



# **APPENDIX 6**

## **TECHNICAL MEMORANDUM 6 – PUBLIC AND STAKEHOLDER PARTICIPATION**



# Yuma Parkway Feasibility Study – Salome Highway to Palo Verde Road

Contract 2010-055  
Project TT005

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## FINAL Technical Memorandum 6 Public and Stakeholder Participation

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- Appendix TM6-01: TAC/Stakeholder Documentation
- Appendix TM6-02: MCDOT RightRoads Program Summary of Public Involvement



## 1. INTRODUCTION

Technical Memorandum 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 *Yuma Parkway Feasibility Study*. Specifically, TM 6 provides a summary of the study background and study area; a description of the Technical Advisory Committee (TAC) 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), *Candidate Alternative Alignments and Evaluation* (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 Background and Study Need

In July 2008, the Maricopa Association of Governments (MAG) completed the *Interstate 10/Hassayampa Valley Transportation Framework Study* (known as the *Hassayampa Framework Study*), that 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 includes the “Arizona Parkway” as a new facility type to supplement more traditional roadway classifications in meeting projected travel demand.

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 traffic signal control. Left-turn movements are made indirectly using directional left-turn crossovers in the median immediately downstream of cross-street intersections. The typical right-of-way width for an Arizona Parkway is 200 feet.

The *Hassayampa Framework Study* demonstrated the need for the Yuma Parkway to meet buildout travel demands and provide a continuous parkway network. Although today’s land development and travel demands in the study area do not warrant major new high capacity roadways in the near-term future, the buildout forecast for future land development and travel demands does warrant major new high capacity roadways in the long-term future. Plans are already underway to convert some of the vacant lands within the study area to land uses that will generate future traffic.

To preserve sufficient public right-of-way for the future Yuma Parkway, the planning process needs to identify right-of-way requirements for buildout conditions. This study is the first step in the roadway development process and is meant to aid the governing bodies in defining and protecting a continuous future roadway corridor that can accommodate buildout traffic demands in the study area.

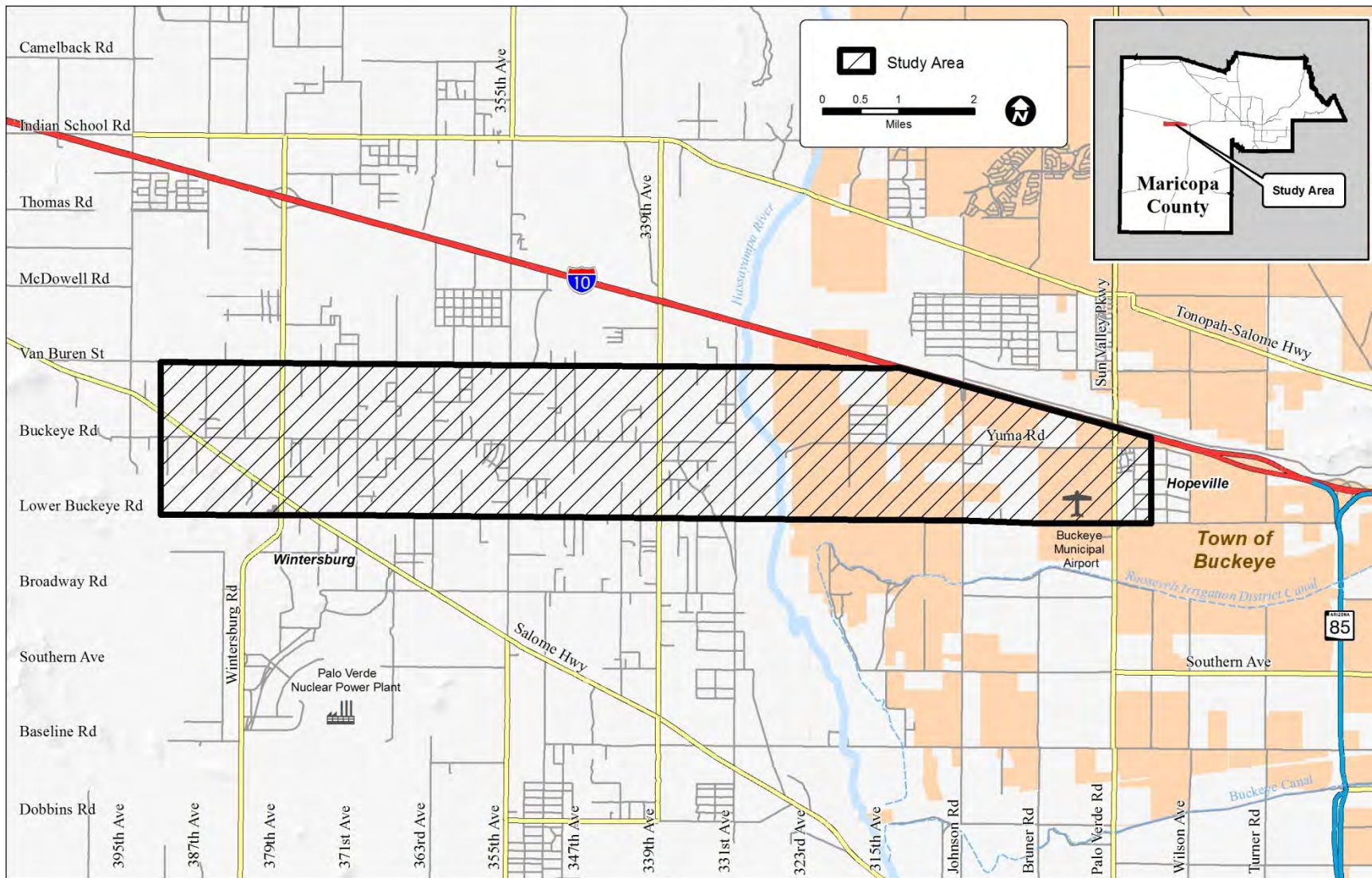
The scope of work for this study included the tasks necessary to prepare a corridor feasibility report that will provide the Maricopa County Department of Transportation (MCDOT), the Town of Buckeye, area property owners, developers, and other stakeholders with planning guidelines for future growth and development that will lead to the preservation of a 200-foot wide right-of-way corridor to accommodate the typical Arizona Parkway design. This required significant



coordination with various governing bodies, other public agencies, development interests, and the general public.

## **1.2 Study Area**

The Yuma Parkway study area is approximately 13 miles long and two miles wide and is generally centered on the Buckeye Road/Yuma Road section line, from one-half mile west of Salome Highway to one-half mile east of Palo Verde Road. The study area boundary is shown in **Figure 1**.



**Figure 1 - Study Area**



## 2. TECHNICAL ADVISORY AND STAKEHOLDERS

### 2.1 Technical Advisory Committee and Stakeholder Representation

A combined TAC and stakeholder group was established by MCDOT to provide technical oversight and guidance throughout the study duration. The TAC and stakeholder group included over 50 individuals representing the following:

- Area businesses;
- Arizona Department of Transportation (ADOT);
- Arizona State Land Department (ASLD);
- Arizona Game and Fish Department (AZGFD);
- Community groups;
- Community of Hopeville;
- Community of Wintersburg;
- Federal Highway Administration (FHWA);
- Flood Control District of Maricopa County (FCDMC);
- Land developers;
- Maricopa Association of Governments (MAG);
- Maricopa County Department of Emergency Management (MCDEM);
- Maricopa County Department of Transportation (MCDOT);
- Maricopa County Environmental Services Department;
- Maricopa County Farm Bureau;
- Maricopa County Parks and Recreation Department;
- Maricopa County Planning and Development Department;
- Maricopa County Supervisor – District 4;
- Media;
- Palo Verde Nuclear Power Plant;
- Private property owners and residents;
- School District representatives;
- Tonopah Valley Fire District;
- Town of Buckeye;
- United Dairymen of Arizona;
- U.S. Army Corps of Engineers;
- U.S. Bureau of Land Management (BLM); and
- Utility Providers.

The role and responsibility of the TAC and stakeholder group 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, inform the management of their respective agencies and organizations of the study progress, and build consensus on study recommendations.

The TAC and stakeholders were also requested to review and comment on all draft technical memoranda and the draft final report. Comment response forms are included in **Appendix TM6-**



**01** that shows how comments submitted by the TAC and stakeholders regarding the draft study documents were addressed in the final study documents.

## **2.2 TAC/Stakeholder Meetings**

All individuals in the stakeholder database (see **Appendix TM6-01**) were invited to participate in four TAC/stakeholder meetings that were scheduled at key milestones throughout the study process as

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 TM6-01**.

### 3. PUBLIC OPEN HOUSES

Through the course of this study's process, the MCDOT RightRoads Program conducted a total of three public input meetings to discuss and gather public comment on future improvements and recommendations for the future Yuma Parkway between Salome Highway and Palo Verde Road. The public input meetings were conducted at critical milestones in the study process as follows:

- *May 24, 2011* – The “Scoping Meeting” meeting provided area residents and other impacted stakeholders with an opportunity to inform study 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. Approximately 85 area residents and other study stakeholders attended the first public meeting.
- *October 4, 2011* - The “Alternatives Analysis” public meeting was conducted to provide the community with the opportunity to comment on preliminary study findings and provide feedback on the Candidate Alternative alignments being evaluated for the future Yuma Parkway alignment. Approximately 37 area residents and other key stakeholders participated in this meeting
- *December 6, 2011* - The Study Findings and Recommendations” public meeting was conducted to present the findings and recommendations of the study, including the preferred parkway alignment, the right-of-way footprint, and preliminary engineering details. Approximately 35 area residents and other key stakeholders participated in this meeting.

### 3.1 Outreach Methods

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

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

### 3.2 Public Comment

Approximately 150 people attended three public input meetings conducted through the course of this study. The public meetings were conducted in an “open house” format at the Winters’ Well Elementary School to provide a free, open, and accurate exchange of information between the study 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. Meeting summaries were prepared that summarize 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 TM6-02**.

### 3.3 Scoping Phase Public Input Meeting

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

Meeting time and location:

5:00 – 7:00 p.m., May 25, 2011  
Winters’ Well Elementary School  
35220 W. Buckeye Road, Tonopah, AZ 85354

Attendance: 82

Meeting comments:

- Why is the future land use near 350<sup>th</sup> Ave/Buckeye Rd shown as high density residential?;
- I think the Yuma Parkway should be north of I-10;

- I don't like the indirect left turn intersections;
- The proposed roadway will interfere with the quite peaceful atmosphere in the area;
- Developing this roadway would be over-building;
- I-10 is capable of supporting the local traffic;
- We don't want more urban sprawl;
- Water availability could be an issue in the build-out condition;
- More growth is not wanted by the current residents; and
- Buckeye needs to grow responsibly and respect its neighbors.

Comments received by the study team during conversations with meeting attendees:

- We do not want any more County roads in the area;
- The County is not adequately maintaining the roads they already have in the area;
- We would like to know when the parkway will be constructed and how it will be financed;
- We do not want to see our property taxes increased to pay for the parkway;
- A parkway is not needed on Buckeye/Yuma Road;
- I-10 should be widened to serve future traffic instead of building Yuma Parkway;
- Where will the parkway terminate on the east end of the study area?;
- Will the parkway connect with I-10?;
- The parkway planning will need to be coordinated with plans for Buckeye Municipal Airport;
- The County should consider an alternative further south that would use Salome Highway;
- This is good planning. It will help property owners understand where future roads will be needed and how far buildings should be set back from future right-of-way lines;
- The Yuma Parkway planning will need to be coordinated with planning for the Hassayampa Freeway (Proposed I-11);
- Reasonable access points will be needed to serve adjacent residential areas and businesses;
- Preserving a 200' wide corridor for the future parkway is a good planning approach;
- Property owners will need to be fairly compensated if their property is needed for the parkways;
- This is a good planning project to help property owners proceed with their land development plans;
- An all-weather bridge is needed to cross the Hassayampa River;
- The Hassayampa River crossing should be shifted south of Buckeye/Yuma Road because the floodplain is narrower to the south and the bridge would be shorter/less expensive;
- It is great that the County is planning ahead to preserve a right-of-way corridor now to avoid the problems ADOT has had with the South Mountain Freeway;
- Move the parkway to the Broadway Road alignment and eliminate the Yuma and Southern Parkways;
- The Yuma Parkway is acceptable provided there is fair compensation for properties that need to be acquired;



- Property values have dropped below what they are really worth. The County wants to come in and “steal properties” while they are undervalued;
- The exhibits were arranged well to tell the story;
- The aerial photography is out-dated;
- Existing land use exhibit does not correspond with what is actually built;
- There’s definitely a need for another crossing of the Hassayampa River;
- Traffic projections should be used to determine the type of roadway that is needed and the number of travel lanes;
- There needs to be a plan for financing the project;
- The parkway needs to be designed to accommodate semi-tractor/trailer turning movements;
- If it was known that a parkway would be needed on Buckeye Road, the elementary school and water tanks should not have been built so close to Buckeye Road;
- We don’t need another crossing of the river. The I-10 bridges are being rebuilt and can handle future traffic demands;
- Planning for this area should consider whether or not there will be a sustainable water supply;
- The indirect left turn concept looks less confusing than a roundabout; and
- The County should develop a designated ATV riding area in or near the Hassayampa River so that ATV riders have a place to go besides on my private property.

### **3.4 Alternatives Analysis Phase Public Input Meeting**

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

Meeting time and location:

5:00 – 7:00 p.m., October 4, 2011  
Winters’ Well Elementary School  
35220 W. Buckeye Road, Tonopah, AZ 85354

Attendance: 37

The following written comments were received:

- Spread out the parkway networks. Alternative B is too close to I-10;
- The Hassayampa Freeway will not be necessary;
- Please keep us informed regarding final planning stages. We have strong interest in what MCDOT is doing;
- We do not want anything closer than Route 10 north of us;
- The parkway will be a burden on recreation and wildlife;
- We don’t want any of the parkway alternatives;
- The funding for this parkway should be redirected to other more important programs;
- We don’t want any development in the area;
- Alternative B and C are both better alternatives; and
- The parkway funding should be spent improving the existing roads in the area.

Comments received by study team during conversations with meeting attendees:

- When will the parkway be constructed and how will it be financed?;
- We prefer that that the parkway be located north of Interstate 10;
- We do not want to see our property taxes increased to pay for the parkway;
- Yuma Parkway should be a lower priority than making improvements to Wintersburg Road that are needed to get workers to and from Palo Verde;
- The Yuma Parkway planning will need to be coordinated with planning for the Hassayampa Freeway (Proposed I-11);
- Property owners will need to be fairly compensated if their property is needed for the parkway;
- This is a good planning project that will help property owners proceed with their land development plans;
- An all-weather bridge is needed to cross the Hassayampa River as an alternative to Interstate 10;
- The Yuma Road/Buckeye Road alignment (Alternative B) seems to make the most sense;
- We need more paved roads and drainage improvements in this area;
- Designating a right-of-way setback will prevent me from using all of my property without any compensation. We may have to file a lawsuit to force the County to acquire our property or compensate us for restricting the use of our land;
- Alternatives A or C would result in an additional major east-west roadway that would stimulate more commercial development in the area;
- Do not build a highway out here;
- Stay on the Buckeye Road alignment;
- Improve existing dirt roads;
- Stay away from Hopeville;
- I will be dead by the time this road is built;
- Do not build the roadway as it will make more people move out here;
- If the road is not built until development occurs I support the road;
- Avoid the coyote preserve along the southern alignment;
- Avoid the northern alignment;
- Increase the speed limit to 65;
- An additional crossing of the river is needed now;
- Respect our privacy;
- Keep the alignment on Buckeye Road;
- Buy my property now;
- People are not going to build out here so we won't need the road;
- If it doesn't impact my property I don't care what you do; and
- The County made me build my home where it is on my land, now you want to take it away.



### 3.5 Findings and Recommendations Phase Public Input Meeting

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

Meeting time and location:

5:00 – 7:00 p.m., December 6, 2011  
Winters’ Well Elementary School  
35220 W. Buckeye Road, Tonopah, AZ 85354

Attendance: 35

The following written comments were received:

- I really liked the proposal that was presented on 6 Dec. 2011. The layout and information was very concise and easy to understand. Look forward to the development & growth in this project; and
- It looks good, I’m glad to see some future plans to build this area up. Let’s get it done.

Comments received by study team during conversations with meeting attendees:

- We would like to know when the parkway will be constructed and how it will be financed;
- We support the recommended alignment – it makes the most sense to use the existing Buckeye Road and Yuma Road rights-of-way;
- The Yuma Parkway planning will need to be coordinated with planning for the Hassayampa Freeway (Proposed I-11);
- The graphic exhibits and handouts are high quality and help explain the study;
- We don’t think a parkway is needed in this area and prefer that it be located further south.
- I-10 can be widened and eliminate the need for Yuma Parkway;
- We do not want to see our property taxes increased to pay for the parkway;
- Property owners will need to be fairly compensated if their property is needed for the parkway;
- We don’t want to encourage development by building more high capacity roadways in the area;
- We want to preserve our rural lifestyle and views of the stars;
- Not all of the existing private wells are shown on the exhibits;
- We’re glad to see Yuma Parkway will cross the Hassayampa River – we definitely need a good alternate to the I-10 river crossing;
- Having an elementary school along a major road doesn’t seem like a good idea – reconfiguring the access and circulation to a side road will help; and
- Not extending the parkway west of Wintersburg Road is good, but there should still be some kind of smaller paved road between Wintersburg Road and Salome Highway.



# **APPENDIX TM6-01**

## **TAC/STAKEHOLDER DOCUMENTATION**

## YUMA PARKWAY CORRIDOR FEASIBILITY STUDY - TAC/STAKEHOLDER LIST

First Name	Last Name	Title	Organization	E-mail	Phone	Address	City	State	Zip	TAC/Stakeholder Meeting Attendance			
										1	2	3	4
Robert	Aldridge	Principal	Palo Verde Elementary School	<a href="mailto:raldrige@pvesd.org">raldrige@pvesd.org</a>	623-327-3680	10700 S. Palo Verde Rd.	Palo Verde	AZ	85343				
Tawn	Argeris	Principal	Buckeye Union High School	<a href="mailto:targeris@buhsd.org">targeris@buhsd.org</a>	623-386-9715	1000 E. Narramore	Buckeye	AZ	85326				
Sindy	Berg	Right of Way Agent	Maricopa County	<a href="mailto:sandraberger@mail.maricopa.gov">sandraberger@mail.maricopa.gov</a>	602-506-4893	2801 W. Durango St.	Phoenix	AZ	85009		X	X	X
Robin	Berry	Superintendent	Palo Verde Elementary District	<a href="mailto:rberry@pvesd.org">rberry@pvesd.org</a>	623-327-3690	P.O. Box 108	Palo Verde	AZ	85343				
Wayne	Butch	Utilities	MCDOT	<a href="mailto:waynebutch@mail.maricopa.gov">waynebutch@mail.maricopa.gov</a>	602-506-8603	2901 W. Durango St.	Phoenix	AZ	85009	X	X		
Chuck	Christiansen	Drainage	MCDOT	<a href="mailto:chuckchristiansen@mail.maricopa.gov">chuckchristiansen@mail.maricopa.gov</a>	602-506-4765	2901 W. Durango St.	Phoenix	AZ	85009	X	X	X	
Steve	Cohn	Field Manager	BLM	<a href="mailto:steven.cohn@blm.gov">steven.cohn@blm.gov</a>	623-580-5500	21605 N. 7th Ave.	Phoenix	AZ	85027				
Roberta	Crowe	PIO	MCDOT	<a href="mailto:robertacrowe@mail.maricopa.gov">robertacrowe@mail.maricopa.gov</a>	602-506-8003	2901 W. Durango St.	Phoenix	AZ	85009	X		X	
Jeff	Dana	Attorney - 339th & 10, LLC	Hidden Waters Ranch	<a href="mailto:jeff@andersonlandllc.com">jeff@andersonlandllc.com</a>	480-577-5966	7980 E. McClain Dr., Suite #5	Scottsdale	AZ	85260				
Hugh	Davidson	Environmental Planner	MCDOT	<a href="mailto:hughdavidson@mail.maricopa.gov">hughdavidson@mail.maricopa.gov</a>	602-506-8082	2901 W. Durango St.	Phoenix	AZ	85009	X			
Ken	Davis	Senior Engineering Manager	FHWA	<a href="mailto:ken.davis@dot.gov">ken.davis@dot.gov</a>	602-382-8970	4000 N. Central Ave., Ste. 1500	Phoenix	AZ	85012	X	X		
Mike	Dewitt	Project Manager	APS	<a href="mailto:michael.dewitt@aps.com">michael.dewitt@aps.com</a>	602-493-4446	P.O. Box 53933 Mail Station 4030	Phoenix	AZ	85072				
Dustin	Engelke	Design Engineer	Century Link	<a href="mailto:Dustin.Engelke@CenturyLink.com">Dustin.Engelke@CenturyLink.com</a>	602-522-7782	5025 N. Black Canyon Hwy. #119	Phoenix	AZ	85015				
Bob	Eichinger	Drainage Project Manager	Kimley-Horn	<a href="mailto:bob.eichinger@kimley-horn.com">bob.eichinger@kimley-horn.com</a>	602-906-1182	7878 N. 16th St. , Suite 300	Phoenix	AZ	85020	X			X
Sarah	Eichinger	Environmental Project Manager	Kimley-Horn	<a href="mailto:sarah.eichinger@kimley-horn.com">sarah.eichinger@kimley-horn.com</a>	602-371-4577	7878 N. 16th St. , Suite 300	Phoenix	AZ	85020	X			
Jeanette	Fish	Executive Director	MC Farm Bureau	<a href="mailto:mcfb@qwestoffice.net">mcfb@qwestoffice.net</a>	602-437-1330	4001 E. Broadway Rd.	Phoenix	AZ	85040			X	
Michael	Grandy	Deputy Project Manager	Kimley-Horn	<a href="mailto:michael.grandy@kimley-horn.com">michael.grandy@kimley-horn.com</a>	480-756-6137	2266 S. Dobson Rd., Ste. 200	Mesa	AZ	85202	X	X		X
Abe	Harris	Pastor	Hopeville	<a href="mailto:AH_3@live.com">AH_3@live.com</a>									
Micah	Henry	Planner	MAG	<a href="mailto:mhenry@mag.maricopa.gov">mhenry@mag.maricopa.gov</a>	602-254-6300	302 N. 1st. Avenue	Phoenix	AZ	85003		X	X	X
Bob	Herz	Engineer	MCDOT	<a href="mailto:rherz@mail.maricopa.gov">rherz@mail.maricopa.gov</a>	602-506-4760	2901 W. Durango St.	Phoenix	AZ	85009	X	X	X	X
Frank	Hoffman	Roadway Engineer	Kimley-Horn	<a href="mailto:frank.hoffman@kimley-horn.com">frank.hoffman@kimley-horn.com</a>	602-216-1272	7878 N. 16th St. , Suite 300	Phoenix	AZ	85020	X	X		
Matt	Holm	Planning & Development	Maricopa County	<a href="mailto:matthewholm@mail.maricopa.gov">matthewholm@mail.maricopa.gov</a>	602-506-7162	301 W. Jefferson, 3rd Floor	Phoenix	AZ	85003				
Beverly	Hurley	Superintendent	Buckeye Union High School District	<a href="mailto:bhurley@buhsd.org">bhurley@buhsd.org</a>	623-386-9700	1000 E. Narramore	Buckeye	AZ	85326				
Al	Kattan	Project Management	MCDOT	<a href="mailto:alkattan@mail.maricopa.gov">alkattan@mail.maricopa.gov</a>	602-506-4618	2901 W. Durango St.	Phoenix	AZ	85009				
Jim	Keith	Principal	Winters' Well Elementary School	<a href="mailto:jkeith@smusd.com">jkeith@smusd.com</a>	623-474-5300	35220 W. Buckeye Rd.	Tonopah	AZ	85354				
Tommy	Kesgomol	Development Services	MCDOT	<a href="mailto:sakdakesgomol@mail.maricopa.gov">sakdakesgomol@mail.maricopa.gov</a>		2901 W. Durango St.	Phoenix	AZ	85009	X			
Aaron	Klusman	Broker	HWK Partners	<a href="mailto:aklusman@hwkpartners.com">aklusman@hwkpartners.com</a>	602-424-9555	2701 E. Camelback Rd., Ste. 180	Phoenix	AZ	85016				
Bill	Knowles	Program Manager	Arizona Game & Fish	<a href="mailto:bknowles@azgfd.gov">bknowles@azgfd.gov</a>	928-341-4047	9140 E. 28th St.	Yuma	AZ	85364	X	X		X
Michele	Kogl	Development Services	MCDOT	<a href="mailto:michelekogl@mail.maricopa.gov">michelekogl@mail.maricopa.gov</a>	602-506-8799	2901 W. Durango St.	Phoenix	AZ	85009				
Brian	Kulina	Planner	Town of Buckeye	<a href="mailto:bkulina@buckeyeaz.gov">bkulina@buckeyeaz.gov</a>	623-349-6210	530 E. Monroe Ave.	Buckeye	AZ	85326		X		
Denise	Lacey	Senior Planner	MCDOT	<a href="mailto:deniselacey@mail.maricopa.gov">deniselacey@mail.maricopa.gov</a>	602-506-6172	2901 W. Durango St.	Phoenix	AZ	85009	X	X	X	X
Justin	Ladd										X		
Scott	Lowe	Public Works Director	Town of Buckeye	<a href="mailto:slowe@buckeyeaz.gov">slowe@buckeyeaz.gov</a>	623-349-6815	530 E. Monroe Ave.	Buckeye	AZ	85326	X	X		
Velvet	Mathew	Transportation Manager	ADOT	<a href="mailto:vmathew@azdot.gov">vmathew@azdot.gov</a>	602-712-3062	1611 W. Jackson St. MD EM 101	Phoenix	AZ	85007				
Kay	McNeely	Water Resource Specialist IV	ASLD	<a href="mailto:kmcneely@land.az.gov">kmcneely@land.az.gov</a>	602-542-3681	1616 W. Adams St.	Phoenix	AZ	85007	X	X	X	
Dawn	Meidinger	Attorney	Cipriani	<a href="mailto:dmeidinger@fclaw.com">dmeidinger@fclaw.com</a>	602-916-5470	3003 N. Central Ave., Suite 2600	Phoenix	AZ	85012			X	
Alex	Menez	Drainage	Kimley-Horn	<a href="mailto:alex.menez@kimley-horn.com">alex.menez@kimley-horn.com</a>	602-371-4513	7878 N. 16th St. , Suite 300	Phoenix	AZ	85020		X	X	
Owen	Mills	I-10 Corridor Manager	ADOT	<a href="mailto:omills@azdot.gov">omills@azdot.gov</a>	602-712-8695	1611 W. Jackson St. MD EM 101	Phoenix	AZ	85007				X
Rick	Moreau	President	Tonopah Valley Community Council	<a href="mailto:rick.moreau@aztvcc.org">rick.moreau@aztvcc.org</a>	623-393-9259	PO Box 112	Tonopah	AZ	85354				
Carolyn	Oberholtzer	Attorney	Desert Creek	<a href="mailto:carolyno@roselawgroup.com">carolyno@roselawgroup.com</a>	480-505-3934	6613 N. Scottsdale Rd. Suite 200	Scottsdale	AZ	85250			X	X
Tim	Oliver	Transportation Planning	MCDOT	<a href="mailto:timoliver@mail.maricopa.gov">timoliver@mail.maricopa.gov</a>	602-506-3994	2901 W. Durango St.	Phoenix	AZ	85009				

## YUMA PARKWAY CORRIDOR FEASIBILITY STUDY - TAC/STAKEHOLDER LIST

First Name	Last Name	Title	Organization	E-mail	Phone	Address	City	State	Zip	TAC/Stakeholder Meeting Attendance			
										1	2	3	4
Meesa	Otani	Env. Coordinator - Yuma Area	FHWA	<a href="mailto:meesa.otani@dot.gov">meesa.otani@dot.gov</a>	602-382-8976	4000 N. Central Ave., Ste. 1500	Phoenix	AZ	85012				X
Bryan	Patterson	Project Manager	Kimley-Horn	<a href="mailto:bryan.patterson@kimley-horn.com">bryan.patterson@kimley-horn.com</a>	480-756-6135	2266 S. Dobson Rd., Ste. 200	Mesa	AZ	85202	X	X	X	X
Matt	Phillips	Senior Design Engineer	Century Link	<a href="mailto:Matthew.Phillips@CenturyLink.com">Matthew.Phillips@CenturyLink.com</a>	602-630-1393	5025 N. Black Canyon Hwy. #119	Phoenix	AZ	85015				
Joe	Pinto	Environmental Planner	MCDOT	<a href="mailto:joepinto@mail.maricopa.gov">joepinto@mail.maricopa.gov</a>	602-506-8068	2901 W. Durango St.	Phoenix	AZ	85009			X	
Kimberly	Romero	Right of Way Agent	Maricopa County	<a href="mailto:kimberlyromero@mail.maricopa.gov">kimberlyromero@mail.maricopa.gov</a>	602-506-4639	2801 W. Durango St.	Phoenix	AZ	85009		X	X	
Rob	Rosztoczy	Land Owner	Arizona Machinery	<a href="mailto:robr@azmach.net">robr@azmach.net</a>	623-936-2081	11111 W. McDowell Rd.	Avondael	AZ	85392				
Jim	Sargent	Traffic	MCDOT	<a href="mailto:jamesargent@mail.maricopa.gov">jamesargent@mail.maricopa.gov</a>	602-506-8678	2901 W. Durango St.	Phoenix	AZ	85009		X	X	X
Gary	Scott	Real Estate	PW	<a href="mailto:garyscott@mail.maricopa.gov">garyscott@mail.maricopa.gov</a>	602-506-4638	2801 W. Durango St.	Phoenix	AZ	85009	X			X
Woody	Scoutten	Town Engineer	Town of Buckeye	<a href="mailto:woody@scoutten.com">woody@scoutten.com</a>	623-547-4661-244	1626 N. Litchfield Rd.	Goodyear	AZ	85395	X			
Tom	Sonnemann	Structures	MCDOT	<a href="mailto:tomsonnemann@mail.maricopa.gov">tomsonnemann@mail.maricopa.gov</a>	602-506-4880	2901 W. Durango St.	Phoenix	AZ	85009	X	X	X	X
Ed	Stillings	Engineerng Dev. Coordinator	FHWA	<a href="mailto:ed.stillings@dot.gov">ed.stillings@dot.gov</a>	602-382-8966	4000 N. Central Ave., Ste. 1500	Phoenix	AZ	85012	X	X		X
Tim	Strow	Planner	MAG	<a href="mailto:tstrow@mag.maricopa.gov">tstrow@mag.maricopa.gov</a>	602-254-6300	302 N. 1st. Avenue	Phoenix	AZ	85003				
Nicolaas	Swart	Traffic	MCDOT	<a href="mailto:nicolaasswart@mail.maricopa.gov">nicolaasswart@mail.maricopa.gov</a>	602-506-0599	2901 W. Durango St.	Phoenix	AZ	85009	X			
Valerie	Swick	Project Manager	Flood Control District	<a href="mailto:vas@mail.maricopa.gov">vas@mail.maricopa.gov</a>	602-506-2929	2801 W. Durango St.	Phoenix	AZ	85009	X	X		X
Gordon	Taylor	Planning & Engineering	ASLD	<a href="mailto:gtaylor@land.az.gov">gtaylor@land.az.gov</a>	602-542-2647	1616 W. Adams St.	Phoenix	AZ	85007	X	X	X	X
Tom	Thompson	Dairy Manager	Stotz Dairy	<a href="mailto:TomTmilk@aol.com">TomTmilk@aol.com</a>	623-386-5813	30005 W. Yuma Rd.	Buckeye	AZ	85326	X		X	
Jennifer	Tremayne	Environmental Planner	Kimley-Horn	<a href="mailto:jennifer.simpkins@kimley-horn.com">jennifer.simpkins@kimley-horn.com</a>	602-906-1187	7878 N. 16th St., Suite 300	Phoenix	AZ	85020				
Scott	Truitt	Broker	Western Land Company	<a href="mailto:truitt@westernlandco.net">truitt@westernlandco.net</a>	602-622-9099	2711 E. Indian School Rd., Ste. 205	Phoenix	AZ	85016			X	
Kimberly	Utley	Area Engineer - Yuma Area	FHWA	<a href="mailto:kimberly.utley@dot.gov">kimberly.utley@dot.gov</a>	602-382-8975	4000 N. Central Ave., Ste. 1500	Phoenix	AZ	85012				
Mitch	Wagner	Senior Planner	MCDOT	<a href="mailto:mitchwagner@mail.maricopa.gov">mitchwagner@mail.maricopa.gov</a>	602-506-8054	2901 W. Durango St.	Phoenix	AZ	85009	X			
Dana	Warnecke	Habitat Specialist II	Arizona Game & Fish	<a href="mailto:dwarnecke@azgfd.gov">dwarnecke@azgfd.gov</a>	480-324-3547	7200 E. University Dr.	Mesa	AZ	85207				
Mary	Widner-Anderson	Clerk of the Board	Tonopah Valley Fire District	<a href="mailto:shortfeather@hotmail.com">shortfeather@hotmail.com</a>	480-452-5156								
Kelly	Wolff-Krauter	Habitat Specialist	Arizona Game & Fish	<a href="mailto:kwolff-krauter@azgfd.gov">kwolff-krauter@azgfd.gov</a>	480-324-3549	7200 E. University Dr.	Mesa	AZ	85207				
Dick	Wrublick	Land Owner			623-386-3646	PO Box 8510	Surprise	AZ	85374				
Kimberly	Young	Transportation Director	Saddle Mountain Unified School Dist.	<a href="mailto:kayoung@smusd.com">kayoung@smusd.com</a>	623-474-5100	38201 W. Indian School Rd.	Tonopah	AZ	85354				
Scott	Zipprich	Project Engineer	W.C. Scoutten, Inc.	<a href="mailto:scott@scoutten.com">scott@scoutten.com</a>	623-547-4661	1626 N. Litchfield Rd., Ste. 310	Goodyear	AZ	85395				



## Yuma Parkway Corridor Feasibility Study – Salome Highway to Palo Verde Road Deliverables Comments and Responses

Tech. Memo No.	Page No.	Reviewer	Comment	Response	Initial Response	Final Response
1, 2, & 3	General	Kay McNeely, ASLD	Reports are very well done and thorough.	Thank you.	D	D
1	General	Gordon Taylor, ASLD	The report for "Existing and Future Corridor Features" was well written and provides an overview of all the current opportunities and constraints.	Thank you.	D	D
1	11-12	Gordon Taylor, ASLD	Section 2.1.18 of the report discusses the status of the State Land Conceptual Plan. In this write-up, the report indicates that the Conceptual Plan study is currently on hold. While technically this is acceptable it might be reworded to say "The Arizona State Land Department coordinated their planning effort with the preparation of the Buckeye General Plan in 2008. The approved plan incorporates most of the same land use designations as those identified by the State's draft Conceptual Plan. No final action has been taken by the Department for the Buckeye Conceptual Plan which is currently inactive."	Text revised as requested.	A	A
1	12	Scott Lowe, Town of Buckeye	The Town of Buckeye is now considering extending the Buckeye Airport Master Plan to the south instead of to the north. If this occurs, Yuma Road would not need to be realigned.	Text added to discuss potential for runway extension to be to the south instead of to the north.	A	A
1	13	Gordon Taylor, ASLD	Section 2.1.21 has several bullets discussing Case 3 and Case 4 county roadways. Can you provide a definition for these roadways?	Text added to define Case 3 and Case 4 county roadways.	A	A
1	15	Gordon Taylor, ASLD	Section 2.1.26, first bullet references the PVNGS. I may have missed the reference in the report but what does this acronym refer to?	PVNGS stands for "Palo Verde Nuclear Generating Station". The acronym is defined in Section 2.1.14 on page 9 of the document.	D	D

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



## Yuma Parkway Corridor Feasibility Study – Salome Highway to Palo Verde Road Deliverables Comments and Responses

Tech. Memo No.	Page No.	Reviewer	Comment	Response	Initial Response	Final Response
1	21 and 25	Dawn Meidinger, Fennemore Craig	The depicted classifications for the BYJ Assemblage on the northeast corner of Yuma Road and Johnson Road are incorrect on Figure 2 and Figure 6. The BYJ Assemblage was annexed into Buckeye’s jurisdiction in 2009 and Buckeye’s adopted general plan includes both retail and industrial classifications on the BYJ Assemblage as opposed to completely industrial.	Figures revised as requested.	B	A
1	25	Aaron Klusman, HWK Partners	You have the wrong future land uses on our SEC and SWC of Sun Valley Parkway and I-10 in Figure 6. General commerce and commercial center... part of general plan. We would like that corrected.	Figure 4 – Zoning indicates that the zoning for the SEC and SWC of Sun Valley Parkway and I-10 are correctly shown as General Commerce and Commercial Center. The land use shown for the SEC of Sun Valley Parkway and I-10 in Figure 6 – Future Land Use has been updated to Retail High to more closely match the Buckeye General Plan future land use designation.	B	A
1	25	Kay McNeely, ASLD	As for future land use shown in Figure 6, the topographic map of the east half of Section 16, T1N, R6W, makes it pretty obvious it is economically impractical to zone it as "High Retail". An internal ASLD analysis indicates only a portion of this land is flat enough for some commercial ventures. The rest should probably be low density residential.	The land use shown in Figure 6 – Future Land Use for the referenced State Land parcel in the southwest portion of the study area has been updated as requested to account for how the existing topography constrains where commercial development will likely occur.	B	A
2 & 3	General	Dawn Meidinger, Fennemore Craig	The environmental permitting assessment in TM # 2 and TM # 3 is but the tip of the iceberg relative to the critical evaluation that is required. A further technical memorandum thoroughly evaluating the constraints related to the cost and permitting associated with the numerous wash crossings required (including the Hassayampa River bridge) should be undertaken before any final recommendations are put forth.	Specific environmental permitting requirements will be further defined in subsequent phases of the parkway development process. Text added to clarify that this level of detail will be further defined in subsequent phases.	B	A/D

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



## Yuma Parkway Corridor Feasibility Study – Salome Highway to Palo Verde Road Deliverables Comments and Responses

Tech. Memo No.	Page No.	Reviewer	Comment	Response	Initial Response	Final Response
2	General	Valerie Swick, FCDMC	I have reviewed TM # 2. I do not have any comments at this time.	Thank you.	D	D
2	18	Bill Knowles, AZGFD	Wildlife Crossings, to repeat comment made in TAC meeting, need to develop a coordinated strategy to move wildlife through the whole area	Text added to discuss need for coordinated strategy for wildlife movement through area.	A	A
2	18	Bill Knowles, AZGFD	Hassayampa River is an important north/south wildlife movement corridor. River should be crossed with a bridge or culvert, not be at grade	Text added regarding importance of Hassayampa River as a regional wildlife corridor that should be crossed with a bridge or culvert to maintain movement of wildlife through the corridor.	A	A
2	45	Bill Knowles, AZGFD	Because of growing impacts to their habitats ("creosote flats"), there is growing concern about the status of kit fox and LeConte's Thrasher. It would be beneficial to add surveys for these species to the list.	Added kit fox and LeConte's Thrasher to list of wildlife for which surveys should be conducted.	B	A
3	General	Valerie Swick, FCDMC	I have reviewed TM # 3. I do not have any comments at this time.	Thank you.	D	D
3	6	Kay McNeely, ASLD	Section 2.1.4 mentions a ring dike. Please clarify what a ring dike is.	Text added to indicate ring dikes are raised structures surrounding power pole foundations with riprap, gabion mattresses or soil cement to protect the tower foundations from scour and lateral migration of the river banks.	B	A
3	Appendix	Kay McNeely, ASLD	In the Summary Table of Documents Reviewed, page 2 of 4, KHA doc no. 70: I'm sure the date of the ADWR study is not 1905. I'm guessing it should read 1995.	Text revised to read 1983.	B	A

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



## Yuma Parkway Feasibility Study – Salome Highway to Palo Verde Road Deliverables Comments and Responses

Tech. Memo No.	Page No.	Reviewer	Comment	Response	Initial Response	Final Response
4	11	Gordon Taylor, ASLD	ASLD would prefer Alignment B be extended W. to Salome Highway for continuity but can accept Wintersburg Road as an interim terminus point for the western study area	There will likely be a road that extends west from Wintersburg Road along the Buckeye Road alignment to Salome Highway – it just won't need to be a parkway. A collector or minor arterial street should be able to accommodate projected traffic.	D	D
4	12-15	Gordon Taylor, ASLD	ASLD prefers Alignment B over the other alternatives because of the improved access to affected State Trust land. This alternative is more direct, follows the section line and minimizes impacts on existing planned communities.	We concur with your assessment that Alternative B is the preferred alignment in this portion of the study area.	D	D
4	18-19	Gordon Taylor, ASLD	These pages address the terminus for the east end of the study area. ASLD prefers Alternative B because it connects and crosses the Sun Valley Parkway/Palo Verde Road collecting and diverting traffic from I-10. However the close proximity to the interchange may present a design challenge. Extending east of Sun Valley Parkway Alternative B minimizes encroaching into Hopeville and provides continuous traffic movement east of the project area. But it isn't clear how far east this will go and where it will connect with another N-S major street.	We concur with your assessment that Alternative B is the preferred alignment in this portion of the study area. Per the Town of Buckeye's latest planned roadway network, there will be a major arterial road that extends east from Sun Valley Parkway/Palo Verde Road along the general Yuma Road alignment that will bend south about one-half mile just east of Hopeville.	D	D
4	18-19	Gordon Taylor, ASLD	ASLD opposes Alternative A because of circuitous access to I-10 is awkward and instead of facilitating the movement of traffic it may discourage it Trips from the Sun Valley Parkway/Palo Verde Road will have to use the I-10 to Johnson Road in order to access Yuma Parkway. This will require the construction of an additional interchange within a mile of two other interchanges being east and west of Johnsonville Road, which may conflict with ADOT policy (2 mile spacing).	We concur with your assessment that Alternative A is not the preferred alternative in this portion of the study area. Just to clarify, there is a planned interchange with I-10 at Johnson Road. There is a planned crossing of I-10 at Bruner Road but no interchange (i.e., no off-ramps or on-ramps). A frontage road system would be needed between Bruner Road and Sun Valley Parkway/Palo Verde Road under the Alternative A scenario.	D	D

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



## Yuma Parkway Feasibility Study – Salome Highway to Palo Verde Road Deliverables Comments and Responses

Tech. Memo No.	Page No.	Reviewer	Comment	Response	Initial Response	Final Response
4	18-19	Gordon Taylor, ASLD	ASLD opposes Alt C because of the severance issues associated with a curvilinear alignment bisecting the State Trust parcel.	We concur with your assessment that Alternative C is not the preferred alternative in this portion of the study area.	D	D
4	28	Gordon Taylor, ASLD	ALSD concurs with the findings and the preferred corridor recommendation as set forth in Tech Memo #4	Thank you.	D	D
5	11	Micah Henry, MAG	Estimated construction cost of \$157M conflicts with the \$154M shown in Table 1 on page 12.	Construction cost revised.	A	A

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



## **Yuma Parkway Corridor Feasibility Study Salome Highway to Palo Verde Road**

Work Order TT005  
Contract No. 2010-055

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

**DATE:** MONDAY, MAY 23, 2011  
**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 Area, Need, Purpose, Goals, and Approach
5. Arizona Parkway Features
6. Project Schedule and Progress to Date
7. Existing and Future Corridor Features
8. Environmental Overview
9. Conceptual Drainage Report
10. Next Steps
11. Roundtable Discussion

FOR MORE INFORMATION CONTACT:  
MITCH WAGNER, MCDOT (602) 506-8054 OR  
BRYAN PATTERSON, KIMLEY-HORN (480) 756-6135

# Yuma Parkway Corridor Feasibility Study

## Salome Highway to Palo Verde Road

TAC/Stakeholder Meeting No. 1

May 23, 2011



Right Road Right Time Right Cost

# Meeting Purpose

- Introduce Study Team, Technical Advisory Committee (TAC), and Stakeholders
- Present Study Purpose, Goals, and Approach
- Discuss Study Area Limits and Schedule
- Present Key Study Findings and Issues
- Discuss Next Steps
- Obtain TAC and Stakeholder Input



# TAC/Stakeholder Members

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



# TAC/Stakeholder Members

- Arizona State Land Department
- Arizona Game and Fish Department
- U.S. Bureau of Land Management
- School District Representatives
- Maricopa County Farm Bureau
- Landowners and Land Developers
- Utility Companies



# TAC/Stakeholder Roles and Responsibilities

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

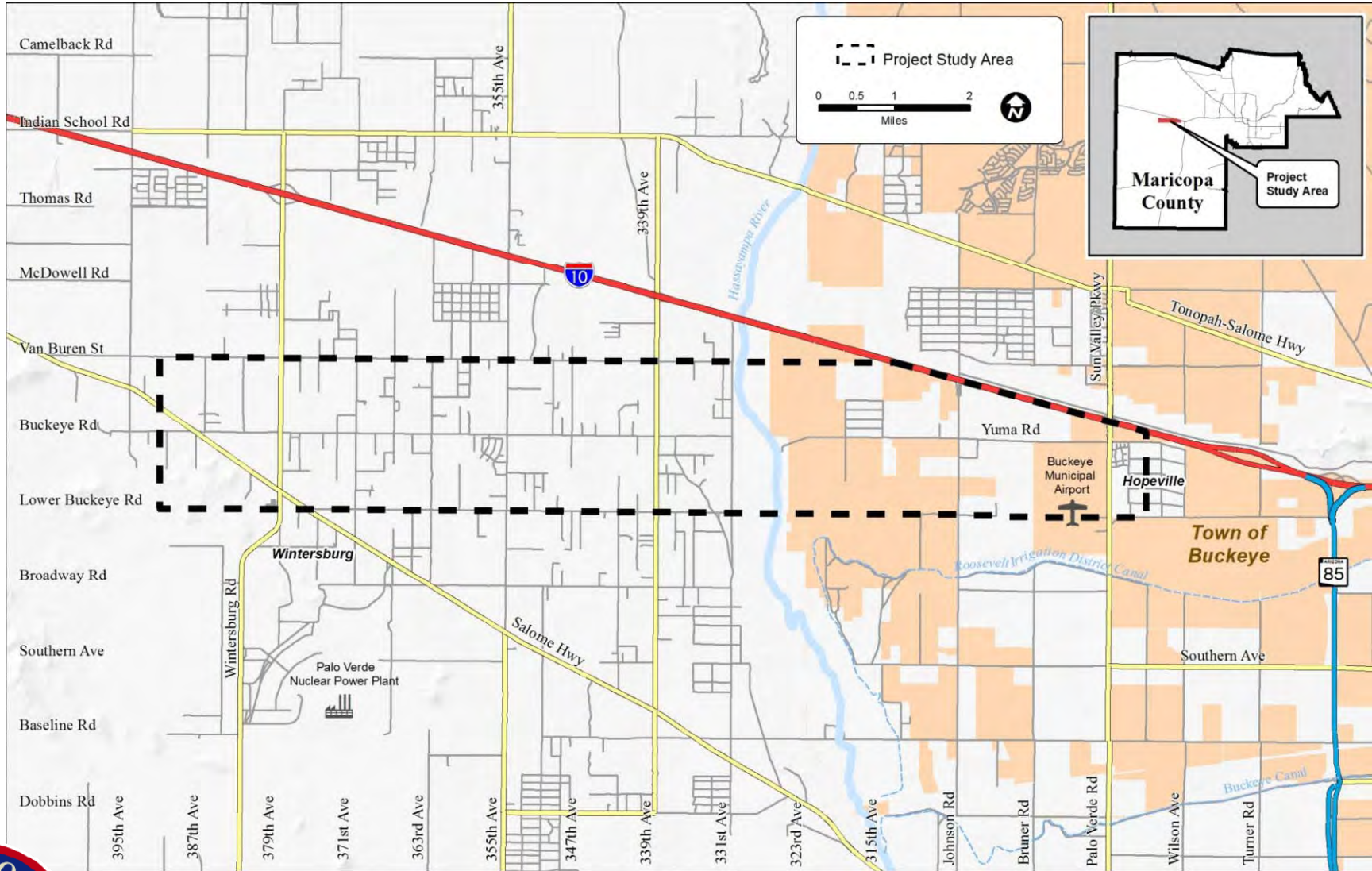


# Need for the Study

- MAG Hassayampa Framework Study
  - From 459<sup>th</sup> Ave to White Tank Mountains between Wickenburg and Gila River
  - Projected “Buildout” Transportation Demands
  - Demonstrated Need for Network of Freeways, Parkways, and Arterial Roadways
- Need to Determine Roadway Alignments for Right-of-Way Preservation/Protection



# Study Area



Right Road Right Time Right Cost

# Study Purpose

- Define and Assess Existing and Future Opportunities and Constraints
- Develop and Evaluate Alignment Alternatives
- Recommend a Preferred Alignment
- Define the Preferred Alignment in Detail
- Preserve and Protect Preferred Alignment Right-of-Way



# Study Goals

- Achieve Roadway Network Continuity and Connectivity
- Enhance Traffic Capacity and Safety
- Minimize Adverse Environmental Impacts
- Develop Consensus-Driven Improvement Alternatives

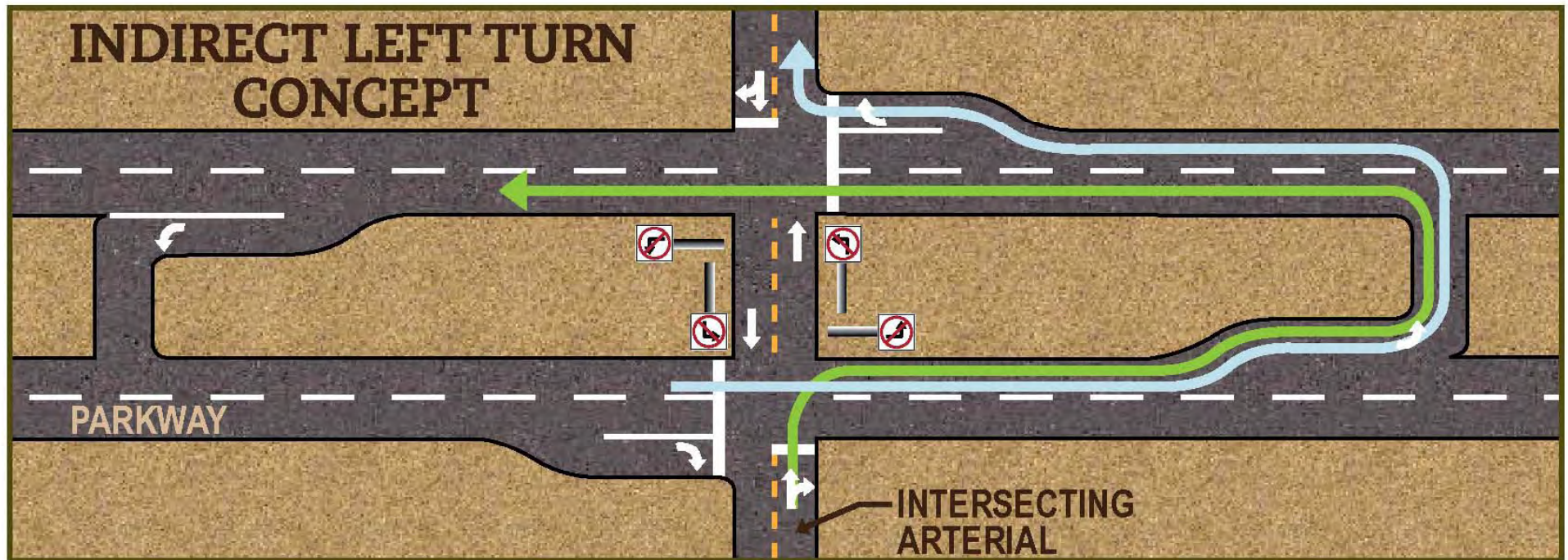


# Study Scope and Approach

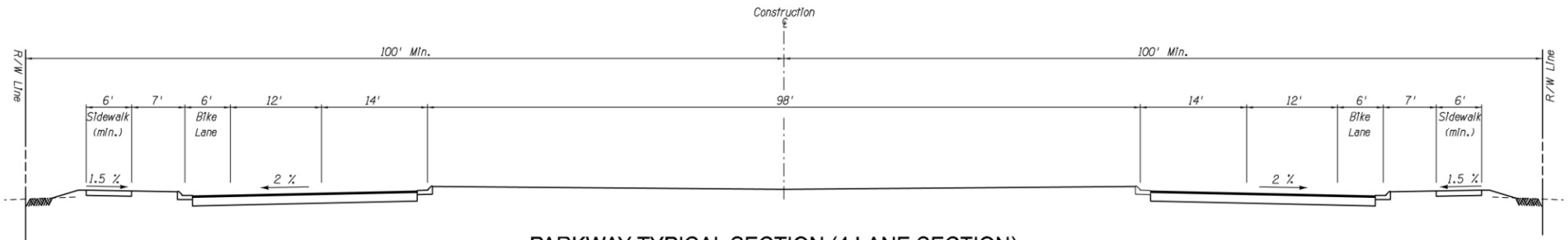
- Compile and Analyze Available Data
- Identify Potential “Arizona Parkway” Location Alternatives
- Perform “Fatal Flaw” Analyses
- Evaluate up to 3 Feasible Alternatives
- Recommend Preferred Alternative
- Develop Concept Drawings for Preferred Alt.



