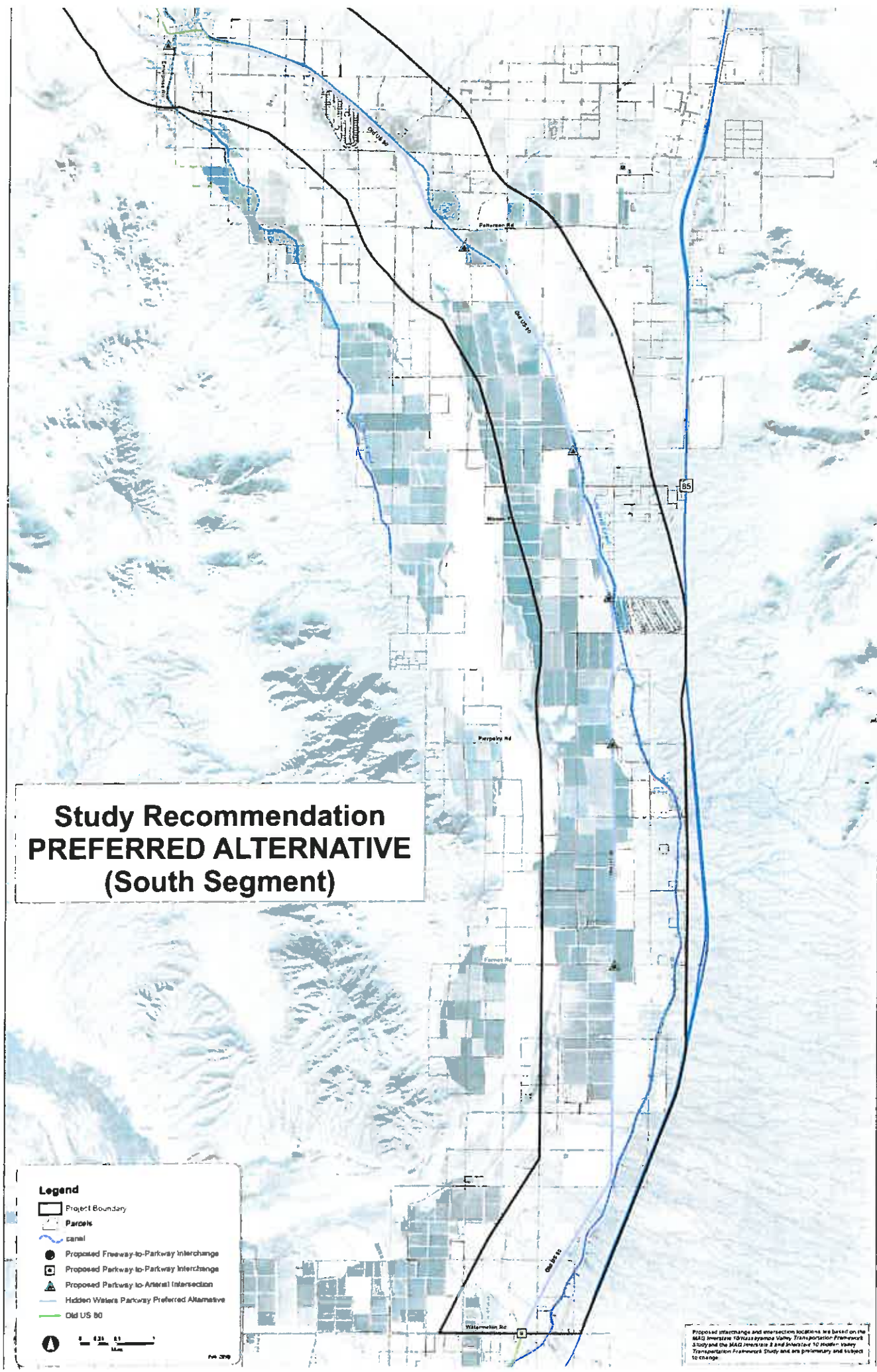
# Study Recommendation PREFERRED ALTERNATIVE (South Segment)