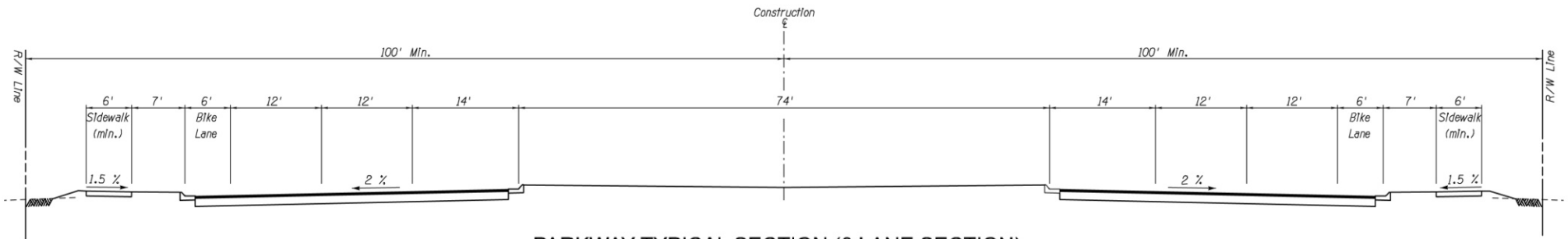
# Arizona Parkway



# Arizona Parkway



PARKWAY TYPICAL SECTION (4 LANE SECTION)



PARKWAY TYPICAL SECTION (6 LANE SECTION)



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# Study Schedule

Existing and Future Conditions	April-July 2011
TAC/Stakeholder #1 – Study Initiation/Existing Conditions	May 2011
Scoping/Existing Conditions Open House	May 2011
TAC/Stakeholder #2 – Existing and Future Conditions	July 2011
Alternatives Development and Evaluation	July-November 2011
TAC/Stakeholder #3 – Candidate Alternatives and Criteria	September 2011
Existing Conditions/Candidate Alternatives Open House	October 2011
TAC/Stakeholder #4 – Alternatives Evaluation	November 2011
Detailed Preferred Alignment	November 2011- January 2012
Alternatives Evaluation/Preferred Alternative Open House	December 2011
TAC/Stakeholder #5 – Preferred Alignment	January 2012
Draft Final Report	February 2012
Final Report	March 2012



# Progress to Date

- Completed Work Plan
- Held Stakeholder Meetings with:
  - Town of Buckeye
  - Maricopa Association of Governments
  - Maricopa County Planning & Development
- Scheduled First TAC/Stakeholder Meeting and First Public Open House
- Performed Initial Field Reviews and Data Collection

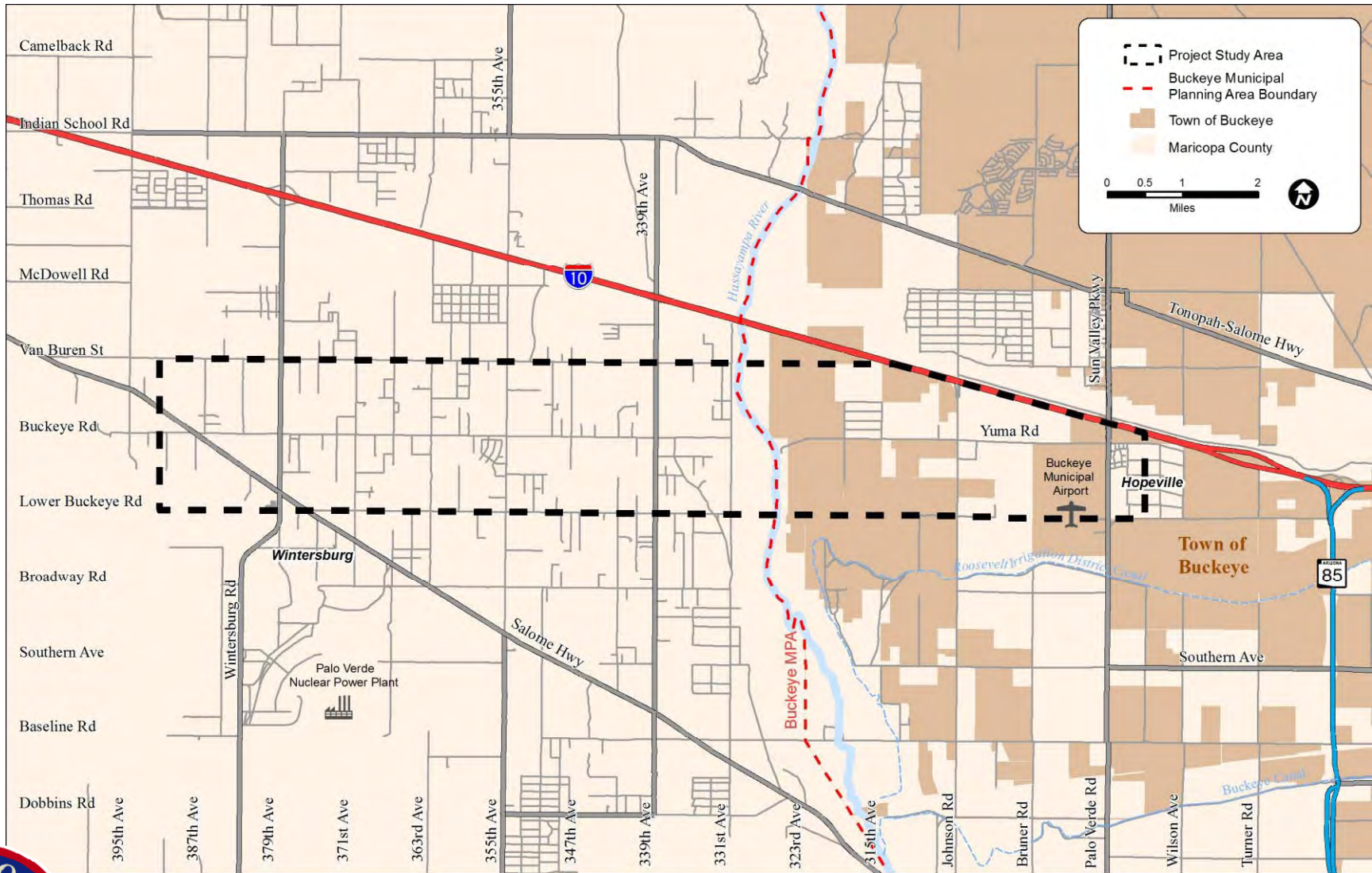


# Existing and Future Corridor Features



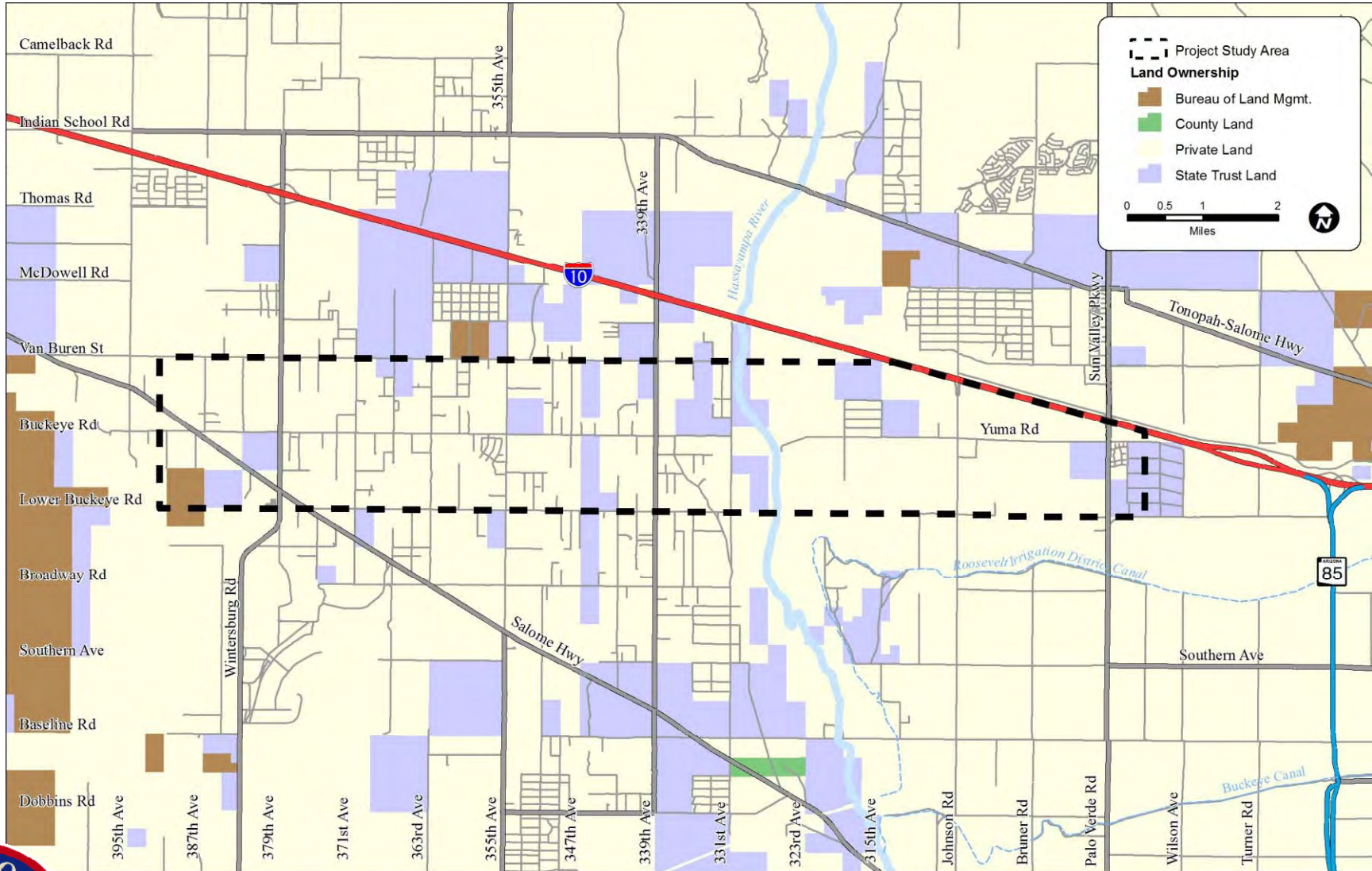
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# Jurisdictional Boundaries



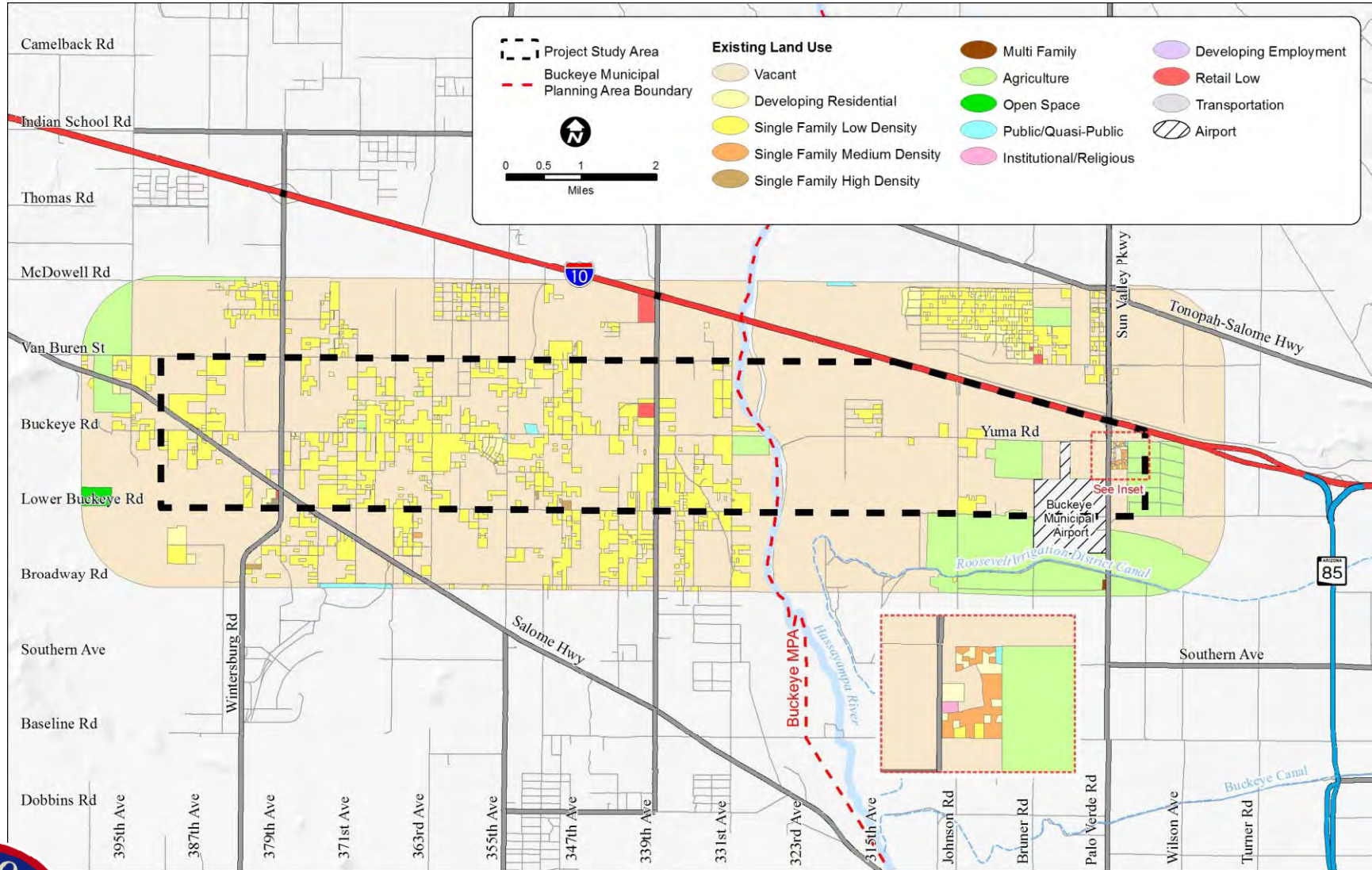
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# Land Ownership



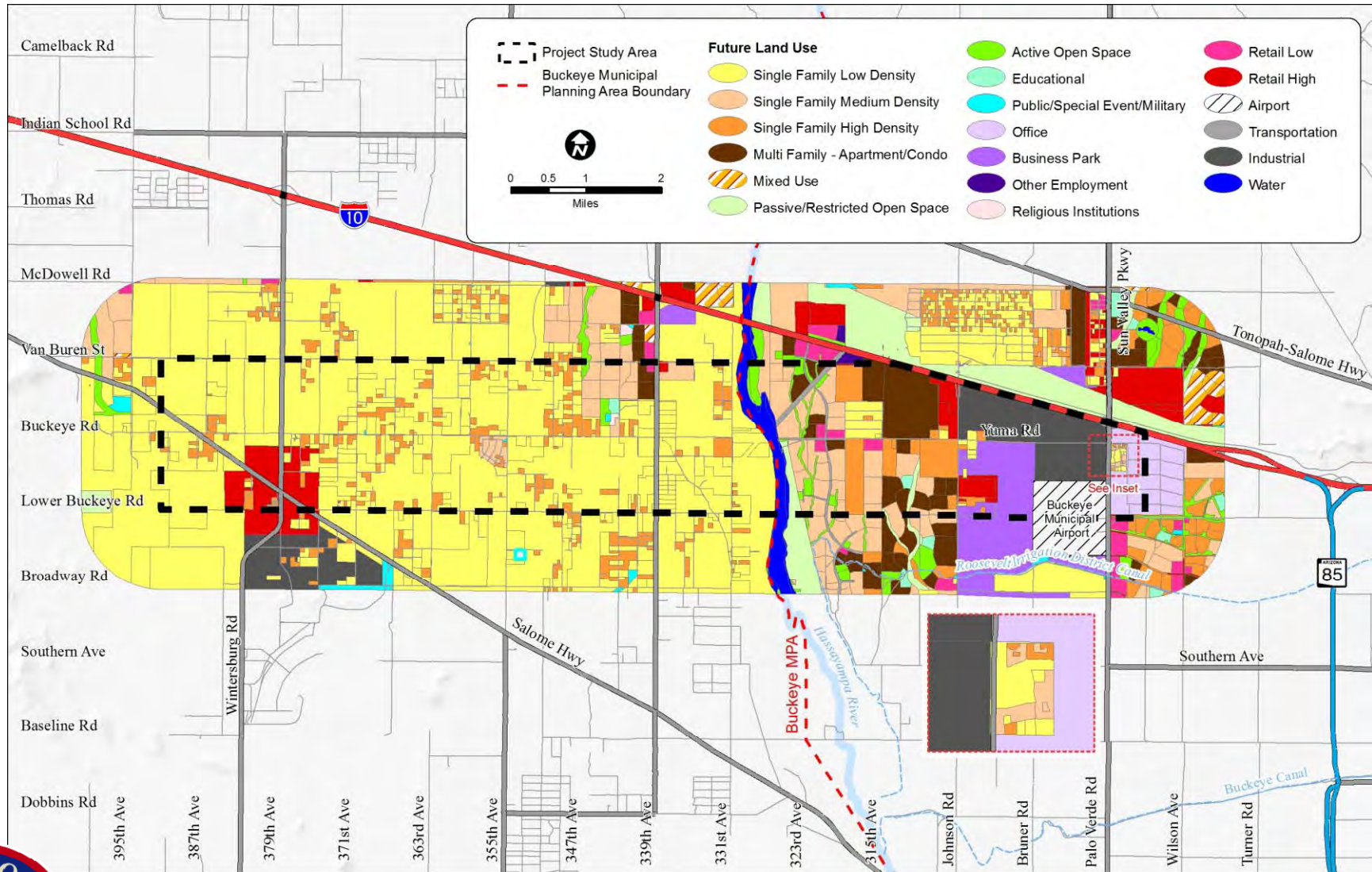
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# Existing Land Use



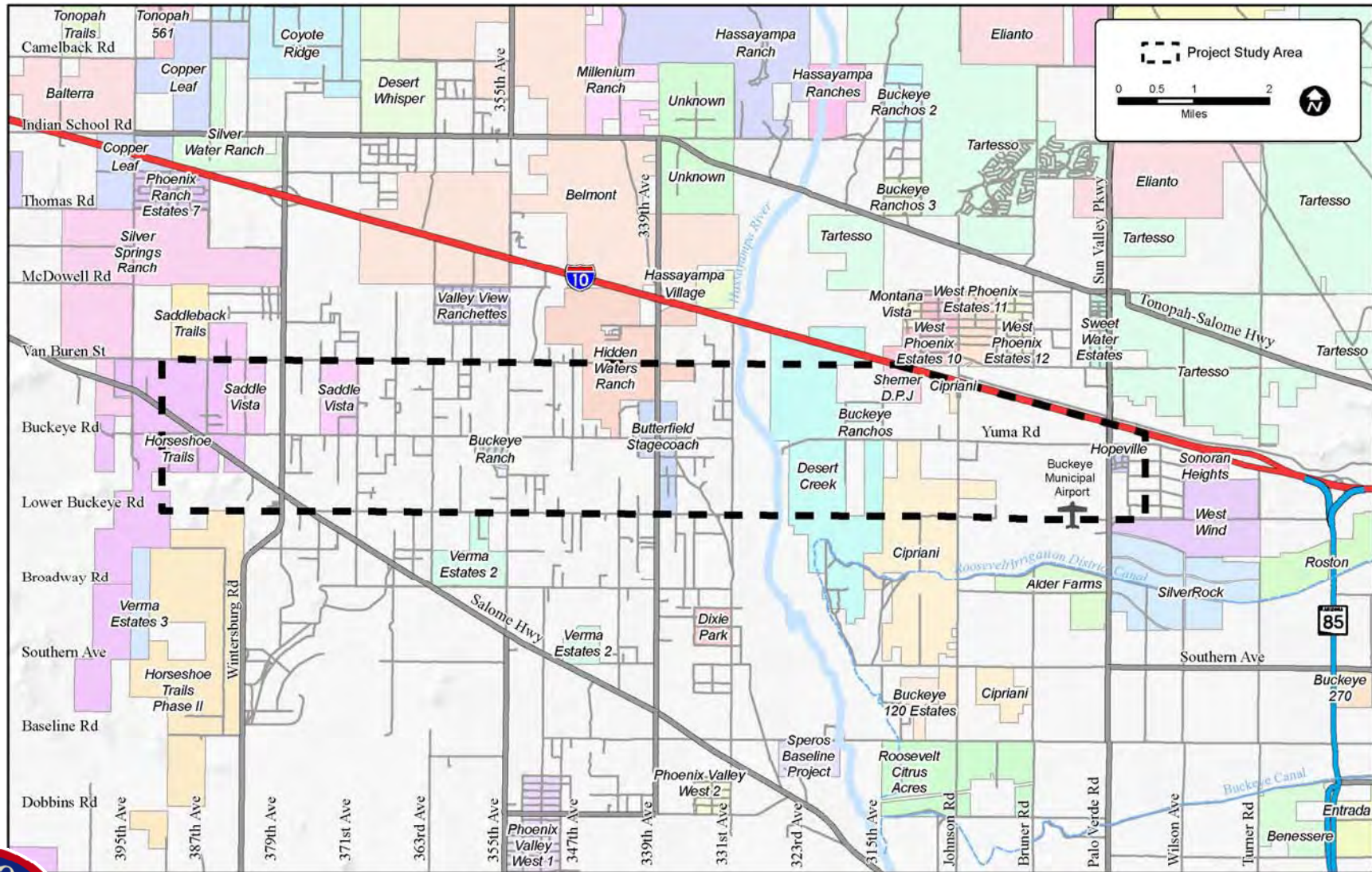
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# Future Land Use



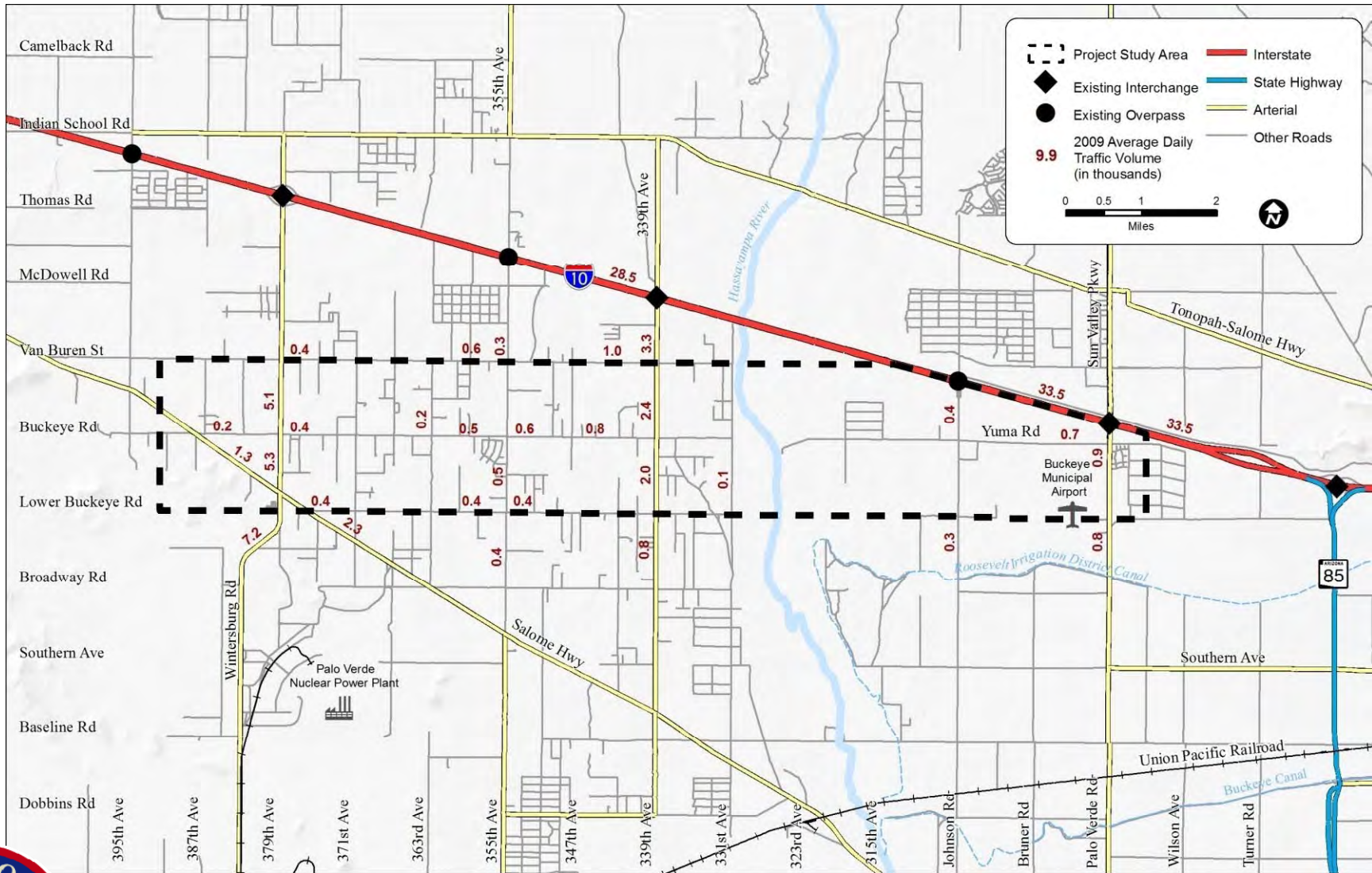
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# Existing and Planned Developments



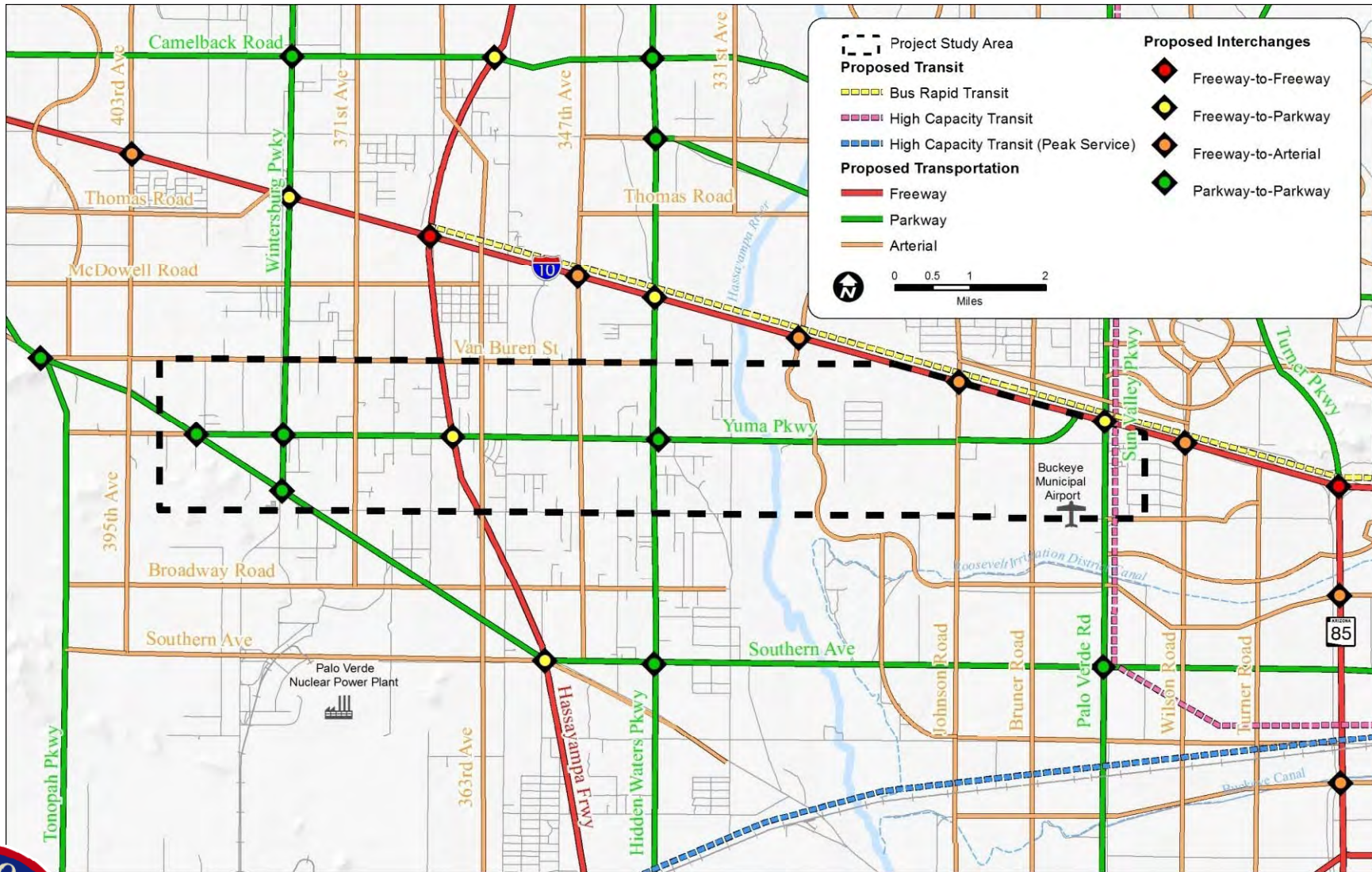
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# Existing Transportation Network



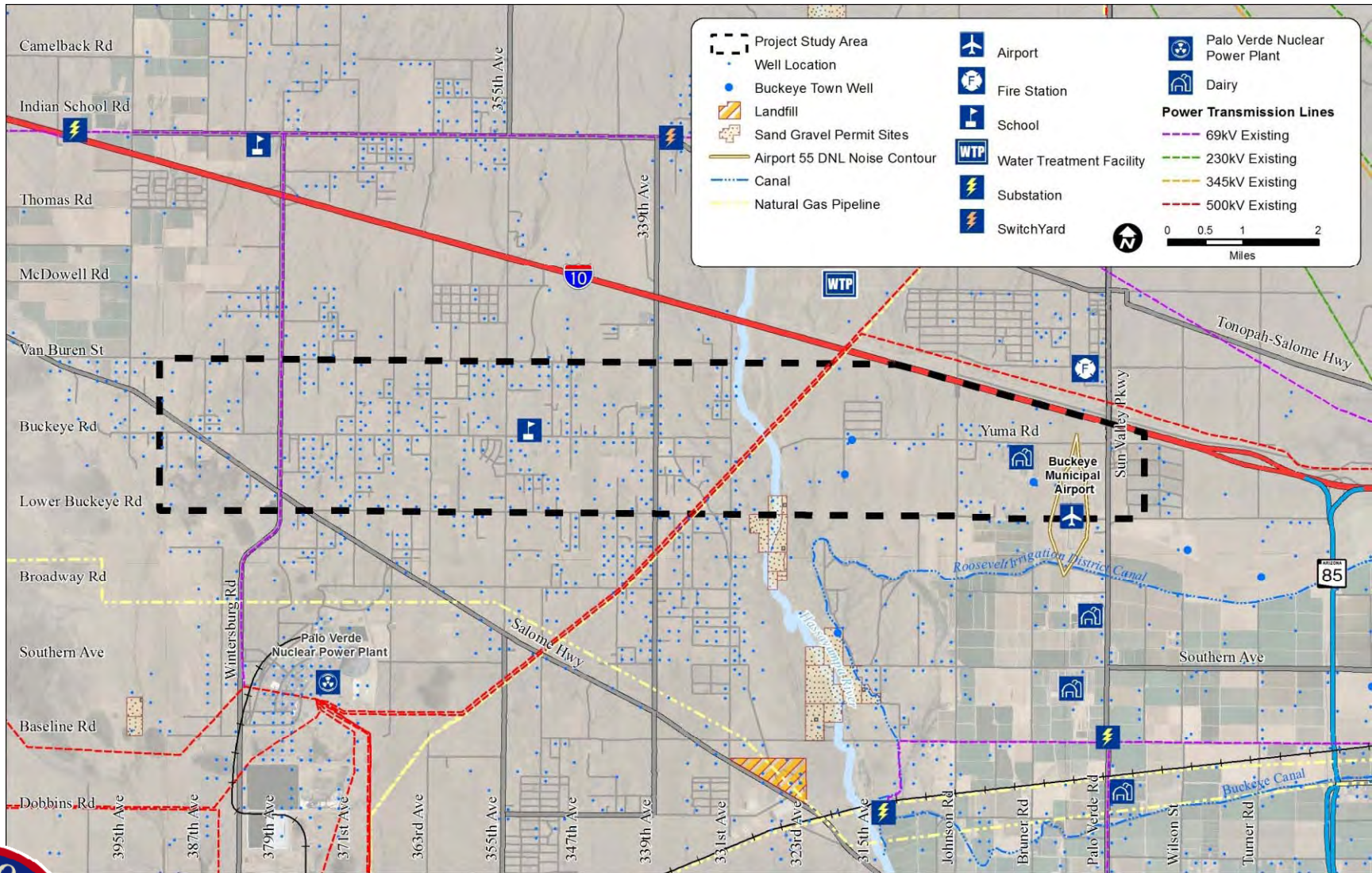
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# Future Transportation Network



Right Road Right Time Right Cost

# Utilities and Facilities



Right Road Right Time Right Cost

# Existing and Future Corridor Features Opportunities/Constraints

- Land
  - Town of Buckeye East of River, Unincorporated County West of River
  - Communities of Wintersburg and Hopeville
  - State Trust and BLM Land
  - Mostly Vacant or Rural Low-Density Residential
  - Master-Planned Communities with Planned Land Uses, Roadways, and R/W Dedications



# Existing and Future Corridor Features Opportunities/Constraints

- Transportation
  - Existing Buckeye Road/Yuma Road
  - No Existing Crossing of Hassayampa River
  - I-10/Palo Verde Road/Sun Valley Parkway Interchange
  - Planned Parkways, Arterials, and Hassayampa Freeway
  - Planned High-Capacity Transit



# Existing and Future Corridor Features Opportunities/Constraints

- Facilities
  - Stotz Dairy
  - Buckeye Municipal Airport
  - Potential Sand and Gravel Operations
  - Winters' Well Elementary School



# Existing and Future Corridor Features Opportunities/Constraints

- Utilities
  - 69kV and 500kV Power Lines
  - Transwestern Gas Line
  - Wells
  - Water Tanks
  - Qwest Facilities

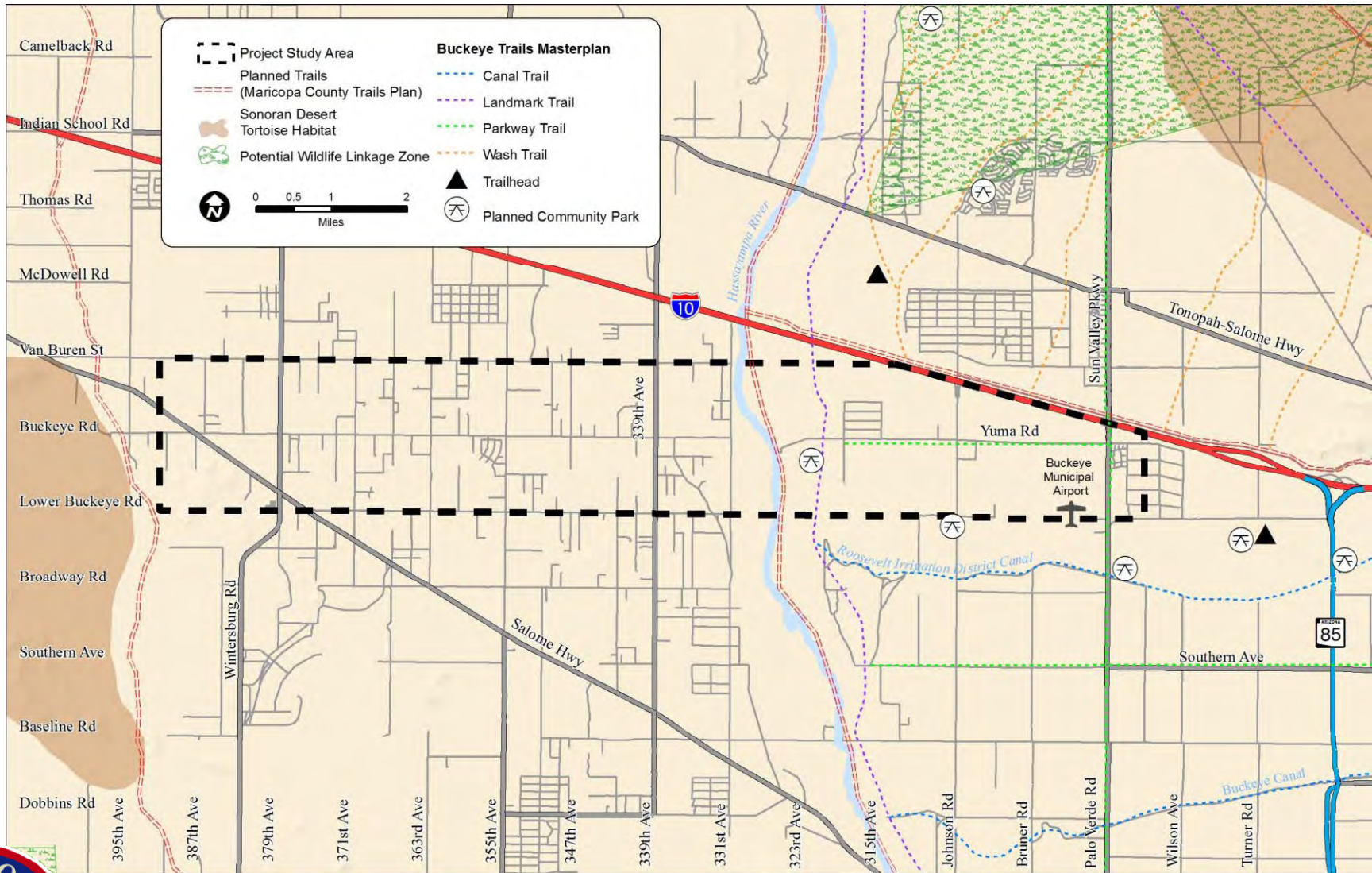


# Environmental Overview



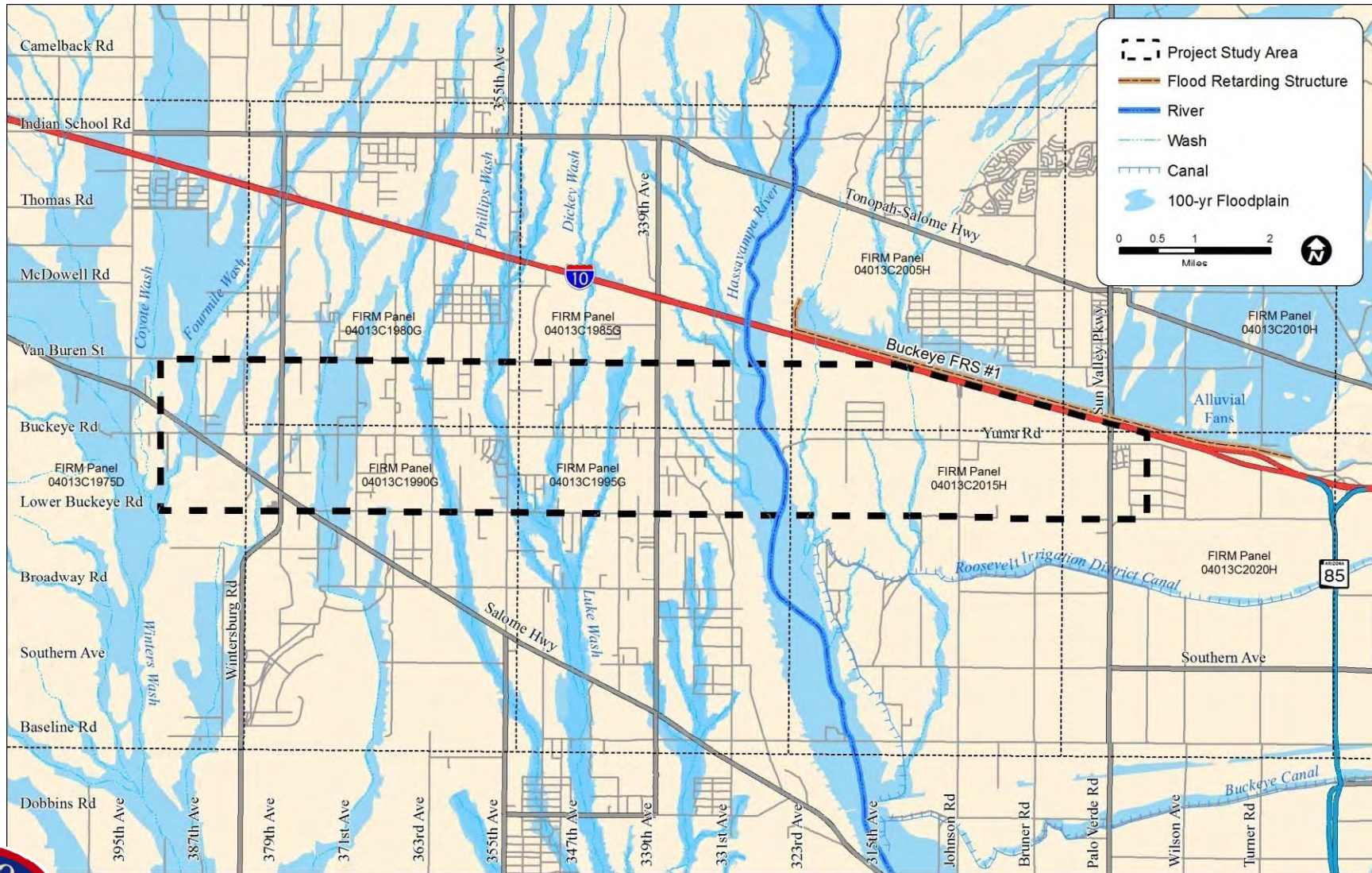
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# Wildlife and Recreation



Right Road Right Time Right Cost

# FEMA Floodplains and Washes



Right Road Right Time Right Cost

# Environmental Overview Opportunities/Constraints

- Sonoran Desert Tortoise Habitat and Wildlife Linkage Zones in Study Vicinity
- Proposed Recreational Trails
- FEMA Floodplains and Wash Crossings
- Section 404/401 of CWA for Hassayampa River and Other Wash Crossings



# Environmental Overview Opportunities/Constraints

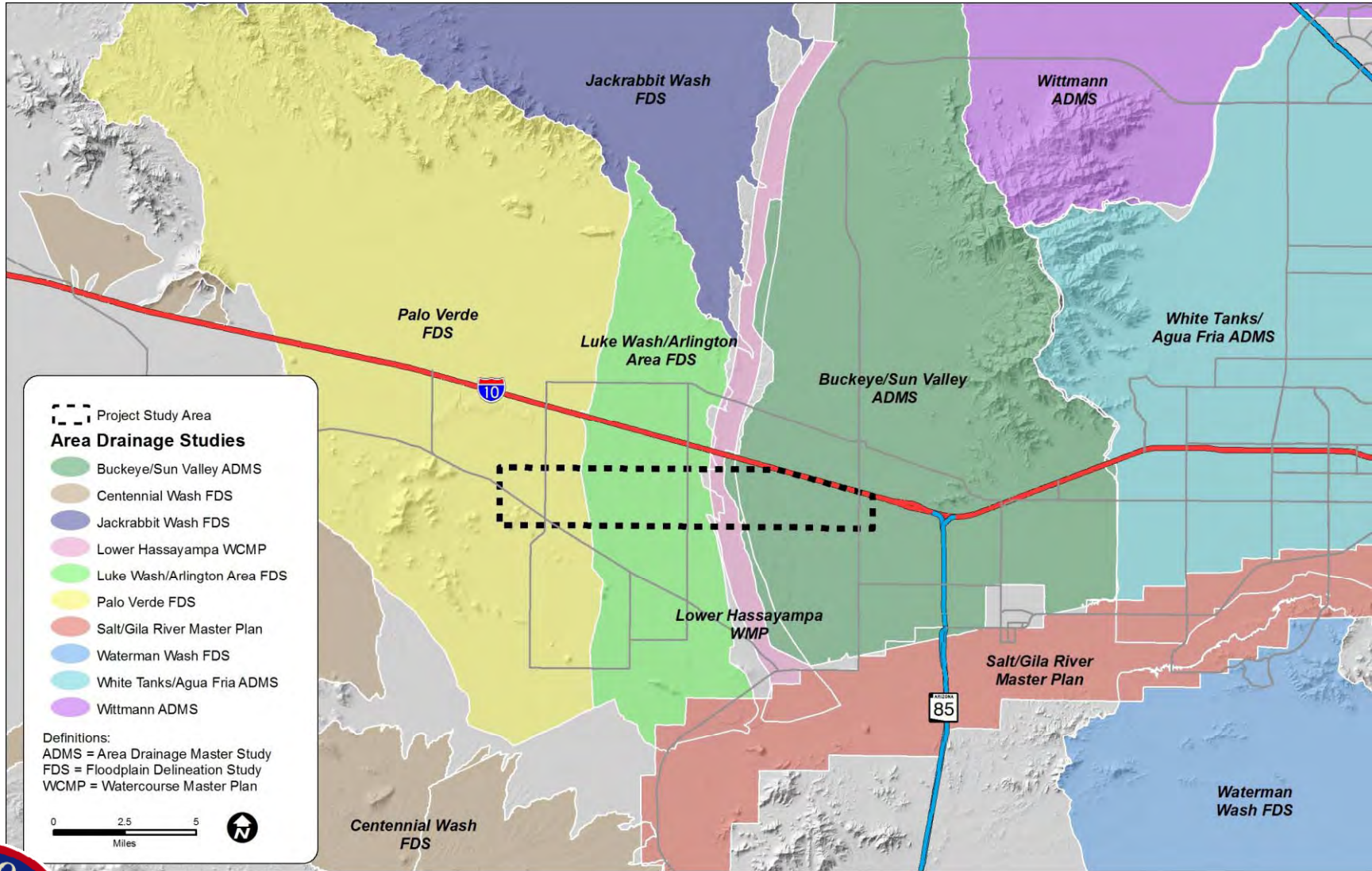
- Residences Near Existing Roadway
- Disadvantaged Population Impacts
- Elementary School Near Existing Roadway
- Cultural Resources – Much of Area Surveyed



# Conceptual Drainage Report

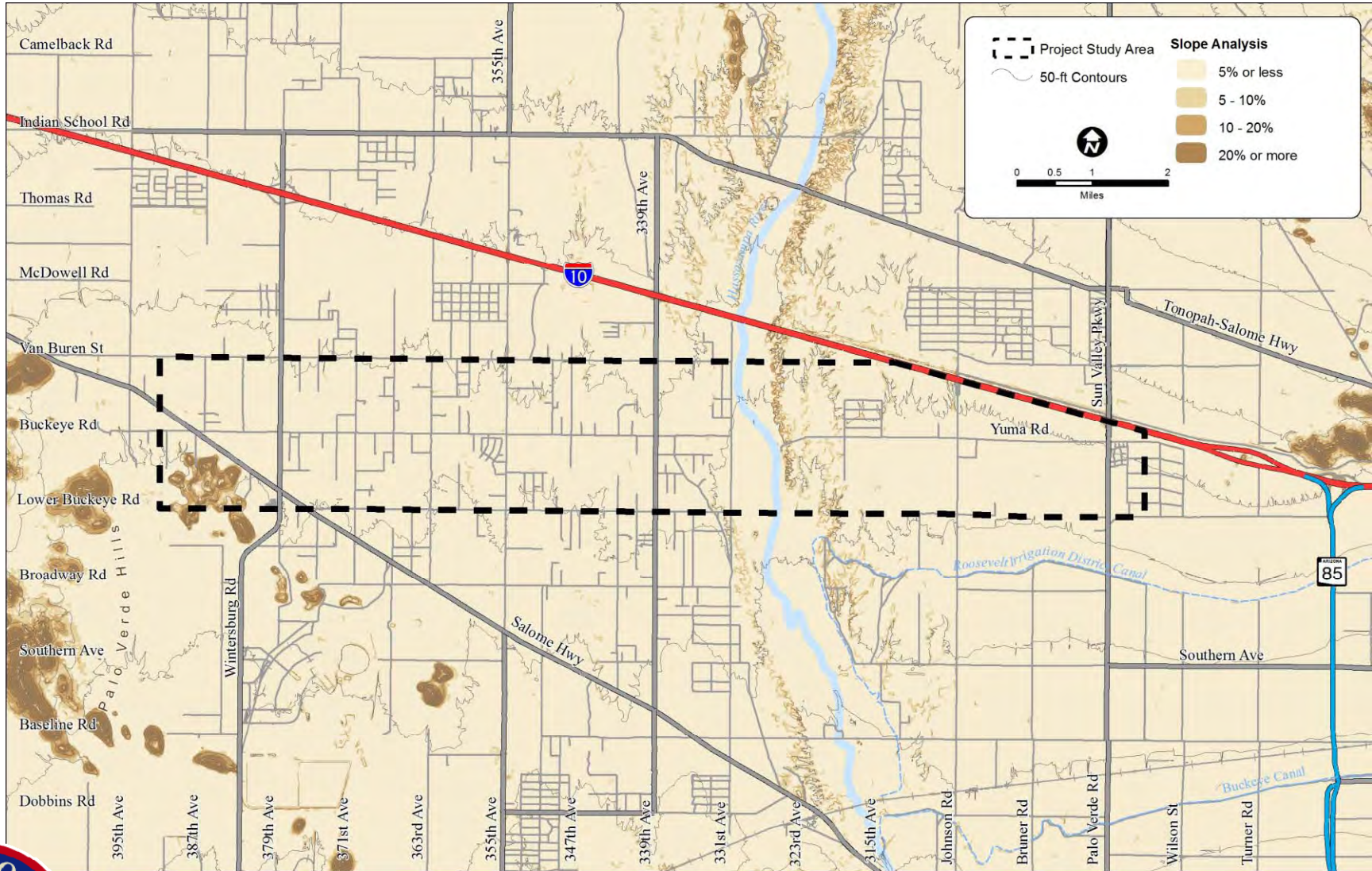


# Area Drainage Studies



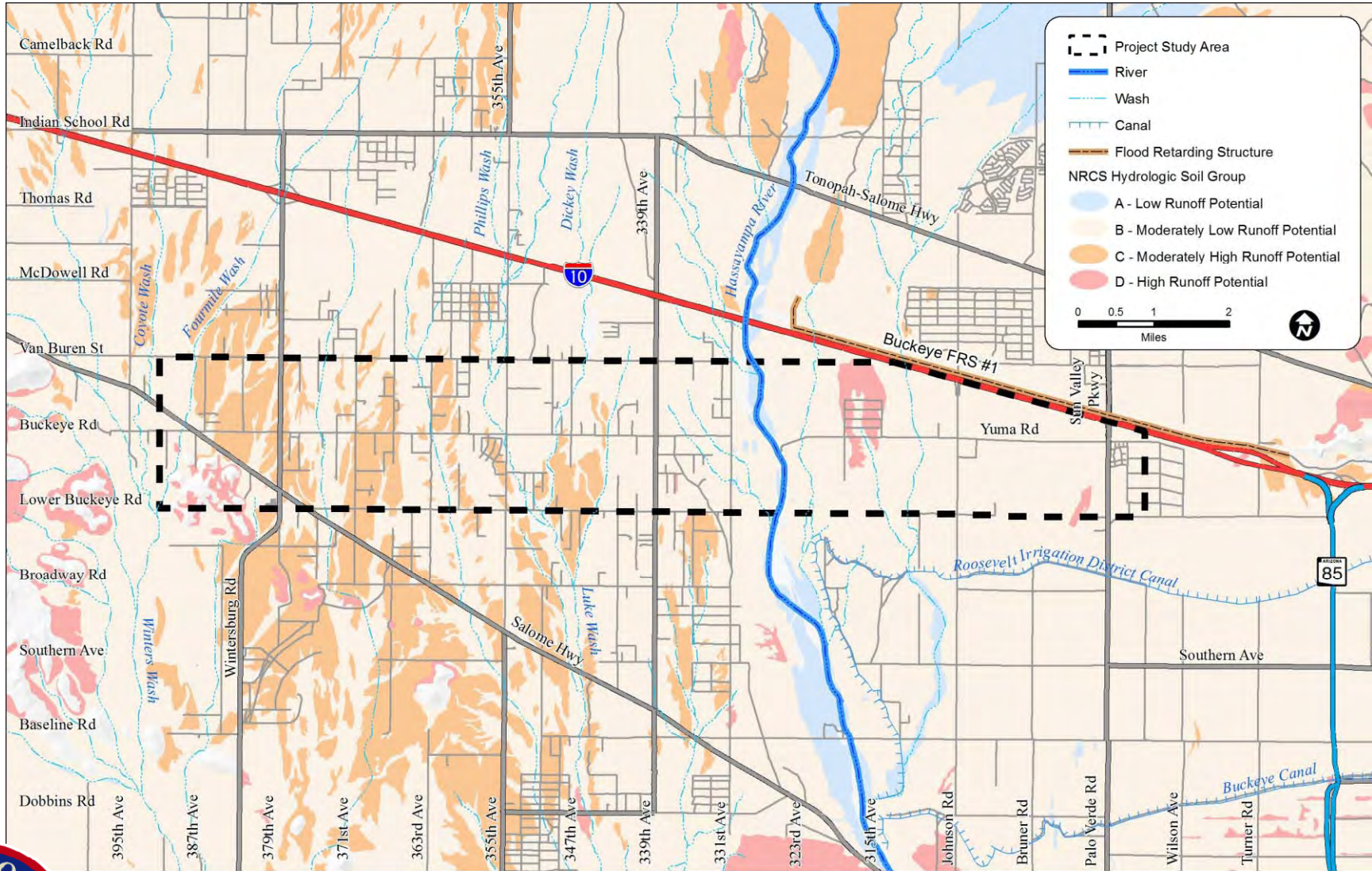
Right Road Right Time Right Cost

# Topography



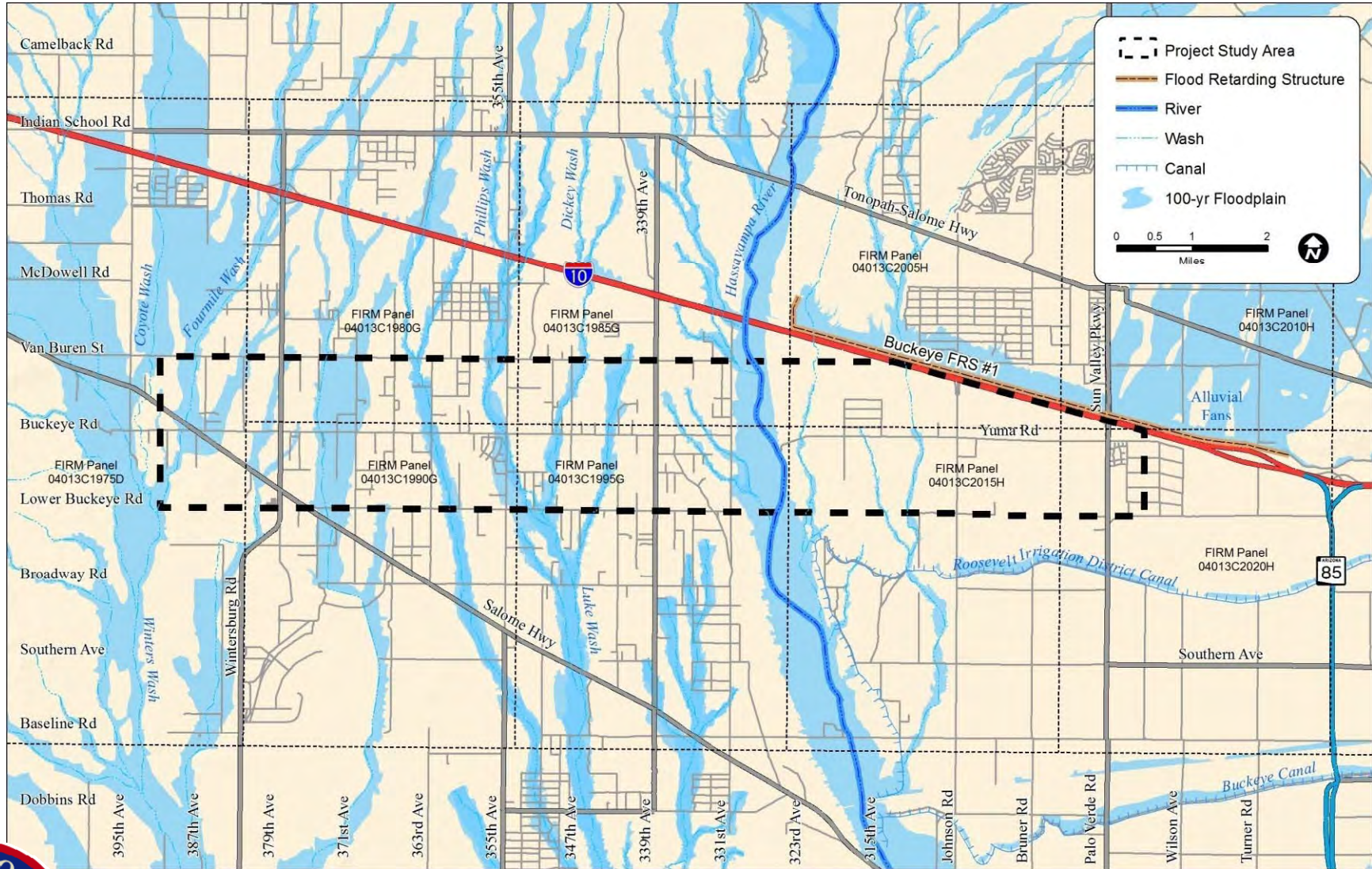
Right Road Right Time Right Cost

# Soil Hydrologic Groups



Right Road Right Time Right Cost

# Floodplains and Washes



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# Conceptual Drainage Report Opportunities/Constraints

- Crosses Multiple Drainage Study Areas
- Relatively Flat Terrain Except in Southwest Corner of Study Area
- Some High Runoff Potential Soils
- Flood Retarding Structure (FRS #1) Impacts Drainage Flows



# Conceptual Drainage Report Opportunities/Constraints

- Numerous Wash Crossings
- Alluvial Fans
- Hassayampa River
  - Heavy Drainage Flows
  - Sedimentation/Erosion Concerns



# Next Steps

- Continue Collecting and Analyzing Data
- Draft Technical Memos
  - TM 1: Existing and Future Corridor Features
  - TM 2: Environmental Overview
  - TM 3: Drainage Overview
- Hold 1<sup>st</sup> Public Open House on May 24 from 5-7pm at Winters' Well Elementary School
- Hold 2<sup>nd</sup> TAC/Stakeholder Meeting in July



# TAC/Stakeholder Roundtable Discussion





## Yuma Parkway Corridor Feasibility Study TAC/Stakeholder Meeting 1 Summary – May 23, 2011



### **Meeting Purpose**

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

- Introduce the study team, TAC, and stakeholders;
- Present study purpose, goals, and approach;
- Discuss study area limits and schedule;
- Present preliminary study findings and issues;
- Discuss next steps; and
- Obtain TAC and stakeholder input.

### **Participants**

See attached attendance list.

### **Meeting Summary**

Introduction and Opening Comments – Mitch Wagner welcomed the attendees and thanked them for participating in the first TAC meeting for the Yuma Parkway Corridor Feasibility Study.

TAC/Stakeholder Roles and Responsibilities – Bryan Patterson asked the participants to introduce themselves. The TAC and stakeholders will be expected to:

- Attend and provide input at the TAC meetings. It is anticipated that there will be four or five meetings throughout the course of the study.
- Identify additional stakeholders. There may be additional stakeholders that should be included in the project database. The database will be continuously updated as needed.
- Provide study-related data. The project will rely almost exclusively on data and studies that are already available and it will be important to obtain relevant information in a timely manner.
- Review and comment on deliverables. There will be five technical memoranda, a draft final report, and a draft executive summary that will be posted on the project ftp site for review and comment.

Study Need, Purpose, Scope, and Schedule – The need for the Yuma Parkway is based on the “build-out” traffic demands prepared by the Maricopa Association of Governments as part of the 2008 I-10/Hassayampa Valley Transportation Framework Study. The framework study identified the general locations for a system of “Arizona Parkways” that will provide a higher level of traffic capacity and safety than traditional arterial roadways without the expense associated with freeway facilities. MCDOT is taking the framework studies to the next level of detail by identifying centerlines and right-of-way limits to be used for long-term right-of-way protection.

The study area begins near Salome Highway on the west and ends near Palo Verde Road on the east. It is generally a two-mile-wide corridor centered on Buckeye Road and Yuma Road.



## Yuma Parkway Corridor Feasibility Study TAC/Stakeholder Meeting 1 Summary – May 23, 2011



### Purposes of the study are to:

- Identify and assess existing opportunities and constraints within the study area that would pertain to a parkway facility;
- Develop and evaluate alternative parkway alignments;
- Recommend a preferred alignment;
- Prepare detailed recommended alignment drawings to show the centerline and right-of-way limits at a scale of 1"=200'; and
- Provide a tool for preserving and protecting right-of-way for the recommended Yuma Parkway alignment.

### Study goals are to:

- Achieve roadway network continuity and connectivity;
- Enhance traffic capacity and safety;
- Minimize adverse environmental impacts; and
- Develop consensus-driven improvement alternatives.

The study scope will involve collecting, reviewing, and assessing available data, reports, and studies related to the project study area. Very little new information will be generated. Study area constraints and opportunities will be identified and considered in a brainstorming effort to identify a wide range of conceptual alignment alternatives. The conceptual alignment alternatives will be subjected to a "fatal flaw" analysis to produce up to three alternatives, in addition to a no-build alternative, that will be evaluated in more detail. The evaluation process will lead to a recommended alignment that will be the basis for right-of-way preservation.

All of these activities will be performed in consultation with the TAC and will be presented for public input at a series of open houses. The study is scheduled to be complete in March of 2012.

To date, individual stakeholder meetings have been held with the Town of Buckeye, Maricopa Association of Governments, and the Maricopa Planning and Development Department. Key staff members have performed a series of field reviews and the data collection effort is nearly complete.

Arizona Parkway Concept – Bryan reviewed the features of the Arizona Parkway concept which prohibits left turns at major intersections. Left turns are accomplished by passing through the intersection, making a u-turn to return to the intersection, and then making a right turn. With this indirect left turn movement, a simple two-phase traffic signal operation is used at major intersections. This signal phasing provides the parkway with improved roadway capacity and safety as compared to a traditional arterial street at a much lower cost than a freeway facility. To accommodate the u-turn movement, a wide median is required. The basic parkway cross-section for either a 4-lane or 6-lane roadway with bike lanes, sidewalks, and landscaping is 200'.

Existing and Future Conditions – Michael Grandy summarized efforts to date in developing Technical Memorandum I – Existing and Future Conditions and described the opportunities and constraints that have been identified within the project study area. Michael presented a series of exhibits that displayed:



## Yuma Parkway Corridor Feasibility Study TAC/Stakeholder Meeting 1 Summary – May 23, 2011



- Jurisdictional boundaries showing Town of Buckeye incorporated areas, the Buckeye Municipal Planning Area, and unincorporated areas of Maricopa County;
- Land ownership showing privately owned property, State Trust lands, and Bureau of Land Management (BLM) property;
- Existing land uses, most of which are low density residential developments;
- Future land uses, which include higher density residential developments along with retail, office, and mixed-use developments;
- Existing and planned subdivisions and master-planned communities;
- Existing transportation network, which includes I-10, a network of 2-lane paved and unpaved surface streets, and a traffic interchange at I-10/Palo Verde Road/Sun Valley Parkway;
- Future transportation network, which includes a new north-south freeway, a network of parkways and arterial roadways, and high-capacity transit along I-10; and
- Existing utilities and facilities, such as gas lines, electrical lines and substations, well sites, schools, Stotz Dairy, and the Buckeye Municipal Airport.

Michael reported that Buckeye Road/Yuma Road is the primary east-west arterial roadway in the study area, although there is a gap at the Hassayampa River where there is no existing crossing of the river. Defining the future alignment of Yuma Parkway is the subject of this study, and as such, the preliminary alignment for Yuma Parkway shown in the future transportation network graphic per the Hassayampa Framework Study is subject to change.

Environmental Overview – Sarah Eichinger summarized efforts to date in developing Technical Memorandum 2 – Environmental Overview and described environmental issues that have been identified. Sarah presented exhibits showing:

- Wildlife and recreation areas, which include tortoise habitats, wildlife linkage zones, planned parks, and planned trails; and
- Floodplains and washes that generally flow from north to south across the study area, some of which will require compliance with Section 401 and 404 of the Clean Water Act.

Sarah reported that much of the study area has been surveyed with respect to cultural resources but that more in-depth review will be required in the parkway development process. She also mentioned the need to consider potential parkway impacts on disadvantaged populations groups.

Conceptual Drainage Report – Bob Eichinger summarized efforts to date in developing Technical Memorandum 3 – Conceptual Drainage Report and discussed drainage-related issues. Bob presented exhibits that displayed:

- Area drainage studies that cover the entire study area;
- Topography information showing that the study area is relatively flat except at the Hassayampa River and at the southwest corner of the study area;
- Soil hydrologic groups that indicate levels of run-off potential; and
- Floodplains and washes that will likely require some form of drainage structure.



Yuma Parkway Corridor Feasibility Study  
TAC/Stakeholder Meeting 1 Summary – May 23, 2011



Bob reported that Flood Retarding Structure #1 north of I-10 minimizes drainage flows in the study area east of the Hassayampa River. There are several washes but no alluvial fans in the study area. The Hassayampa River has heavy drainage flows and there are sedimentation/erosion concerns.

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

- Continue collecting and analyzing the data required to prepare the first three technical memoranda;
- Complete draft versions of the first three technical memoranda for TAC/Stakeholder review and comment;
- Hold the first open house on May 24 at Winters' Well Elementary School;
- Hold the second TAC/Stakeholder meeting in July.

TAC/Stakeholder Roundtable – TAC/stakeholder representatives offered the following questions, comments, and suggestions:

- The study area should include all of the Horseshoe Trails development at the western end of the study area.
- Are there any commuter rail lines or stations in the study area?
- Do the build-out projections consider water availability?
- The Arizona Game and Fish Department is developing new information on wildlife linkage zones that should be available in the next month.
- Check to make sure Kimley-Horn has the detailed calculations from the Buckeye Area Drainage Master Study.
- There may be plans for solar facilities in the area. Tim Oliver at MCDOT should have a map showing planned solar facilities.
- Is any of the BLM land in the study area designated for disposal?
- FHWA would like a follow-up meeting to discuss potential connections of Yuma Parkway to I-10 and/or Sun Valley Parkway.
- The Buckeye Airport Master Plan calls for an extension of the existing runway. More analysis will be needed to determine if Yuma Parkway can be threaded between I-10 and the airport's runway protection zone, especially if the runway is extended to the north.
- Consider adding U.S. Fish & Wildlife, the State Historic Preservation Office, and the Arizona Department of Environmental Quality to the stakeholder list.

Please put your initials by your name to indicate attendance at the TAC Meeting

## YUMA PARKWAY CORRIDOR FEASIBILITY STUDY - TAC/STAKEHOLDER LIST

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Please put your initials by your name to indicate attendance at the TAC Meeting

## YUMA PARKWAY CORRIDOR FEASIBILITY STUDY - TAC/STAKEHOLDER LIST

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## **Yuma Parkway Corridor Feasibility Study Salome Highway to Palo Verde Road**

Work Order TT005  
Contract No. 2010-055

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

**DATE:** TUESDAY, JULY 26, 2011  
**TIME:** 9:00 AM  
**LOCATION:** MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION  
2901 WEST DURANGO STREET  
APACHE & COCHISE CONFERENCE ROOMS  
PHOENIX, ARIZONA

#### **AGENDA**

1. Introduction and Opening Comments
2. Meeting Purpose
3. Summary of May 23 TAC Meeting, May 24 Open House, 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. Opportunities and Constraints Overview
8. Next Steps
9. Evaluation Criteria & Conceptual Alternative Alignments Roundtable

FOR MORE INFORMATION CONTACT:  
MITCH WAGNER, MCDOT (602) 506-8054 OR  
BRYAN PATTERSON, KIMLEY-HORN (480) 756-6135

# Yuma Parkway Corridor Feasibility Study

## Salome Highway to Palo Verde Road

TAC/Stakeholder Meeting No. 2

July 26, 2011



Right Road Right Time Right Cost

# Meeting Purpose

- Summarize May 23 TAC Meeting, May 24 Open House, and Input to Date
- Present and Obtain Comments on Technical Memos 1,2, and 3
- Summarize Corridor Opportunities and Constraints
- Present and Discuss Conceptual Alternatives
- Discuss Next Steps



# Progress to Date

- Held First TAC/Stakeholder Meeting and First Public Open House
- Distributed Drafts of Technical Memos 1, 2, and 3 for review and comment
- Developed Initial Conceptual Alternatives for Discussion with TAC and Stakeholders



# May 23 TAC Meeting

- Introduced Study Team, TAC, and Stakeholders
- Discussed Study Purpose and Goals
- Discussed Study Area Limits and Schedule
- Presented Initial Findings from Technical Memos 1, 2, and 3
- Discussed Next Steps

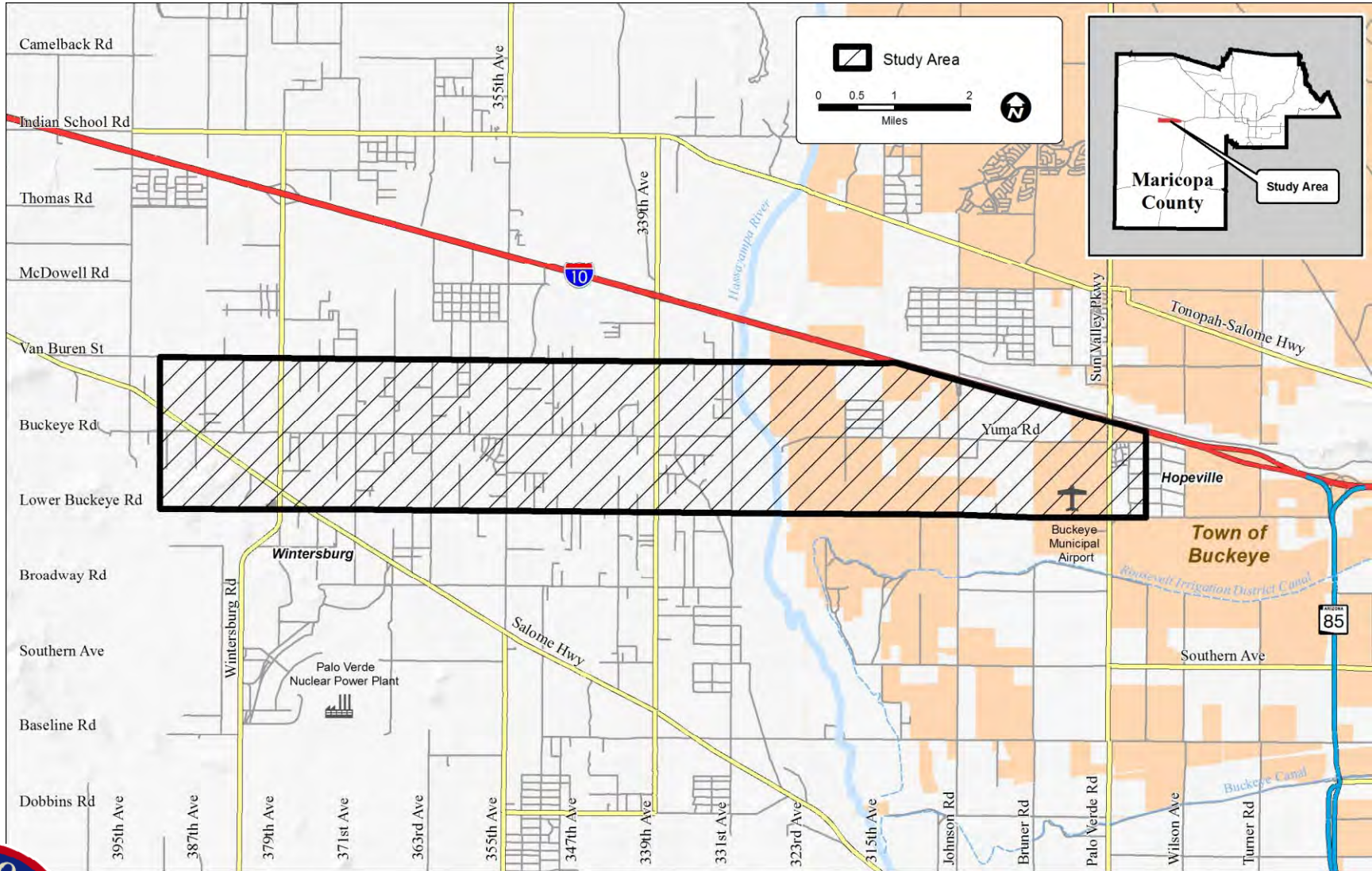


# May 24 Open House

- Held at Winters' Well Elementary School
- Over 80 Attendees
- Summary of Comments:
  - Concerns about impact on property values, property access, taxes, compensation, need for the project, timing, and maintenance
  - Good long range planning – need alternatives to I-10 and another river crossing

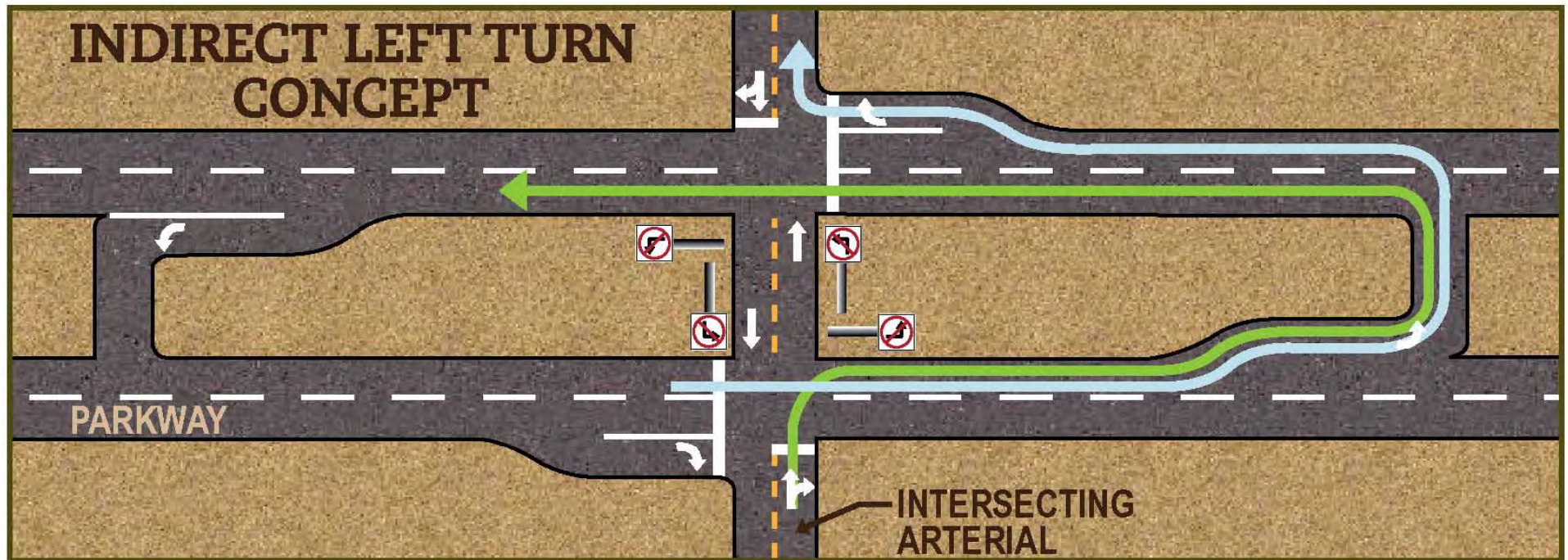


# Study Area



Right Road Right Time Right Cost

# Arizona Parkway

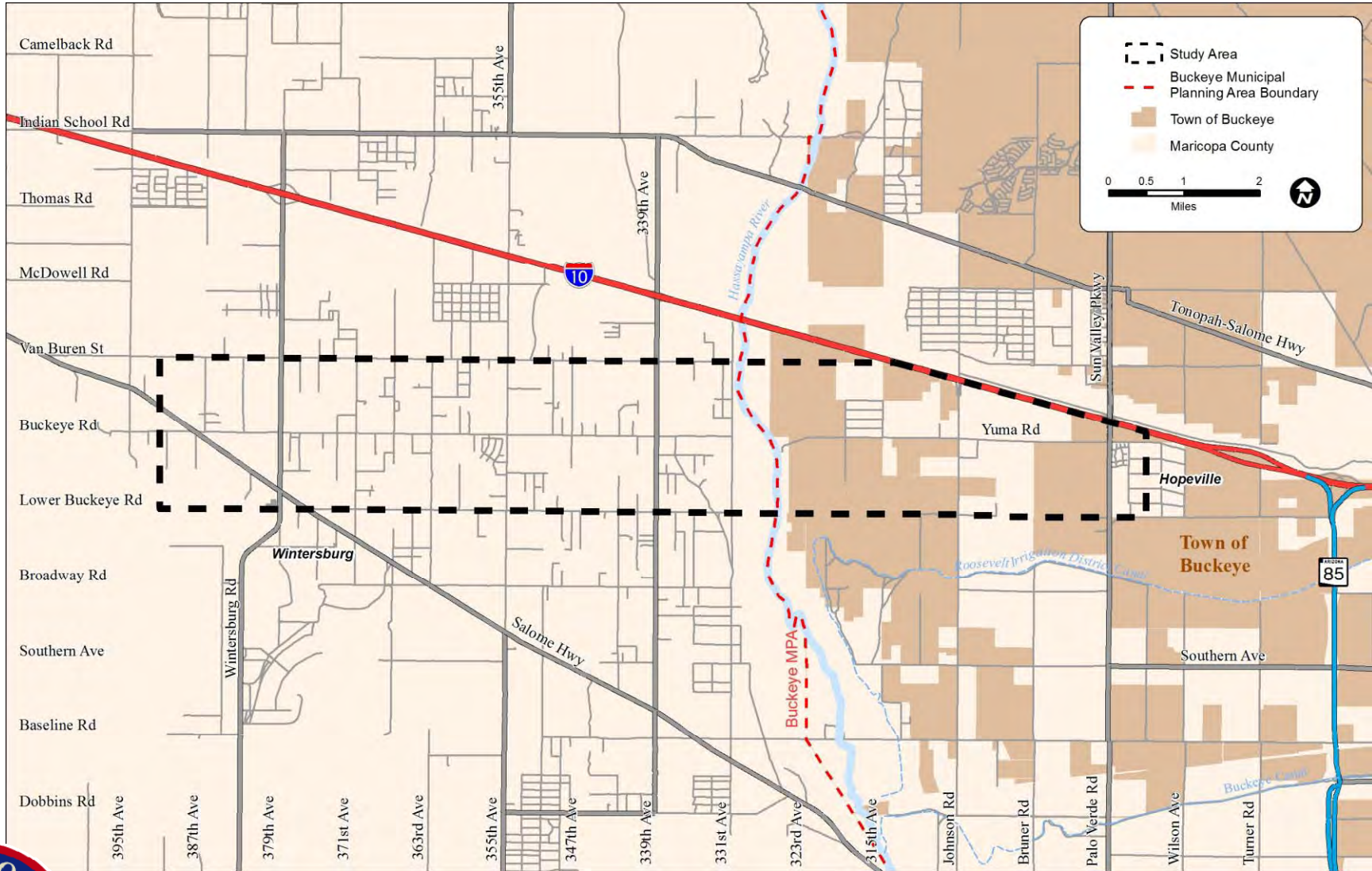


Right Road Right Time Right Cost

# TM 1 - Existing and Future Corridor Features

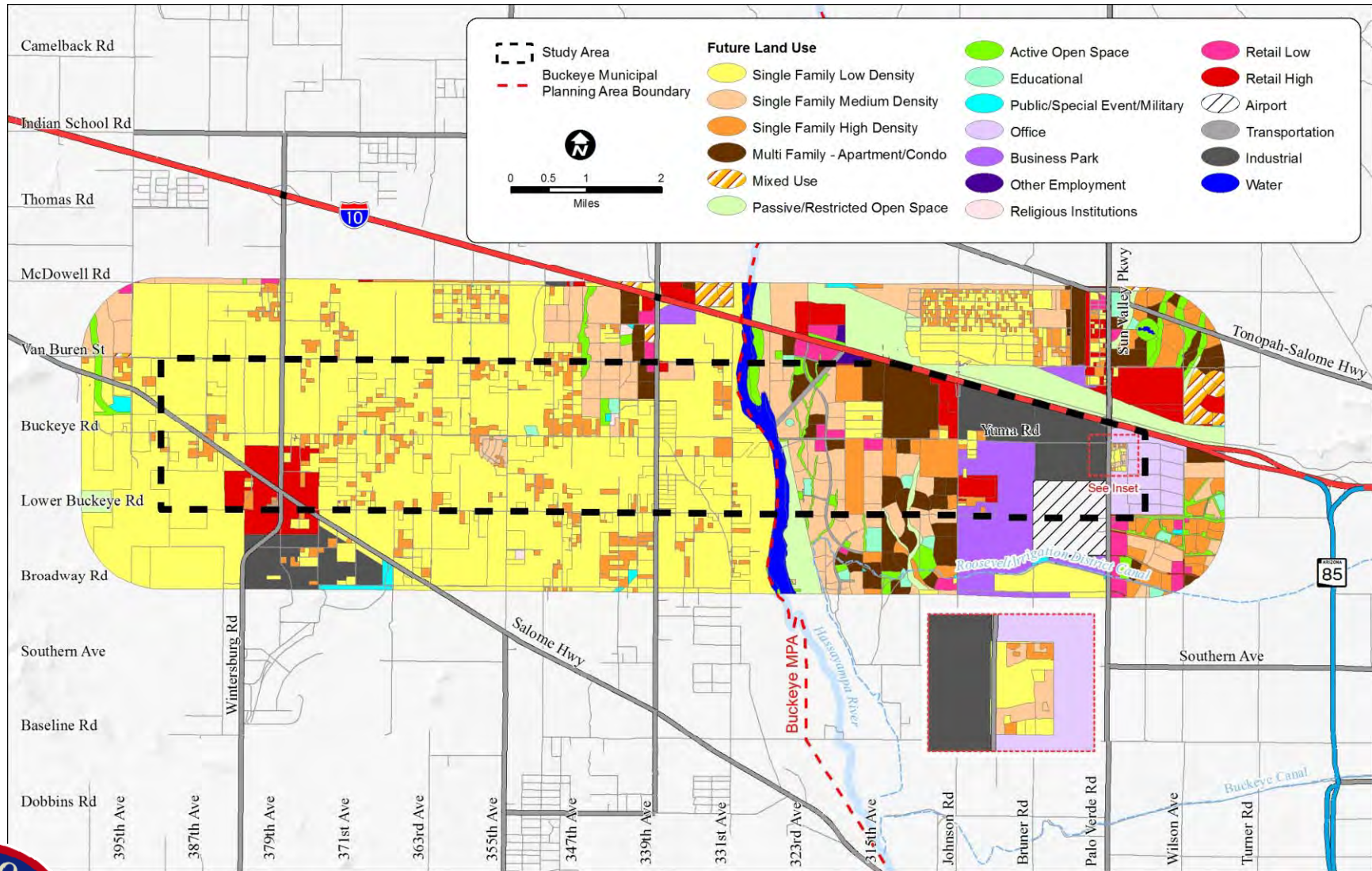


# Jurisdictional Boundaries



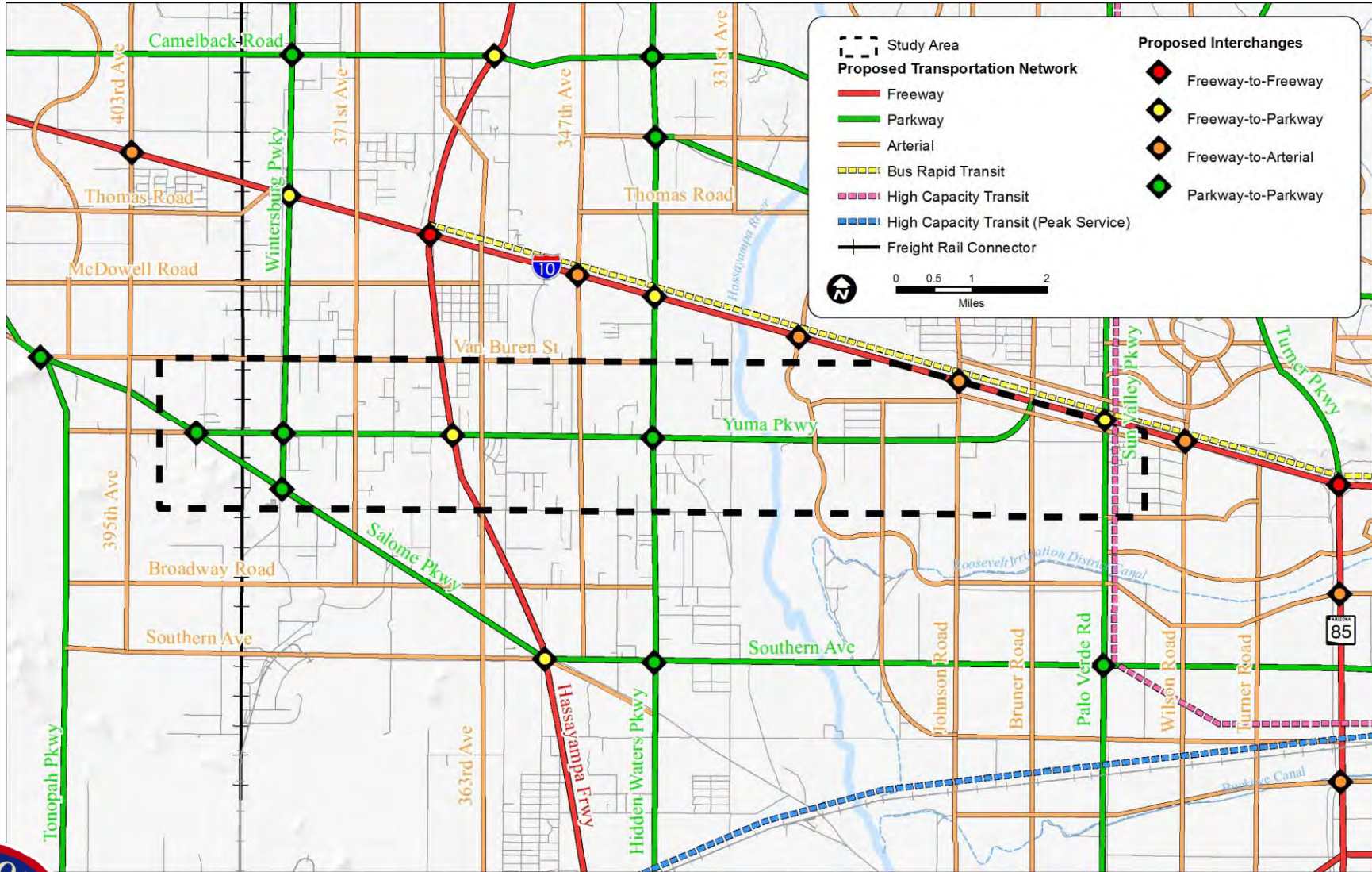
Right Road Right Time Right Cost

# Future Land Use



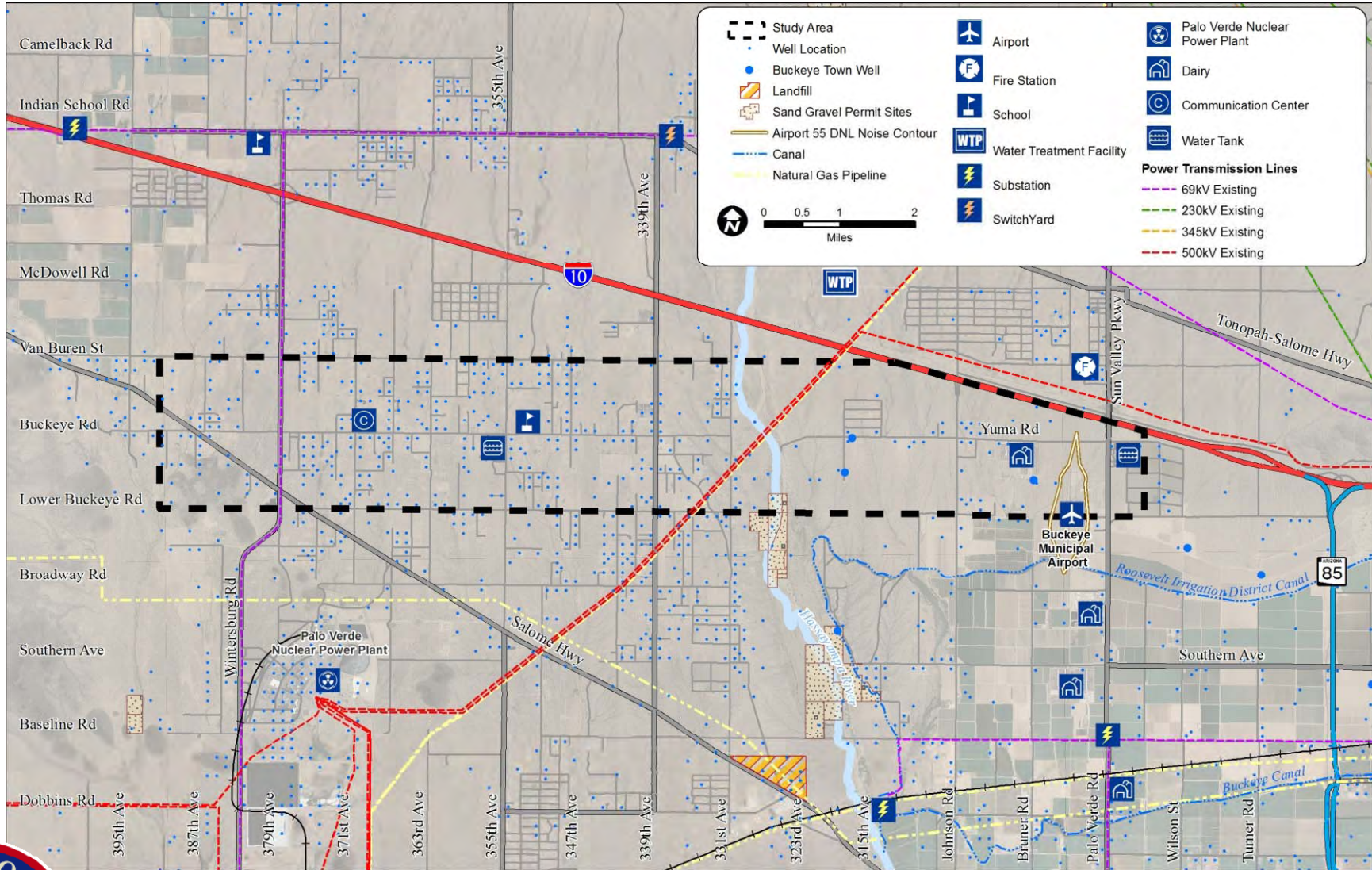
Right Road Right Time Right Cost

# Future Transportation Network



Right Road Right Time Right Cost

# Utilities and Facilities

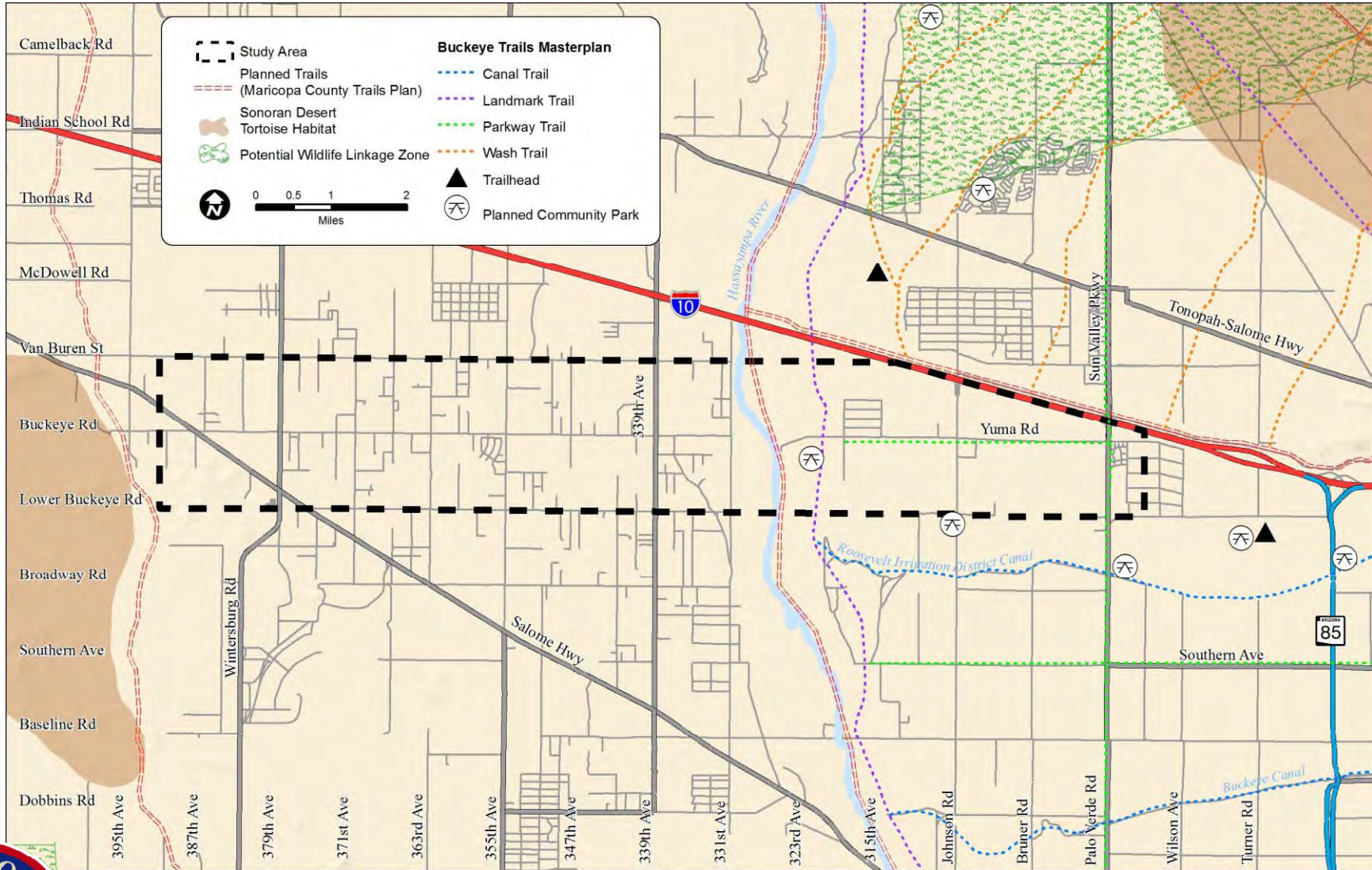


Right Road Right Time Right Cost

# TM 2 - Environmental Overview

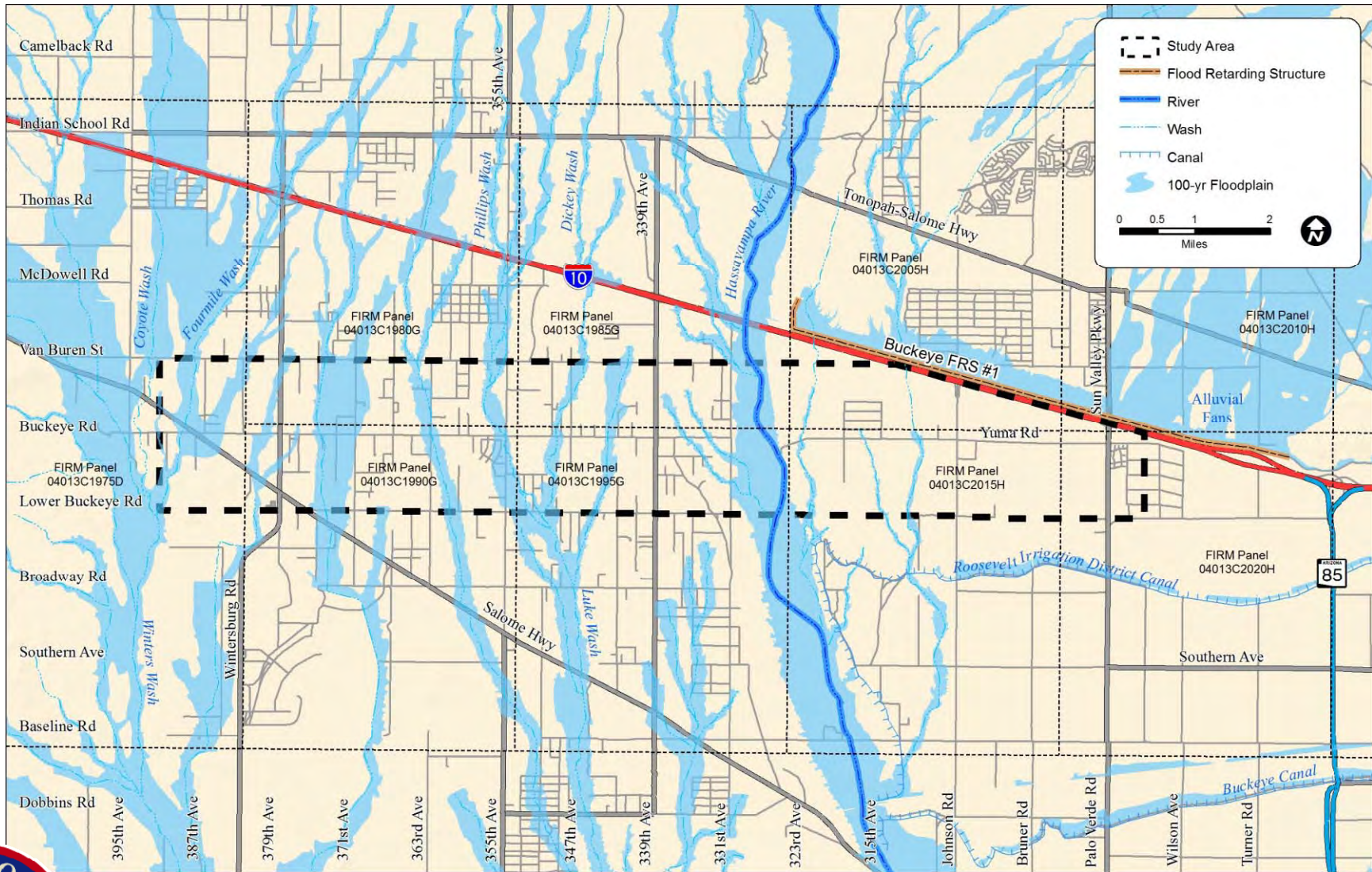


# Wildlife and Recreation



Right Road Right Time Right Cost

# FEMA Floodplains and Washes



**Legend:**

- Study Area
- Flood Retarding Structure
- River
- Wash
- Canal
- 100-yr Floodplain