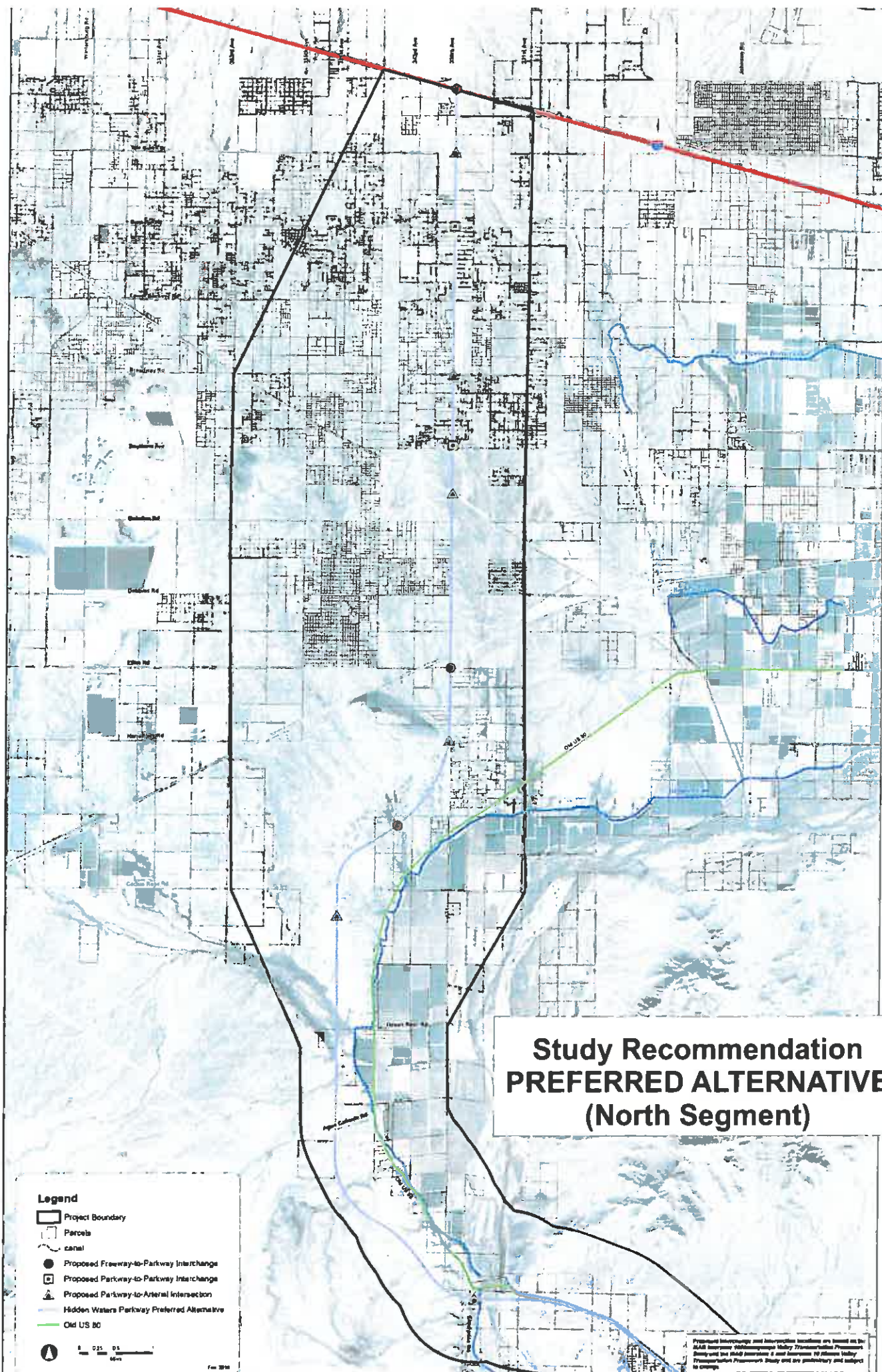
**Legend**

- Project Boundary
- Parcels
- canal
- Proposed Freeway-to-Parkway Interchange
- Proposed Parkway-to-Parkway Interchange
- Proposed Parkway-to-Arterial Intersection
- Hidden Waters Parkway Preferred Alternative
- Old US 80

0 0.31 0.61 Miles

Proposed interchange and intersection locations are based on the M&J Interstate 15/Passaic Valley Transportation Framework Study and the M&J Interstate 8 and Interstate 12 Modern Valley Transportation Framework Study and are preliminary and subject to change.