Scale: 0 0.5 1 2 Miles

North Arrow

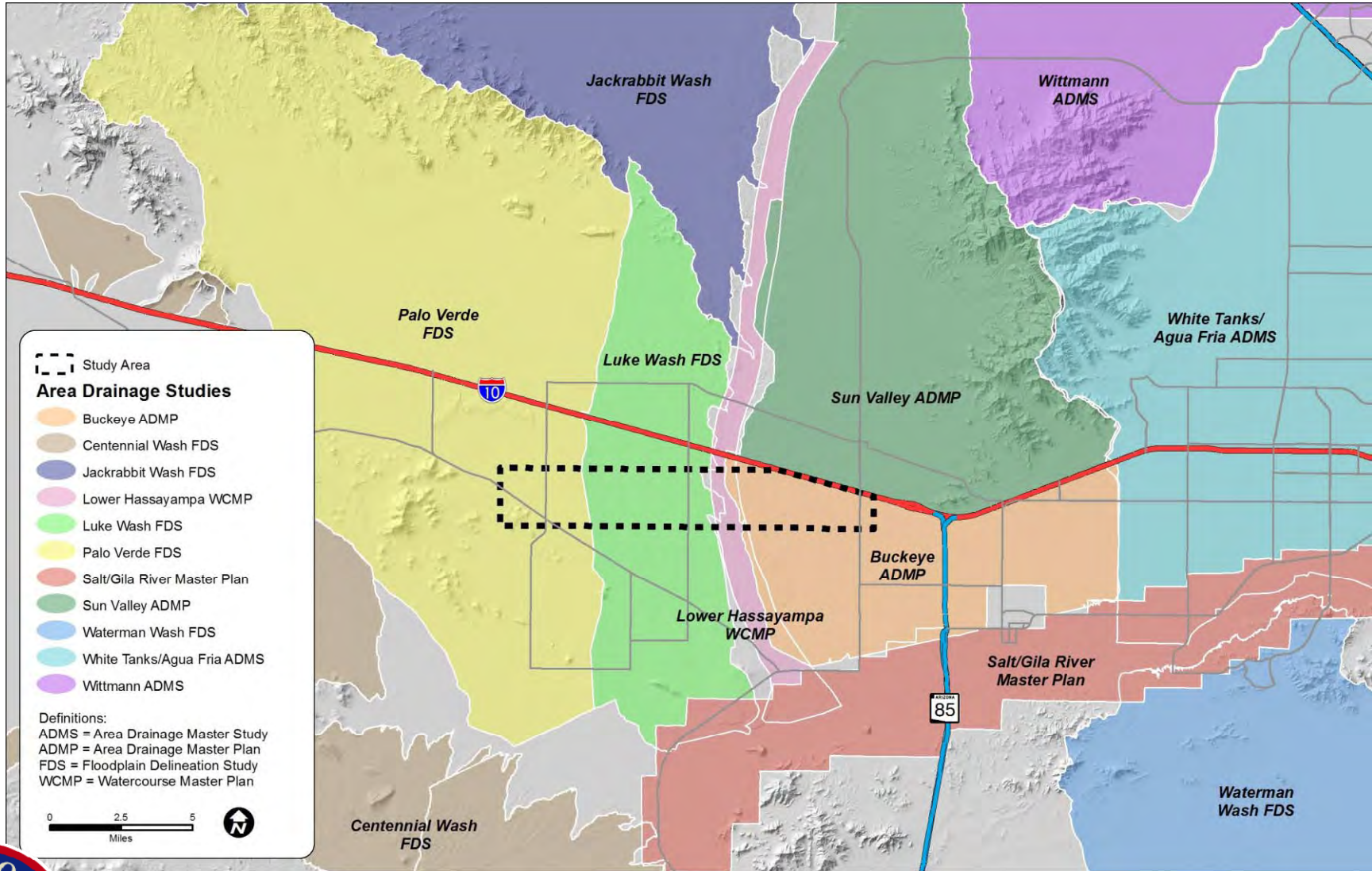


Right Road Right Time Right Cost

# TM 3 - Conceptual Drainage Report

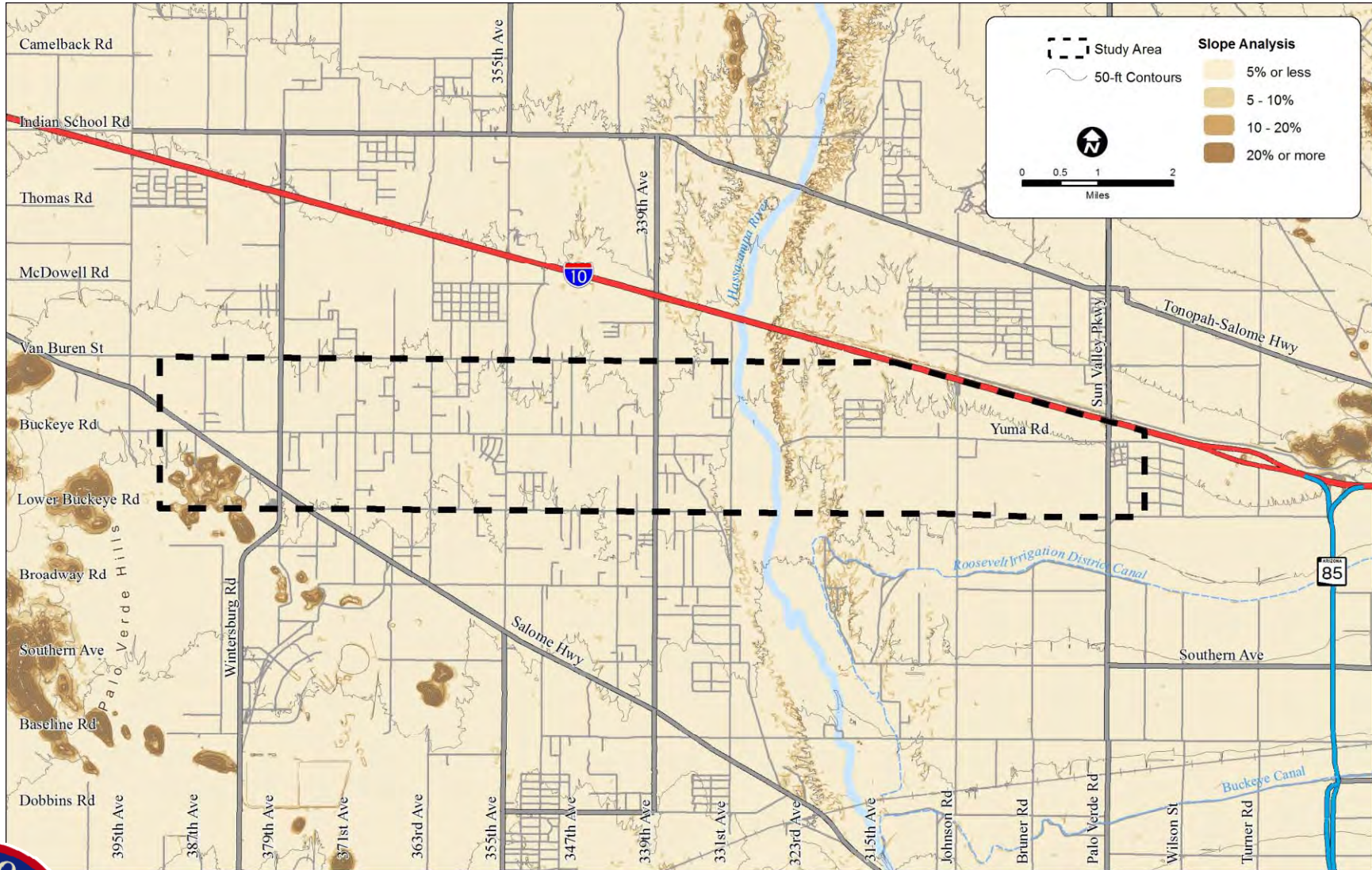


# Area Drainage Studies



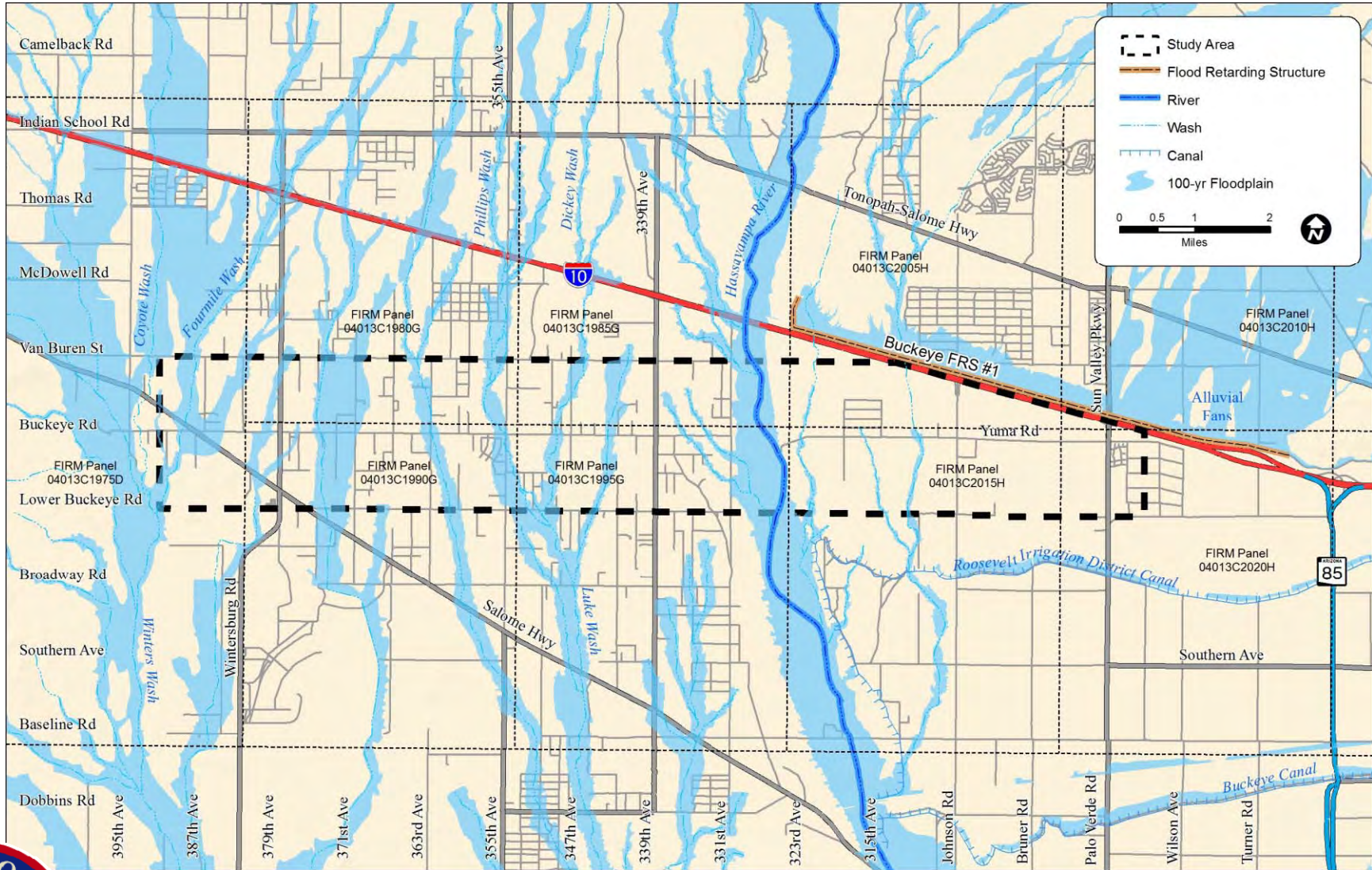
Right Road Right Time Right Cost

# Topography



Right Road Right Time Right Cost

# Floodplains and Washes



Right Road Right Time Right Cost

# Opportunities and Constraints Overview

- Land
  - Town of Buckeye East of River, Unincorporated County West of River
  - Communities of Wintersburg and Hopeville
  - State Trust and BLM Land
  - Mostly Vacant or Rural Low-Density Residential
  - Master-Planned Communities with Planned Land Uses, Roadways, and R/W Dedications



# Opportunities and Constraints Overview

- Transportation
  - Existing Buckeye Road/Yuma Road
  - No Existing Crossing of Hassayampa River
  - I-10/Palo Verde Road/Sun Valley Parkway Interchange
  - Planned Parkways, Arterials, and Hassayampa Freeway
  - Planned High-Capacity Transit



# Opportunities and Constraints Overview

- Facilities
  - Stotz Dairy
  - Buckeye Municipal Airport
  - Potential Sand and Gravel Operations
  - Winters' Well Elementary School



# Opportunities and Constraints Overview

- Utilities
  - 69kV and 500kV Power Lines
  - Transwestern Gas Line
  - Wells
  - Water Tanks
  - Qwest Facilities



# Opportunities and Constraints Overview

- Environmental
  - Sonoran Desert Tortoise Habitat and Wildlife Linkage Zones in Study Vicinity
  - Proposed Recreational Trails
  - FEMA Floodplains and Wash Crossings
  - Section 404/401 of CWA for Hassayampa River and Other Wash Crossings



# Opportunities and Constraints Overview

- Environmental
  - Residences Near Existing Roadway
  - Disadvantaged Population Impacts
  - Elementary School Near Existing Roadway
  - Cultural Resources – Much of Area Surveyed

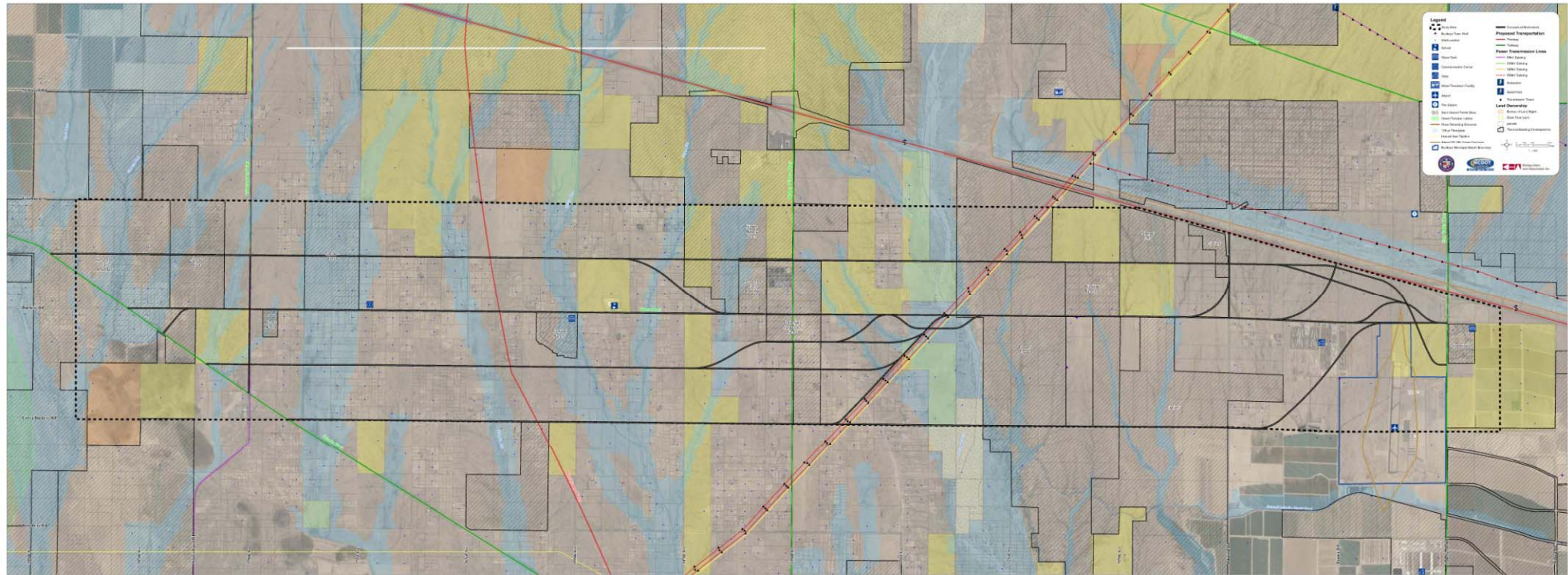


# Opportunities and Constraints Overview

- Drainage
  - Multiple Drainage Study Areas
  - Relatively Flat (Except Southwest Corner of Study Area)
  - Some High Runoff Potential Soils
  - Flood Retarding Structure (FRS #1) Flow Impacts
  - Numerous Wash Crossings
  - Hassayampa River



# Potential Conceptual Alternatives



Right Road Right Time Right Cost

# Study Schedule

Existing and Future Conditions	April-July 2011
TAC/Stakeholder #1 – Study Initiation/Existing Conditions	May 23, 2011
Scoping/Existing Conditions Open House	May 24, 2011
TAC/Stakeholder #2 – Existing and Future Conditions	July 26, 2011
Alternatives Development and Evaluation	July-November 2011
TAC/Stakeholder #3 – Candidate Alternatives and Criteria	September 27, 2011
Existing Conditions/Candidate Alternatives Open House	October 2011
TAC/Stakeholder #4 – Alternatives Evaluation	November 2011
Detailed Preferred Alignment	November 2011- January 2012
Alternatives Evaluation/Preferred Alternative Open House	December 2011
TAC/Stakeholder #5 – Preferred Alignment	January 2012
Draft Final Report	February 2012
Final Report	March 2012



# Next Steps

- Finalize Technical Memos 1, 2, and 3
- Identify Alternatives to be Evaluated
- Hold 3<sup>rd</sup> TAC/Stakeholder Meeting on September 27
- Hold 2<sup>nd</sup> Public Open House in October
- Evaluate Alternatives



# TAC/Stakeholder Roundtable Discussion on Conceptual Alternatives





## Yuma Parkway Corridor Feasibility Study TAC/Stakeholder Meeting 2 Summary – July 26, 2011



### **Meeting Purpose**

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

- Summarize May 23 TAC/Stakeholder Meeting, May 24 Open House, and input to date;
- Present and obtain comments on Technical Memos 1, 2, and 3;
- Summarize corridor opportunities and constraints;
- Present and discuss conceptual alternatives;
- Discuss next steps; and
- Conduct TAC/Stakeholder work session on conceptual alternatives.

### **Participants**

See attached attendance list.

### **Meeting Summary**

Introduction and Opening Comments – Denise Lacey from the Maricopa County Department of Transportation (MCDOT) welcomed the attendees and thanked them for participating in the second TAC/Stakeholder meeting for the Yuma Parkway Corridor Feasibility Study. Denise reported that Mitch Wagner has been reassigned to new duties with MCDOT. Denise is now the project manager for the Yuma Parkway study and is looking forward to working with the TAC and stakeholders. Denise asked attendees to introduce themselves and who they represent.

Progress to Date – Bryan Patterson from Kimley-Horn and Associates, Inc. (KHA) gave an update on the following items:

- May 23 TAC/Stakeholder Meeting – This was the first TAC/Stakeholder Meeting to introduce the study team, TAC, and stakeholders; discuss the study purpose, goals, study area, and schedule; review preliminary findings from Technical Memoranda 1, 2, and 3, and discuss next steps in the study.
- May 24 Public Open House – This was the first of 3 public open houses. It was held at Winters' Well Elementary School and was well attended with over 80 participants. Comments from the public included concerns about potential impacts on their property values, how access to their properties would be affected, how their tax rates would be affected, the timing of the project, need for the project, method of compensation for right-of-way acquisition, and County's ability to maintain additional roadway mileage. Several participants commented that this was a good long-range planning effort and that as traffic volumes increase on Interstate 10, an alternative transportation corridor and Hassayampa River crossing would be needed.
- Draft Technical Memoranda 1, 2, and 3 – Drafts of the first three technical memoranda, Existing and Future Corridor Features, Environmental Overview, and Conceptual Drainage Report, have been distributed for review and comment. Comments on the technical memoranda will be accepted until close of business on Friday, July 29.



Yuma Parkway Corridor Feasibility Study  
TAC/Stakeholder Meeting 2 Summary – July 26, 2011



- Conceptual Alternatives Development – Based on the opportunities and constraints identified in the first three technical memoranda, the study team has developed a broad range of conceptual alternatives to be discussed with the TAC and stakeholders at today's meeting.

Arizona Parkway Concept – Bryan reviewed the features of the Arizona Parkway concept which prohibits left turns at major intersections. Left turns are accomplished by passing through the intersection, making a u-turn to return to the intersection, and then making a right turn. With this indirect left-turn movement, a simple two-phase traffic signal operation is used at major intersections. This signal phasing provides the parkway with improved roadway capacity and safety as compared to a traditional arterial street at a much lower cost than a freeway facility. To accommodate the u-turn movement, a wide median is required. The basic parkway cross-section for either a 4-lane or 6-lane roadway with bike lanes, sidewalks, and landscaping is 200'.

Draft Technical Memo 1, Existing and Future Corridor Features – Michael Grandy from KHA summarized key findings contained in Technical Memorandum 1 and described the opportunities and constraints that have been identified within the project study area. Michael presented a series of exhibits that displayed:

- Jurisdictional boundaries showing Town of Buckeye incorporated areas, the Buckeye Municipal Planning Area, and unincorporated areas of Maricopa County;
- Future land uses, which include higher density residential developments along with retail, office, and mixed-use developments;
- Future transportation network, which includes a new north-south freeway, a network of parkways and arterial roadways, and high-capacity transit along I-10; and
- Existing utilities and facilities, such as gas lines, electrical lines and substations, well sites, schools, Stotz Dairy, and the Buckeye Municipal Airport.

Gordon Taylor from the Arizona State Land Department (ASLD) stated that the planned commercial development on the western end of the study area near Salome Highway on State Trust Land may need to be reconsidered or relocated due to topographic constraints.

Draft Technical Memo 2 - Environmental Overview – Justin Ladd from KHA summarized key findings contained in Technical Memorandum 2 and described environmental issues that have been identified. Justin presented exhibits showing:

- Wildlife and recreation areas, which include tortoise habitats, wildlife linkage zones, planned parks, and planned trails; and
- Floodplains and washes that generally flow from north to south across the study area, some of which will require compliance with Section 401 and 404 of the Clean Water Act.

Justin reported that much of the study area has been surveyed with respect to cultural resources but that more in-depth review will be required in the parkway development process. He also mentioned the need to consider potential parkway impacts on disadvantaged populations groups.



## Yuma Parkway Corridor Feasibility Study TAC/Stakeholder Meeting 2 Summary – July 26, 2011



Bill Knowles from the Arizona Game and Fish Department emphasized the need to consider the impacts that new roadways will have on wildlife movement. Denise Lacey responded that this is an issue on many of the MCDOT corridor studies and will be addressed as part of the Yuma Parkway study.

Draft Technical Memo 3 - Conceptual Drainage Report – Alex Menez from KHA summarized key findings contained in Technical Memorandum 3 and discussed drainage-related opportunities and constraints. Alex presented exhibits that displayed:

- Area drainage studies that cover the entire study area;
- Topography information showing that the study area is relatively flat except at the Hassayampa River and at the southwest corner of the study area;
- Floodplains and washes that will likely require some form of drainage structure.

Kay McNeely from ASLD questioned a reference to “pole dikes” in the vicinity of the power poles near the Hassayampa River. Alex responded that these are concrete structures surrounding the power pole foundations to prevent scouring when storm runoff flows through the rivers and washes.

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

- Finalize Technical Memoranda 1, 2, and 3;
- Identify alignment alternatives to be evaluated;
- Hold the third TAC/Stakeholder meeting in September;
- Hold the second open house in October; and
- Evaluate alternatives.

TAC/Stakeholder Roundtable – TAC/Stakeholder representatives formed two groups to participate in roundtable discussions of conceptual alternatives that were displayed on aerial photographs. Participants were asked to identify any additional opportunities or constraints that had not been previously discussed and noted on the aerial photographs, identify any additional conceptual alternative alignments that should be considered, and then indicate their most preferred and least preferred conceptual alternatives by placing green and red dots on the conceptual alternatives on the aerial photographs. Each participant received 6 green dots and 6 red dots to be placed on the aerial photographs with green for the most preferred alternatives and red for the least preferred alternatives.

Recommendations resulting from the roundtable discussions are as follows:

- Avoid creating unusable remnant parcels;
- Shift alignments in the vicinity of the airport and Stotz Dairy to the north to avoid taking additional right-of-way from these properties;
- Assess potential conflicts with the airport Runway Protection Zone (RPZ);
- Include conceptual alignments that will minimize horizontal and vertical clearance conflicts with the high voltage power lines;
- Add Kit Fox as a wildlife consideration in Tech Memo 2;
- Provide access to State Land properties;
- Assess potential conflicts with the Qwest/Century Link communications facility;
- Avoid encroachment on existing subdivisions as much as possible;
- Avoid adverse impacts on the Winters' Well Elementary School;



Yuma Parkway Corridor Feasibility Study  
TAC/Stakeholder Meeting 2 Summary – July 26, 2011



- Consider a western terminus of Wintersburg Parkway rather than Salome Highway;
- Minimize the cost of crossing floodplains and washes; and
- Minimize impacts on wildlife movement.

7-26-11 TAC Mtg. Number 2

## YUMA PARKWAY CORRIDOR FEASIBILITY STUDY - TAC/STAKEHOLDER LIST

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# YUMA PARKWAY CORRIDOR FEASIBILITY STUDY - TAC/STAKEHOLDER LIST

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**Yuma Parkway Corridor Feasibility Study  
Salome Highway to Palo Verde Road**  
Work Order TT005  
Contract No. 2010-055

**TECHNICAL ADVISORY COMMITTEE AND STAKEHOLDER MEETING**

**DATE:** THURSDAY, SEPTEMBER 22, 2011  
**TIME:** 9:30 AM  
**LOCATION:** MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION  
2901 WEST DURANGO STREET  
APACHE & COCHISE CONFERENCE ROOMS  
PHOENIX, ARIZONA

**AGENDA**

1. Introduction and Opening Comments
2. Meeting Purpose
3. Summary of July 26 TAC Meeting and Comments Received to Date
4. Conceptual Alignment Alternatives
5. Evaluation Criteria
6. Preliminary Candidate Alternatives for Further Consideration and Evaluation
7. Next Steps
8. Roundtable Discussion

FOR MORE INFORMATION CONTACT:  
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# Yuma Parkway Corridor Feasibility Study

## Salome Highway to Palo Verde Road

TAC/Stakeholder Meeting 3

September 22, 2011



Right Road Right Time Right Cost

# Meeting Purpose

- Summarize July 26 TAC meeting and input to date
- Present and discuss conceptual alternatives
- Present and discuss evaluation criteria
- Present and discuss preliminary candidate alternatives for further evaluation
- Discuss next steps



# Progress to Date

- Held Second TAC/stakeholder meeting on July 26
- Completed final versions of Technical Memos 1, 2, and 3 and posted on project FTP Site
- Developed initial conceptual and candidate alternatives for discussion with TAC and stakeholders

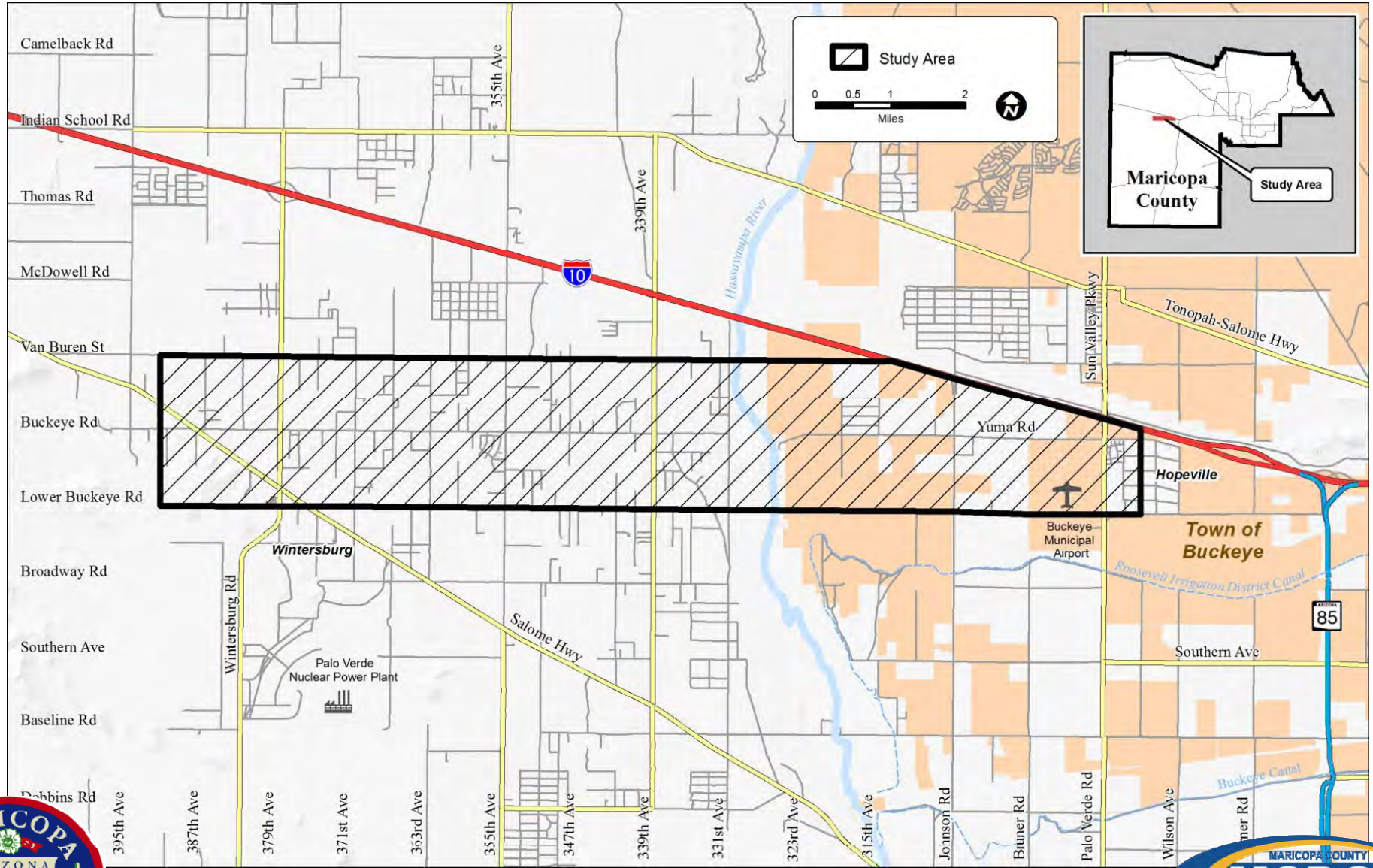


# July 26 TAC Meeting

- Reviewed study progress to date
- Presented key findings from Technical Memos 1, 2, and 3
- Reviewed corridor opportunities and constraints
- Conducted roundtable workshop to develop conceptual and initial candidate alternatives
- Discussed next steps



# Study Area



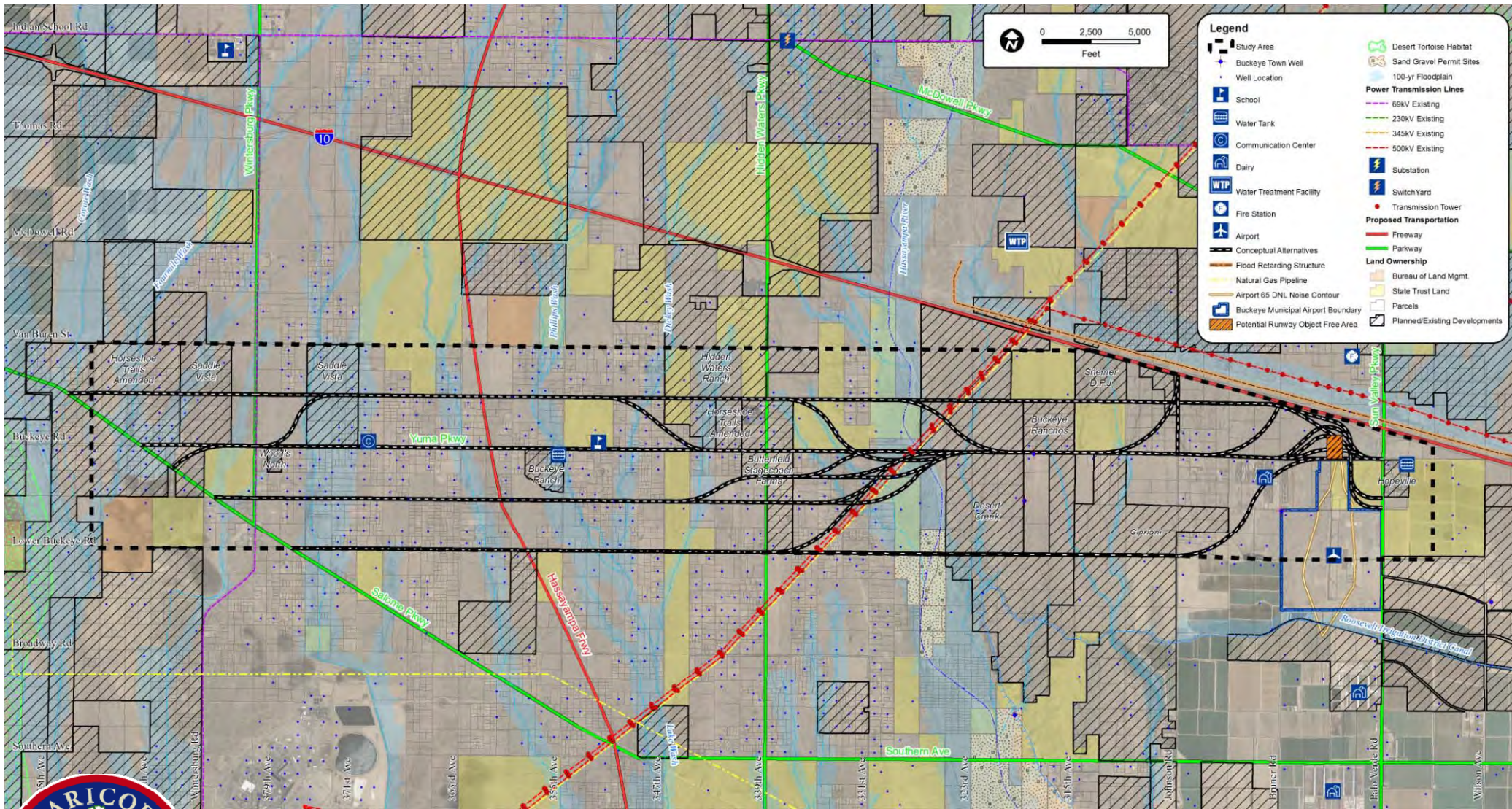
Right Road Right Time Right Cost

# Conceptual Alternatives Development

- Opportunities, constraints, and “fatal flaws”
- Development master plans
- Field reviews
- Team brainstorming session
- TAC, stakeholder, and public input



# Conceptual Alternatives



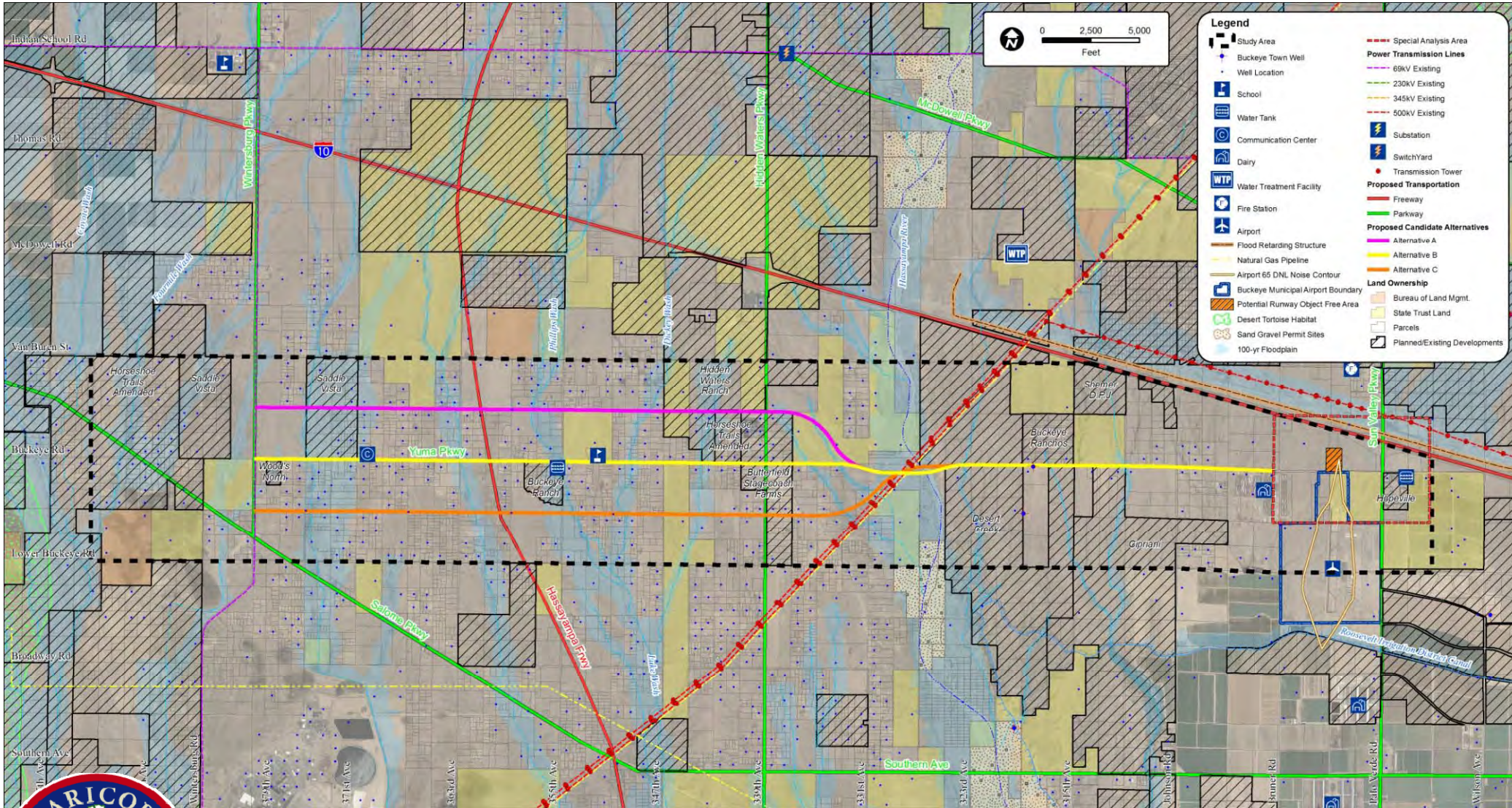
**Legend**

- Study Area
- Buckeye Town Well
- Well Location
- School
- Water Tank
- Communication Center
- Dairy
- Water Treatment Facility
- Fire Station
- Airport
- Conceptual Alternatives
- Flood Retarding Structure
- Natural Gas Pipeline
- Airport 65 DNL Noise Contour
- Buckeye Municipal Airport Boundary
- Potential Runway Object Free Area
- Desert Tortoise Habitat
- Sand Gravel Permit Sites
- 100-yr Floodplain
- Power Transmission Lines**
  - 69kV Existing
  - 230kV Existing
  - 345kV Existing
  - 500kV Existing
- Substation
- Switch Yard
- Transmission Tower
- Proposed Transportation**
  - Freeway
  - Parkway
- Land Ownership**
  - Bureau of Land Mgmt.
  - State Trust Land
  - Parcels
  - Planned/Existing Developments



Right Road Right Time Right Cost

# Preliminary Candidate Alternatives



Right Road Right Time Right Cost

# Special Analysis Area

- Eastern limits of study area
- Issues:
  - Buckeye Municipal Airport Master Plan
  - Connections to I-10 and Palo Verde Parkway
  - Eastern extension of Yuma Road
  - Hopeville



# Evaluation Criteria

- Future development compatibility
- System continuity and capacity
- Drainage Impacts
- Building/property impacts
- Cultural/archeological impacts
- Wildlife impacts
- Utility impacts
- Public acceptability
- Cost



# Study Schedule

Existing and Future Conditions	April-July 2011
TAC/Stakeholder #1 – Study Initiation/Existing Conditions	May 23, 2011
Scoping/Existing Conditions Open House	May 24, 2011
TAC/Stakeholder #2 – Existing and Future Conditions	July 26, 2011
Alternatives Development and Evaluation	July-November 2011
TAC/Stakeholder #3 – Candidate Alternatives and Criteria	September 22, 2011
Existing Conditions/Candidate Alternatives Open House	October 4, 2011
TAC/Stakeholder #4 – Alternatives Evaluation	November 29, 2011
Detailed Preferred Alignment	November 2011- January 2012
Alternatives Evaluation/Preferred Alternative Open House	December 6, 2011
TAC/Stakeholder #5 – Preferred Alignment	January 17, 2012
Draft Final Report	February 2012
Final Report	March 2012



# Next Steps

- Hold 2<sup>nd</sup> public open house on October 4
- Evaluate candidate alternatives
- Prepare Draft Technical Memorandum 4 – Candidate Alignments and Evaluation
- Hold 4<sup>th</sup> TAC/Stakeholder meeting on November 29



# TAC/Stakeholder Roundtable Discussion





## Yuma Parkway Feasibility Study TAC/Stakeholder Meeting 3 Summary – September 22, 2011



### **Meeting Purpose**

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

- Summarize progress to date;
- Present and discuss conceptual alternatives;
- Present and discuss evaluation criteria;
- Present and discuss preliminary candidate alternatives for further evaluation; and
- Discuss next steps.

### **Participants**

See attached attendance list.

### **Meeting Summary**

Introduction and Opening Comments – Denise Lacey from the Maricopa County Department of Transportation (MCDOT) welcomed the attendees and thanked them for participating in the third TAC/Stakeholder meeting for the Yuma Parkway Feasibility Study. Denise asked attendees to introduce themselves and who they represent.

Progress to Date – Bryan Patterson from Kimley-Horn and Associates, Inc. (KHA) gave an update on the following items:

- July 26 TAC/Stakeholder Meeting – This was the second TAC/Stakeholder Meeting to review progress to date; present key findings from Technical Memoranda 1, 2, and 3; review corridor opportunities and constraints; conduct a roundtable workshop to develop conceptual and initial candidate alternatives; and discuss next steps in the study.
- Technical Memoranda 1, 2, and 3 – Comments on drafts of the first three technical memoranda were received. Responses to comments have been prepared and final versions of the technical memoranda have been distributed to the TAC/Stakeholder distribution list.

Conceptual Alignment Alternatives – Bryan summarized the process for developing conceptual alternatives. The process began with a review of opportunities, constraints, and “fatal flaws” along with a team brainstorming session to identify a wide range of feasible conceptual alternatives. The initial conceptual alternatives were presented at the July 26, 2011 TAC/Stakeholder meeting and through a workshop format, the TAC and Stakeholders developed additional conceptual alternatives for consideration.

Preliminary Candidate Alternatives for Further Consideration and Evaluation – A qualitative, “fatal flaw” evaluation was performed for the conceptual alternatives to identify up to three candidate alternatives, in addition to a “no-build” alternative, for more detailed evaluation and presentation for public comment. As part of this process, based on a review of projected build-out traffic forecasts and input received from the TAC, Stakeholders, and general public, it was recommended that west of the planned



## Yuma Parkway Feasibility Study TAC/Stakeholder Meeting 3 Summary – September 22, 2011



Wintersburg Parkway, a parkway is not needed. A standard minor arterial or collector street will be sufficient to serve projected traffic volumes and will be more compatible with current and future land development patterns.

Between the planned Wintersburg Parkway and the Hassayampa River, three preliminary candidate alternatives were developed as follows:

- Alternative A – This alternative is located one-half mile north of the Buckeye Road section line.
- Alternative B – This alternative is located on the Buckeye Road section line.
- Alternative C – This alternative is located one-half mile south of the Buckeye Road section line.

At the Hassayampa River, these three alternatives converge to a common river crossing point slightly south of the Buckeye/Yuma Road section line. East of the Hassayampa River, a single alternative is recommended on the Yuma Road section line through the Desert Creek and Cipriani Community Master Plan areas. Both master plans require reserving 200' of right-of-way along the Yuma Road section line for the future Yuma Parkway and any deviation from this alignment would not be compatible with the approved master plans.

Near the eastern end of the study area, there are a number of opportunities and constraints that warrant a more in-depth examination, and a "special analysis area" has been designated for this purpose.

Special Analysis Area – The special analysis area includes the northern limits of the Buckeye Municipal Airport, the Interstate 10 interchange with Sun Valley Parkway, and the community of Hopeville. Up to three alternatives, in addition to the no-build alternative, will be developed and evaluated. A meeting will be scheduled with the Town of Buckeye, Maricopa Association of Governments, Federal Highway Administration, and Arizona Department of Transportation to discuss potential alternatives in this area.

Evaluation Criteria – It was recommended that the following considerations be used for a qualitative evaluation of the candidate alternatives:

- Future development compatibility
- System continuity and capacity
- Drainage impacts
- Building/property impacts
- Cultural/archaeological impacts
- Wildlife impacts
- Utility impacts
- Public acceptability
- Cost

Study Schedule – The study is on schedule for completion in March 2012. There will be one or two more TAC/Stakeholder meetings and two more public open houses.

Roundtable Discussion – The following is a summary of roundtable discussion items:



Yuma Parkway Feasibility Study  
TAC/Stakeholder Meeting 3 Summary – September 22, 2011



- It was agreed that a lower roadway classification west of the planned Wintersburg Parkway, such as an arterial or collector roadway, should be adequate to serve future travel demands.
- The Hassayampa Framework Study did not include a parkway or arterial street between Bruner Road and Palo Verde Road due to the planned northern extension of the Buckeye Municipal Airport runway. To serve east-west travel demands in this area, an Interstate 10 frontage road system was recommended. Now that the Town of Buckeye is planning to extend the runway to the south, it appears that Yuma Parkway could be extended east between Bruner Road and Palo Verde Road.
- Sand and gravel operations in the Hassayampa River area need to be considered in the Yuma Parkway planning and design processes.
- The Hassayampa River crossing will require an individual Section 404 permit and this will impact the timing for constructing a bridge across the river.
- It was suggested that the Yuma Parkway eastern terminus could be located at Johnson Road since an Interstate 10 interchange is planned at this location. Based on the projected intensity of development and associated traffic forecasts east of Johnson Road, a parkway facility will need to continue east of Johnson Road to the planned Palo Verde Parkway.
- Care needs to be taken to minimize impacts on irrigation systems, wells, and farm lands.
- It was suggested that Van Buren Street and Lower Buckeye Road should be considered as alternative alignments for Yuma Parkway. Van Buren Street was considered but not identified as a conceptual alternative due to its closer proximity to I-10, extent of existing development, and lack of connectivity to the Buckeye Municipal Airport area. Lower Buckeye Road was also considered but not included as a conceptual alternative due to its closer proximity to the planned Southern Avenue Parkway and the inability to be extended through or around the Buckeye Municipal Airport.
- It was suggested that Alternative C extend east of the power transmission lines and then curve to the northeast. This alternative was considered but not included due to additional floodplain encroachment and potential roadway curvature on a bridge structure.
- It was recommended that planned parkway-to-parkway and parkway-to-freeway interchanges be shown on the alternatives graphics. This information will be added to the graphics.

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

- Hold second public open house on October 4 to present conceptual and candidate alternatives;
- Evaluate candidate alternatives;
- Prepare draft Technical Memorandum 4 – Candidate Alignments and Evaluation; and
- Hold the fourth TAC/Stakeholder meeting on November 29.

September 22, 2011 TAC Meeting

## YUMA PARKWAY CORRIDOR FEASIBILITY STUDY - TAC/STAKEHOLDER LIST

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September 22, 2011 TAC Mtg.

## YUMA PARKWAY CORRIDOR FEASIBILITY STUDY - TAC/STAKEHOLDER LIST

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*CPH*      *Carol*      *Hu*



**Yuma Parkway Feasibility Study  
Salome Highway to Palo Verde Road**  
Work Order TT005  
Contract No. 2010-055

**TECHNICAL ADVISORY COMMITTEE AND STAKEHOLDER MEETING**

**DATE:** TUESDAY, NOVEMBER 29, 2011  
**TIME:** 9:00 AM  
**LOCATION:** MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION  
2901 WEST DURANGO STREET  
APACHE & COCHISE CONFERENCE ROOMS  
PHOENIX, ARIZONA

**AGENDA**

1. Introduction and Opening Comments
2. Meeting Purpose
3. Summary of September 22 TAC Meeting, October 4 Open House, and Comments Received to Date
4. Candidate Alternatives Selected for Further Evaluation
5. Evaluation of Alternatives
6. Preferred Alignment
7. Comments on Draft Technical Memorandum 4 - *Candidate Alternative Alignments and Evaluation*
8. Next Steps
9. Roundtable Discussion

FOR MORE INFORMATION CONTACT:  
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# Yuma Parkway Feasibility Study

## Salome Highway to Palo Verde Road

TAC/Stakeholder Meeting 4

November 29, 2011



Right Road Right Time Right Cost

# Meeting Purpose

- Summarize September 22 TAC meeting and October 4 open house
- Present and discuss candidate alternatives
- Present and discuss alternatives evaluation
- Present and discuss recommended alignment
- Discuss next steps



# Progress to Date

- Held third TAC/stakeholder meeting on September 22
- Held second open house on October 4
- Completed analysis of eastern terminus
- Completed draft Tech Memo 4 – *Candidate Alternative Alignments and Evaluation* and posted on project FTP Site



# September 22 TAC Meeting

- Reviewed study progress to date
- Presented conceptual alignment alternatives
- Presented recommended preliminary candidate alternatives to be evaluated
- Discussed need to examine eastern terminus in more depth
- Discussed evaluation criteria
- Discussed next steps

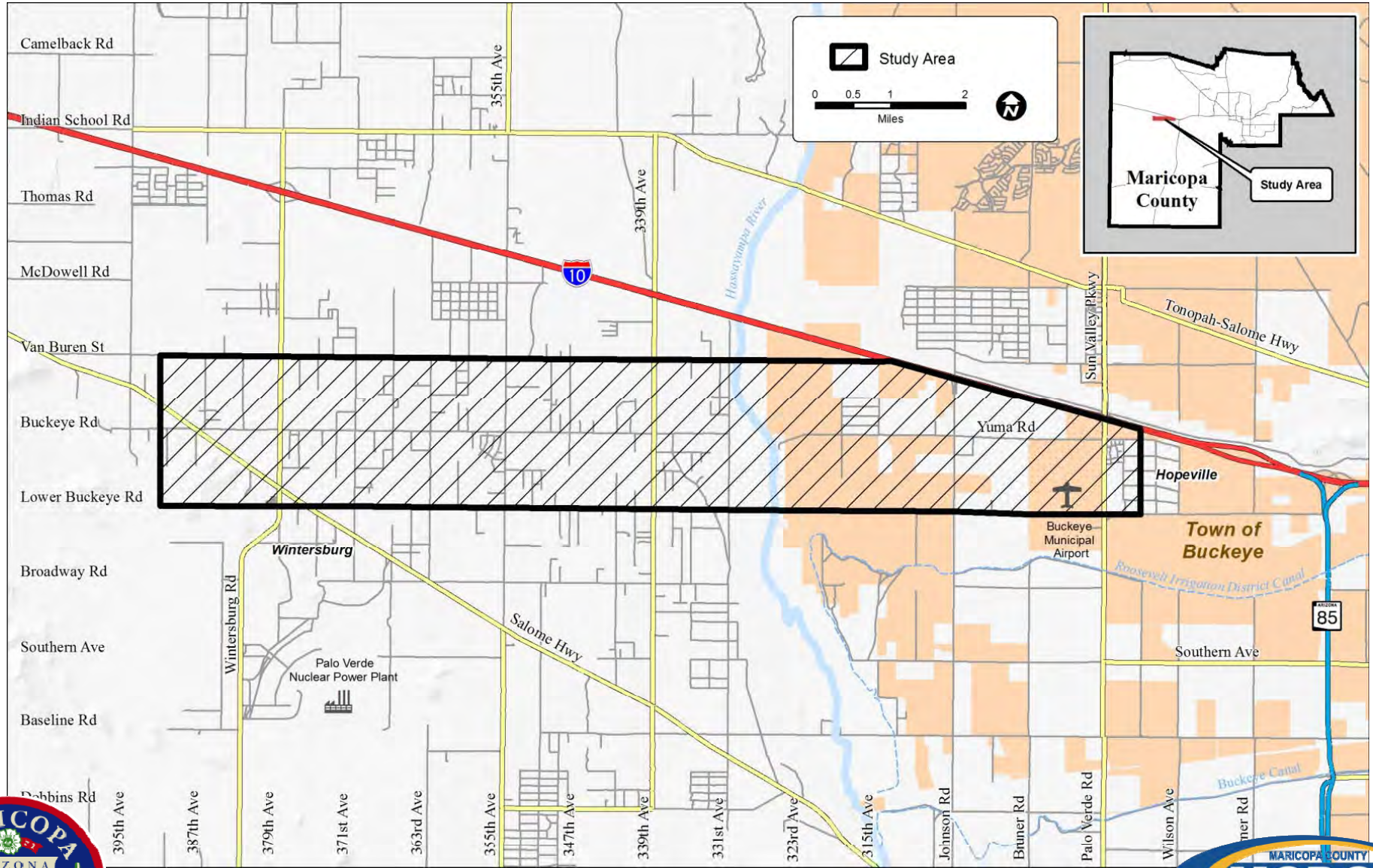


# October 4 Open House

- Held at Winters' Well Elementary School
- Approximately 40 attendees
- Summary of Comments:
  - ✓ Concerns about timing and need for project, impacts on property values and taxes, and compensation for land acquisition
  - ✓ Good long range planning – another Hassayampa River crossing is needed
  - ✓ Preference for Yuma/Buckeye Road alternative

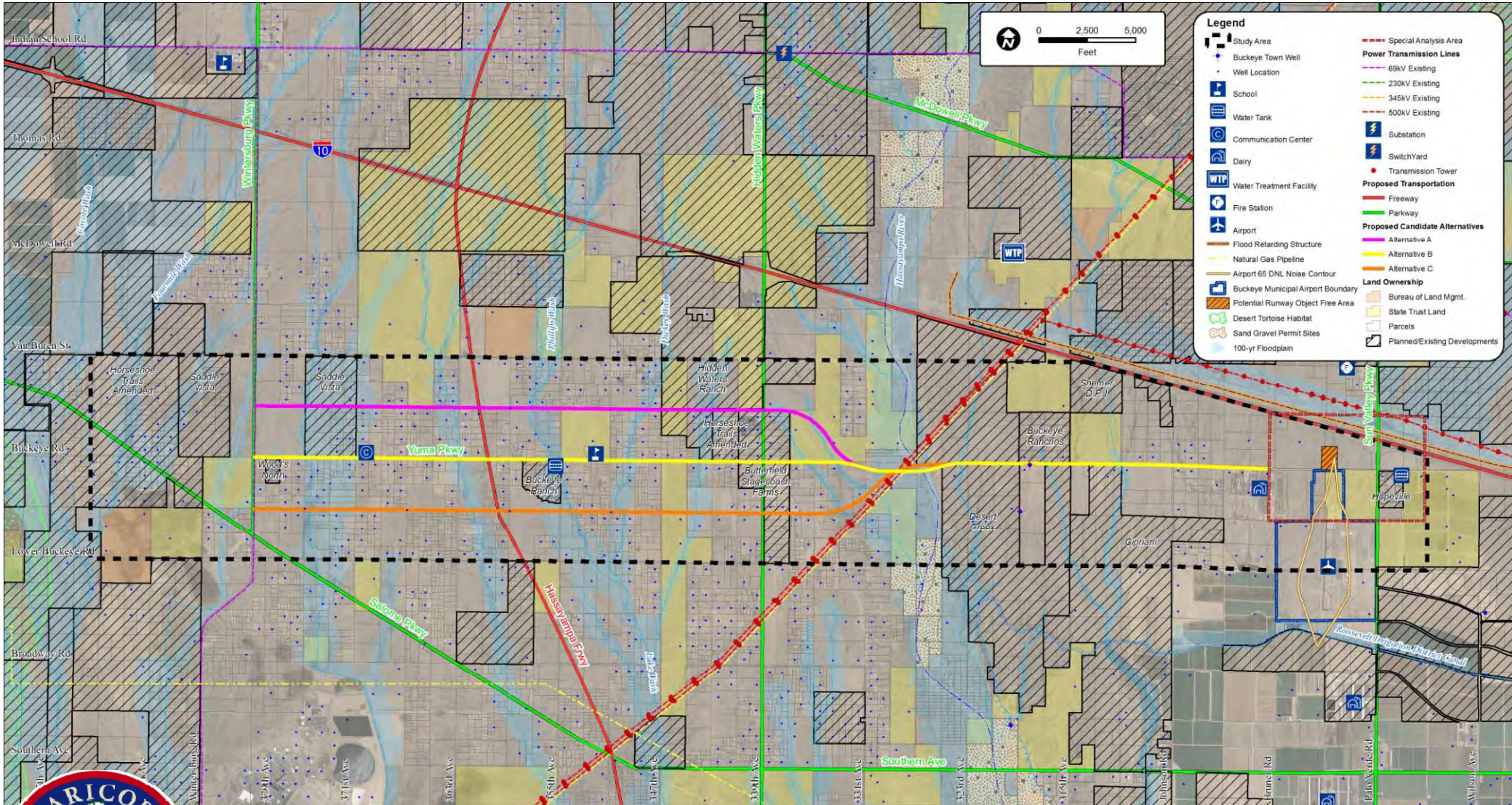


# Study Area



Right Road Right Time Right Cost

# Preliminary Candidate Alternatives



Right Road Right Time Right Cost

# Special Analysis Area

- Eastern limits of study area
- Issues:
  - ✓ Buckeye Municipal Airport Master Plan
  - ✓ Connections to I-10 and Palo Verde Parkway
  - ✓ Eastern extension of Yuma Road
  - ✓ Hopeville

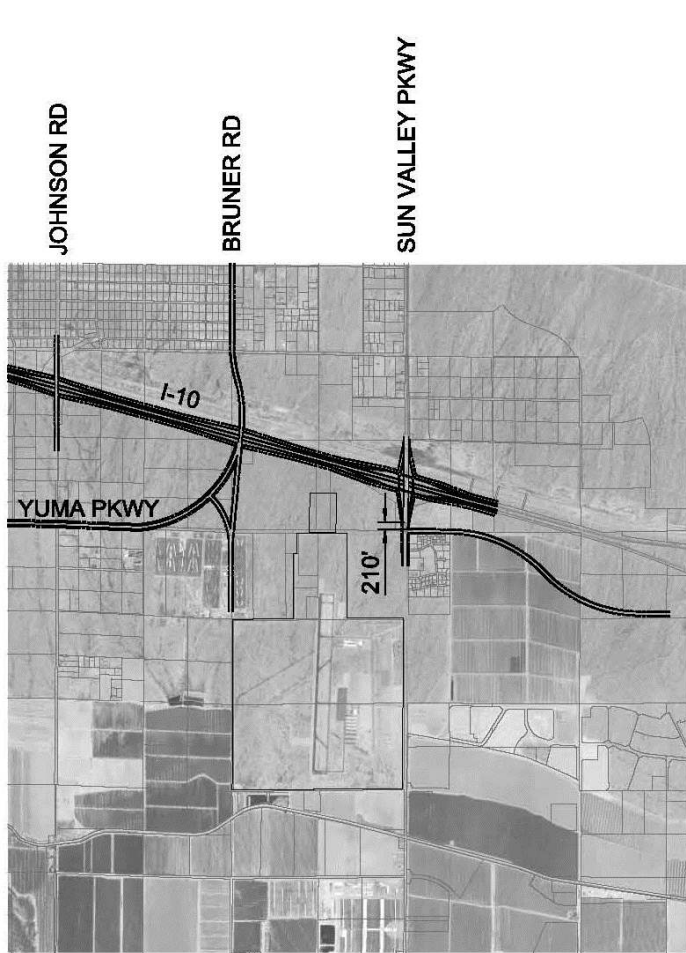


# Special Analysis Area

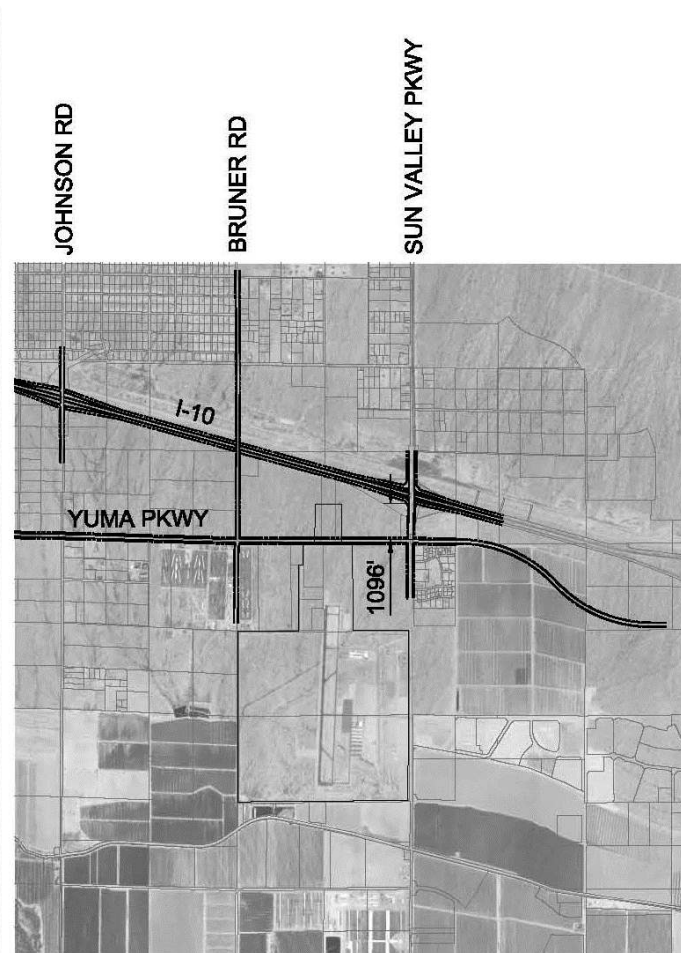
- Findings:
  - ✓ Buckeye Municipal Airport will not expand north of Yuma Road
  - ✓ Continuity of Yuma Parkway between Johnson Road and Palo Verde Road is desired
  - ✓ Parkway-to-parkway interchange is feasible at Yuma/Palo Verde Road intersection



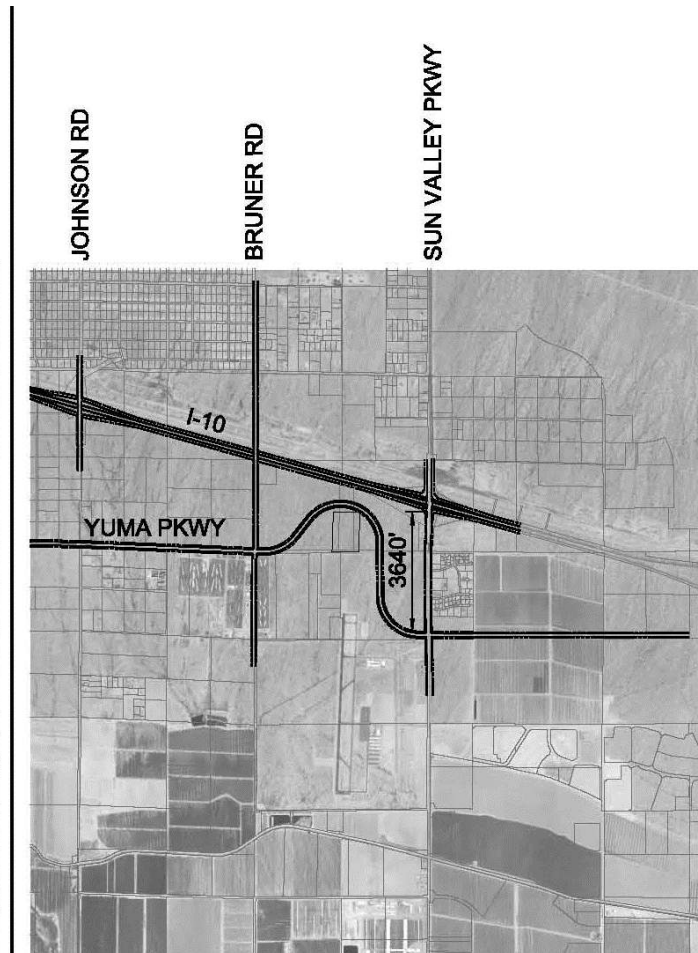
# Special Analysis Area Alternatives



ALTERNATIVE 1



ALTERNATIVE 2

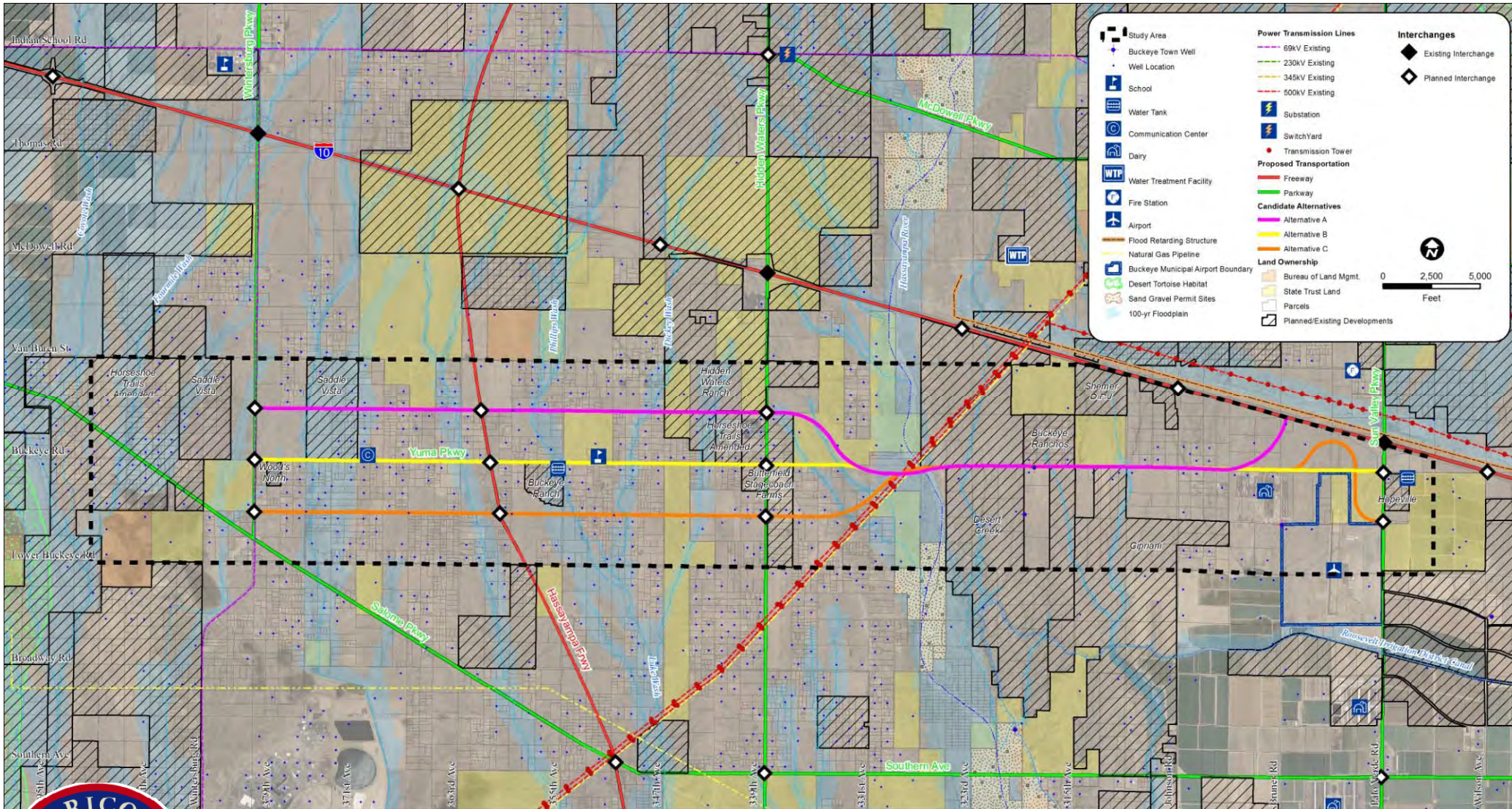


ALTERNATIVE 3



Right Road Right Time Right Cost

# Candidate Alternatives



Right Road Right Time Right Cost

# Evaluation Criteria

- System continuity and capacity
- Building/property impacts
- Future development compatibility
- Utility impacts
- Wildlife impacts
- Cultural/archeological impacts
- Drainage Impacts
- Cost
- Public acceptability



# Evaluation Matrix

Evaluation Criteria	Wintersburg Road to Hassayampa River				Hassayampa River to Johnson Road		Johnson Road to Palo Verde Road			
	No-Build	Alt. A	Alt. B	Alt. C	No-Build	Alt. A	No-Build	Alt. A	Alt. B	Alt. C
System Continuity and Capacity	●	◐	◐	◐	●	◐	●	◐	◐	◐
Building/Property Impacts	○	●	●	●	○	◐	○	◐	◐	◐
Future Development Compatibility	◐	●	◐	◐	●	◐	◐	◐	◐	○
Utility Impacts	○	◐	●	◐	○	◐	○	◐	○	○
Wildlife Impacts	○	◐	◐	◐	○	◐	○	◐	◐	◐
Cultural/Archaeological Impacts	○	◐	◐	◐	○	◐	○	○	○	○
Drainage Impacts	●	◐	◐	◐	◐	◐	○	○	○	◐
Cost	○	●	◐	●	○	◐	○	◐	◐	●
Public Acceptability	○	◐	○	◐	○	○	○	◐	○	◐

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



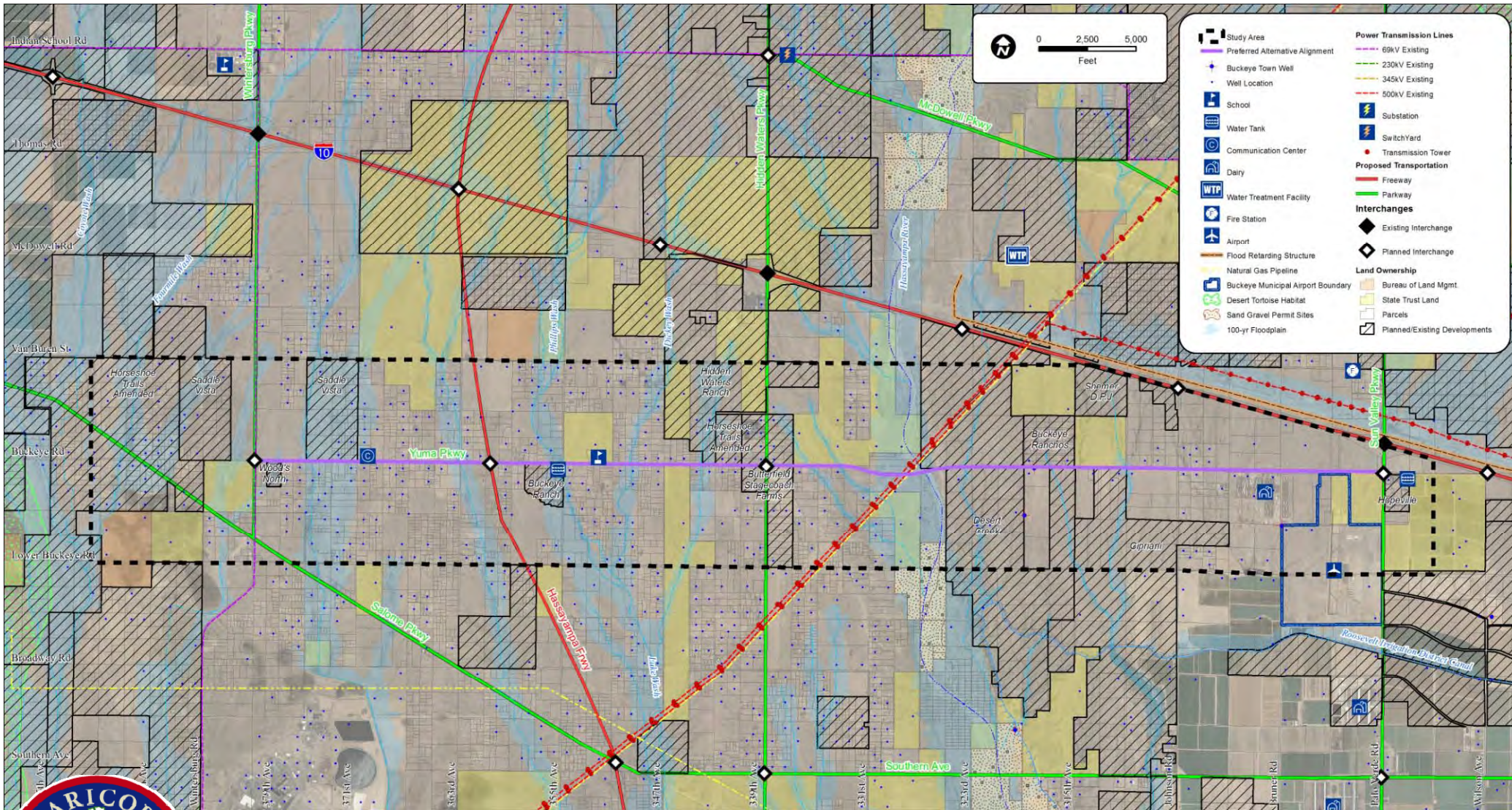
Right Road Right Time Right Cost

# Key Recommendation Factors

- Build-out traffic service and system continuity
- Master plan compatibility
- Equitable right-of-way acquisition
- Section lines and property lines
- All-weather roadway
- Stakeholder and public input



# Recommended Alternative



Right Road Right Time Right Cost

# Study Schedule

Existing and Future Conditions	April-July 2011
TAC/Stakeholder #1 – Study Initiation/Existing Conditions	May 23, 2011
Scoping/Existing Conditions Open House	May 24, 2011
TAC/Stakeholder #2 – Existing and Future Conditions	July 26, 2011
Alternatives Development and Evaluation	July-November 2011
TAC/Stakeholder #3 – Candidate Alternatives and Criteria	September 22, 2011
Existing Conditions/Candidate Alternatives Open House	October 4, 2011
TAC/Stakeholder #4 – Alternatives Evaluation	November 29, 2011
Detailed Preferred Alignment	November 2011- January 2012
Alternatives Evaluation/Preferred Alternative Open House	December 6, 2011
TAC/Stakeholder #5 – Preferred Alignment	January 17, 2012
Draft Final Report	February 2012
Final Report	March 2012



# Next Steps

- Hold 3<sup>rd</sup> public open house on December 6
- Prepare Final Tech Memo 4

*Candidate Alignments and Evaluation*

**Comments on draft due Friday, Dec. 2**

- Prepare Draft and Final Tech Memo 5  
*Preferred Alignment*
- Prepare Draft and Final Tech Memo 6  
*Public and Stakeholder Participation*
- Prepare Draft and Final Report



# TAC/Stakeholder Roundtable Discussion





## Yuma Parkway Feasibility Study TAC/Stakeholder Meeting 4 Summary – November 29, 2011



### **Meeting Purpose**

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

- Summarize progress to date;
- Present and discuss candidate alternatives;
- Present and discuss alternatives evaluation results;
- Present and discuss recommended alignment; and
- Discuss next steps.

### **Participants**

See attached attendance list.

### **Meeting Summary**

**Introduction and Opening Comments** – Denise Lacey from the Maricopa County Department of Transportation (MCDOT) welcomed the attendees and thanked them for participating in the fourth TAC/Stakeholder meeting for the Yuma Parkway Feasibility Study. Denise asked attendees to introduce themselves and who they represent. Denise indicated that, barring any unexpected input at the meeting today or at the upcoming open house on December 6, 2011, this will be the final TAC/Stakeholder meeting for this study. Project team staff members will continue to be available to address any specific questions or concerns for the duration of the study.

**Progress to Date** – Bryan Patterson from Kimley-Horn and Associates, Inc. (KHA) gave an update on the following items:

- September 22, 2011 TAC/Stakeholder Meeting – This was the third TAC/Stakeholder Meeting to review progress to date; present conceptual alignment alternatives; present preliminary candidate alternatives to be evaluated; discuss need to examine eastern terminus in more detail; present evaluation criteria, and discuss next steps in the study.
- October 4, 2011 Open House – This was the second open house held at Winters' Well Elementary School. There were approximately 40 participants. There was both opposition to and support for the parkway. Most of those in support of the parkway favored the Buckeye Road/Yuma Road alternative.
- Special Analysis Area – The eastern terminus has been examined in more detail to assess the feasibility of remaining on the Yuma Road alignment north of the Buckeye Municipal Airport and connecting to Palo Verde Road south of I-10. Meetings were held with Maricopa County Department of Transportation, Town of Buckeye, Maricopa Association of Governments, and Federal Highway Administration staff.
- Draft Technical Memorandum 4 – *Candidate Alternative Alignments and Evaluation* – The draft tech memo was completed and posted on the Kimley-Horn FTP site. Comments from the TAC are due on Friday, December 2.



Yuma Parkway Feasibility Study  
TAC/Stakeholder Meeting 4 Summary – November 29, 2011



Special Analysis Area– Bryan summarized the issues and recommendations associated with the eastern parkway terminus. Issues of interest include plans for expansion of the Buckeye Municipal Airport, the elevation differential of 40' and the limited horizontal separation between the I-10/Sun Valley Parkway interchange and the Yuma Road/Palo Verde Road intersection, the planned eastern extension of Yuma Road, and potential impacts on Stotz Dairy and the Community of Hopeville. The Town of Buckeye has decided that the airport runway will be expanded to the south rather than to the north, making it possible to consider alternatives that would provide a continuous connection from Johnson Road to Palo Verde Road north of the current airport property. With respect to the elevation differential and horizontal separation between I-10 and Yuma Road, it was determined that it would be feasible to construct a parkway-to-parkway interchange at the intersection of Yuma Road and Palo Verde Road provided that there would not be a u-turn median break between I-10 and Yuma Road. Three feasible alternatives were developed: the Hassayampa Framework Study alternative with an eastern terminus at the planned I-10/Bruner Road overpass, an alternative following the Yuma Road alignment, and a curvilinear alternative that would provide flexibility for future airport expansion to the north and more separation from the community of Hopeville. These three alternatives were designated as feasible candidate alternatives for further evaluation.

Evaluation of Candidate Alternatives – The study area was divided into three segments for further evaluation: Wintersburg Parkway to the Hassayampa River, Hassayampa River to Johnson Road, and Johnson Road to Palo Verde Road. Evaluation criteria include system continuity and capacity, building/property impacts, future development compatibility, utility impacts, wildlife impacts, cultural/archaeological impacts, cost, and public acceptability.

Between the planned Wintersburg Parkway and the Hassayampa River, four alternatives were evaluated as follows:

- No-Build Alternative;
- Alternative A – This alternative is located one-half mile north of the Buckeye Road section line;
- Alternative B – This alternative is located on the Buckeye Road section line. Based on the evaluation results, this is the preferred alternative; and
- Alternative C – This alternative is located one-half mile south of the Buckeye Road section line.

Between the Hassayampa River and Johnson Road, two alternatives were evaluated as follows:

- No-Build Alternative; and
- Alternative A – This alternative is located on the Yuma Road section line. Based on the evaluation results, this is the preferred alternative.

Between Johnson Road and Palo Verde Road, four alternatives were evaluated as follows:

- No-Build Alternative;
- Alternative A – This alternative is derived from the MAG Hassayampa Framework Study and is located on the Yuma Road alignment with an eastern terminus at the planned Bruner Road/I-10 overpass;



Yuma Parkway Feasibility Study  
TAC/Stakeholder Meeting 4 Summary – November 29, 2011



- Alternative B – This alternative follows the Yuma Road alignment with a slight northerly shift to avoid acquiring right-of-way from Stotz Dairy, the Buckeye Municipal Airport, and the Community of Hopeville. Based on the evaluation results, this is the preferred alternative; and
- Alternative C – This alternative follows a curvilinear alignment that curves to the north of the Buckeye Municipal Airport and south of the Community of Hopeville.

Key factors that support the recommendations for preferred alternatives include:

- Build-out traffic service and system continuity;
- Master plan compatibility, particularly with respect to Hidden Waters Ranch, Desert Creek, and Cipriani;
- Building impacts and equitable right-of-way acquisition;
- Following existing property lines and section lines;
- Providing an all weather roadway; and
- Stakeholder and public input.

Study Schedule/Next Steps – The study is on schedule for completion in March 2012. The third public open house will be held on Tuesday, December 6, 2011 at Winters' Well Elementary School. If no new issues are raised at the open house, it will not be necessary to hold a fifth TAC/Stakeholder meeting in January. The TAC/Stakeholder group will receive draft versions of Technical Memorandum 5 – *Preferred Alignment*, Technical Memorandum 6 – *Public and Stakeholder Participation*, Executive Summary, and Final Report for review and comment.

Roundtable Discussion – The following is a summary of roundtable discussion items:

- There was consensus on the recommended preferred alternatives.
- There was support for not directly impacting Stotz Dairy and Hopeville.
- There was further discussion on expansion plans for the Buckeye Municipal Airport. The current plan is to extend the runway to the south with an ultimate length of 8,500 feet.
- Clarification was requested on how Yuma Parkway would connect to I-10 at Bruner Road. Connection to I-10 would be via frontage roads from the Bruner Road grade separation to the Johnson Road or Sun Valley Parkway interchanges with I-10.
- There were questions about how the phased implementation of the parkway and how the parkway concept would affect property access. The parkway concept will provide for phased implementation of indirect left turns. Under the parkway indirect left turn concept, left turn access will be provided at median breaks downstream of major intersections. Individual properties will have driveways with right in/right out access.
- There was discussion on considering the Hassayampa Freeway as the western terminus rather than Wintersburg Road. Since there is a wide range of potential locations for the Hassayampa Freeway that will be subject to future study, the Hassayampa Freeway would not provide a clear definition of the western terminus.
- There was discussion about the timing for planning studies on I-11. The Nevada Department of Transportation is expected to release a planning/environmental study solicitation this year and the Arizona Department of Transportation is expected to release a planning/environmental study solicitation in the spring of 2012.



Yuma Parkway Feasibility Study  
TAC/Stakeholder Meeting 4 Summary – November 29, 2011



Concluding Remarks – Denise Lacey thanked the TAC/Stakeholder Committee members for the participation in the study. She encouraged them to provide input on the remaining study documents and contact the study team with any additional questions or comments.

November 29, 2011 TAC Mtg.

## YUMA PARKWAY CORRIDOR FEASIBILITY STUDY - TAC/STAKEHOLDER LIST

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November 29, 2011 TAC mtg

## YUMA PARKWAY CORRIDOR FEASIBILITY STUDY - TAC/STAKEHOLDER LIST

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	Tim	Strow	Planner	MAG	<a href="mailto:tstrow@mag.maricopa.gov">tstrow@mag.maricopa.gov</a>	602-254-6300	302 N. 1st. Avenue	Phoenix	AZ	85003
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VAS G	Valerie	Swick	Project Manager	Flood Control District	<a href="mailto:vas@mail.maricopa.gov">vas@mail.maricopa.gov</a>	602-506-2929	2801 W. Durango St.	Phoenix	AZ	85009
	Gordon	Taylor	Planning & Engineering	ASLD	<a href="mailto:gtaylor@land.az.gov">gtaylor@land.az.gov</a>	602-542-2647	1616 W. Adams St.	Phoenix	AZ	85007
	Tom	Thompson	Dairy Manager	Stotz Dairy	<a href="mailto:TomTmilk@aol.com">TomTmilk@aol.com</a>	623-386-5813	30005 W. Yuma Rd.	Buckeye	AZ	85326
	Jennifer	Tremayne	Environmental Planner	Kimley-Horn	<a href="mailto:jennifer.simpkins@kimley-horn.com">jennifer.simpkins@kimley-horn.com</a>	602-906-1187	7878 N. 16th St., Suite 300	Phoenix	AZ	85020
	Scott	Truitt	Broker	Western Land Company	<a href="mailto:truitt@westernlandco.net">truitt@westernlandco.net</a>	602-622-9099	2711 E. Indian School Rd., Ste. 205	Phoenix	AZ	85016
	Mitch	Wagner	Senior Planner	MCDOT	<a href="mailto:mitchwagner@mail.maricopa.gov">mitchwagner@mail.maricopa.gov</a>	602-506-8054	2901 W. Durango St.	Phoenix	AZ	85009
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	Kelly	Wolff-Krauter	Habitat Specialist	Arizona Game & Fish	<a href="mailto:kwolff-krauter@azgfd.gov">kwolff-krauter@azgfd.gov</a>	480-324-3549	7200 E. University Dr.	Mesa	AZ	85207
	Dick	Wrublick	Land Owner			623-386-3646	PO Box 8510	Surprise	AZ	85374
	Kimberly	Young	Transportation Director	Saddle Mountain Unified School Dist.	<a href="mailto:kayoung@smusd.com">kayoung@smusd.com</a>	623-474-5100	38201 W. Indian School Rd.	Tonopah	AZ	85354
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Yuma Parkway Corridor Feasibility Study  
Coordination Meeting with Maricopa Association of  
Governments  
April 11, 2011



### Meeting Purpose

The purpose of this coordination meeting was to inform Maricopa Association of Governments (MAG) staff and initiate data collection activities regarding the Yuma Parkway Corridor Feasibility Study. Specific discussion topics included the following:

- Hassayampa Framework alignment for Yuma Parkway
- Tie-in of Yuma Parkway to I-10
- MAG model 2030 and build-out volumes
- MAG GIS shapefiles
- Buckeye airport expansion plans
- Other projects in MAG Region that could impact or need to be coordinated with the Yuma Parkway project

### Participants

Mitch Wagner – Maricopa County Department of Transportation (MCDOT)  
Micah Henry – MAG  
Bryan Patterson – Kimley-Horn and Associates, Inc. (KHA)  
Michael Grandy – KHA

### Meeting Summary

Mitch Wagner gave a brief overview of the study objectives and schedule. Micah Henry indicated that he will likely be the MAG representative for this study rather than Tim Strow. Bryan Patterson then discussed the following items:

Hassayampa Framework Study – The Interstate 10/Hassayampa Valley Transportation Framework Study alignment for Yuma Parkway follows the Buckeye and Yuma Road alignments from Salome Highway east to approximately Johnson Road, then curves to the northeast, terminating at a planned frontage road just south of Interstate 10 (I-10) at Bruner Road. It appears that this termination point is intended to avoid conflicting with a planned northerly extension of the Buckeye Municipal Airport runway. KHA also asked if there was any more detail regarding the western Yuma Parkway termination point at Salome Highway or on the potential freight rail corridor. Micah will follow-up to provide any additional background information on these issues.

Connection to I-10 – There is currently an interchange at Palo Verde Road and a new interchange is planned for Johnson Road, two miles to the west. An interchange is not planned for Bruner Road. As a result, the current plan for Yuma Parkway does not provide for a direct connection to I-10, requiring an indirect connection via a frontage road system. Micah will follow-up on this issue as well to provide any additional background information.

MAG Traffic Forecasts – MAG has developed Yuma Parkway traffic forecasts for 2030 and for build-out. It is expected that only the build-out forecasts will be referenced in the Yuma Parkway Corridor



Yuma Parkway Corridor Feasibility Study  
Coordination Meeting with Maricopa Association of  
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April 11, 2011



Feasibility Study. KHA asked if there have been any updates to the MAG build-out forecasts that KHA obtained for the Northern Parkway Corridor Feasibility Study. Micah said he would follow-up.

MAG GIS Shapefiles – KHA will submit a formal request to MAG to obtain relevant GIS shapefiles.

Buckeye Airport Expansion Plans – As previously noted, the Town of Buckeye Airport Master Plan includes a northern extension of the current runway. The runway would be extended to Yuma Road with the object free area and runway protection zone located between Yuma Road and I-10. With this configuration, Yuma Road would be relocated to the north with short-radius curves around the airport property. This roadway geometry is not consistent with MCDOT parkway design requirements.

Other Related Projects – Other related projects that may need to be considered in the Yuma Parkway Corridor Feasibility Study include the ADOT I-10 Corridor Study that recently commenced and the I-11 Environmental Impact Statement that is anticipated to begin during the course of the Yuma Parkway study. KHA also asked for MAG input on additional potential stakeholder representatives and requested assistance in identifying a representative of the Hopeville Community.

Action Items

- Micah Henry to review history of the eastern and western Yuma Parkway termination points, freight rail corridor, and Buckeye Airport Master Plan, and provide any follow-up information to KHA.
- Micah to follow up on availability of any new MAG build-out traffic projections.
- Micah to review stakeholder list and recommend any additions.
- KHA to submit request for MAG GIS shapefiles.



Yuma Parkway Corridor Feasibility Study  
Coordination Meeting with Maricopa County Planning  
April 14, 2011



Meeting Purpose

The purpose of this coordination meeting was to inform Maricopa County Planning staff regarding the Yuma Parkway Corridor Feasibility Study and obtain current information regarding existing and planned subdivisions and development master plans related to the study area.

Participants

John Verdugo – Maricopa County Planning Department  
Bryan Patterson – Kimley-Horn and Associates, Inc. (KHA)  
Michael Grandy – KHA

Meeting Summary

Bryan Patterson provided a brief overview of the study area, schedule, and objectives. John Verdugo provided information on two development master plans in the study area: Hidden Waters Ranch and Silver Springs Ranch. John mentioned that LVA was the planning firm working on Hidden Waters Ranch and Ed Bull with Burch & Cracchiolo law firm is the contact for Silver Springs.

Action Items

- KHA to review development master plan information and reference it in the Yuma Parkway Corridor Feasibility Study documents.



Yuma Parkway Corridor Feasibility Study  
Coordination Meeting with Town of Buckeye Planning  
April 19, 2011



Meeting Purpose

The purpose of this coordination meeting with Town of Buckeye Planning staff was to obtain the most current information regarding community master plans and other planning issues in the Buckeye portion of the study area.

Participants

Brian Kulina – Town of Buckeye Planning  
Mitch Wagner – Maricopa County Department of Transportation (MCDOT)  
Bryan Patterson – Kimley-Horn and Associates, Inc. (KHA)  
Michael Grandy – KHA

Meeting Summary

Mitch Wagner provided a brief summary of the status of the study and thanked Brian for taking the time to provide his input on planning issues related to the study area. Bryan Patterson gave a brief overview of the project scope and schedule. Brian Kulina indicated that the community master plans in or in close proximity to the study area are Cipriani, Desert Creek, Tartesso, and Westwind. None of the developments are currently active and they have no expiration time frames. There is also an area plan for Shemer D.P.J. Other issues that were discussed include:

- Hopeville – This community is the former Allenville community that was relocated out of the floodplain. Federal funds were used to assist in acquiring land for the relocation.
- Airport – The Town is pursuing land acquisition north of Yuma Road for future airport expansion to the north.
- Hassayampa Framework Study roadways – The Hassayampa Framework Study shows the eastern end of Yuma Parkway curving up at Bruner Road and intersecting a frontage road that would run along I-10 between 315<sup>th</sup> Avenue and Wilson Road. The frontage roads were shown as a potential way to provide more access to properties along I-10, so they would function whether Yuma Parkway is ultimately curved up to the frontage road or is extended straight along the Yuma Road section line to Palo Verde Road.
- Hassayampa River Crossing – A bridge located on the section line is preferred, but a southerly shift would be acceptable if needed to avoid relocating the electrical towers.
- Study area limits – Because the Yuma Parkway alternatives are not expected to impact properties north of I-10, it was recommended that the study area limits not include the area north of I-10.
- Environmental issues – There are no known environmental issues in the Town of Buckeye portion of the study area.
- Town Manager and Council briefing – The Town Manager and Council need to be briefed on the study purpose, scope, and schedule.

Action Items

- KHA to revise study area exhibit to exclude area north of I-10.
- Brian to arrange briefings for Town Manager and Council.



Yuma Parkway Corridor Feasibility Study  
Coordination Meeting with Town of Buckeye  
Public Works  
July 25, 2011



Meeting Purpose

The purpose of this coordination meeting was to present preliminary conceptual alternatives for Yuma Parkway to the Town of Buckeye Public Works staff and to discuss potential impacts on the Buckeye Municipal Airport.

Participants

Scott Lowe – Town of Buckeye Public Works  
Denise Lacey – Maricopa County Department of Transportation (MCDOT)  
Bryan Patterson – Kimley-Horn and Associates, Inc. (KHA)  
Michael Grandy – KHA

Meeting Summary

Denise Lacey provided a brief summary of the status of the study and thanked Scott for taking the time to provide his input on the preliminary conceptual alternatives. Bryan Patterson described the conceptual alternatives and focused on alternatives in the vicinity of the Buckeye Municipal Airport, Palo Verde Road, and Interstate 10 (I-10). The current Buckeye Airport Master Plan shows a planned northern extension of the existing runway that would be in close proximity to Yuma Road and require the Town to acquire property north of Yuma Road for the airport object free area and runway protection zone. The acquisition area north of Yuma Road would extend to the I-10 right-of-way. The Master Plan also shows a realignment of Yuma Road to the north with short-radius reverse curves.

Scott responded that the Town is currently reassessing the Airport Master Plan and anticipates modifying the plan to eliminate the northern runway extension and keep Yuma Road on its current alignment. The runway could be extended to the south, requiring a southerly realignment of Broadway Road. For the Yuma Parkway Corridor Study, it can be assumed that the airport property will not extend north of Yuma Road. Scott recommended that any additional right-of-way that would be needed for a parkway on the Yuma Road alignment should be taken from the north side of Yuma Road rather than from any Town of Buckeye airport property. Scott also supported providing Yuma Parkway connectivity with Palo Verde Road and I-10.

One of the conceptual alternatives on the eastern edge of the airport passes through an area that is in close proximity to a sky diving school. Scott was concerned about sky divers inadvertently landing on the parkway if it were located in this area.

Action Items

- KHA to proceed with the development of alternatives, recognizing that potential alternatives are not constrained by a northern extension of the existing Buckeye Municipal Airport runway and that the Town's preference is that potential alternatives do not require acquisition of existing airport property.



Yuma Parkway Corridor Feasibility Study  
Coordination Meeting with Cipriani  
August 2, 2011



Meeting Purpose

The purpose of this coordination meeting was to brief Dawn Meidinger on the status of the study and obtain her input on conceptual alternatives.

Participants

Dawn Meidinger – Fennemore Craig Attorneys, representing Cipriani  
Denise Lacey – Maricopa County Department of Transportation (MCDOT)  
Bryan Patterson – Kimley-Horn and Associates, Inc. (KHA)  
Michael Grandy – KHA

Meeting Summary

Denise Lacey provided a brief summary of the status of the study and thanked Dawn for taking the time to provide her input. The following issues were discussed:

- Representation – Dawn represents Cipriani and Buckeye/Yuma/Johnson 300 LLC, NEC Yuma/Johnson 1 + 2, and Buzz 2 properties.
- Zoning Stipulations – Zoning stipulations approved in 2007 may designate an easement or some form of protection for a 100-foot-wide half-street on the south side of Yuma Road. This needs to be verified.
- Accessibility – The Yuma Road and Johnson Road intersection is the main northeastern access point for Cipriani. The land owner will likely be concerned about left-turn access at this intersection, especially until the I-10/Johnson Road Traffic Interchange is constructed.
- Approved Community Master Plan – The approved Cipriani Community Master Plan does not include any east/west major arterial roadways in the study area other than Yuma Road. Conceptual alternatives north or south of Yuma Road are undesirable because they would require a revision to the approved Cipriani Community Master Plan.
- Hassayampa Framework Study Alignment – The Hassayampa Framework Study shows a northeasterly curve near the eastern end of the Yuma Parkway to avoid conflicts with future expansion plans for the Buckeye Municipal Airport. The Town of Buckeye is now considering expanding the airport only to the south and allowing the Yuma Parkway to continue along the Yuma Road alignment to connect directly with the planned Palo Verde Parkway. Dawn said the property owners would support eliminating the northeasterly curve as the curve adversely impacts the portion of Cipriani near I-10.
- Phased implementation – The Arizona Parkway concept provides the option of phased implementation to convert intersections to indirect left operation and to add lanes as needed to accommodate traffic demands.
- Other affected property owners – Scott Truitt is a realtor who represents a number of landowners in the study area. The property owner for the area north of Yuma Road at Palo Verde Road may also be an important contact.

Action Items

- KHA to assemble available graphics and/or simulations to help explain the Arizona Parkway concept.
- KHA to contact Scott Truitt and property owner north of Yuma Road at Palo Verde Road.



Yuma Parkway Corridor Feasibility Study  
Coordination Meeting with Cipriani  
August 2, 2011



- Dawn to check Cipriani zoning stipulations regarding designating a 100-foot-wide half-street cross-section along Yuma Road and provide contact information for Scott Truitt and property owner north of Yuma Road at Palo Verde Road.



Yuma Parkway Corridor Feasibility Study  
Coordination Meeting with Desert Creek  
August 2, 2011



Meeting Purpose

The purpose of this coordination meeting was to brief Carolyn Oberholtzer on the status of the study and obtain her input on conceptual alternatives.

Participants

Carolyn Oberholtzer – Rose Law Group representing Desert Creek  
Denise Lacey – Maricopa County Department of Transportation (MCDOT)  
Bryan Patterson – Kimley-Horn and Associates, Inc. (KHA)  
Michael Grandy – KHA

Meeting Summary

Bryan Patterson provided a brief summary of the status of the study and thanked Carolyn for taking the time to provide her input. The following issues were discussed:

- Need for the parkway – Yuma Parkway is needed to provide a higher level of safety and capacity than a standard arterial street without the expense of a freeway facility. Yuma Parkway will serve the developments that are planned in the study area, serve as an alternate to I-10, and provide an additional crossing of the Hassayampa River.
- Accessibility – Desert Creek is planning to participate in constructing a new interchange at I-10 in the vicinity of 323<sup>rd</sup> Avenue and desires a high level of accessibility for the commercial core planned at the intersection of Desert Creek Road and Yuma Parkway. The Arizona Parkway is a new concept and the property owner will need more information regarding property access. Drawings or a simulation would help the property owner understand the operational characteristics of the Arizona Parkway concept.
- Transwestern Pipeline – The Transwestern Pipeline easement may be affected and this needs to be researched.
- Approved Community Master Plan – The approved Desert Creek Community Master Plan does not include any east/west major arterial roadways in the study area other than Yuma Road. Conceptual alternatives north or south of Yuma Road are undesirable because they would require a revision to the approved Desert Creek Community Master Plan.
- Zoning Stipulations – Zoning stipulations approved in 2007 may designate an easement or some form of protection for a 200-foot-wide parkway facility on Yuma Road. This needs to be verified.
- 404 Permit – The 404 permit may be impacted by the Yuma Parkway alternatives. This needs to be researched.

Action Items

- KHA to assemble available graphics and/or simulations to help explain the Arizona Parkway concept.
- KHA to research zoning stipulations, 404 permit issues, and Transwestern Pipeline easements.
- Carolyn to provide 404 permit information.



Yuma Parkway Corridor Feasibility Study  
Coordination Meeting with Scott Truitt  
Western Land Company  
August 22, 2011



Meeting Purpose

The purpose of this coordination meeting was to discuss preliminary conceptual alternatives for Yuma Parkway and potential property impacts.

Participants

Denise Lacey – Maricopa County Department of Transportation (MCDOT)  
Scott Truitt – Western Land Company  
Bryan Patterson – Kimley-Horn and Associates, Inc. (KHA)  
Michael Grandy – KHA

Meeting Summary

Denise Lacey provided a brief summary of the status of the study and thanked Scott for taking the time to offer his insights regarding potential property impacts. Bryan Patterson then gave an overview of the conceptual alternatives being considered.

Scott offered the following input:

- Scott works with property owners in Hopeville. He can coordinate with them and provide representation for them. They currently do not have direct access to Yuma Road. Their primary access is to Palo Verde Road via Pima Street.
- Scott prefers keeping Yuma Parkway on the Yuma Road alignment.
- The MAG plan for the Yuma Parkway connection to I-10 includes frontage roads east of Bruner Road and a large stacked interchange with I-10 at Palo Verde Road/Sun Valley Parkway. Access along Palo Verde Road would be restricted between I-10 and Pima Street.
- It is Scott's understanding that the Buckeye Airport owns the property at the southwest corner of Palo Verde Road and Yuma Road since it has airport fencing.
- Other potential stakeholders are Dick Wrublick, Michael/Ben Horin, and Mike Anderson.

Action Items

- KHA to follow up with FHWA, ADOT, and W. C. Scoutten, Inc. regarding I-10 interchange at Palo Verde Road/Sun Valley Parkway and access restrictions along Palo Verde Road.
- KHA to confirm Buckeye Airport property boundaries.
- KHA to update Yuma Parkway stakeholder data base and provide to Denise.



Yuma Parkway Feasibility Study  
Coordination Meeting with  
Winters' Well Elementary School  
October 4, 2011



Meeting Purpose

The purpose of this coordination meeting was to brief Winters' Well Elementary School administrators on the status of the study and obtain their input on conceptual and candidate alternatives.

Participants

Jim Keith – Winters' Well Elementary School Principal  
Rebecca Williams – Saddle Mountain Unified School District Business Manager  
Denise Lacey – Maricopa County Department of Transportation (MCDOT)  
Bryan Patterson – Kimley-Horn and Associates, Inc. (KHA)  
Michael Grandy – KHA

Meeting Summary

Denise Lacey provided a brief summary of the status of the study and thanked Jim and Rebecca for taking the time to provide their input. Bryan Patterson then presented a series of exhibits showing conceptual and candidate alternatives and examples of parkway facilities and discussed how a parkway facility may impact the elementary school. The following issues were discussed:

- Alignment alternatives – Due to the close proximity of the elementary school to Buckeye Road, alternatives have been developed that would be located either one-half mile north of Buckeye Road or one-half mile south of Buckeye Road.
- Accessibility – The parkway concept restricts left-hand turns, so access to the school parking lot from Buckeye Road would be limited to right turns in and out of the property.
- Impacts on school property – if the parkway is centered on Buckeye Road, the right-of-way line would be very close to the school parking lot. It may be possible to shift the roadway alignment slightly to avoid encroachment on the parking lot. There is also excess property on the school site that may allow for reconfiguring the parking lot and entry/exit points.
- Speed limit – The parkway would have a 45 mph speed limit and would be restricted to a 15 mph school zone when needed.
- Schedule – This is a long range planning study that will serve as a tool for preserving right-of-way. There are no short-term plans to construct the parkway.
- Preferred alternative – Jim and Rebecca thought that Alternative B, the Buckeye Road alignment, was the logical choice since Buckeye Road is already a high speed arterial roadway.



Yuma Parkway Feasibility Study  
Special Analysis Area Meeting  
October 12, 2011



Meeting Purpose

The purpose of this coordination meeting was to discuss potential interchanges with I-10, Sun Valley Parkway, and Palo Verde Parkway within the special analysis area. Specific discussion topics included the following:

- Summary of Relevant Studies
- Potential Yuma Parkway Connections to Palo Verde Road and I-10
- Action Items

Participants

Denise Lacey - MCDOT  
Brian Kulina - Buckeye  
Scott Lowe – Buckeye  
Ken Davis – FHWA  
Micah Henry – MAG  
Bryan Patterson – Kimley-Horn and Associates, Inc. (KHA)  
Mike Sowers – KHA  
Kristin Sayre – W. C. Scoutten, Inc.

Meeting Summary

Denise Lacey gave a brief overview of the study objectives and then Bryan Patterson discussed the following items:

Summary of Relevant Studies – The following relevant studies were discussed:

- MAG I-10/Hassayampa Valley Framework Study – This study evaluated build-out transportation needs. It was assumed that Yuma Parkway would not connect to Palo Verde Road due to the planned northerly extension of the Buckeye Municipal Airport runway. Yuma Parkway was depicted as connecting to I-10 frontage roads in the vicinity of Bruner Road with an I-10 grade separation at Bruner Road.
- MAG Town of Buckeye I-10 Access Review and Evaluation – This study examined a series of alternatives for providing access to I-10 between State Route 85 and Johnson Road. It was recommended that a collector/distributor roadway system be developed that would include an I-10 interchange at Wilson Road, a three-level parkway to freeway interchange at Palo Verde Parkway, a grade separation at Bruner Road, and an interchange at Johnson Road.
- Town of Buckeye General Plan Circulation Element – The general plan showed Yuma Parkway with the Bruner Road connection to the I-10 frontage roads, no continuity north of the Buckeye Municipal Airport, and an eastern extension and realignment of Yuma Road east of Palo Verde Parkway.
- Town of Buckeye Airport Master Plan – The airport master plan included expansion options and a recommended plan for future improvements. The initial recommendation called for a northerly extension of the existing runway with a realignment of Yuma Road curving around the north end of the extended runway. The realignment would not accommodate a parkway cross-section. The Town of Buckeye has since decided that it would be preferable to extend the runway to the south and to retain the section line alignment for Yuma Road.