**Study Recommendation  
PREFERRED ALTERNATIVE  
(North Segment)**

**Legend**

- Project Boundary
- Parcels
- Canal
- Proposed Freeway-to-Parkway Interchange
- Proposed Parkway-to-Parkway Interchange
- Proposed Parkway-to-Arterial Intersection
- Hidden Waters Parkway Preferred Alternative
- Old US 80

Feb. 2016

Proposed interchanges and intersection locations are based on the I-44 Interstate Rehabilitation Study Transportation Program. Design for I-44 Interchange 4 and I-44/US 80 Interchange. Highway Transportation Framework Study and are preliminary and subject to change.

# Hidden Waters Parkway

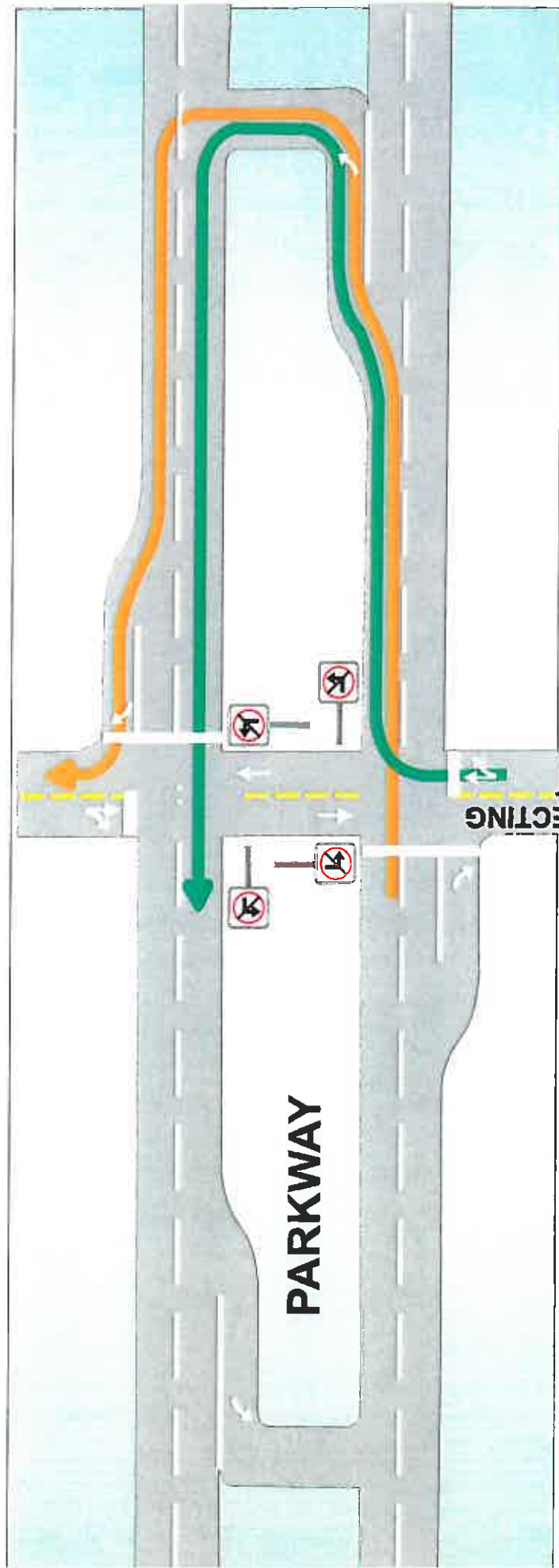
WATERMELON ROAD TO INTERSTATE 10



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# ARIZONA PARKWAY

## Indirect Left Turn Intersection



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Amley-Holt and Associates, Inc.

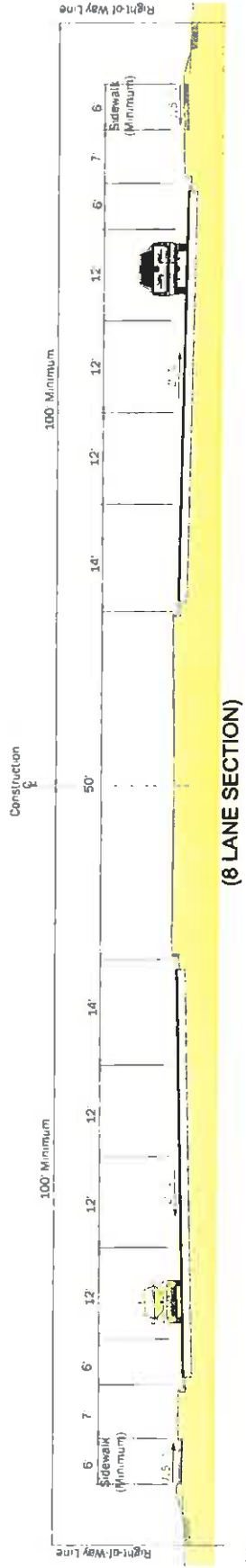
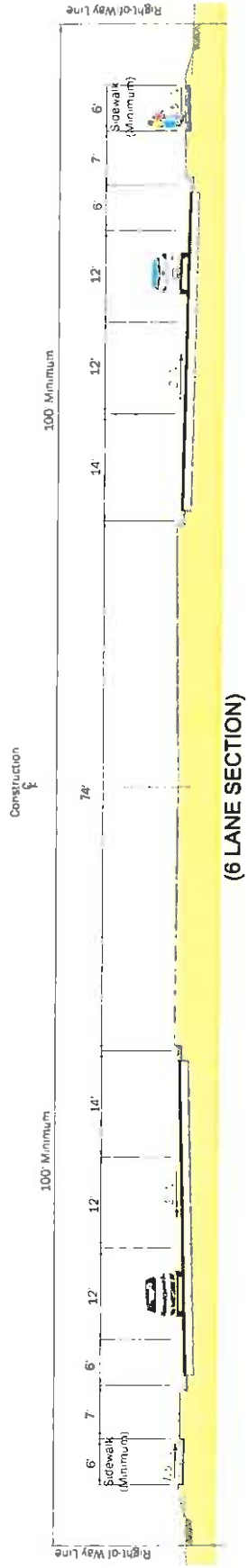
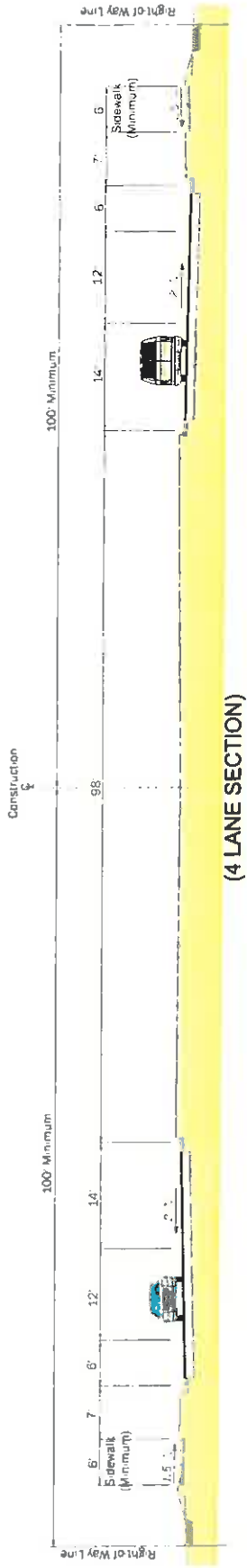
# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10



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### ARIZONA PARKWAY TYPICAL SECTIONS



Notes: When used in press applications, use 1/2" scale of width.



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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

### FUTURE PROJECT DEVELOPMENT CONSIDERATIONS

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

**Project Funding:** It can be anticipated that area developers will participate as part of project requirements.

**Access Management Strategies:** Specific strategies should be implemented to ensure a seamless roadway with efficient traffic flow, safety and good access to local land uses.

**Environmental Impacts:** (Natural, Cultural and Archaeological Resources) and Noise Mitigation. Specific impacts on the local environment will require further evaluation during future project development.

**New Right-of-Way Requirements:** Final roadway configuration (during preparation of Final Design Plans) will determine exactly how much land will need to be acquired to accommodate the future parkway.

**Landscaping Plans:** Final project design will specify the type of landscaping to be used.

**Drainage Structures:** Bridges along the new roadway will be designed during final roadway design. It will be critical to ensure the roadway is designed to provide "all weather" crossings during major storm flows.