Yuma Parkway Feasibility Study  
Special Analysis Area Meeting  
October 12, 2011



- Town of Buckeye Area Plan AP08-10 – The Town of Buckeye adopted an area plan for the area east of Palo Verde Road and south of I-10 that included an eastern extension and realignment of Yuma Road east of Palo Verde Parkway.
- MCDOT Yuma Parkway Feasibility Study – The current conceptual alternatives for Yuma Parkway were discussed along with the need to treat the eastern end of the study area as a special analysis area. Issues within the special analysis area include the expansion plans for the Buckeye Municipal Airport, potential impacts on Hopeville, continuity of Yuma Road, interchange spacing on I-10, parkway to parkway connection with Palo Verde Parkway, the profile of existing Palo Verde Road south of I-10, and the Buckeye Flood Retarding Structure north of I-10.

Potential Yuma Parkway Connections to Palo Verde Road and I-10 – Three alternatives were proposed for Yuma Parkway connections to Palo Verde Road and I-10 within the special analysis area.

- Alternative 1 - Yuma Parkway follows the layout established by the Buckeye Circulation Plan and MAG studies. Yuma Parkway curves north to cross over I-10 at Bruner Rd with no interchange. Frontage roads carry traffic along I-10. The Palo Verde Road/I-10 interchange utilizes a three level interchange. No Yuma Parkway connection is provided from Bruner Rd to Palo Verde Rd. Yuma Rd then extends to the east in accordance with the Buckeye Area Plan.
- Alternative 2 - Yuma Parkway follows the existing Yuma Road alignment with a slight northerly shift to avoid additional right-of-way acquisition from the Buckeye Municipal Airport or Hopeville. The Palo Verde Rd/I-10 interchange utilizes a single point urban interchange (SPUI). No frontage roads are used in this alternative.
- Alternative 3 - Yuma Parkway follows the existing Yuma Road alignment until it curves around the airport after Bruner then extends south of the Yuma Road alignment to intersect with Palo Verde Road south of Hopeville. The Palo Verde Road/I-10 interchange utilizes a SPUI. No frontage roads are used in this alternative.

Issues discussed for Alternative 1 included discontinuity of Yuma Road between Bruner and Palo Verde Road, expense of a three level interchange at I-10, and operational issues associated with frontage roads at interchanges.

Issues discussed for Alternative 2 included limitation of northern runway expansion for the airport, the limited distance of 1096' between Yuma Parkway and the I-10 ramps, and proximity to Hopeville. The advantage of this alternative is maintaining continuity on the Yuma Road section line alignment and providing continuity east of Palo Verde Parkway.

Issues discussed for Alternative 3 included the Arizona State Land parcel north and east of the airport, geometry, out-of-direction travel, and drainage issues. This alternative creates land development and drainage challenges due to the super-elevation necessary for a 45 mph design. This alternative allows the best separation from I-10 and offers an opportunity to create a unique parkway character in the area with the curvilinear alignment. It was also noted as being the best option for Hopeville and the airport.

Ken Davis with FHWA commented that preservation of two-mile interchange spacing on I-10 should be maintained, that as much separation as possible should be provided between the I-10/ Sun Valley Parkway and Yuma Parkway/Palo Verde Parkway interchanges, and that frontage roads tend to detract



Yuma Parkway Feasibility Study  
Special Analysis Area Meeting  
October 12, 2011



from the operational efficiency of interchange ramps. Although there was little support for Alternative 1 now that the Town of Buckeye does not plan to extend the airport runway to the north, it was concluded that the three alternatives are acceptable for further discussion and evaluation with the Yuma Parkway TAC and Stakeholders.

Action Items

- KHA to revise Special Analysis Area Alternatives exhibits to modify the Bruner Road alignment.
- MCDOT and KHA to discuss alternatives with Scott Zipprich and Town of Buckeye on October 19.
- MCDOT and KHA to follow-up with Arizona State Land Department, Arizona Department of Transportation, and Flood Control District of Maricopa County.



Yuma Parkway Feasibility Study  
Special Analysis Area Meeting  
October 19, 2011



Meeting Purpose

The purpose of this meeting was to follow up on the October 12, 2011 meeting that was held to discuss potential interchanges with I-10, Sun Valley Parkway, and Palo Verde Parkway within the special analysis area.

Participants

Denise Lacey – MCDOT  
Brian Kulina – Town of Buckeye  
Scott Lowe – Town of Buckeye  
Scott Zipprich – W. C. Scoutten, Inc.  
Tom Chlebanowski – W. C. Scoutten, Inc.  
Bryan Patterson – Kimley-Horn and Associates, Inc. (KHA)  
Michael Grandy – KHA

Meeting Summary

Denise Lacey gave a brief overview of the discussion that was held on October 12, 2011 with the Town of Buckeye, MAG, and FHWA. Bryan described in more detail some of the issues associated with the special analysis area and the three proposed parkway alternatives. The three alternatives are:

- Alternative 1 - Yuma Parkway follows the layout established by the Buckeye Circulation Plan and MAG studies. Yuma Parkway curves north to cross over I-10 at Bruner Rd with no interchange. Frontage roads carry traffic along I-10. The Palo Verde Rd/I-10 interchange utilizes a three-level interchange. No Yuma Parkway connection is provided from Bruner Rd to Palo Verde Rd. Yuma Rd then extends to the east of Palo Verde Rd in accordance with the Buckeye Area Plan.
- Alternative 2 - Yuma Parkway follows the existing Yuma Rd alignment with a slight northerly shift to avoid additional right-of-way acquisition from the Buckeye Municipal Airport or Hopeville. The Palo Verde Rd/I-10 interchange utilizes a single point urban interchange (SPUI). No frontage roads are used in this alternative.
- Alternative 3 - Yuma Parkway follows the existing Yuma Rd alignment until it curves around the airport after Bruner Rd and then extends south of the Yuma Rd alignment to intersect with Palo Verde Rd south of Hopeville. The Palo Verde Rd/I-10 interchange utilizes a SPUI. No frontage roads are used in this alternative.

Issues discussed for Alternative 1 included discontinuity of Yuma Road between Bruner Rd and Palo Verde Rd, expense of a three-level interchange at I-10, the elevation drop between I-10 and Palo Verde Rd, and operational issues associated with frontage roads at interchanges. The additional property access offered with the frontage road system is appealing to the Town of Buckeye and the Town does not want to eliminate the continuity of Buckeye Rd between Bruner Rd and Palo Verde Rd.

Issues discussed for Alternative 2 included limitation of northern runway expansion for the airport, the limited distance of 1096' between Yuma Parkway and the I-10 ramps, and proximity to Hopeville. The advantage of this alternative is maintaining continuity on the Yuma Rd section line alignment and providing continuity east of Palo Verde Parkway. The Town of Buckeye prefers this alternative now that they do not plan to extend the airport runway to the north. There was discussion regarding the



Yuma Parkway Feasibility Study  
Special Analysis Area Meeting  
October 19, 2011



possibility of lowering the parkway in the vicinity of the airport, but it was concluded that this would not be necessary with the southern extension of the main runway.

Issues discussed for Alternative 3 included the Arizona State Land parcel north and east of the airport, geometry, out-of-direction travel, and drainage issues. This alternative creates land development and drainage challenges due to the superelevation necessary for a 45 mph design. This alternative allows the best separation from I-10 and offers an opportunity to create a unique parkway character in the area with the curvilinear alignment. It was also noted as being the best option for Hopeville and the airport.

It was concluded that the three alternatives should be evaluated as candidate alternatives and that the frontage road and I-10 interchange design issues would not be specifically addressed as part of the Yuma Parkway study.

Action Items

- KHA to proceed with evaluating the three special analysis area alternatives as candidate alternatives for the Yuma Parkway study.



# **APPENDIX TM6-02**

## **MCDOT RIGHTROADS PROGRAM SUMMARY OF PUBLIC INVOLVEMENT**

# MCDOT *RightRoads* Program



## Summary of Public Involvement

December 22, 2011

### Yuma Parkway Parkway Feasibility Study Salome Highway to Palo Verde Road



Maricopa County Department of Transportation





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Phoenix, AZ 85009  
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**MCDOT *RightRoads* Program  
Summary of Public Involvement**

**Yuma Parkway Feasibility Study  
Salome Highway to Palo Verde Road  
TT005**

**FINAL REPORT**

**PURPOSE OF PUBLIC INVOLVEMENT**

This study evaluated planned corridor development and the resulting projected 2030 traffic volumes along the Yuma Parkway corridor between Salome Highway and Palo Verde Road to develop the most cost-effective improvement plans that include a recommendation for establishing the future roadway type, alignment, access management strategies, future drainage structures, network connectivity and prioritized construction phasing plans.

Maricopa County Department of Transportation (MCDOT), Flood Control District of Maricopa County (FCDMC), Maricopa County Planning and Development Department, Maricopa County Department of Emergency Management, Maricopa County Environmental Services Department, Maricopa County Parks and Recreation Department, Arizona Department of Transportation (ADOT), Arizona State Land Department (ASLD), Maricopa Association of Governments (MAG), the Town of Buckeye, Federal Highway Administration (FHWA), Arizona Game and Fish Department (AGFD), U.S. Bureau of Land Management (BLM), U.S. Fish and Wildlife Services (USFWS), U.S. Army Corps of Engineers, Center for Desert Archaeology, the Sonoran Institute, the community of Hopeville, the community of Wintersburg, local school and fire districts, Maricopa County Farm Bureau, area developers, impacted irrigation and utility companies, affected businesses, property owners and residents are all major stakeholders of this parkway feasibility study.

The contribution and involvement of MCDOT's public stakeholders, in addition to the participation of our jurisdictional and agency study partners, is a vital study component. This collaboration not only works to preserve the interests and rights

of area residents, property owners, businesses and adjacent development, it ensures future regional traffic flow by aiding in the development of a consistent roadway and the resolution of conflicting agency requirements. Gaining consensus among the agencies and impacted public stakeholders is critical to the outcomes and success of this transportation study as well as the future implementation of its recommendations to provide a safe and efficient roadway for the long term.

## **STUDY OVERVIEW**

### **Background**

The Yuma Parkway Feasibility Study (Salome Highway to Palo Verde Road) is one of a series of long-range transportation planning studies being conducted by the Maricopa County Department of Transportation (MCDOT). These studies evaluate future parkways identified in the Maricopa Association of Governments (MAG) Interstate 10 (I-10)/Hassayampa Valley Transportation Framework Study (2008) that recommended a comprehensive transportation network designed to meet the future traffic demands for “build-out” conditions in the area west of the White Tank Mountains. The primary purpose of this feasibility study is to identify the preferred roadway alignment for Yuma Parkway which is proposed as an Arizona Parkway.

The 2008 MAG study identified the need for a new type of non-freeway roadway with restricted access for enhanced mobility and the ability to offer significantly greater travel capacity than that provided by a traditional six-lane surface street. As a result, the Arizona Parkway was developed as a hybrid of these two roadway types.

The Arizona Parkway includes a distinct intersection treatment that uses a simple green/yellow/red traffic signal control and prohibits left-turns at cross-street intersections. Instead, all left-turn movements are made using an “indirect” left-turn crossover immediately beyond the crossroad intersection. By not employing full grade separations (freeway type overpasses or underpasses) at intersections with arterial cross streets, the Arizona Parkway intersection configuration provides the benefits of enhanced traffic safety and increased intersection capacity while still allowing for direct driveway access to development at each corner of the intersection.

### **Study Area**

The Yuma Parkway Feasibility Study area is generally centered on the Buckeye Road/Yuma Road section line, from one-half mile west of Salome Highway to one-half mile east of Palo Verde Road. The study area is approximately 13 miles long and is two miles wide.

### **Study Need**

The MAG I-10 Hassayampa Valley Transportation Framework Study demonstrated the long-term need for the future Yuma Parkway. Although today’s land development and travel demands do not warrant any major new high

capacity roadways in the near-term, the "build-out" forecast for future land development and resulting travel demand within the study area warrant an entire network of future Arizona Parkways. Plans are already underway within the study area to convert vacant lands to land uses that will generate increased traffic volumes.

In order to preserve sufficient public right-of-way for the future Yuma Parkway and protect the future parkway corridor from development and encroachment, the planning process needs to start now to identify parkway right-of-way requirements for forecasted build-out conditions. To this end, the Yuma Parkway study is needed to:

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

### **Study Goals and Objectives**

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

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

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

### **Key Issues and Challenges**

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

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

## Study Milestones

Study Kick-off	May 2011
<b>PHASE I:</b>	<b>May - July 2011</b>
<b><i>Data Collection/Issues Identification</i></b>	
Technical Advisory Committee Meeting #1	May 23, 2011
<b>Study “Scoping” Public Input Meeting</b>	<b>May 24, 2011</b>
Technical Advisory Committee Meeting #2	July 26, 2011
<b>PHASE II:</b>	<b>July 2011 - March 2012</b>
<b><i>Alternative Alignments Analysis and Evaluation</i></b>	
Technical Advisory Committee Meeting #3	September 22, 2011
<b>Alternatives Analysis Public Input Meeting</b>	<b>October 4, 2011</b>
Technical Advisory Committee Meeting #4	November 29, 2011
<b>Study Findings and Recommendations</b>	<b>December 6, 2011</b>
<b>Public Input Meeting</b>	
Technical Advisory Committee Meeting #5	January 2012
Draft Final Report	February 2012
Study Completion/Final Report	March 2012

## STUDY APPROACH

This parkway feasibility study is considered “long-range” transportation planning and is the earliest phase of project development. The outcome of a parkway 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 area and consists of gathering data on existing and future study area features, assessing and evaluating the surrounding parkway 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 parkway alignment alternatives are developed only to the extent necessary to conduct a meaningful comparative analysis/fatal flaws analysis. Conceptual alignment alternatives are evaluated for technical feasibility as well as public acceptability as part of this process.

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

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

## **DEVELOPMENT OF ALTERNATIVES**

During the alternatives analysis, the study team identified and evaluated several conceptual alignments for Yuma Parkway. The conceptual alternatives were developed to avoid as many parkway 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:
  - Bureau of Land Management; and
  - Arizona State Trust land.
- Land use:
  - Existing and planned residential and commercial developments;
  - Potential sand and gravel operations;
  - Communities of Hopeville and Wintersburg;
  - Buckeye Municipal Airport;
  - Winters' Well Elementary School; and
  - Stotz Dairy.
- Environmental
  - Sonoran Desert Tortoise habitat and wildlife linkage zones near the corridor;
  - Proposed recreational trails;
  - Disadvantaged population groups;
  - Cultural resources; and
  - Floodplains and washes.
- Transportation Connectivity:
  - Access to Interstate 10;
  - Future connections with Salome Parkway, Wintersburg Parkway, Hassayampa Freeway, Hidden Waters Parkway, and Sun Valley Parkway; and
  - Hassayampa River crossing.
- Utilities/Facilities:
  - Wells and water tanks throughout the corridor;
  - Gas pipelines and electrical power lines near the Hassayampa River; and
  - Century Link communications facility near 371<sup>st</sup> Avenue.

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.

To narrow the range of alternatives to be evaluated in greater detail, a subjective, qualitative assessment was performed on all conceptual alternatives. “Candidate Alternatives” were selected from the conceptual alignments and presented to the TAC and stakeholders for review and input. The Candidate Alternatives are those that involve the fewest constraints and are the most compatible with existing land uses and future development master plans.

### **Advanced Candidate Alternatives**

Based on a review of “build-out” conditions and resulting traffic projections for the Yuma Parkway study area, it was determined that future traffic volumes do not support a parkway type roadway facility west of Wintersburg Parkway. As a result, no Candidate Alternatives for the future Yuma Parkway were identified in the study area west of Wintersburg Road.

Three Candidate Alternatives were identified and advanced for further analysis within the Yuma Parkway segment between Wintersburg Parkway and the Hassayampa River:

- *Alternative A (North alignment shift)* – A 200-foot wide corridor located one-half mile north of the Buckeye Road alignment;
- *Alternative B (Section-line)* – A 200-foot wide corridor centered on the Buckeye Road alignment; and
- *Alternative C (South alignment shift)* – A 200-foot wide corridor located one-half mile south of the Buckeye Road alignment.

Traversing eastward, all three Candidate Alternatives converge to cross the Hassayampa River at a common point, and continue east as a single alternative (Alternative A) through the Desert Creek and Cipriani community master plan areas.

Due to numerous constraints, a “special analysis” area was designated to perform a more detailed examination of feasible Candidate Alternatives in the vicinity of the Buckeye Municipal Airport. This examination produced three alternatives between Johnson Road and Palo Verde Road:

- *Alternative A* – A 200-foot wide corridor that curves to the northeast to connect with Bruner Road;
- *Alternative B* – A 200-foot wide corridor located on the Yuma Road alignment; and
- *Alternative C* – A 200-foot wide corridor that follows a curvilinear alignment traversing north and south of the Yuma Road alignment.

## **Evaluation Criteria**

During the second phase of the study development process, the Candidate Alternatives, along with a “No-Build” Alternative, were evaluated based on the following criteria:

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

Since most of the evaluation criteria listed above do not lend themselves to numerical quantification, the evaluation was performed on a qualitative basis using the following descriptors to assess the relative positive or negative impacts of each alternative: Strong Advantage, Advantage, Neutral, Disadvantage, and Strong Disadvantage.

For the Yuma Parkway segment between Wintersburg Parkway and the Hassayampa River, the No-Build and Alternative A have the most positive ratings (i.e. more Strong Advantage and Advantage ratings and/or fewer Strong Disadvantage and Disadvantage ratings). For the segment between Johnson Road and Palo Verde Road, Alternative B has the most positive ratings.

## Candidate Alternatives Evaluation Matrix

Evaluation Criteria	Wintersburg Road to Hassayampa River				Hassayampa River to Johnson Road		Johnson Road to Palo Verde Road			
	No-Build	Alt. A	Alt. B	Alt. C	No-Build	Alt. A	No-Build	Alt. A	Alt. B	Alt. C
System Continuity and Capacity	●	●	●	●	●	●	●	●	●	●
Building/Property Impacts	○	●	●	●	○	●	○	●	●	●
Future Development Compatibility	●	●	●	●	●	●	●	●	●	○
Utility Impacts	○	●	●	●	○	●	○	●	○	○
Wildlife Impacts	○	●	●	●	○	●	○	●	●	●
Cultural/Archaeological Impacts	○	●	●	●	○	●	○	○	○	○
Drainage Impacts	●	●	●	●	●	●	○	○	○	●
Cost	○	●	●	●	○	●	○	●	●	●
Public Acceptability	○	●	○	●	○	○	○	●	○	●

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

Preferred Alternative

MARICOPA COUNTY

### Selection of the Preferred Alternative

Results of the Candidate Alternatives evaluation were presented to the TAC members and stakeholders at the November 29, 2011 TAC/stakeholder meeting for review and discussion. Based on a review of the evaluation results, the following are the preliminary preferred alternatives for the three Yuma Parkway segments:

- Alternative B between Wintersburg Road and the Hassayampa River;
- Alternative A between the Hassayampa River and Johnson Road; and
- Alternative B between Johnson Road and Palo Verde Road.

Factors that support the selection of the Preferred Alternatives for the three Yuma Parkway study segments include:

Wintersburg Road to the Hassayampa River Segment:

- The No-Build Alternative will not provide a continuous, all-weather roadway and will not adequately serve projected traffic volumes associated with anticipated build-out land uses. Even though it may be

many years before land uses and traffic volumes justify construction of a parkway facility, the transition to higher-intensity land uses is already occurring. Steps need to be taken now to preserve the long-term viability of constructing a parkway in the future by delineating the footprint and preferred location for Yuma Parkway;

- Alternative B is generally consistent with the Hassayampa Framework Study in that it provides a direct east-west connection between Wintersburg Road and the Hassayampa River, including a bridge across the Hassayampa River, that adequately serves projected traffic volumes associated with anticipated build-out land uses;
- Alternative B generally follows the Buckeye Road section line, making maximum use of existing roadway right-of-way;
- Alternative B will result in equitable right-of-way acquisition by generally being centered on the Buckeye Road section line;
- Alternative B is compatible with the approved Hidden Waters Ranch Development Master Plan, which has a stipulation requiring right-of-way preservation for a 200-foot-wide parkway facility along the Buckeye Road section line;
- Alternative B provides improved drainage facilities that better control cross-drainage and provide opportunities to incorporate wildlife crossing treatments; and
- Alternative B has received the most stakeholder and public support to date from those in favor of one of the “build” alternatives.

#### Hassayampa River to Johnson Road Segment:

- The No-Build Alternative will not provide a continuous, all-weather roadway and will not adequately serve projected traffic volumes associated with anticipated build-out land uses. Even though it may be many years before land uses and traffic volumes justify construction of a parkway facility, the transition to higher-intensity land uses is already occurring. Steps need to be taken now to preserve the long-term viability of constructing a parkway in the future by delineating the footprint and preferred location for Yuma Parkway;
- Alternative A is generally consistent with the Hassayampa Framework Study in that it provides a direct east-west connection between the Hassayampa River and Johnson Road that adequately serves projected traffic volumes associated with anticipated build-out land uses;
- Alternative A generally follows the Yuma Road section line, making maximum use of existing roadway right-of-way;
- Alternative A will result in equitable right-of-way acquisition by generally being centered on the Yuma Road section line;

- Alternative A is compatible with planned developments. The Desert Creek and Cipriani Community Master Plans both have stipulations requiring right-of-way preservation for a 200-foot-wide parkway facility along the Yuma Road section line;
- Alternative A provides improved drainage facilities that better control cross-drainage and provide opportunities to incorporate wildlife crossing treatments; and
- Alternative A has received stakeholder and public support to date from those in favor of a “build” alternative.

#### Johnson Road to Palo Verde Road Segment:

- The No-Build Alternative will not provide a continuous, all-weather roadway and will not adequately serve projected traffic volumes associated with anticipated build-out land uses. Even though it may be many years before land uses and traffic volumes justify construction of a parkway facility, the transition to higher-intensity land uses is already occurring. Steps need to be taken now to preserve the long-term viability of constructing a parkway in the future by delineating the footprint and preferred location for Yuma Parkway;
- Alternative B is generally consistent with the Hassayampa Framework Study in that it provides a direct, continuous east-west connection between Johnson Road and Palo Verde Road that adequately serves projected traffic volumes associated with anticipated build-out land uses;
- Alternative B generally follows the Yuma Road section line, making maximum use of existing roadway right-of-way while minimizing adverse right-of-way impacts on Stotz Dairy and the Buckeye Municipal Airport;
- Alternative B is compatible with the planned developments of Desert Creek and Cipriani and with the Buckeye Municipal Airport’s planned runway expansion to the south and the development of adjacent land to the north of the airport; and
- Alternative B provides improved drainage facilities that better control cross-drainage and provide opportunities to incorporate wildlife crossing treatments; and
- Alternative B has received the most stakeholder and public support to date from those in favor of one of the “build” alternatives.

## **PUBLIC INVOLVEMENT**

Through the course of this study’s process, the MCDOT *RightRoads* Program conducted a total of three public input meetings to discuss and gather public comment on future improvements and recommendations for the future Yuma Parkway between Salome Highway and Palo Verde Road.

The public input meetings were conducted at critical milestones in the study process. Approximately 85 area residents and other study stakeholders attended the first public “Scoping” meeting (May 24, 2011). This initial meeting provided area residents and other impacted stakeholders with an opportunity to inform project team members about the study area issues and local transportation needs. This meeting also provided the study team members with an opportunity to discuss and elicit feedback regarding the study purpose, goals and objectives.

The “Alternatives Analysis” public meeting (October 4, 2011) was conducted to provide the community with the opportunity to comment on preliminary study findings and provide feedback on the Candidate Alternative alignments being evaluated for the future Yuma Parkway alignment. Approximately 37 area residents and other key stakeholders participated in this meeting

The study team presented the findings and recommendations of the study, including the preferred parkway alignment, the right-of-way footprint, and preliminary engineering details at the final “Study Findings and Recommendations” public information meeting (December 6, 2011), attended by 35 people.

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

### **Public Meeting Participants**

MCDOT Planning  
Denise Lacey  
Roberta Crowe  
Mitch Wagner  
Mike Pavlina

Kimley-Horn and Associates  
Bryan Patterson  
Michael Grandy  
Sarah Eichinger  
Bob Eichinger  
Frank Hoffmann  
Jennifer Tremayne

### **Outreach Methods**

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

- Media releases
- Newspaper articles
- Display advertisements in local and regional publications
  - Arizona Republic

- West Valley View
- Buckeye Valley News
- Buckeye Star
- Tonopah Tribune
- MCDOT website
- Partner agency mediums
- Direct mail flyers to adjacent property owners and previous meeting attendees

### **Public Comment**

Approximately 150 people attended three public input meetings conducted through the course of this study. Graphics, aerials and display exhibits presented corridor alternatives and study information. Study Fact Sheets and Comment Sheets were distributed to all those in attendance. The following information is representative of discussions that the project team had with meeting attendees and written comments received by MCDOT.

### **Scoping Phase Public Input Meeting**

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

5:00 – 7:00 p.m., May 25, 2011  
 Winters' Well Elementary School  
 35220 W. Buckeye Road, Tonopah, AZ 85354

Attendance: 82

The following written comments were received:

- Future land use around 350<sup>th</sup> Ave. and Buckeye Road is shown as high density residential. This area is currently 1 residence per acre. Who decided it would be high density? This seems a pointless meeting. All that's known is a general area – not how wide the road will be even. I think the Yuma Parkway should be north of I-10.
- My suggestion is to connect Buckeye Road and Yuma Road with a bridge over the Hassayampa. Widen the road if you need and call it the Yuma Parkway.
- Good graphics. Staff did not know much about the time line.
- The information boards were not helpful and staff was not helpful and did not explain the issue.
- Maps were missing I-10 interchanges at 339<sup>th</sup> and Sun Valley Parkway (Palo Verde Road). I don't like the indirect left turn intersections. They are as deadly as traffic circles.
- Dear Mr. Wagner,

Last month I attended the public comment presentation meeting for the Yuma Parkway Corridor Feasibility Study.

Needless to say, as owner of the property on the corner of Yuma and Johnson Roads, I was more than a little disappointed at the scope and size of the roadway that, not only will directly pass by my property, but will also TAKE some of my property.

The list of reasons why this parkway is a bad decision for myself and everybody else out here is so long, I will enumerate only a few of those reasons.

1. *This proposed roadway will interfere with our pursuit of happiness.*  
This area is peaceful and quiet. We can see the stars at night, hear the birds sing and breathe unpolluted air. ALL of that will change with the building of this enormous roadway.
2. *We were never asked if we wanted all this over-building in the first place.*  
We had nothing to do with, and never had any say about, the over-building by the Town of Buckeye that is taking place out here because we are unincorporated. Indeed, when Buckeye illegally annexed and rezoned the Wrublik property across Johnson Road from my house (“illegally” because the Wrublik property was not posted and none of the neighboring property owners was notified by mail as required by State law) and we went to the Buckeye Town meeting, we were told by then mayor, Mr. Dusty Hull, “You don’t vote; you don’t count.”
3. *There is an ample roadway now to handle traffic. It’s called I-10.*  
There are plans to put in additional freeway entrances and exits sufficient to get people in and out of the area, even after it has been destroyed by over-building. There is no real need to cement over more desert, fragment wildlife corridors and increase local traffic for rural resident to accommodate new homeowners.
4. *Creating more sprawl is exactly what we DON’T need.*  
Rather than build more and more roads, parkways, corridors to handle over-building, put the brakes on over-building.  
Tucson is doing it. They took one look at Phoenix and said we don’t ever want to look like that. Tucson is handle growth responsibly.
5. *Rewarding the Town of Buckeye for its short-sighted and greedy land grab and over-building frenzy is the last thing you should be doing.*  
The Town of Buckeye has the highest foreclosure rate in the State

because of its poor planning, naïve assumptions of trickle-down wealth from developers and ill-advised (or worse, unadvised) widespread and spotty annexations. The Town of Buckeye now has schools it cannot build or cannot populate with teachers and equipment because, too late, the Town has discovered that **BEDROOM COMMUNITIES DO NOT PAY FOR THEMSELVES**. Buckeye residents are screaming over the size of their water bills.

6. *What are you going to do for water when the wells run dry?*

The Hassayampa aquifer is a fragile aquifer. It also abuts the Gila aquifer, a bitter water aquifer with water that is undrinkable with expensive reverse osmosis treatment because of the levels of toxic minerals it contains. Over-pumping the Hassayampa aquifer can lead to back-seepage from the Gila aquifer or, worse yet, a gradual diminishing of a clean water supply from the Hassayampa aquifer. What happens to the agriculture that Arizona depends on? Look what we've done to the Colorado River. How are you going to get water to all of these new homeowners, farmers and ranchers if the Hassayampa aquifer fails? There are too many straws in that soda bottle already.

7. *There are insufficient controls on the developments that Buckeye has already built.*

Where are the zero-scaping rules? What I see are lawns, golf courses, water-loving trees, fountains, lakes. Where is this water coming from? More importantly, where is it going when it evaporates? The US may depend on oil, but Arizona depends on water.

In short, government is not supposed to give the people everything they *want*. Government is supposed to provide the people with what they need. Sometimes that means NOT going with the flow. Sometimes that means having the integrity to stand up to towns like Buckeye and saying you can't behave like this anymore.

The Town of Buckeye has a history of mismanagement. The antics of Buckeye's administrators are notorious; the town is the laughing stock of the State. Yet, with respect to the Yuma Parkway Corridor, we have the tail wagging the dog here.

I heard a lot of talk at the meeting about meeting Buckeye's growth needs and providing for all the new people who will be moving in. WHAT ABOUT US?! Aren't we people too; don't we have needs; don't we pay taxes? Our peaceful lifestyle will be no more if that roadway goes through here.

We respect the land out here. We came here for the peace and quiet. We have good, respectful, salt-of-the-earth neighbors who watch out for each other. We take care of our properties, our kids and our animals. We just want to continue to live in peace and quiet, but those wishes have been ignored first by Buckeye and now by Maricopa County.

We've all got to stop seeing growth as "good" and start looking at the problems growth creates. We've got to start looking at quality of life and how to sustain it. We can't sacrifice everything – and everybody – to growth.

Once you destroy these wild open desert areas, they're gone for good. Destruction is forever.

Have the courage and the integrity to say to the Town of Buckeye: You have to start cleaning up your own messes and stop passing the responsibility and the cost on to everyone else.

Buckeye has to begin developing more responsibly and has to start being considerate and respectful of ALL its neighbors – even the ones who can't vote in Buckeye! And it's Maricopa County's responsibility to make that happen.

Yours in deep disappointment - but forever hopeful,

Comments received by the study team during conversations with meeting attendees:

- We do not want any more County roads in the area.
- The County is not adequately maintaining the roads they already have in the area.
- We would like to know when the parkway will be constructed and how it will be financed.
- We do not want to see our property taxes increased to pay for the parkway.
- A parkway is not needed on Buckeye/Yuma Road.
- I-10 should be widened to serve future traffic instead of building Yuma Parkway.
- Where will the parkway terminate on the east end of the study area? Will it connect with I-10?
- The parkway planning will need to be coordinated with plans for Buckeye Municipal Airport.

- The County should consider an alternative further south that would use Salome Highway.
- This is good planning. It will help property owners understand where future roads will be needed and how far buildings should be set back from future right-of-way lines.
- The Yuma Parkway planning will need to be coordinated with planning for the Hassayampa Freeway (Proposed I-11)
- Reasonable access points will be needed to serve adjacent residential areas and businesses.
- Preserving a 200' wide corridor for the future parkway is a good planning approach.
- Property owners will need to be fairly compensated if their property is needed for the parkways.
- This is a good planning project to help property owners proceed with their land development plans.
- An all-weather bridge is needed to cross the Hassayampa River.
- The Hassayampa River crossing should be shifted south of Buckeye/Yuma Road because the floodplain is narrower to the south and the bridge would be shorter/less expensive.
- It is great that the County is planning ahead to preserve a right-of-way corridor now to avoid the problems ADOT has had with the South Mountain Freeway.
- Move the parkway to the Broadway Road alignment and eliminate the Yuma and Southern Parkways.
- The Yuma Parkway is acceptable provided there is fair compensation for properties that need to be acquired.
- Property values have dropped below what they are really worth. The County wants to come in and "steal properties" while they are undervalued.
- The exhibits were arranged well to tell the story.
- The aerial photography is out-dated.
- Existing land use exhibit does not correspond with what is actually built.
- There's definitely a need for another crossing of the Hassayampa River.
- Traffic projections should be used to determine the type of roadway that is needed and the number of travel lanes.
- There needs to be a plan for financing the project.
- The parkway needs to be designed to accommodate semi-tractor/trailer turning movements.
- If it was known that a parkway would be needed on Buckeye Road, the elementary school and water tanks should not have been built so close to Buckeye Road.
- We don't need another crossing of the river. The I-10 bridges are being rebuilt and can handle future traffic demands.
- Planning for this area should consider whether or not there will be a sustainable water supply.
- The indirect left turn concept looks less confusing than a roundabout.

- The County should develop a designated ATV riding area in or near the Hassayampa River so that ATV riders have a place to go besides on my private property.

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

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

5:00 – 7:00 p.m., October 4, 2011  
 Winters' Well Elementary School  
 35220 W. Buckeye Road, Tonopah, AZ 85354

Attendance: 37

The following written comments were received:

- First, I believe it is too early to start this type of planning but since you have—I support alternative C. Alternative B is too close to the I-10. If you are going to bury us in parkways, interstates, etc. spread them out. Also, I think it should be a four-lane parkway. This area does not need a six or eight-lane parkway. All the major developments are north of I-10 and if they generate that much traffic it should stay in their neighborhood, not ours.
- I know the Hassayampa Freeway is ADOT, but it is not necessary.
- Please keep us informed regarding final planning stages. We have strong interest in what MCDOT is doing.
- Age 94- No comments
- We do not want anything closer than Route 10 north of us. We moved way out here to enjoy the serenity of the desert and its' wildlife, its open skys and fewer people and no TRAFFIC NOISES, except Salome and Wintersburg Road.
- Route 10 traffic kills enough birds, dog and wildlife (coyotes, deer, etc.) without more killing highways coming through. Numerous people here have horses and ride in the beautiful desert we have. If you don't put this unnecessary highway further NORTH (near I-10) we won't have lots of room to ride.
- More people live near where you intend to put this highway (yes, all three studies)- DON'T DO IT.
- If Maricopa County has money for this (NOT NEEDED HIGHWAY) , for the betterment of Arizona, put this money into those much needed areas of government – like schools, teachers, child care, police and fire departments. Put that money into helping monitor those people who abuse their kids – hire more people to monitor that!
- Let the greedy contractors stay out EAST. So! Go away – Leave us alone to enjoy what we came out here for!

- Alternative B or C are both better alternatives for me. Although I am not happy about the whole plan. I have lived here in this area for more than 35 years . I moved out here to get away from what you are planning. I want to be able to ride my horse where I want. I like the country life away from all the crime, noise, pollution and traffic. Keep the development and your roads out of here. We don't want any of it. Use your money for more constructive uses. If you bring this crap out here you will destroy our wildlife and our views of scenic(sic) wonder. We have animals out here and have no desire to be cityfied. Not to mention what it will do to our water supply. Alternative A is totally out for me as it would ruin my property value. I hate this whole idea and think you should go away and leave our area alone. Don't you have better things to spend money on?
- LEAVE US OUR WIDE OPENSACES AND KEEP YOUR ROADS AND GREEDY CONTRACTORS AWAY FROM US!! GO EAST PEOPLE, GO EAST – OR JUST GO AWAY!!!
- This parkway is so far in the future it isn't even worth the time that is wasted at this time. What this area needs "NOW" is improvements to Wintersburg Road from Palo Verde to I-10, grade, widen and drainage. Also, the same for Solome Road from the Tonopah turnoff to Baseline and a bridge over the Hassayampa River at Baseline. The roads should have three to four lanes with turn lanes.

Comments received by study team during conversations with meeting attendees:

- We would like to know when the parkway will be constructed and how it will be financed.
- We don't think a parkway is needed in this area and prefer that it be located north of Interstate 10.
- We do not want to see our property taxes increased to pay for the parkway.
- Yuma Parkway should be a lower priority than making improvements to Wintersburg Road that are needed to get workers to and from Palo Verde.
- This is good planning. It will help property owners understand where future roads will be needed and how far buildings should be set back from future right-of-way lines.
- The Yuma Parkway planning will need to be coordinated with planning for the Hassayampa Freeway (Proposed I-11)
- Property owners will need to be fairly compensated if their property is needed for the parkway.
- This is a good planning project to help property owners proceed with their land development plans.
- An all-weather bridge is needed to cross the Hassayampa River as an alternative to Interstate 10.
- The Yuma Road/Buckeye Road alignment (Alternative B) seems to make the most sense.
- We need more paved roads and drainage improvements in this area.

- Designating a right-of-way line now will prevent me from using all of my property without any compensation. We may have to file a lawsuit to force the County to acquire our property or compensate us for restricting the use of our land.
- Alternatives A or C would result in an additional major east-west roadway that would stimulate more commercial development in the area.
- Do Not build a highway out here!
- Stay on the Buckeye Road alignment.
- Improve existing dirt roads.
- Stay away from Hopeville.
- I will be dead by the time this road is built.
- Do not build the roadway as it will make more people move out here.
- If road is not built until development occurs I support the road.
- Avoid the coyote preserve along the southern alignment.
- Avoid the northern alignment.
- Increase the speed limit to 65.
- An additional crossing of the river is needed now.
- Respect our privacy.
- Keep the alignment on Buckeye Road.
- Buy my property now!
- People are not going to build out here so we won't need the road.
- If it doesn't impact my property I don't care what you do.
- The County made me build my home where it is on my land, now you want to take it away.

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

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

5:00 – 7:00 p.m., December 6, 2011  
 Winters' Well Elementary School  
 35220 W. Buckeye Road, Tonopah, AZ 85354

Attendance: 35

The following written comments were received:

- I really liked the proposal that was presented on 6 Dec. 2011. The layout and information was very concise and easy to understand. Look forward to the development & growth in this project.
- It looks good, I'm glad to see some future plans to build this area up. Let's get it done!

Comments received by study team during conversations with meeting attendees:

- We would like to know when the parkway will be constructed and how it will be financed.
- This is good planning. It will help property owners understand where future roads will be needed and how far buildings should be set back from future right-of-way lines.
- We support the recommended alignment – it makes the most sense to use the existing Buckeye Road and Yuma Road rights-of-way.
- The Yuma Parkway planning will need to be coordinated with planning for the Hassayampa Freeway (Proposed I-11).
- The graphic exhibits and handouts are high quality and help explain the study.
- We don't think a parkway is needed in this area and prefer that it be located further south.
- I-10 can be widened and eliminate the need for Yuma Parkway.
- We do not want to see our property taxes increased to pay for the parkway.
- Property owners will need to be fairly compensated if their property is needed for the parkway.
- We don't want to encourage development by building more high capacity roadways in the area.
- We want to preserve our rural lifestyle and views of the stars.
- Not all of the existing private wells are shown on the exhibits.
- We're glad to see Yuma Parkway will cross the Hassayampa River – we definitely need a good alternate to the I-10 river crossing.
- Having an elementary school along a major road doesn't seem like a good idea – reconfiguring the access and circulation to a side road will help.
- Not extending the parkway west of Wintersburg Road is good, but there should still be some kind of smaller paved road between Wintersburg Road and Salome Highway.

From: ken.davis@dot.gov [mailto:ken.davis@dot.gov]  
Sent: Wednesday, December 07, 2011 7:37 AM  
To: Meesa.Otani@dot.gov; DeniseLacey@mial.maricopa.gov; az.efile@fhwa.dot.gov; Patterson, Bryan  
Cc: Thomas.Deitering@fhwa.dot.gov; Rebecca.Swiecki@dot.gov; Alan.Hansen@fhwa.dot.gov; Ed.Stillings@fhwa.dot.gov; JDickson@azdot.gov  
Subject: Public Information Meeting -- Yuma Parkway Feasibility Study, Salome Highway to Palo Verde Rd [Project STP-MMA-0(BEK)]

Yesterday afternoon, Meesa Otani and I attended a Public Information Meeting conducted by the Maricopa County Department of Transportation (MCDOT) to inform and update the public on the progress being made on a Feasibility Study for possible improvements along existing Yuma Rd and Buckeye Rd in the Hassayampa Valley. Essentially, the Feasibility Study has studied an array of alternatives for improvements and has converged on preferred alternative to create an Arizona Parkway (a divided roadway on a 200 foot right-of-way with a wide 100 foot median design to use indirect left turns at major intersections, thus preserving green time for through movements and right turns) called the Yuma Parkway, extending from Wintersburg Rd to Palo Verde Rd (Sun Valley Parkway).

The public meeting used the Open House format, where the public could view a number of display boards showing features associated with the study, the alternatives considered and the preferred alternative. In addition, there was a large roll plot showing the preferred alignment alternative on an aerial photo of the project area in a manner so that the public could visualize the proximity and impacts of that alternative to their properties or other areas of concern. A number of staff from both MCDOT and Kimley-Horn, MCDOT's consultant conducting the Feasibility Study were on hand to answer questions and receive any comments offered by the public. There was no formal presentation or opportunity for the public to provide comments in a public forum. However, the public was provided handout information package on the Feasibility Study that included a comment form. The public was encouraged to use this comment form to express their comments and concerns.

The public meeting was held in a large multi-purpose room at the Winters Well School which was located along existing Buckeye Rd near the mid-point of the project under considerations. The location and facilities at the school were excellent for the purposes of this meeting. Signing directing people to the public meeting was outstanding – and very useful. The displays boards and aerial roll plots used to provide information on the project at the public meeting (open house) were also outstanding – clear, well organized and complete. Overall, it appeared that this was a very effective public meeting for the purpose of providing information to the public on the progress of the Feasibility Study.

During the period when Meesa and I were present, it appeared that approximately 20 members of the public were reviewing the information provided. Because of the open house format, it was difficult to discern the

public reaction or attitude toward the proposed improvements. The few comments that I heard generally related to the long lead time to construction and a couple of comments regarding the alignments in close proximity to the Winters Well School.

Thanks to all who helped prepare and conduct the public meeting. From our (FHWA's) perspective, it was an excellent effort. We appreciated the opportunity to attend.

## KEN DAVIS

Senior Engineering Manager - Operations  
FHWA-Arizona Division

### **FUTURE ACTIVITIES AND CONSIDERATIONS FOR FUTURE CORRIDOR DEVELOPMENT**

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

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

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

- Bicycle, Pedestrian and Transit Access. Future projects will be designed to accommodate alternative modes of travel and provide access to trails and neighborhoods in the area.
- Corridor Traffic Management. ITS (Intelligent Transportation System) will control operation of traffic between jurisdictions and differing intersection configurations.
- Jurisdictional Coordination. As with the overall traffic control, implementation of different corridor improvements and access management concepts will need to be coordinated to ensure a safe, seamless and efficient transportation facility.

## **CONCLUSION**

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

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

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

*Scoping Phase Public Input Meeting  
Newspaper Advertisement*

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

**We Need Your Input  
Yuma Parkway  
Corridor Improvement Study  
Salome Highway to Palo Verde Road**

**Public Open House**  
Tuesday, May 24, 2011  
5:00 p.m. to 7:00 p.m.  
Winters' Well Elementary School  
35220 W. Buckeye Road  
Tonopah, AZ 85354  
(east of 35th Avenue)

**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 roadway improvements along the future Yuma Parkway corridor between Salome Highway and Palo Verde Road. This current study is the first step in the roadway development process and is meant to aid the local jurisdictions in defining and protecting a continuous future roadway corridor that can accommodate ultimate traffic demands in the project study area.

**About the Study**

The Yuma 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-81-10 Hidden Valley Transportation Framework and Interstate 10/Hessayampa Roadway Framework Studies that recommended a comprehensive roadway network designed to meet the future traffic demands for the built-out of the area west of the White Tank Mountains.

The Yuma Parkway study area is generally centered on the Buckeye/Yuma Road section line, from one-half-mile west of Salome Highway to one-half-mile east of Palo Verde Road. The study area is approximately 13 miles long and two miles wide. The primary purpose of this feasibility study is to identify the optimum corridor for the future Yuma Parkway alignment in order to preserve sufficient public right-of-way and protect the future roadway corridor from development and encroachment.

**The Arizona Parkway**

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. Your input during this phase is an integral part of the MCDOT study process.


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


**For More Information**

For more information, contact Mitch Wagner, MCDOT Planning, at (602) 506-8054 or write to Wagner at: MCDOT, 2901 W. Durango Street, Phoenix, AZ 85009, or e-mail at: [mitchwagner@small.maricopa.gov](mailto:mitchwagner@small.maricopa.gov) or contact Roberta Crowe, Public Information Officer at (602) 506-9083.

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

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

 District 4 Supervisor, Max Wilson  
[www.mcdot.maricopa.gov](http://www.mcdot.maricopa.gov)

 MCDOT  
RightRoads  
April 2011 - February 2012

- Arizona Republic
- Buckeye Valley News
- Buckeye Star
- West Valley View
- Tonopah Tribune

**MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION**

# ***We Need Your Input Yuma Parkway Corridor Feasibility Study Salome Highway to Palo Verde Road***

## **Public Open House**

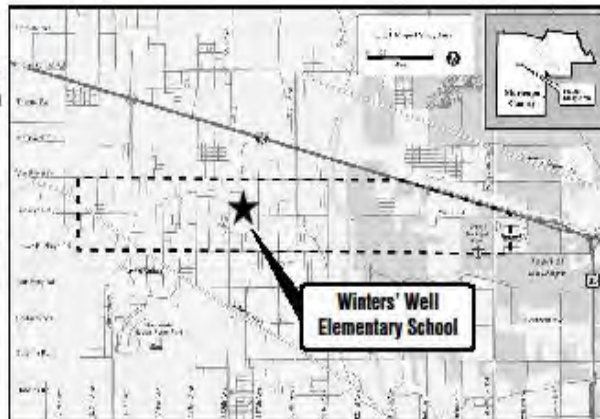
**Tuesday, May 24, 2011  
5:00 p.m. to 7:00 p.m.**

**Winters' Well Elementary School**

**35220 W. Buckeye Road  
Tonopah, AZ 85354  
(east of 355th Avenue)**

## **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 roadway improvements along the future Yuma Parkway corridor between Salome Highway and Palo Verde Road. This current study is the first step in the roadway development process and is meant to aid the local jurisdictions in defining and protecting a continuous future roadway corridor that can accommodate ultimate traffic demands in the project study area.



## **About the Study**

The Yuma 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 that recommended a comprehensive roadway network designed to meet the future traffic demands for the build-out of the area west of the White Tank Mountains.

The Yuma Parkway study area is generally centered on the Buckeye/Yuma Road section line, from one-half-mile west of Salome Highway to one-half-mile east of Palo Verde Road. The study area is approximately 13 miles long and two miles wide. The primary purpose of this feasibility study is to identify the optimum corridor for the future Yuma Parkway alignment in order to preserve sufficient public right-of-way and protect the future roadway corridor from development and encroachment.

## **The Arizona Parkway**

The "Arizona Parkway" is a new roadway type that will offer significantly greater travel capacity than a major urban arterial roadway (traditional six-lane surface street) without employing full grade separations (overpasses or underpasses) at intersections with arterial cross streets. The Arizona Parkway intersection configuration also provides the benefit of increased intersection capacity while still allowing for direct driveway access to development at each corner of an intersection.

The Arizona Parkway includes a distinct intersection treatment that uses a simple green/yellow/red traffic signal control and prohibits left-turns at cross-street intersections. Instead, all left-turn movements are made using an "indirect" left-turn crossover immediately beyond the crossroad intersection.



**District 4 Supervisor, Max Wilson**  
[www.mcdot.maricopa.gov](http://www.mcdot.maricopa.gov)



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Alternatives Analysis Phase Public Input Meeting  
Newspaper Advertisement

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

**We Need Your Input  
Yuma Parkway  
Corridor Improvement Study  
Salome Highway to Palo Verde Road**

**Public Open House**  
Tuesday, October 4, 2011  
5:00 p.m. to 7:00 p.m.  
Winters' Well Elementary School  
35220 W. Buckeye Road  
Tonopah, AZ 85354  
(east of 35th Avenue)

**"Alternative Analysis" Phase  
Public Input Meeting**  
The Maricopa County Department of Transportation's (MCDOT) **RightRoads Program** is conducting the second in a series of three public open house meetings being conducted through the course of this study to gather community input about potential roadway improvements along the future Yuma Parkway corridor between Salome Highway and Palo Verde Road. This current study is the first step in the roadway development process and is meant to aid the local jurisdictions in defining and protecting a continuous future roadway corridor that can accommodate ultimate traffic demands in the project study area.

**About the Study**  
The Yuma Parkway Corridor Feasibility Study is one of several new studies currently being conducted on future Parkways identified in the Maricopa Association of Governments (MAG) I-87-10 Hidden Valley Transportation Framework and Interstate 10/ Hassayampa Roadway Framework Studies that recommended a comprehensive roadway network designed to meet the future traffic demands for the build-out of the area west of the White Tank Mountains.

The Yuma Parkway study area is generally centered on the Buckeye/Yuma Road section line, from one-half-mile west of Salome Highway to one-half-mile east of Palo Verde Road. The study area is approximately 13 miles long and two miles wide. The primary purpose of this feasibility study is to identify the optimum corridor for the future Yuma Parkway alignment in order to preserve sufficient public right-of-way and protect the future roadway corridor from development and encroachment.

**The Arizona Parkway**  
This second (Alternative Analysis Phase) public input meeting will provide area residents and other impacted study stakeholders with an opportunity to inform study team members about study area issues and local transportation needs. This meeting will also serve to elicit feedback regarding the study's purpose, goals and objectives, as well as the Arizona Parkway design concept. Alternatives for proposed roadway cross sections, alternative alignments, and an evaluation of each conceptual alternative will be presented for public review and comment. Study information, maps and exhibits will be available for viewing during the meeting. Your input during this phase is an integral part of the MCDOT study process.

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

**For More Information**  
For more information, contact Denise Lacey at (602) 506-6172 or write to Lacey at: MCDOT, 2901 W. Durango Street, Phoenix, AZ 85009, or e-mail at: deniselacey@mail.maricopa.gov or contact Roberta Crowe, Public Information Officer, at (602) 506-9003. Visit the study website at [www.mcdot.maricopa.gov/technicalstudies/yuma-pkwy.htm](http://www.mcdot.maricopa.gov/technicalstudies/yuma-pkwy.htm)

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

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District 4 Supervisor, Max Wilson  
[www.mcdot.maricopa.gov](http://www.mcdot.maricopa.gov)

MCDOT  
Right Road. Right Time. Right Cost.

- Arizona Republic
- Buckeye Valley News
- Buckeye Star
- West Valley View
- Tonopah Tribune

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

# We Need Your Input Yuma Parkway Corridor Feasibility Study Salome Highway to Palo Verde Road

## Public Open House

Tuesday, October 4, 2011  
5:00 p.m. to 7:00 p.m.