**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 be coordinated to ensure a safe, seamless and efficient transportation facility.



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Kimley-Horn and Associates, Inc.

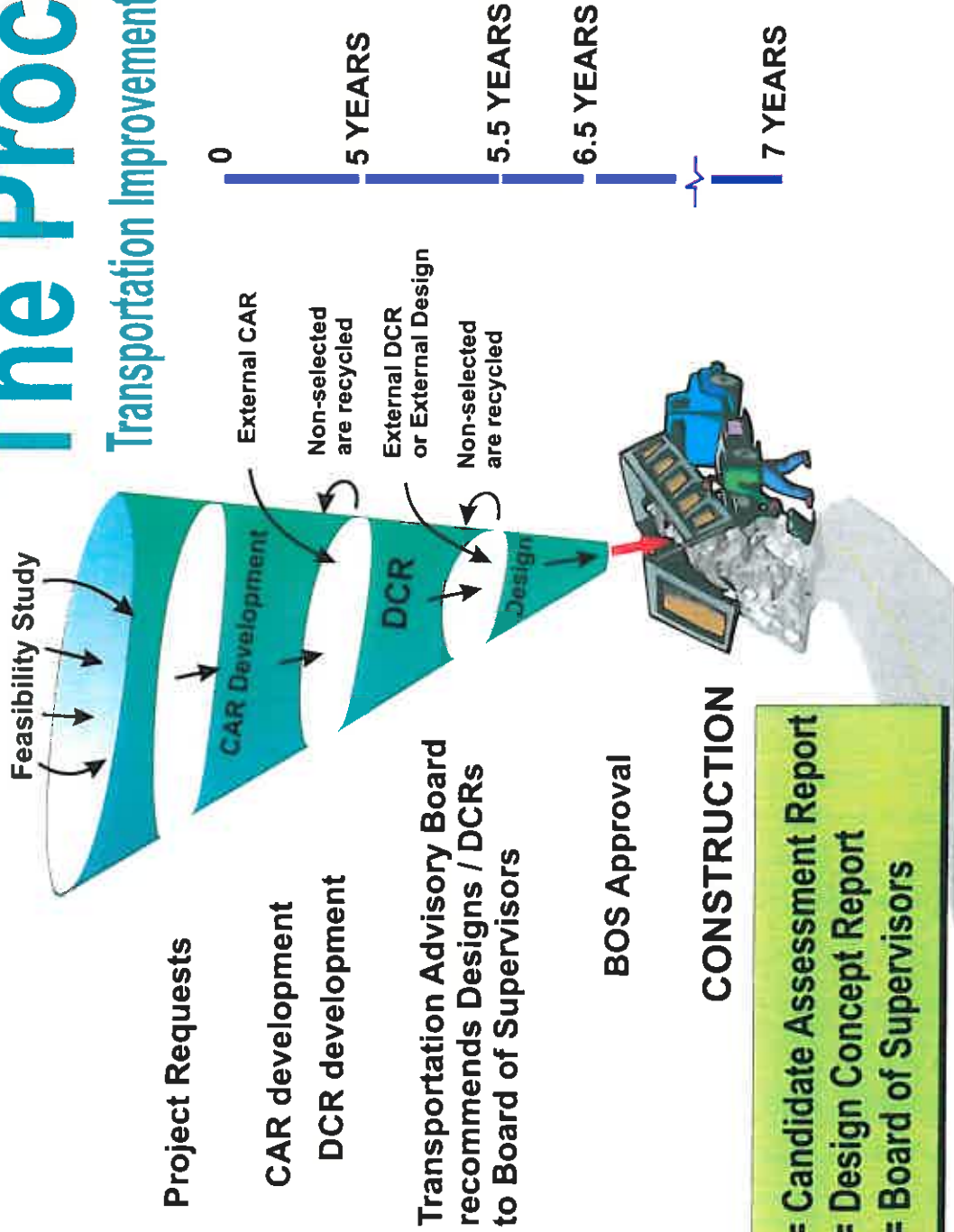
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# Hidden Waters Parkway

## WATERMELON ROAD TO INTERSTATE 10

# The Process

## Transportation Improvement Program



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