Winters' Well Elementary School

35220 W. Buckeye Road  
Tonopah, AZ 85354  
(east of 355th Avenue)

### "Alternative Analysis" Phase Public Input Meeting

The Maricopa County Department of Transportation's (MCDOT) *RightRoads Program* is conducting the second in a series of three public open house meetings being conducted through the course of this study to gather community input about potential roadway improvements along the future Yuma Parkway corridor between Salome Highway and Palo Verde Road. This current study is the first step in the roadway development process and is meant to aid the local jurisdictions in defining and protecting a continuous future roadway corridor that can accommodate ultimate traffic demands in the project study area.



### About the Study

The Yuma Parkway Corridor Feasibility Study is one of several new studies currently being conducted on future Parkways identified in the Maricopa Association of Governments (MAG) I-8/I-10 Hidden Valley Transportation Framework and Interstate 10/Hassayampa Roadway Framework Studies that recommended a comprehensive roadway network designed to meet the future traffic demands for the build-out of the area west of the White Tank Mountains.

The Yuma Parkway study area is generally centered on the Buckeye/Yuma Road section line, from one-half-mile west of Salome Highway to one-half-mile east of Palo Verde Road. The study area is approximately 13 miles long and two miles wide. The primary purpose of this feasibility study is to identify the optimum corridor for the future Yuma Parkway alignment in order to preserve sufficient public right-of-way and protect the future roadway corridor from development and encroachment.

### The Arizona Parkway

The "Arizona Parkway" is a new roadway type that will offer significantly greater travel capacity than a major urban arterial roadway (traditional six-lane surface street) without employing full grade separations (overpasses or underpasses) at intersections with arterial cross streets. The Arizona Parkway intersection configuration also provides the benefit of increased intersection capacity while still allowing for direct driveway access to development at each corner of an intersection.

The Arizona Parkway includes a distinct intersection treatment that uses a simple green/yellow/red traffic signal control and prohibits left-turns at cross-street intersections. Instead, all left-turn movements are made using an "indirect" left-turn crossover immediately beyond the crossroad intersection.



District 4 Supervisor, Max Wilson  
[www.mcdot.maricopa.gov](http://www.mcdot.maricopa.gov)



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# Findings & Recommendations Phase Public Input Meeting Newspaper Advertisement

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

## We Need Your Input Yuma Parkway Feasibility Study Salome Highway to Palo Verde Road

**Public Open House**  
Tuesday, December 6, 2011  
5:00 p.m. to 7:00 p.m.  
Winters' Well Elementary  
School  
35220 W. Buckeye Road  
Tonopah, AZ 85354  
(east of 355th Avenue)

**Findings & Recommendations  
Phase Public Input Meeting**  
The Maricopa County Department of Transportation's (MCDOT) **RightRoads Program** is conducting the final in a series of three public open house meetings being conducted through the course of this study to gather community input about potential roadway improvements along the future Yuma Parkway corridor between Salome Highway and Palo Verde Road. This current study is the first step in the roadway development process and is meant to aid the local jurisdictions in defining and protecting a continuous future roadway corridor that can accommodate ultimate traffic demands in the project study area.

**About the Study**  
The Yuma Parkway Feasibility Study is one of several new studies currently being conducted on future Parkways identified in the Maricopa Association of Governments (MAG) I-20/I-10 Hidden Valley Transportation Framework and Interstate 10/Hasayampa Roadway Framework Studies that recommended a comprehensive roadway network designed to meet the future traffic demands for the build-out of the area west of the White Tank Mountains.

The Yuma Parkway study area is generally centered on the Buckeye/Yuma Road section line, from one-half-mile west of Salome Highway to one-half-mile east of Palo Verde Road. The study area is approximately 13 miles long and two miles wide. The primary purpose of this feasibility study is to identify the optimum corridor for the future Yuma Parkway alignment in order to preserve sufficient public right-of-way and protect the future roadway corridor from development and encroachment.

**The Arizona Parkway**  
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. This meeting will also serve to elicit feedback regarding the study's purpose, goals and objectives, as well as the Arizona Parkway design concept. Study information, maps and exhibits will be available for viewing during the meeting. Your input during this phase is an integral part of the MCDOT study process.

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

**For More Information**  
For more information, contact Denise Lacey at (602) 506-6172 or write to Lacey at: MCDOT, 2901 W. Durango Street, Phoenix, AZ 85009, or e-mail at: deniselacey@mail.maricopa.gov or contact Roberta Crowe, Public Information Officer, at (602) 506-8003. Visit the study website at [www.mcdot.maricopa.gov/technicalstudies/yuma-pkwy.htm](http://www.mcdot.maricopa.gov/technicalstudies/yuma-pkwy.htm)

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

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

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

District 4 Supervisor, Mike Wilson  
[www.mcdot.maricopa.gov](http://www.mcdot.maricopa.gov)  
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MCDOT  
Right Road. Not Just Road Cost

- Arizona Republic
- Buckeye Valley News
- Tonopah Tribune
- Buckeye Star
- West Valley View

MARICOPA COUNTY DEPARTMENT OF TRANSPORTATION

# We Need Your Input Yuma Parkway Feasibility Study Salome Highway to Palo Verde Road

## Public Open House

Tuesday, December 6, 2011  
5:00 p.m. to 7:00 p.m.

Winters' Well Elementary School

35220 W. Buckeye Road  
Tonopah, AZ 85354  
(east of 355th Avenue)

### Findings & Recommendations Phase Public Input Meeting

The Maricopa County Department of Transportation's (MCDOT) **RightRoads Program** is conducting the final in a series of three public open house meetings being conducted through the course of this study to gather community input about potential roadway improvements along the future Yuma Parkway corridor between Salome Highway and Palo Verde Road. This current study is the first step in the roadway development process and is meant to aid the local jurisdictions in defining and protecting a continuous future roadway corridor that can accommodate ultimate traffic demands in the project study area.



### About the Study

The Yuma Parkway Feasibility Study is one of several new studies currently being conducted on future Parkways identified in the Maricopa Association of Governments (MAG) I-8/I-10 Hidden Valley Transportation Framework and Interstate 10/Hassayampa Roadway Framework Studies that recommended a comprehensive roadway network designed to meet the future traffic demands for the build-out of the area west of the White Tank Mountains.

The Yuma Parkway study area is generally centered on the Buckeye/Yuma Road section line, from one-half-mile west of Salome Highway to one-half-mile east of Palo Verde Road. The study area is approximately 13 miles long and two miles wide. The primary purpose of this feasibility study is to identify the optimum corridor for the future Yuma Parkway alignment in order to preserve sufficient public right-of-way and protect the future roadway corridor from development and encroachment.

### The Arizona Parkway

The "Arizona Parkway" is a new roadway type that will offer significantly greater travel capacity than a major urban arterial roadway (traditional six-lane surface street) without employing full grade separations (overpasses or underpasses) at intersections with arterial cross streets. The Arizona Parkway intersection configuration also provides the benefit of increased intersection capacity while still allowing for direct driveway access to development at each corner of an intersection.

The Arizona Parkway includes a distinct intersection treatment that uses a simple green/yellow/red traffic signal control and prohibits left-turns at cross-street intersections. Instead, all left-turn movements are made using an "indirect" left-turn crossover immediately beyond the crossroad intersection.



District 4 Supervisor, Max Wilson

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**Exhibit B:**

**1. Public Meeting Handouts, Exhibits/Graphics**

# YUMA PARKWAY

## Corridor Feasibility Study Salome Highway to Palo Verde Road

“Scoping Phase”



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Maricopa County Department of Transportation

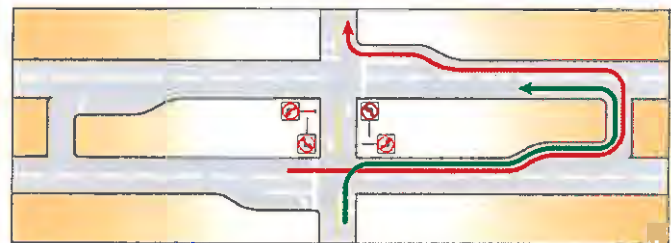
May 24, 2011

### BACKGROUND

The Yuma Parkway Corridor Feasibility Study (Salome Highway to Palo Verde Road) is one of a series of long-range transportation planning studies being conducted by the Maricopa County Department of Transportation (MCDOT). These studies are evaluating future parkways identified in the Maricopa Association of Governments (MAG) Interstate 10 (I-10)/Hassayampa Valley Transportation Framework Study (2008) that recommended a comprehensive transportation network designed to meet the future traffic demands for the build-out of the area west of the White Tank Mountains. This long-range regional transportation network identified the need for a new type of high-capacity non-freeway roadway facility that could safely handle the projected travel demands within the study area. The primary purpose of this feasibility study is to identify the preferred corridor alignment for Yuma Parkway which is proposed as an Arizona Parkway.

This new roadway type, called the “Arizona Parkway”, will offer significantly greater travel capacity than a major urban arterial roadway (traditional six-lane surface street) without employing full grade separations (overpasses or underpasses) at intersections with arterial cross streets. The Arizona Parkway intersection configuration also provides the benefit of increased intersection capacity while still allowing for direct driveway access to developments at each corner of the intersection.

The Arizona Parkway includes a distinct intersection treatment that uses a simple green/yellow/red traffic signal control and prohibits left-turns at cross-street intersections. Instead, all left-turn movements are made using an “indirect” left-turn crossover immediately beyond the crossroad intersection.



Arizona Parkway Indirect Left-turn Intersection configuration

### CORRIDOR DESCRIPTION

The Yuma Parkway study area is generally centered on the Buckeye Road/Yuma Road section line, from ½ mile west of Salome Highway to ½ mile east of Palo Verde Road. The study area is approximately 13 miles long and is two miles wide. (See insert)

### STUDY NEED

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

In order to preserve sufficient public right-of-way for the future Yuma Parkway and protect the future roadway corridor from development and encroachment, the planning process needs to start now to identify roadway right-of-way requirements for forecasted build-out conditions. This current study is the first step in the roadway development process and is meant to aid agencies and the local jurisdictions in defining and

For more information, contact Mitch Wagner at (602) 506-8054 or write to him at: MCDOT, 2901 W. Durango Street, Phoenix, AZ 85009, or e-mail at: [MitchWagner@mail.maricopa.gov](mailto:MitchWagner@mail.maricopa.gov).

protecting a continuous future roadway corridor that can accommodate build-out traffic demands in the project study area. To this end, the Yuma Parkway study is needed to:

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

## STUDY GOALS AND OBJECTIVES

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

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

crossings with other parkways, alluvial fans, and utility corridors; and

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

- Evaluation of drainage structures across alluvial fans and major washes
- Identification of the most feasible location for a bridged crossing of the Hassayampa River
- Identification of ultimate alignment and access management strategies to maximize revenue-generating potential for developable lands
- Consideration of environmental impacts (including existing agricultural operations, cultural resources, and wildlife habitat linkages)

- Socioeconomic and environmental justice impacts on study area residents and businesses
- Coordination and compatibility with existing and planned land development and the Buckeye Municipal Airport
- Connections with existing and planned freeways and parkways

## PROJECT STAKEHOLDERS

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

- Maricopa County Department of Transportation (MCDOT)
- Flood Control District of Maricopa County (FCDMC)
- Maricopa County Planning and Development Department
- Maricopa County Department of Emergency Management
- Maricopa County Environmental Services Department
- Maricopa County Parks and Recreation Department
- Maricopa County Supervisor – District 4
- Arizona Department of Transportation (ADOT)
- Arizona State Land Department (ASLD)
- Maricopa Association of Governments (MAG)
- Town of Buckeye
- Federal Highway Administration (FHWA)
- Arizona Game and Fish Department (AGFD)
- U.S. Bureau of Land Management (BLM)
- U.S. Fish and Wildlife Services (USFWS)
- U.S. Army Corps of Engineers
- Center for Desert Archaeology
- Sonoran Institute
- Community of Hopeville
- Community of Wintersburg
- Palo Verde Elementary, Saddle Mountain
- Unified, and Buckeye Union High School Districts
- Tonopah Valley Fire District
- Maricopa County Farm Bureau
- United Dairywomen of Arizona
- Area Developers
- Irrigation and Utility Companies
- Affected Businesses, Property Owners and Residents

## STUDY APPROACH

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

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

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

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

## Evaluation Criteria

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

- Future Development Compatibility
- System Continuity and Capacity
- Drainage Impacts

- Irrigation Impacts
- Building/Property Impacts
- Wildlife Impacts
- Cultural/Archaeological Impacts
- Utility Impacts
- Public Acceptability
- Cost

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

## STUDY SCHEDULE

Study Kick-off	May 2011
<b>PHASE I: Data Collection/Issues Identification</b>	<b>May - July 2011</b>
Technical Advisory Committee Meeting #1	May 23, 2011
<b>Study "Scoping" Public Input Meeting</b>	<b>May 24, 2011</b>
Technical Advisory Committee Meeting #2	July 2011
<b>PHASE II: Alternative Alignments Analysis and Evaluation</b>	<b>July 2011 - March 2012</b>
Technical Advisory Committee Meeting #3	September 2011
<b>Alternatives Analysis Public Input Meeting</b>	<b>October 2011</b>
Technical Advisory Committee Meeting #4	November 2011
<b>Study Findings and Recommendations Public Input Meeting</b>	<b>December 2011</b>
Technical Advisory Committee Meeting #5	January 2012
Draft Final Report	February 2012
Study Completion/Final Report	March 2012

## PUBLIC INVOLVEMENT

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

Three public input meetings are conducted at critical milestones in the study process. The first Public "Scoping" meeting ( May 24, 2011) will provide area residents and other impacted stakeholders with an opportunity to inform project team members about the study area issues and local transportation needs. This meeting will also provide the study team members with an opportunity to discuss and elicit feedback regarding the study purpose, goals and objectives.

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

The final "Study Findings and Recommendations" public information meeting is currently slated for December 2011. At 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. Your input during each phase of the study process is very important and a vital component of study development



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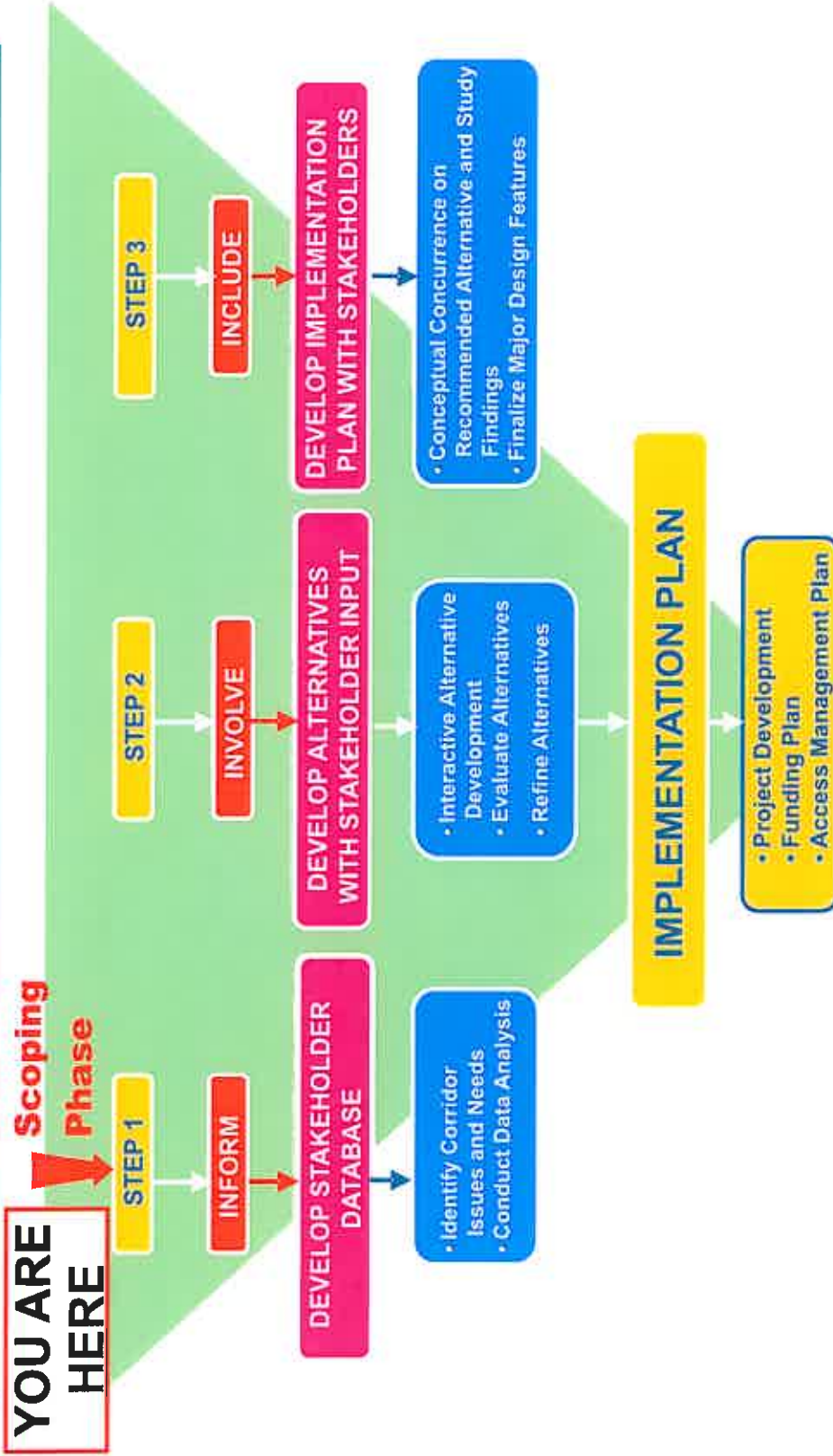
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# Yuma Parkway Corridor Feasibility Study



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## Interactive Study Process



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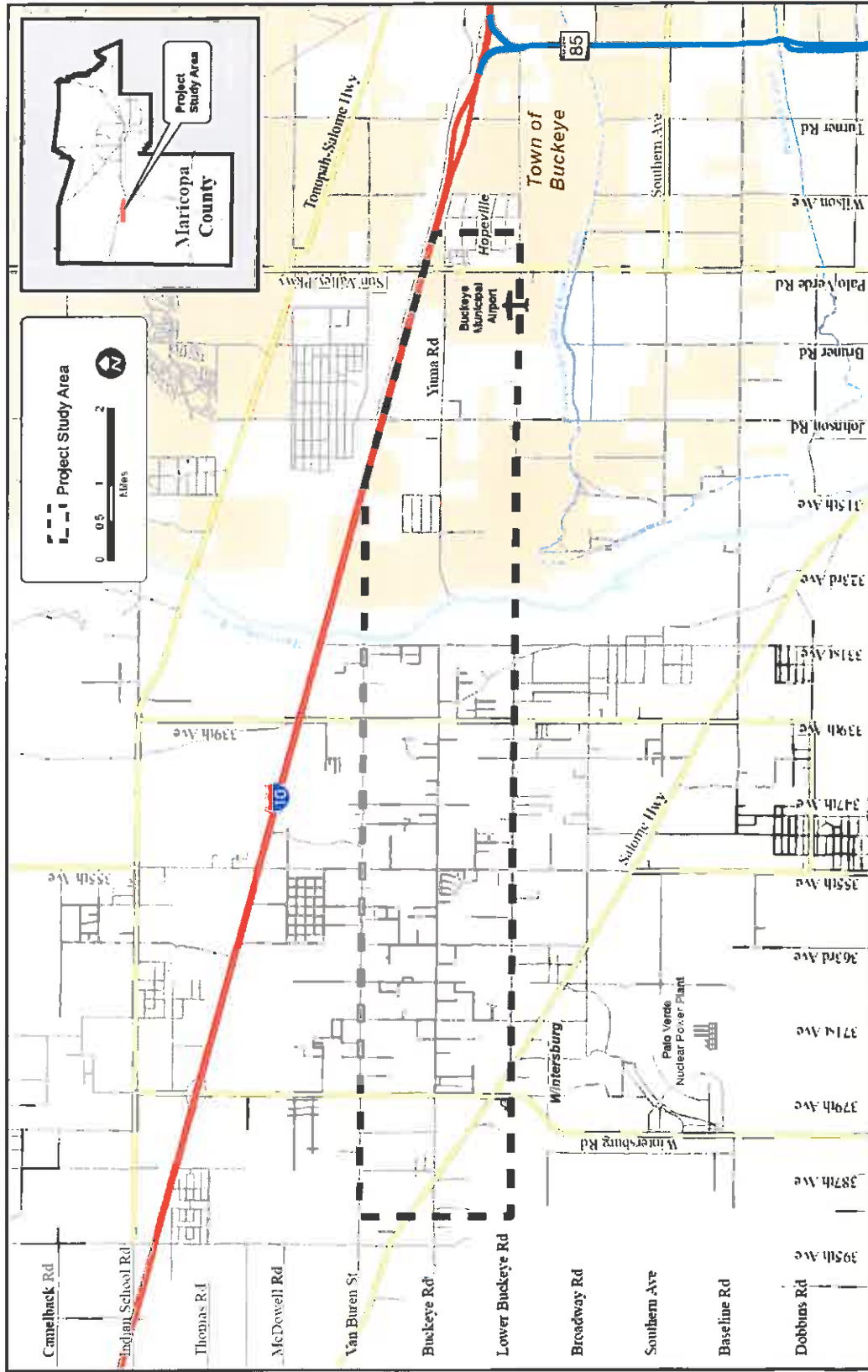


# Yuma Parkway Corridor Feasibility Study

## Study Area



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# Yuma Parkway Corridor Feasibility Study

## STUDY GOALS AND OBJECTIVES

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

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



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# Yuma Parkway Corridor Feasibility Study

## EVALUATION CRITERIA

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

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



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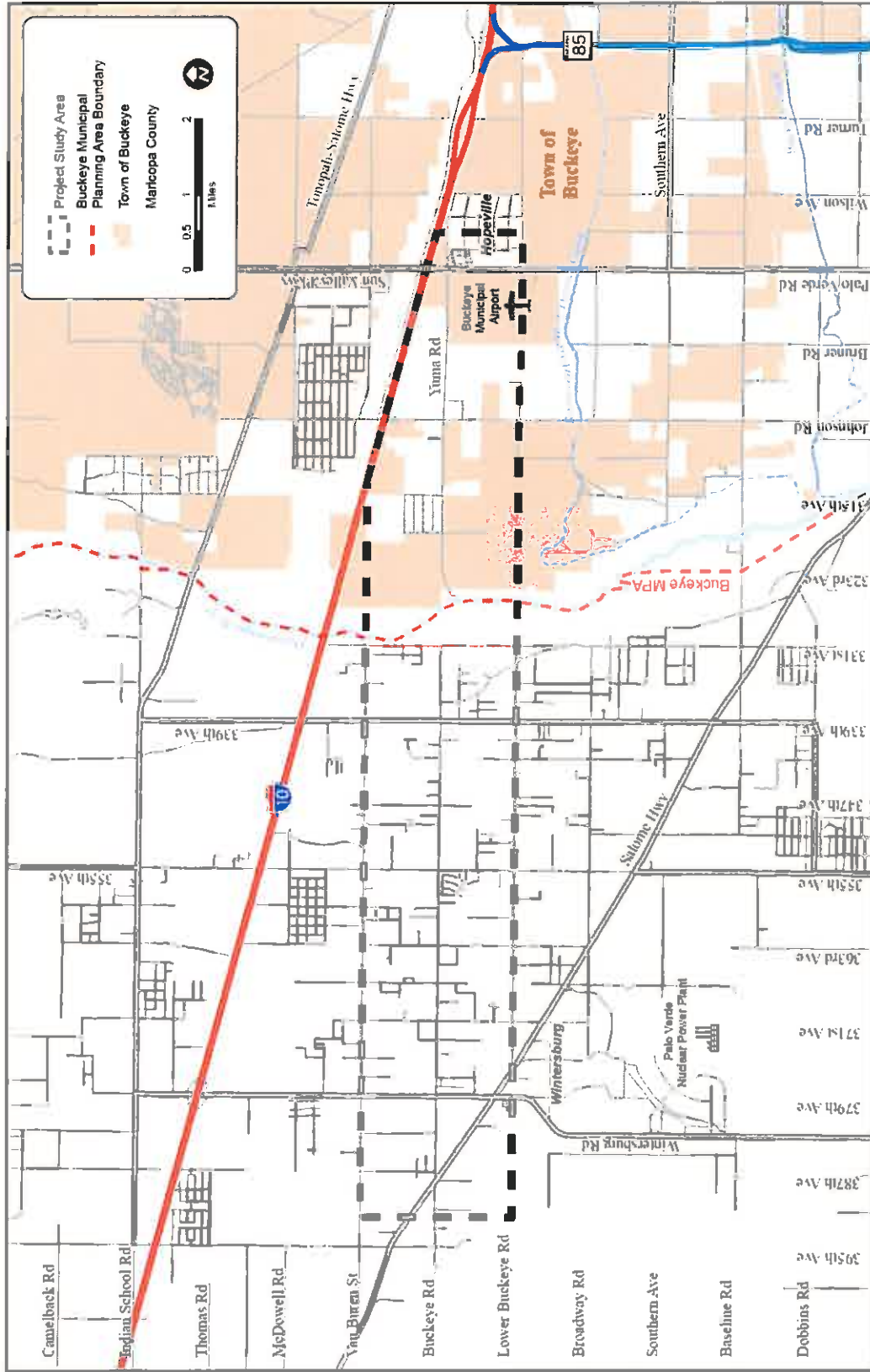
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# Yuma Parkway Corridor Feasibility Study



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## Jurisdictions



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# Yuma Parkway Corridor Feasibility Study

## PROJECT STAKEHOLDERS

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

- Maricopa County Department of Transportation (MCDOT)
- Flood Control District of Maricopa County (FCDMC)
- Maricopa County Planning and Development Department
- Maricopa County Department of Emergency Management
- Maricopa County Environmental Services Department
- Maricopa County Parks and Recreation Department
- Maricopa County Supervisor - District 4
- Arizona Department of Transportation (ADOT)
- Arizona State Land Department (ASLD)
- Maricopa Association of Governments (MAG)
- Town of Buckeye
- Federal Highway Administration (FHWA)
- Arizona Game and Fish Department (AGFD)
- U.S. Bureau of Land Management (BLM)
- U.S. Fish and Wildlife Services (USFWS)
- U.S. Army Corps of Engineers
- Center for Desert Archaeology
- Sonoran Institute
- Community of Hopeville
- Community of Wintersburg
- Palo Verde Elementary, Saddle Mountain Unified, and Buckeye Union High School Districts
- Tonopah Valley Fire District
- Maricopa County Farm Bureau
- United Dairymen of Arizona
- Area Developers
- Irrigation and Utility Companies
- Affected Businesses, Property Owners and Residents



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# Yuma Parkway Corridor Feasibility Study

## Study Schedule

Existing and Future Conditions	April-July 2011
TAC/Stakeholder #1 – Project Initiation/Existing Conditions	May 2011
Scoping/Existing Conditions Public Input Meeting	May 2011
TAC/Stakeholder #2 – Existing and Future Conditions	July 2011
Alternatives Development and Evaluation	July-November 2011
TAC/Stakeholder #3 – Candidate Alternatives and Criteria	September 2011
Existing Conditions/Candidate Alternatives Public Input Meeting	October 2011
TAC/Stakeholder #4 – Alternatives Evaluation	November 2011
Detailed Preferred Alignment	November 2011- January 2012
Alternatives Evaluation/Preferred Alternative Public Input Meeting	December 2011
TAC/Stakeholder #5 – Preferred Alignment	January 2012
Draft Final Report	February 2012
Final Report	March 2012

(TAC - Technical Advisory Committee)



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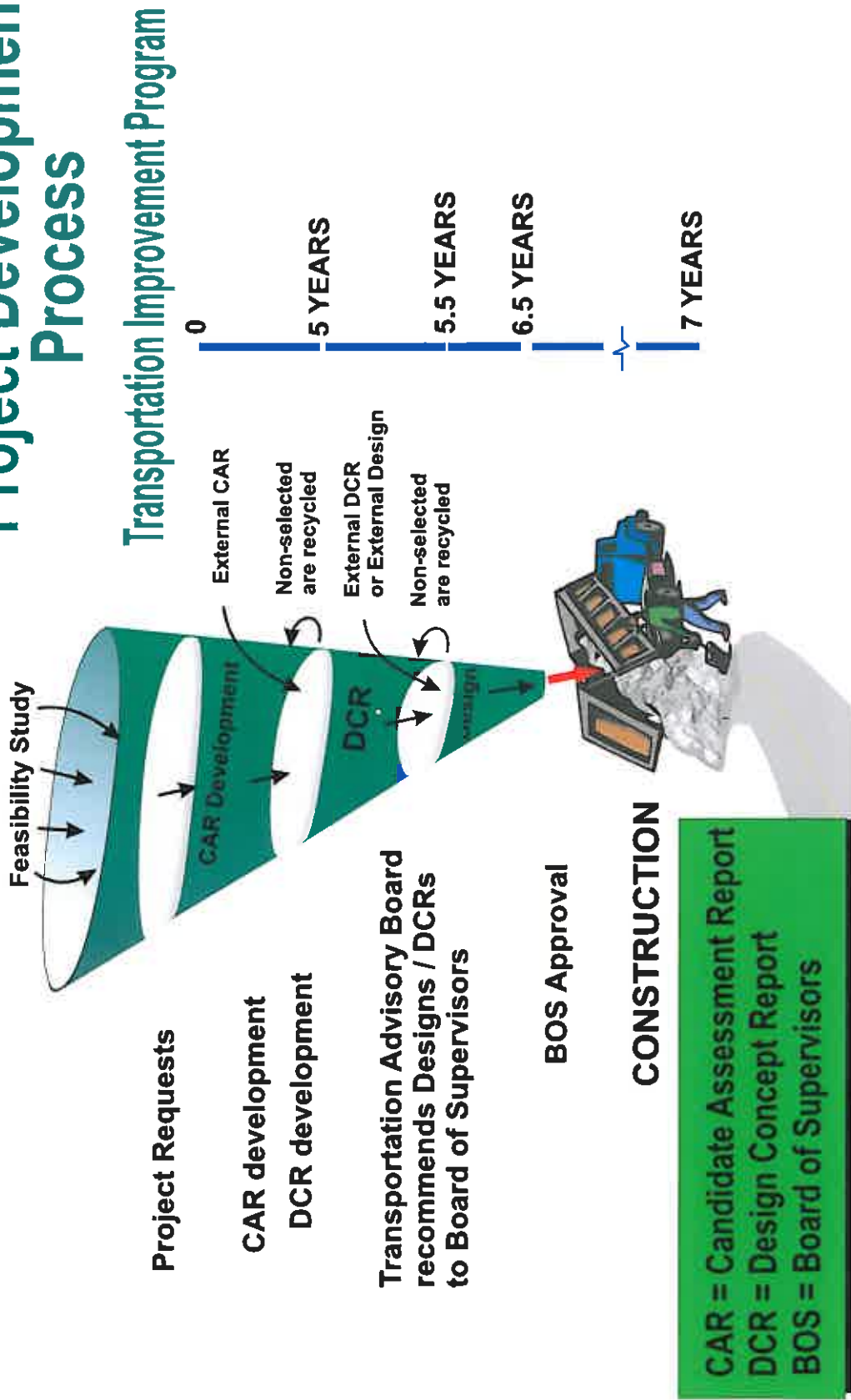
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## Project Development Process



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# Existing and Future Corridor Features



ES&M



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# Yuma Parkway Corridor Feasibility Study

## KEY ISSUES AND CHALLENGES

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

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



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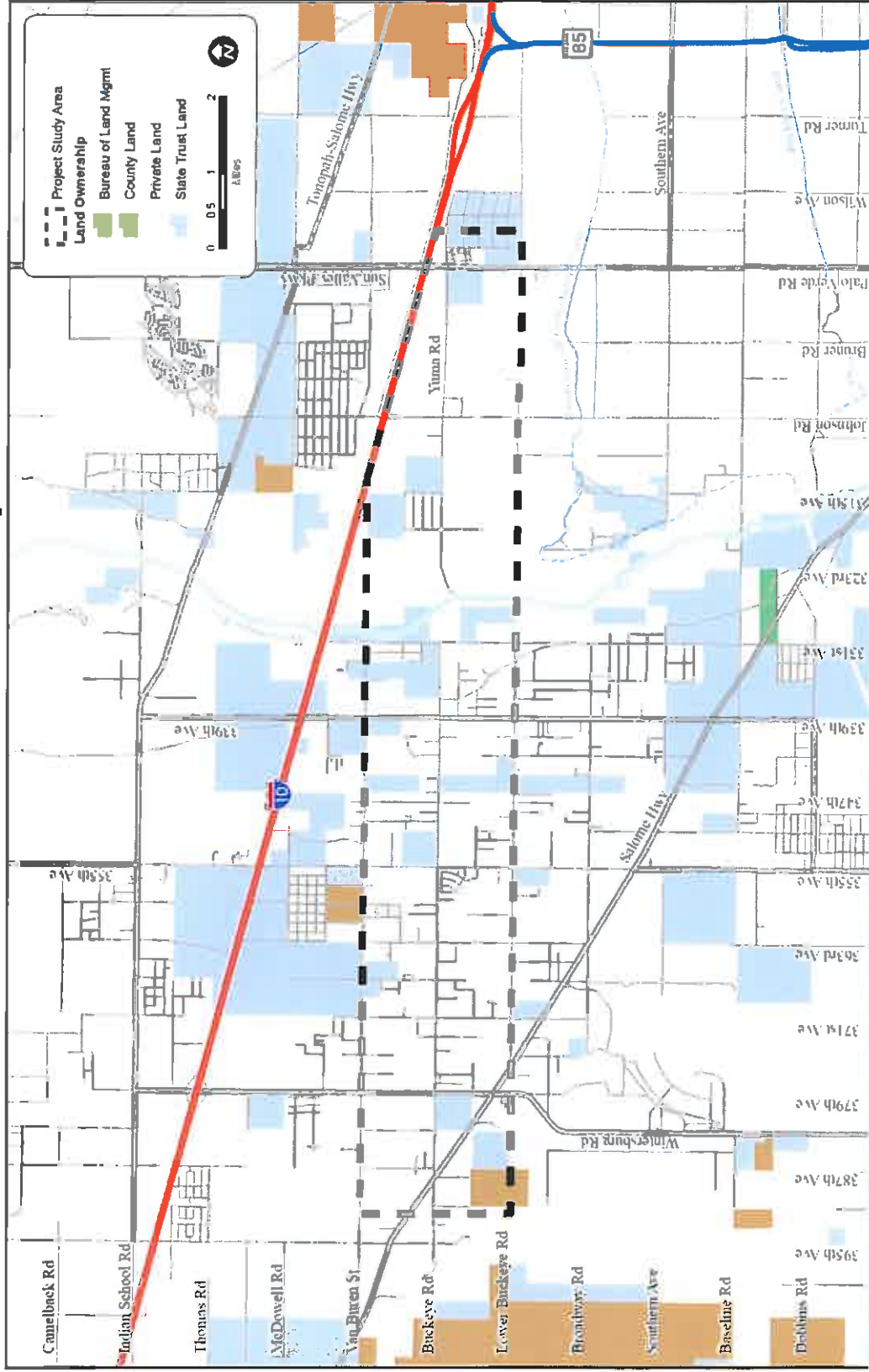
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# Yuma Parkway Corridor Feasibility Study



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## Land Ownership



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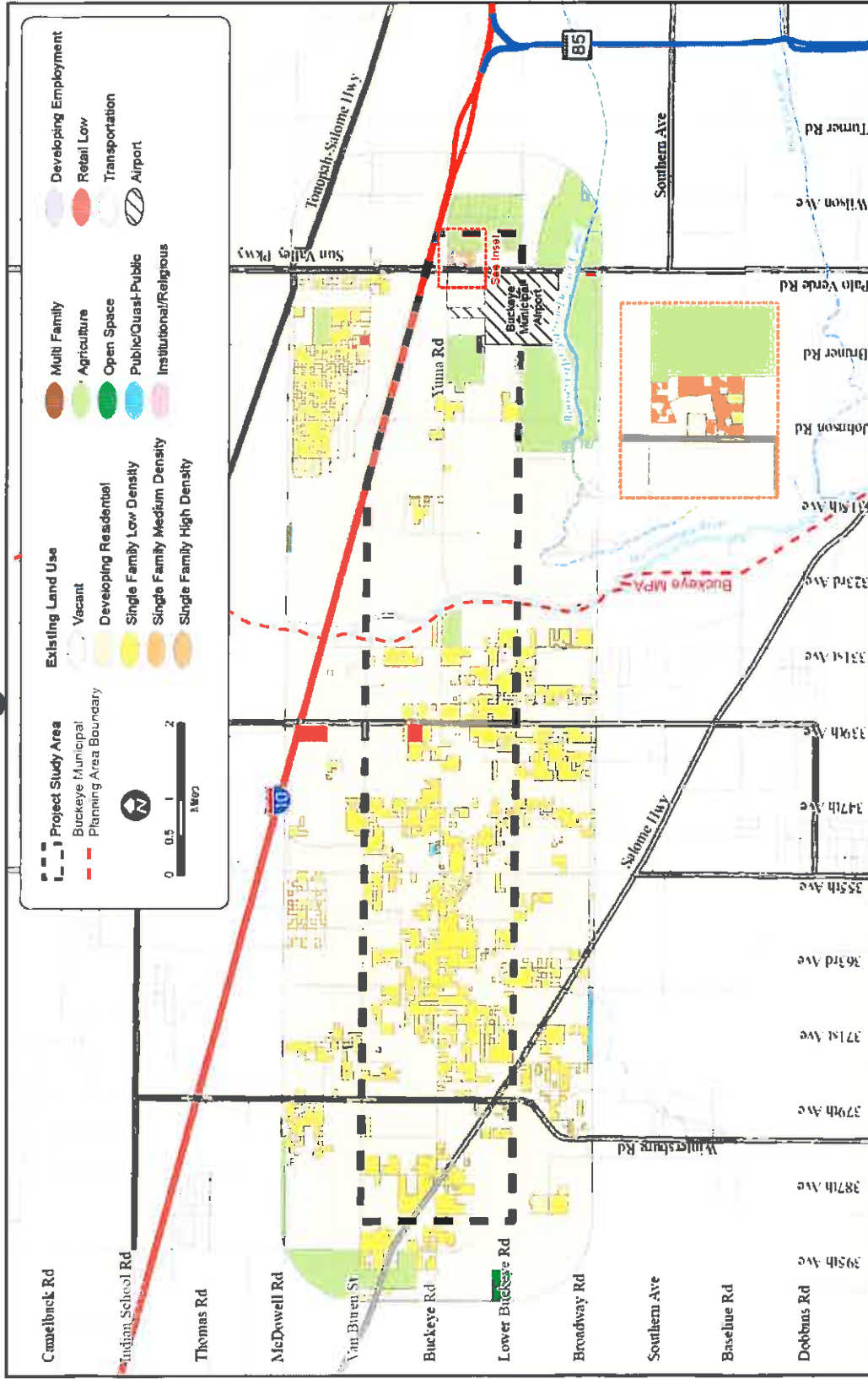


# Yuma Parkway Corridor Feasibility Study



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## Existing Land Use



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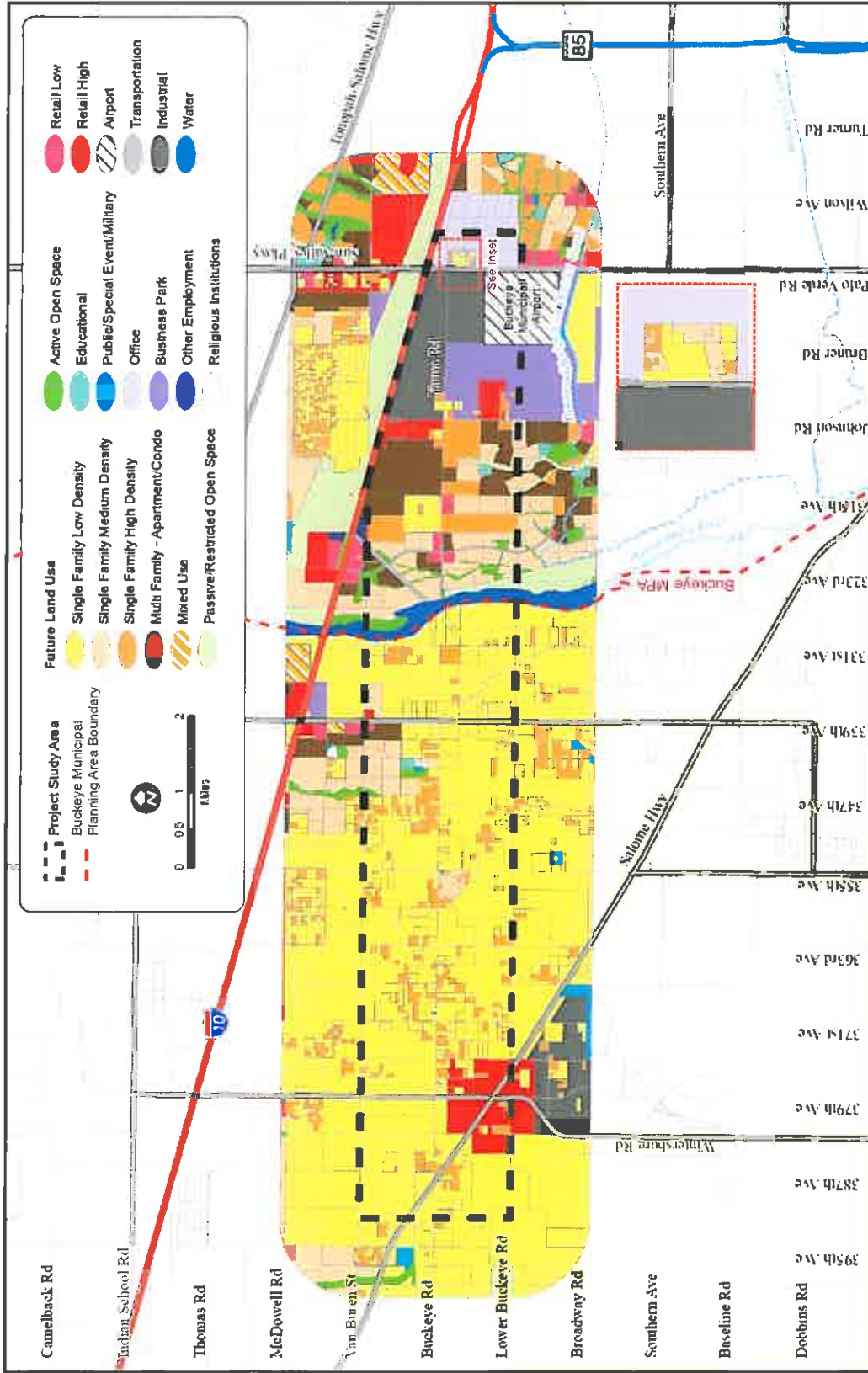


# Yuma Parkway Corridor Feasibility Study



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## Future Land Use



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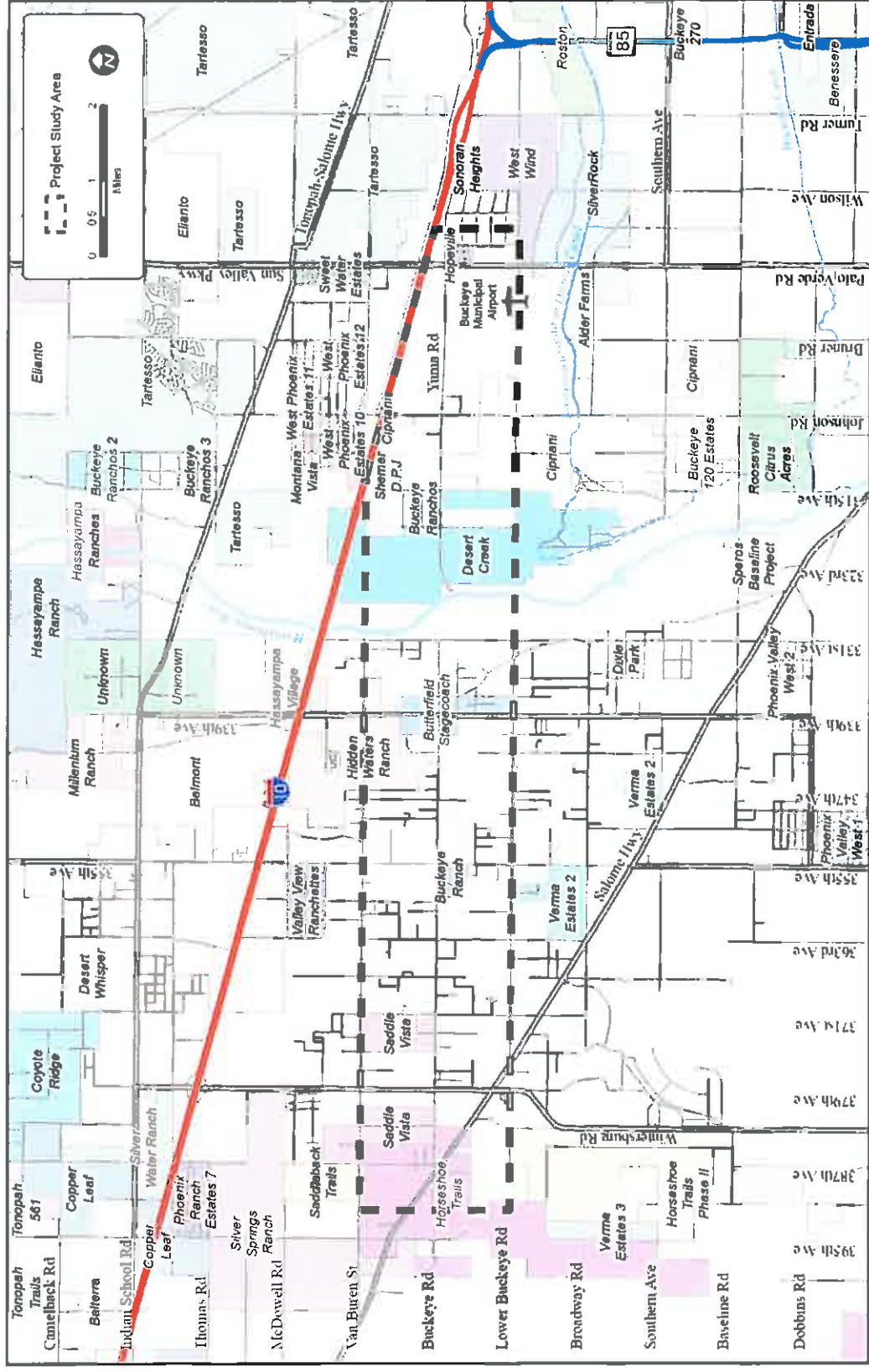


# Yuma Parkway Corridor Feasibility Study



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## Existing and Planned Developments

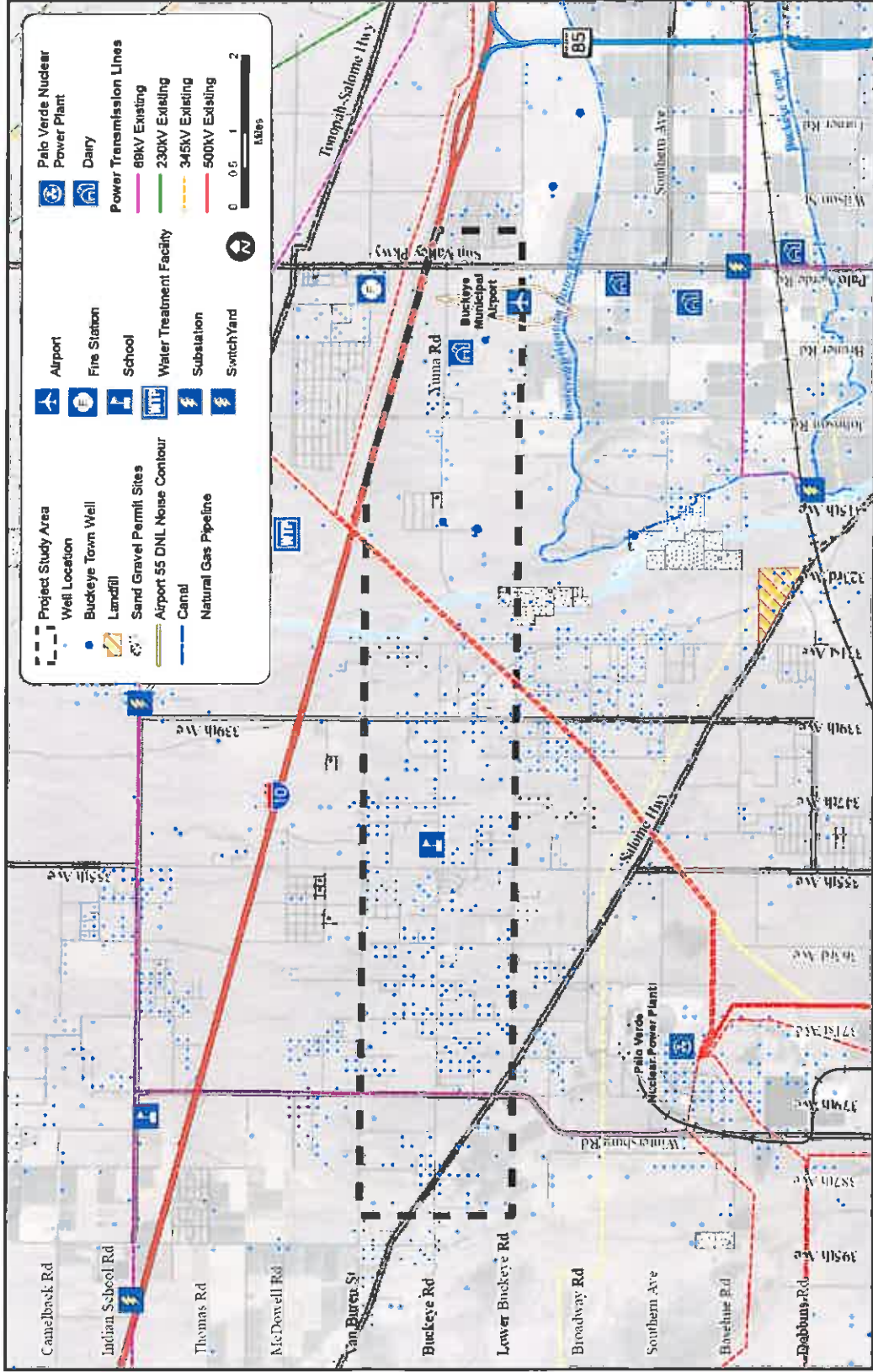


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# Yuma Parkway Corridor Feasibility Study

## Facilities and Utilities



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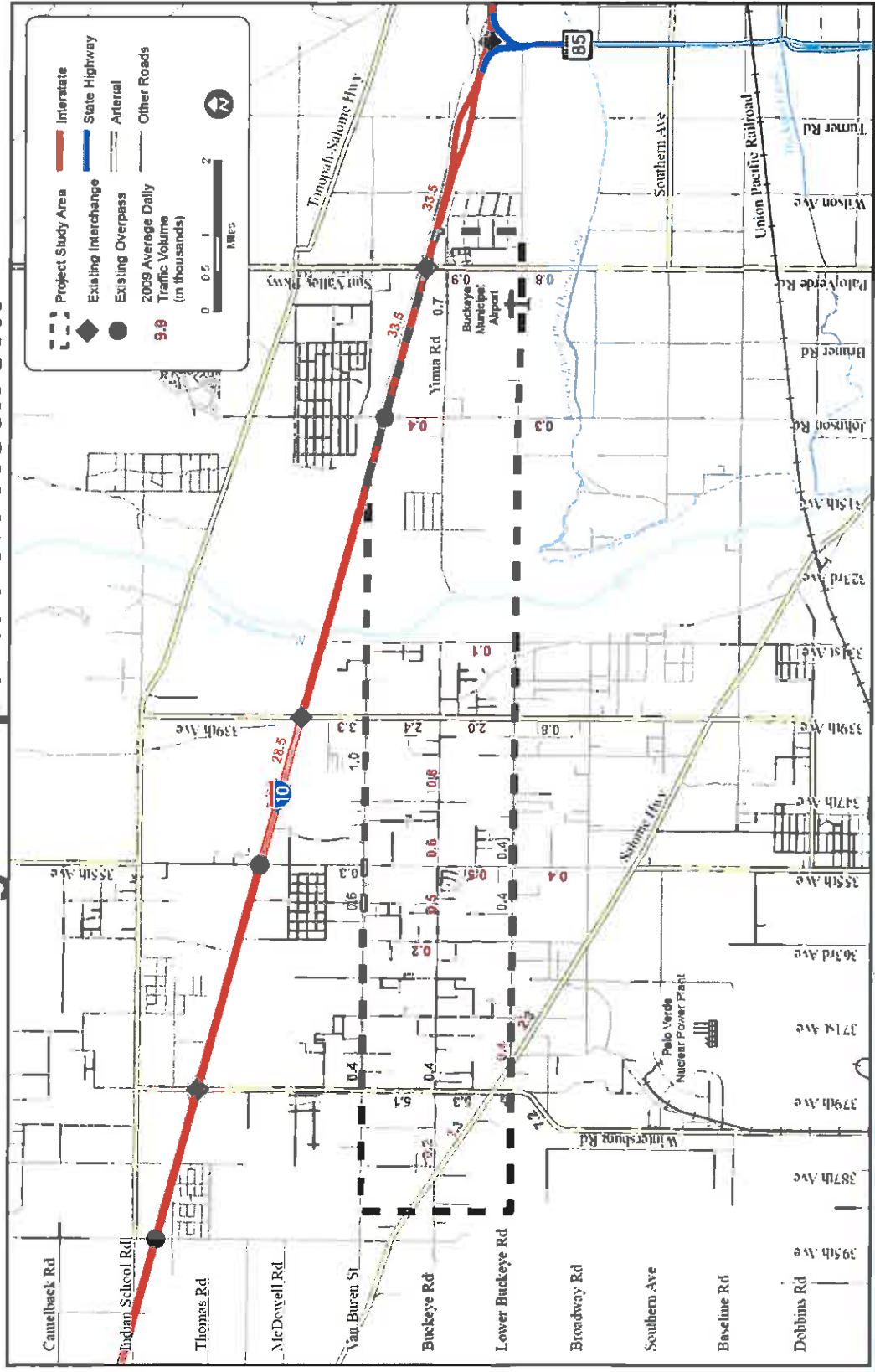


# Yuma Parkway Corridor Feasibility Study



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## Existing Transportation Network



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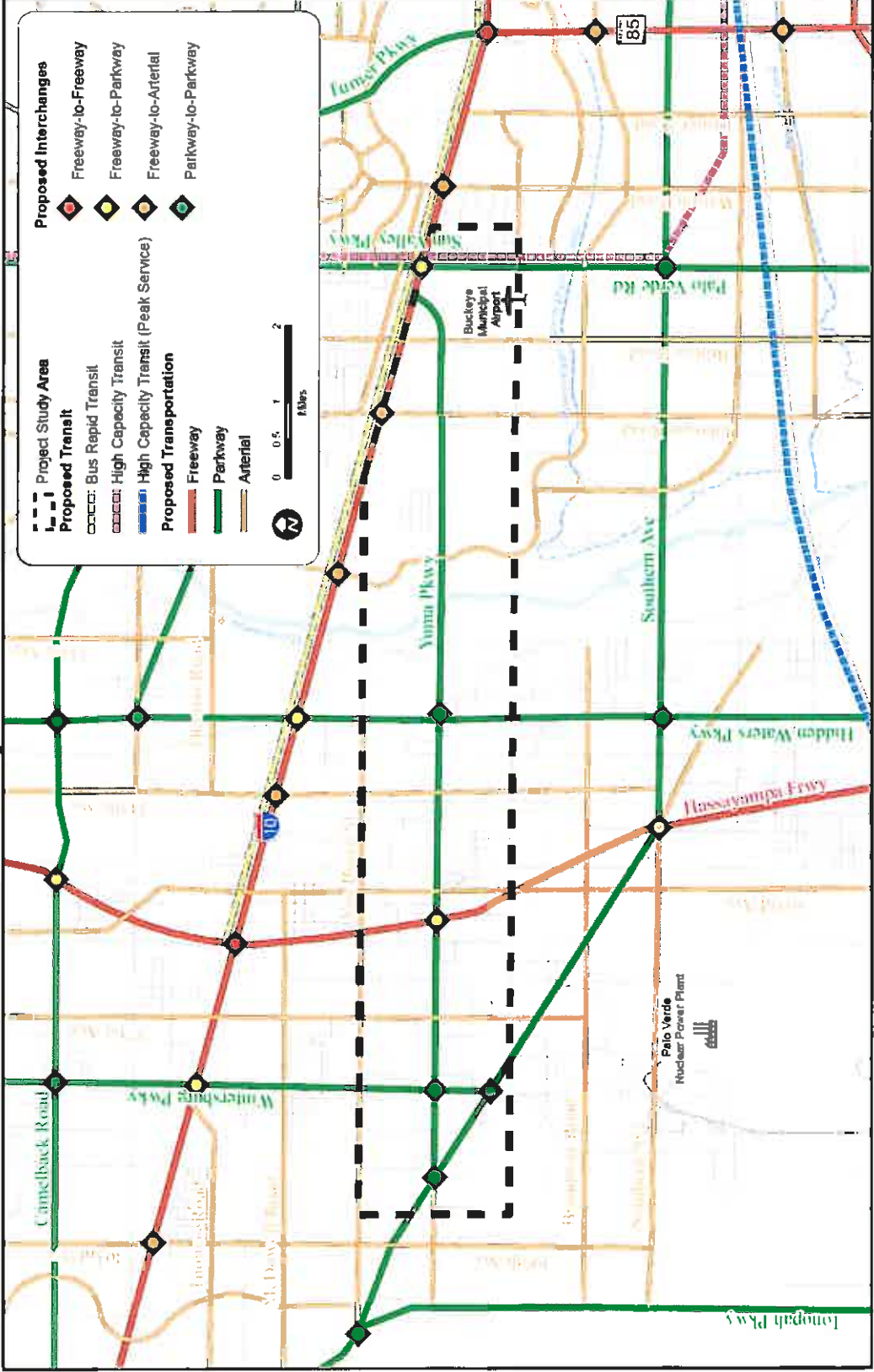


# Yuma Parkway Corridor Feasibility Study



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## Future Transportation Network



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# Yuma Parkway Corridor Feasibility Study



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## Environmental Overview



1-2011



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# Yuma Parkway Corridor Feasibility Study



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## Environmental Process

### Activity

### Definition

#### Land Use Inventory

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

#### Socio-Economic Analysis

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

#### Clean Water Act, Section 404

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

#### Endangered Species and State Sensitive Species

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

#### Biological Surveys

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

#### Noise Evaluation

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

#### Air Quality

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

#### Cultural Resources

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

#### Hazardous Materials

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

#### Environmental Assessment

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



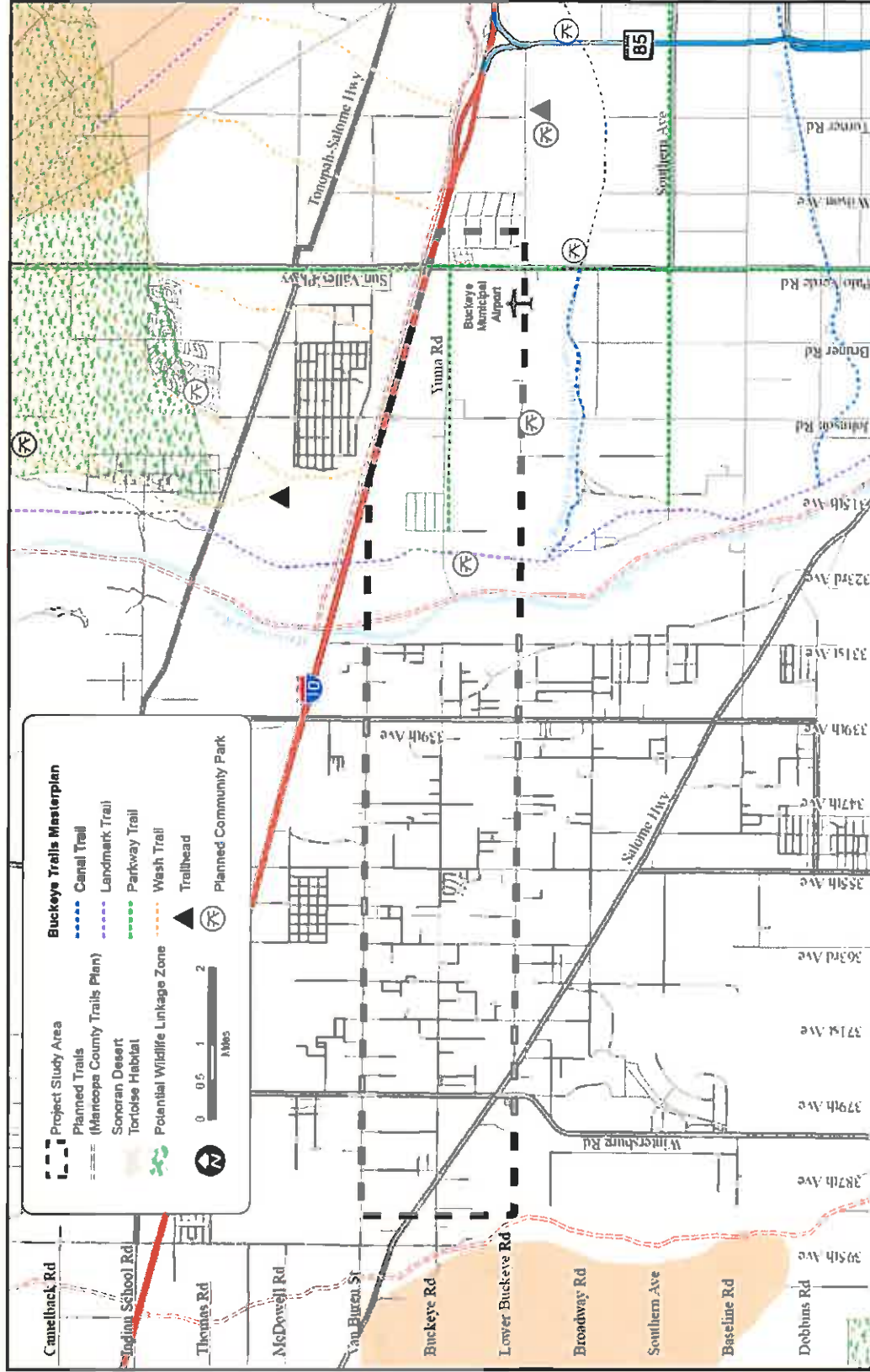
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Department of Transportation



Kimley-Horn and Associates, Inc.

# Yuma Parkway Corridor Feasibility Study

## Recreational Opportunities



Maricopa County  
Department of Transportation



Right Road Right Time Right Cost



# Yuma Parkway Corridor Feasibility Study



Right Road Right Time Right Cost

# Conceptual Drainage Report



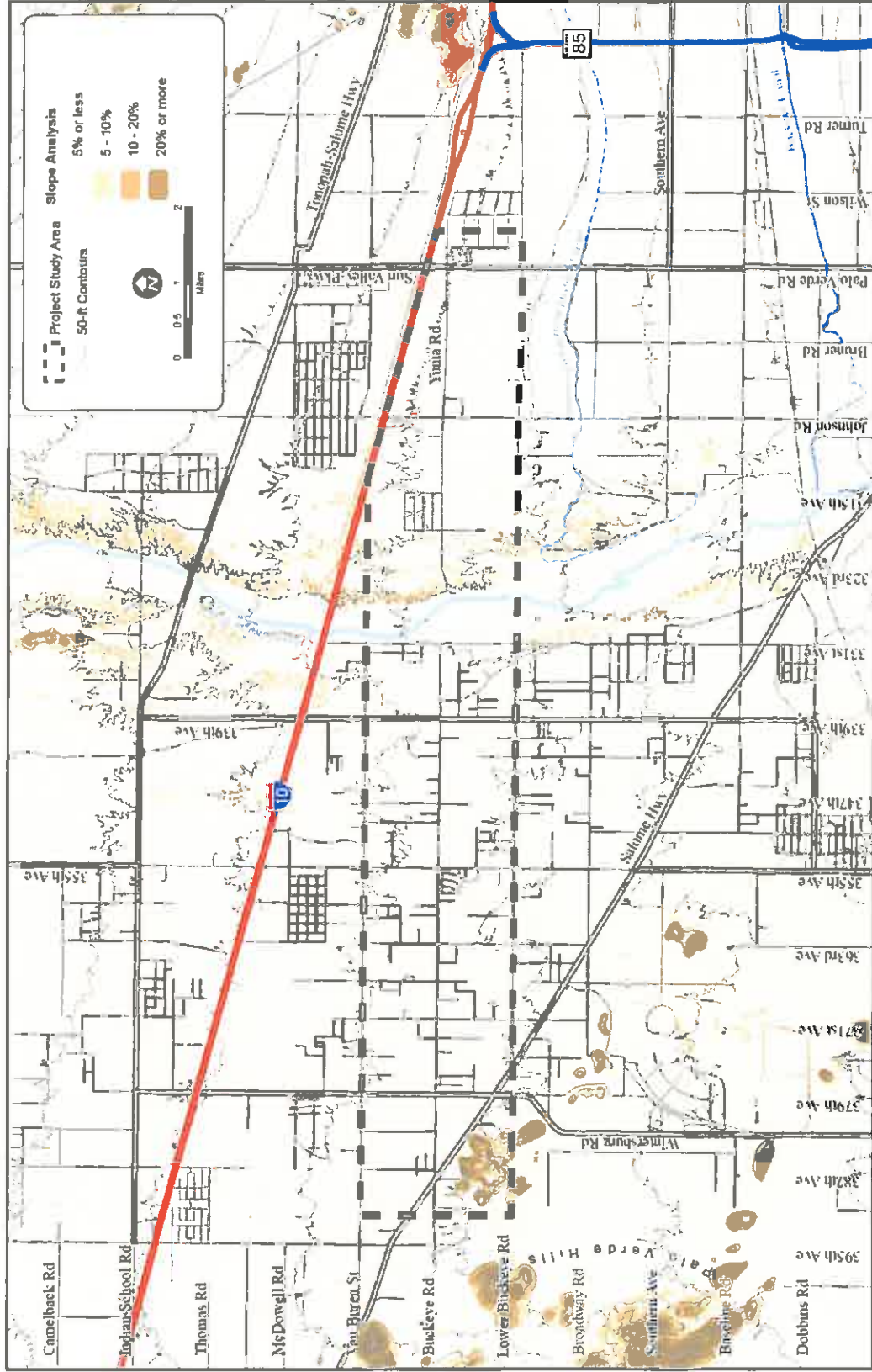
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# Yuma Parkway Corridor Feasibility Study

## Slope Analysis



Right Road Right Time Right Cost

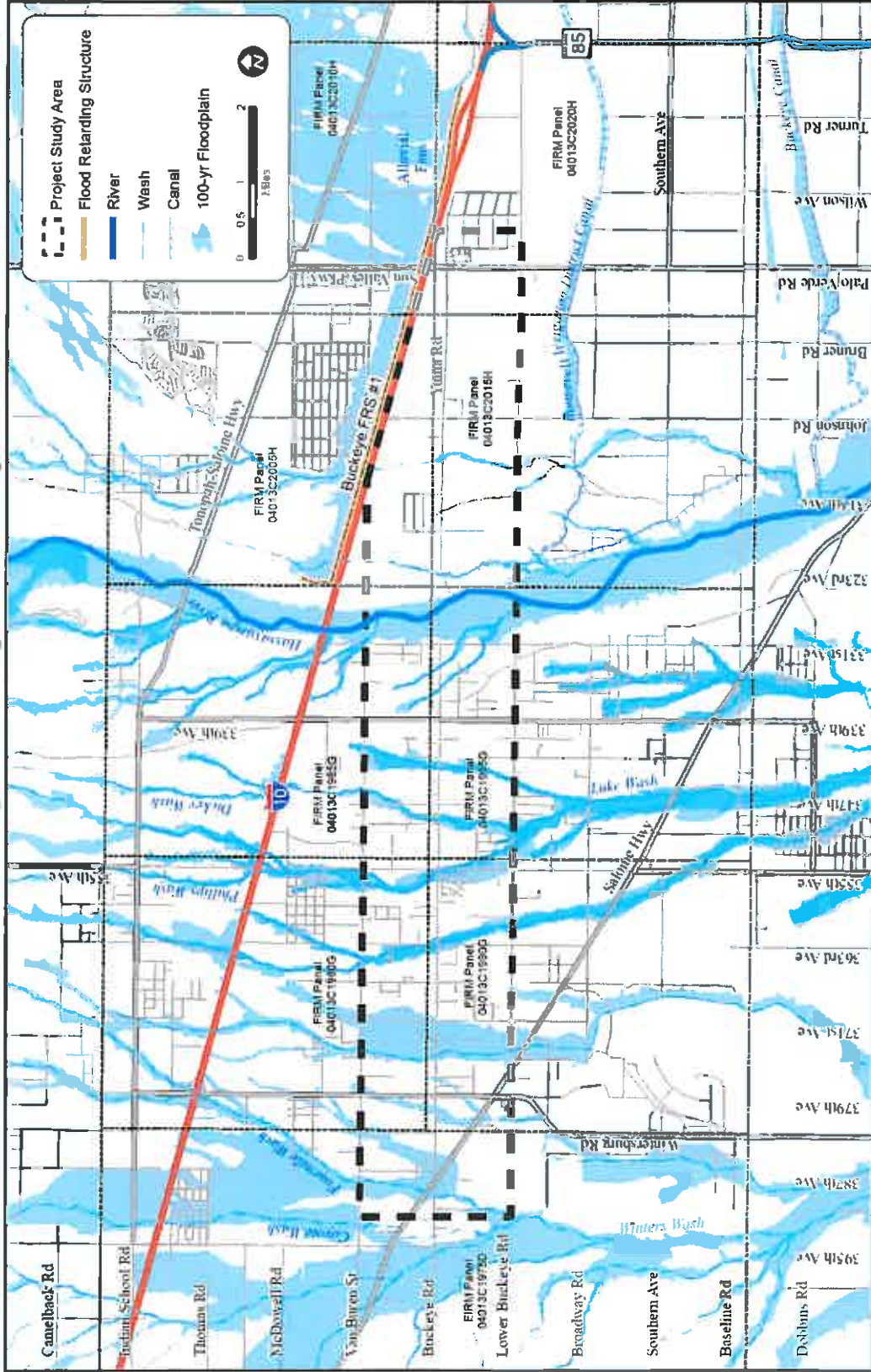


# Yuma Parkway Corridor Feasibility Study



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## FEMA/Regulatory Floodplains



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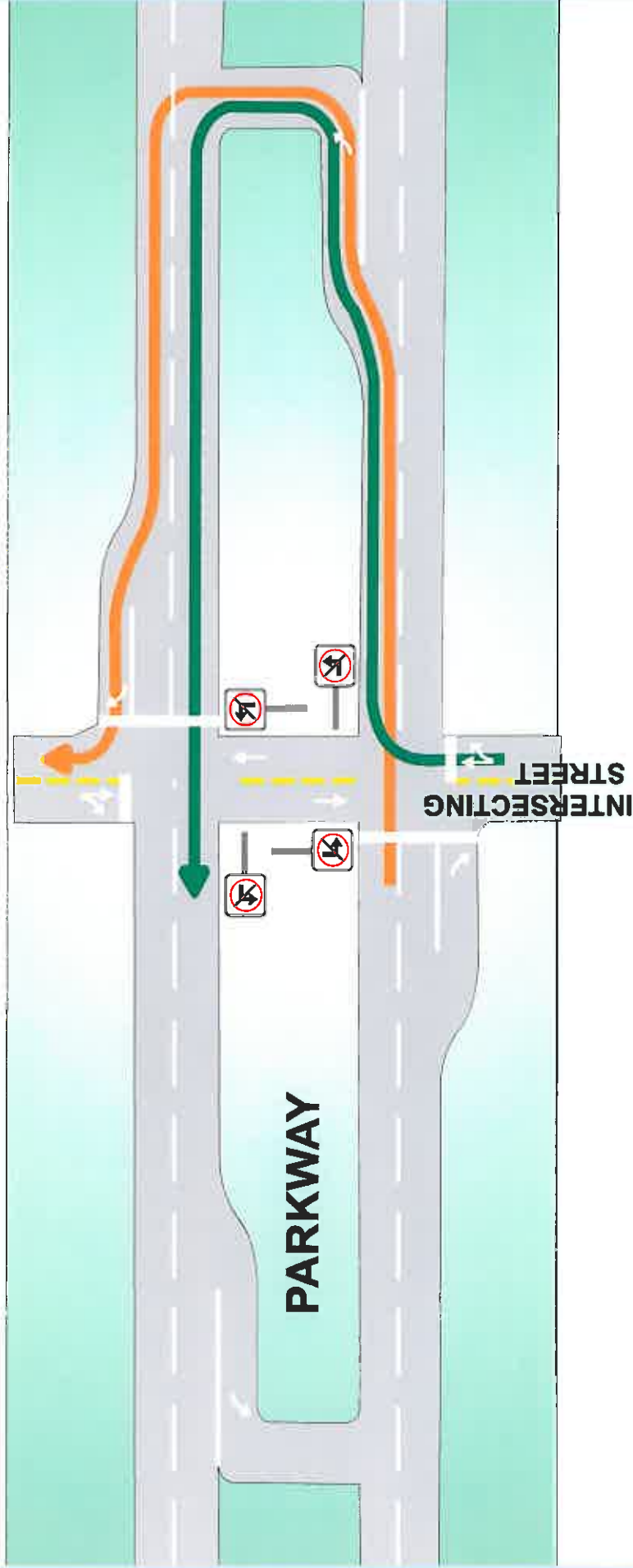
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# Yuma Parkway Corridor Feasibility Study



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# ARIZONA PARKWAY Indirect Left Turn Intersection



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# Yuma Parkway Corridor Feasibility Study



Right Road Right Time Right Cost

## ARIZONA PARKWAY TYPICAL SECTIONS



When curb is present, dimensions are to face of curb



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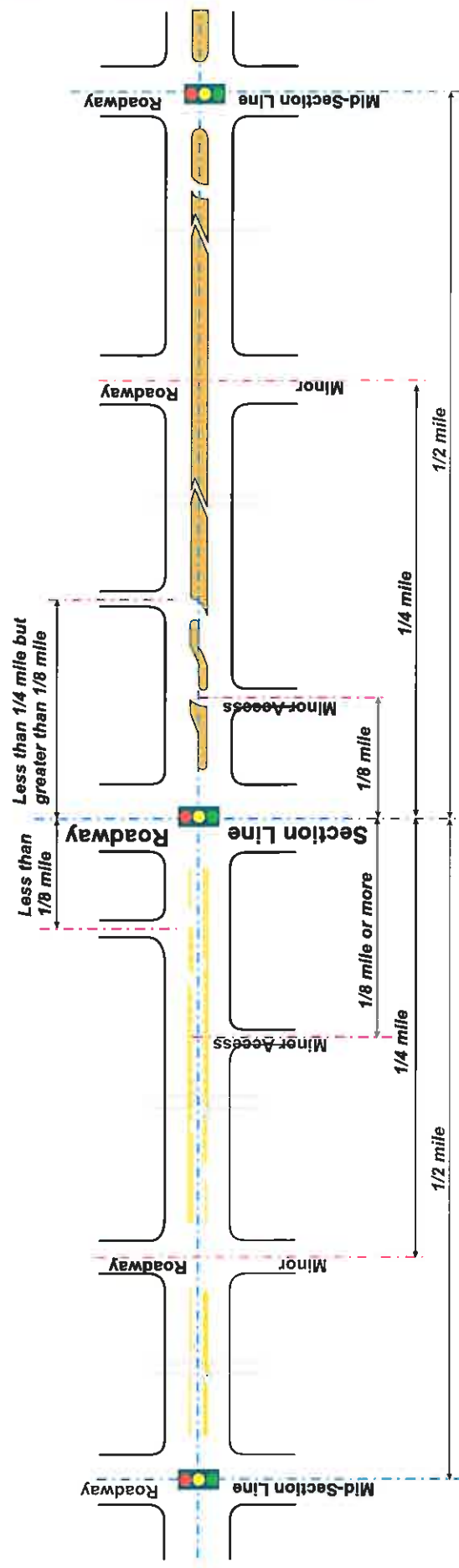


# Yuma Parkway Corridor Feasibility Study



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## ARIZONA PARKWAY Access Management Guidelines



### Intersection Spacing

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

### Medians

- Both raised and flush center roadway medians are proposed for the Signal Butte Road corridor.
- Full access median breaks may be provided at  $1/6$  mile (880 feet) increments. All additional median openings should be partial access only type.
- Median openings are not recommended less than 660 feet ( $1/8$  mile) from an arterial-to-arterial intersection.



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# YUMA PARKWAY

## Feasibility Study

### Salome Highway to Palo Verde Road



Right Road Right Time Right Cost

## “Alternative Alignments Phase”

Maricopa County Department of Transportation

October 4, 2011

### STUDY BACKGROUND

The Yuma Parkway Feasibility Study (Salome Highway to Palo Verde Road) is one of a series of long-range transportation planning studies being conducted by the Maricopa County Department of Transportation (MCDOT). These studies evaluate future parkways identified in the Maricopa Association of Governments (MAG) Interstate 10 (I-10)/Hassayampa Valley Transportation Framework Study (2008) that recommended a comprehensive transportation network designed to meet the future traffic demands for “build-out” conditions in the area west of the White Tank Mountains. The primary purpose of this feasibility study is to identify the preferred roadway alignment for Yuma Parkway which is proposed as an Arizona Parkway.

### The Arizona Parkway

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

This new roadway type will offer significantly greater travel capacity than a major urban arterial roadway (traditional six-lane surface street) without employing full grade separations (overpasses or underpasses) at intersections with arterial cross streets. The Arizona Parkway intersection configuration also provides the benefit of increased intersection capacity while still allowing for direct driveway access to development at each corner of the intersection.

The parkway includes a distinct intersection treatment that

uses a simple green/yellow/red traffic signal control and prohibits left-turns at cross-street intersections. Instead, all left-turn movements are made using an “indirect” left-turn crossover immediately beyond the crossroad intersection.



Arizona Parkway indirect Left-turn Intersection configuration

### Study Area

The Yuma Parkway study area is generally centered on the Buckeye Road/Yuma Road section line, from one-half mile west of Salome Highway to one-half mile east of Palo Verde Road. The study area is approximately 13 miles long and is two miles wide.

### Study Need

The MAG Hassayampa Framework Study demonstrated the long-term need for the future Yuma Parkway. Although today's land development and travel demands do not warrant any major new high capacity roadways in the near-term, the “build-out” forecast for future land development and resulting travel demand within the study area warrant an entire network of future Arizona Parkways. Plans are already underway within the study area to convert vacant lands to land uses that will generate increased traffic volumes. In order to preserve sufficient public right-of-way for the future Yuma Parkway and protect the future parkway corridor from development and encroachment, the planning process needs to start now to identify parkway right-of-way requirements for forecasted build-out conditions. To this end, the Yuma Parkway study is needed to:

For more information, contact Denise Lacey at (602) 506-6172 or write to her at: MCDOT, 2901 W. Durango Street, Phoenix, AZ 85009, or e-mail at: [DeniseLacey@mail.maricopa.gov](mailto:DeniseLacey@mail.maricopa.gov).

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

## STUDY GOALS AND OBJECTIVES

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

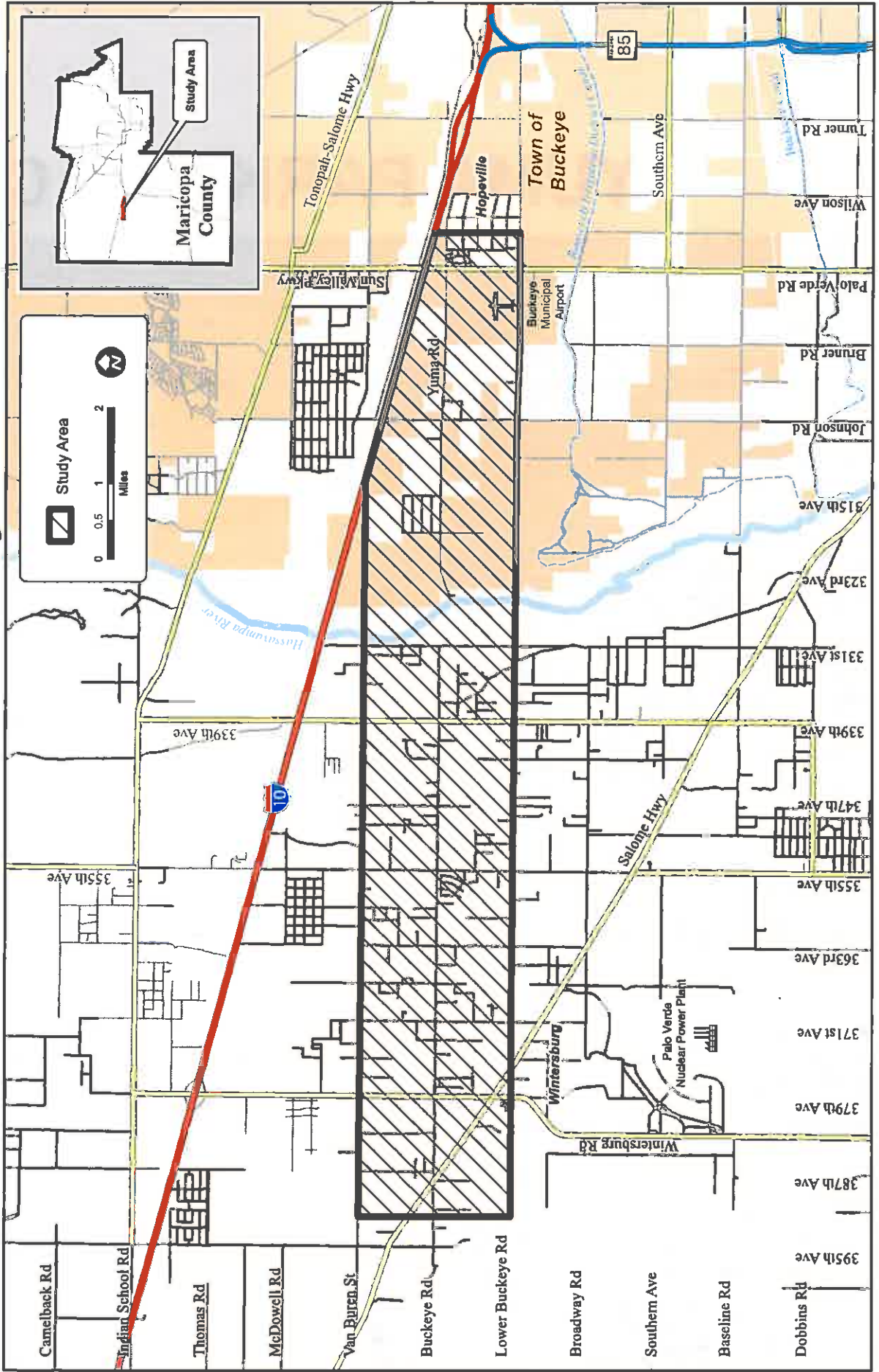
- Achieve roadway network continuity and connectivity
  - Determine the preferred parkway alignment from a regional transportation framework perspective;
  - Protect and preserve right-of-way for the preferred parkway alignment to maintain its long-term viability;
  - Provide future connectivity with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

## KEY ISSUES AND CHALLENGES

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

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

# YUMA PARKWAY Study Area



# YUMA PARKWAY

## Feasibility Study Salome Highway to Palo Verde Road “ Alternative Alignments Phase”

Maricopa County Department of Transportation

October 4, 2011

### STUDY SCHEDULE

Study Kick-off	May 2011
<b>PHASE I:</b>	<b>May - July 2011</b>
<i>Data Collection/Issues Identification</i>	
Technical Advisory Committee Meeting #1	May 23, 2011
<b>Study “Scoping” Public Input Meeting</b>	<b>May 24, 2011</b>
Technical Advisory Committee Meeting #2	July 26, 2011
<b>PHASE II:</b>	<b>July 2011 - March 2012</b>
<i>Alternative Alignments Analysis and Evaluation</i>	
Technical Advisory Committee Meeting #3	September 22, 2011
<b>Alternatives Analysis Public Input Meeting</b>	<b>October 4, 2011</b>
Technical Advisory Committee Meeting #4	November 2011
<b>Study Findings and Recommendations Public Input Meeting</b>	<b>December 2011</b>
Technical Advisory Committee Meeting #5	January 2012
Draft Final Report	February 2012
Study Completion/Final Report	March 2012

## PUBLIC INVOLVEMENT

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

Three public input meetings are conducted at critical milestones in the study process. The first public “Scoping” meeting (May 24, 2011) provided area residents and other impacted stakeholders with an opportunity to inform project team members about the study area issues and local transportation needs. This meeting also provided the study team members with an opportunity to discuss and elicit feedback regarding the study purpose, goals and objectives.

The current “Alternatives Analysis” public meeting (October 4, 2011) is being conducted to provide the community with the opportunity to comment on preliminary study findings and provide feedback on the Candidate Alternatives being evaluated for the future Yuma Parkway alignment.

The final “Study Findings and Recommendations” public information meeting is currently slated for December 2011. At 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.

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

## STUDY STAKEHOLDERS

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

- Maricopa County Department of Transportation (MCDOT)
- Flood Control District of Maricopa County (FCDMC)
- Maricopa County Planning and Development Department
- Maricopa County Department of Emergency Management
- Maricopa County Environmental Services Department
- Maricopa County Parks and Recreation Department
- Maricopa County Supervisor – District 4
- Arizona Department of Transportation (ADOT)
- Arizona State Land Department (ASLD)
- Maricopa Association of Governments (MAG)
- Town of Buckeye
- Federal Highway Administration (FHWA)
- Arizona Game and Fish Department (AGFD)
- U.S. Bureau of Land Management (BLM)
- U.S. Fish and Wildlife Services (USFWS)
- U.S. Army Corps of Engineers
- Center for Desert Archaeology
- Sonoran Institute
- Community of Hopeville
- Community of Wintersburg
- Palo Verde Elementary, Saddle Mountain Unified, and Buckeye Union High School Districts
- Tonopah Valley Fire District
- Maricopa County Farm Bureau
- United Dairymen of Arizona
- Area Developers
- Irrigation and Utility Companies
- Affected Businesses, Property Owners and Residents

## STUDY APPROACH

This parkway feasibility study is considered “long-range” transportation planning and is the earliest phase of project development. The outcome of a parkway 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

area and consists of gathering data on existing and future study area features, assessing and evaluating the surrounding parkway 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 parkway alignment alternatives are developed only to the extent necessary to conduct a meaningful comparative analysis/fatal flaws analysis. Conceptual alignment alternatives are evaluated for technical feasibility as well as public acceptability as part of this process.

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

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

## DEVELOPMENT OF ALTERNATIVES

During the alternatives analysis, the study team identified and evaluated several conceptual alignments for Yuma Parkway. The conceptual alternatives were developed to avoid as many parkway 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:
  - Bureau of Land Management; and
  - Arizona State Trust land.
- Land use:
  - Existing and planned residential and commercial developments;
  - Potential sand and gravel operations;

- o Communities of Hopeville and Wintersburg;
- o Buckeye Municipal Airport;
- o Winters' Well Elementary School; and
- o Stotz Dairy.
- Environmental
  - o Sonoran Desert Tortoise habitat and wildlife linkage zones near the corridor;
  - o Proposed recreational trails;
  - o Disadvantaged population groups;
  - o Cultural resources; and
  - o Floodplains and washes.
- Transportation Connectivity:
  - o Access to Interstate 10;
  - o Future connections with Salome Parkway, Wintersburg Parkway, Hassayampa Freeway, Hidden Waters Parkway, and Sun Valley Parkway; and
  - o Hassayampa River crossing.
- Utilities/Facilities:
  - o Wells and water tanks throughout the corridor;
  - o Gas pipelines and electrical power lines near the Hassayampa River; and
  - o Century Link communications facility near 371<sup>st</sup> Avenue.

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.

To narrow the range of alternatives to be evaluated in greater detail, a subjective, qualitative assessment was performed on all conceptual alternatives. “Candidate Alternatives” were selected from the conceptual alignments and presented to the TAC and stakeholders for review and input. The Candidate Alternatives are those that involve the fewest constraints and are the most compatible with existing land uses and future development master plans.

### ADVANCED CANDIDATE ALTERNATIVES

Based on a review of “build-out” conditions and resulting traffic projections for the Yuma Parkway study area, it was determined that future traffic volumes do not support a parkway type roadway facility west of Wintersburg Parkway. As a result, no Candidate Alternatives for the future Yuma Parkway have been identified in the study area west of Wintersburg Road.

Three Candidate Alternatives have been identified and advanced for further analysis within the Yuma Parkway segment between Wintersburg Parkway and the Hassayampa River:

- Alternative A (North alignment shift) –A 200-foot wide corridor located one-half mile north of the Buckeye Road alignment;
- Alternative B (Section-line)– A 200-foot wide corridor centered on the Buckeye Road alignment; and
- Alternative C (South alignment shift – A 200-foot wide corridor located one-half mile south of the Buckeye Road alignment.

Traversing eastward, all three Candidate Alternatives converge to cross the Hassayampa River at a common point, and continue east as a single alternative through the Desert Creek and Cipriani community master plan areas.

Due to numerous constraints, a “special analysis” area has been designated to perform a more detailed examination of feasible Candidate Alternatives in the vicinity of the Buckeye Municipal Airport. Once feasible alternatives are identified in the special analysis area, all Yuma Parkway Candidate Alternatives will undergo Phase II evaluation.

### EVALUATION CRITERIA

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

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

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



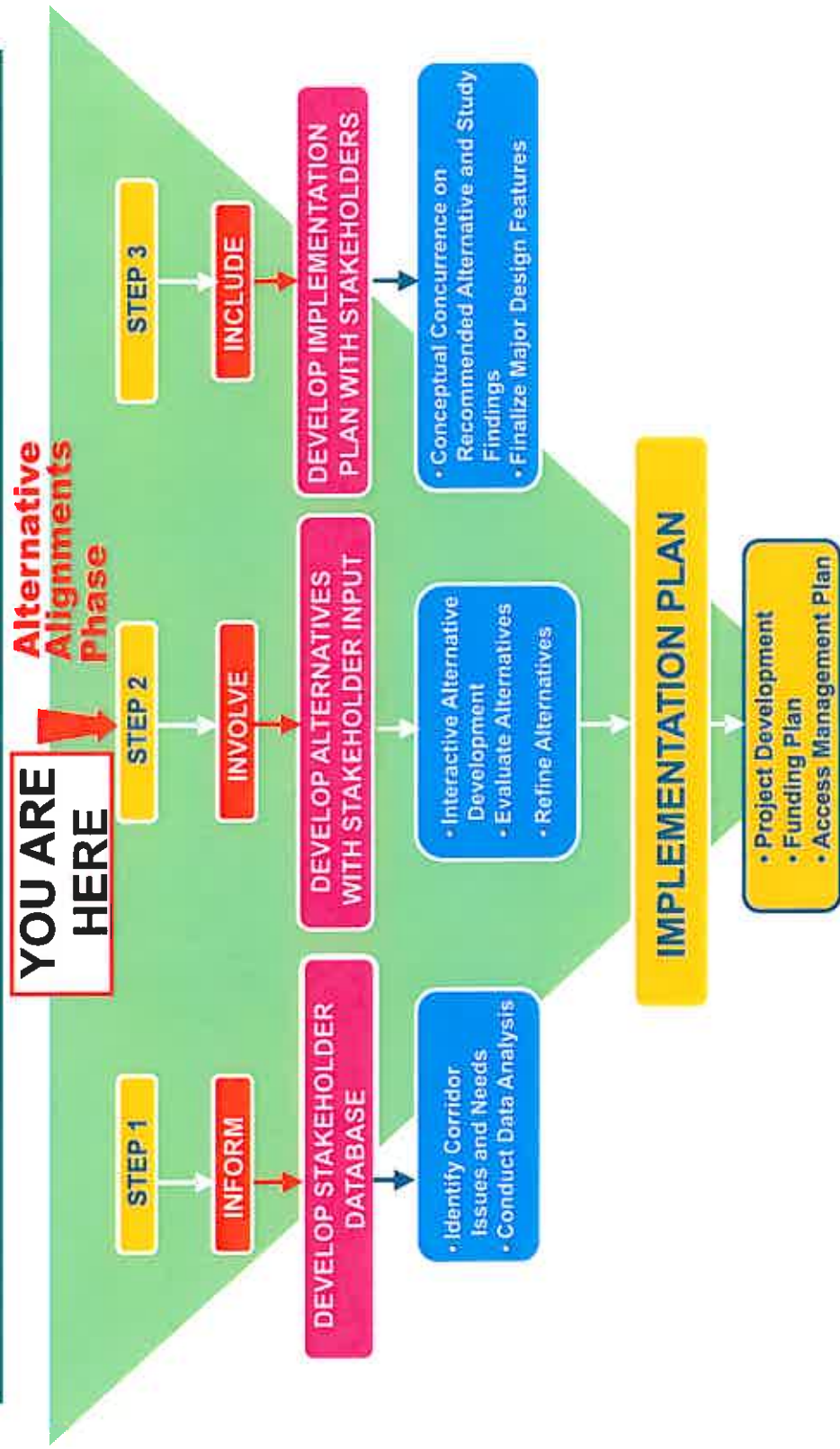
**Maricopa County**  
Department of Transportation

[www.mcdot.maricopa.gov](http://www.mcdot.maricopa.gov)

# Yuma Parkway Corridor Feasibility Study



## Interactive Study Process

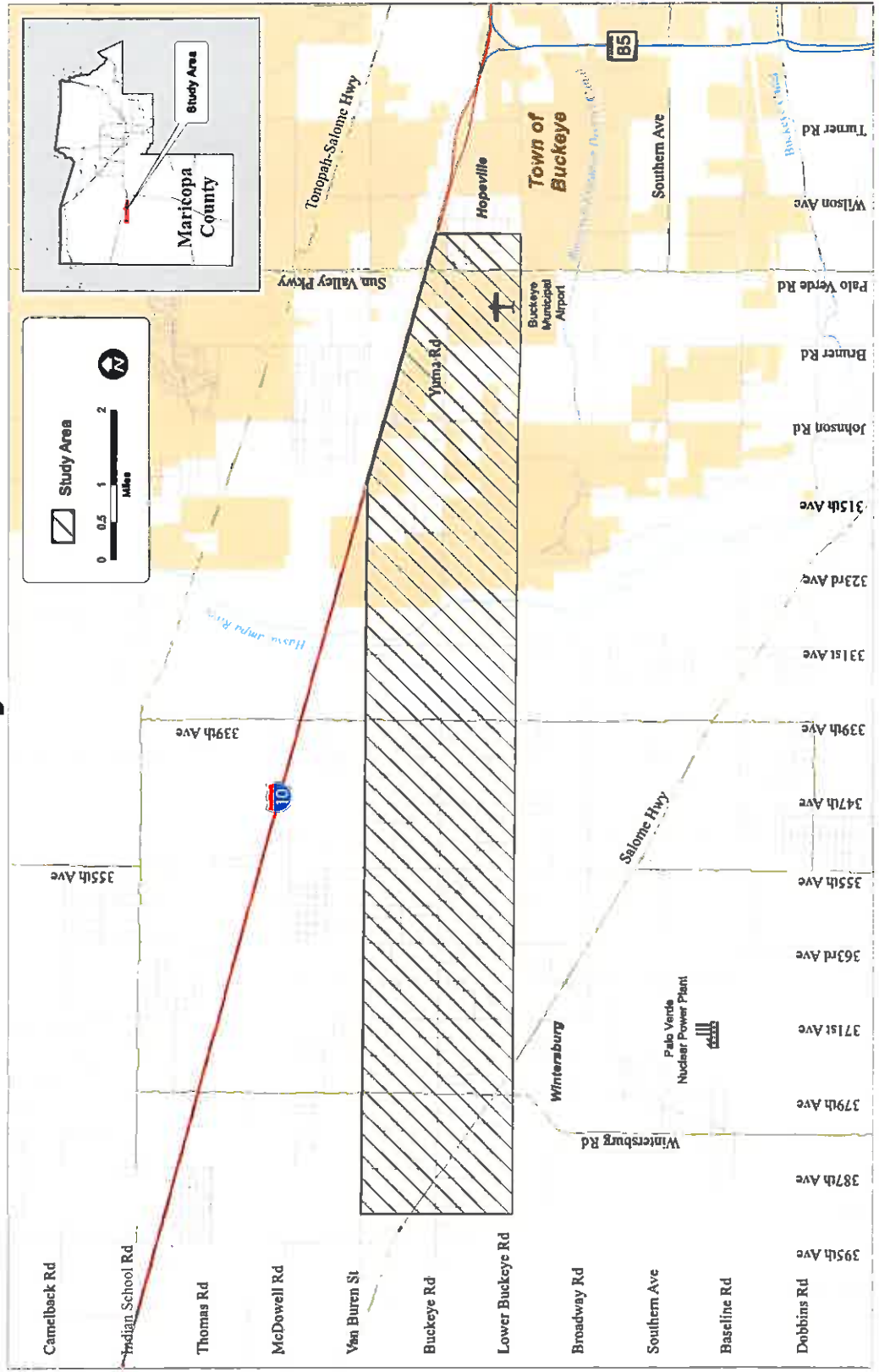


# Yuma Parkway Corridor Feasibility Study



Right Road Right Time Right Cost

## Study Area



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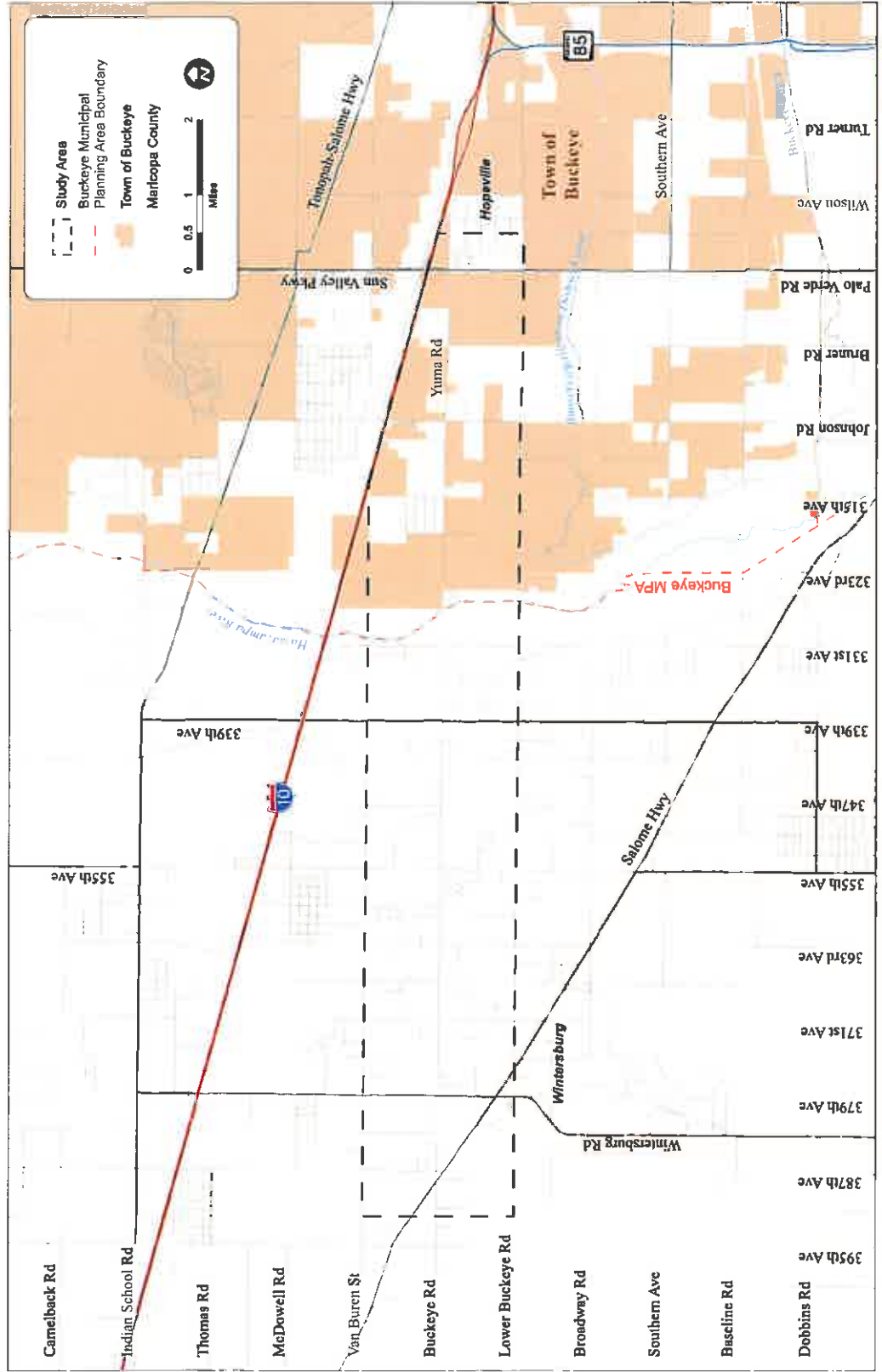


# Yuma Parkway Corridor Feasibility Study



Right Road Right Time Right Cost

## Jurisdictional Boundaries



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## STUDY NEED, GOALS AND OBJECTIVES

### Study Need

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

### STUDY GOALS AND OBJECTIVES

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



## KEY ISSUES AND CHALLENGES

- Evaluation of drainage structures across alluvial fans and major washes
- Identification of the most feasible location for a bridged crossing of the Hassayampa River
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- Coordination and compatibility with existing and planned land development and the Buckeye Municipal Airport
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## CANDIDATE ALTERNATIVES EVALUATION CRITERIA

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





Right Road Right Time Right Cost

# Yuma Parkway Corridor Feasibility Study

## PROJECT STAKEHOLDERS

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- Maricopa County Planning and Development Department
- Maricopa County Department of Emergency Management
- Maricopa County Environmental Services Department
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- Federal Highway Administration (FHWA)
- Arizona Game and Fish Department (AGFD)
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- U.S. Army Corps of Engineers
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- Community of Hopeville
- Community of Wintersburg
- Palo Verde Elementary, Saddle Mountain Unified, and Buckeye Union High School Districts
- Tonopah Valley Fire District
- Maricopa County Farm Bureau
- United Dairymen of Arizona
- Area Developers
- Irrigation and Utility Companies
- Affected Businesses, Property Owners and Residents

MARICOPA



COUNTY



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# Yuma Parkway Corridor Feasibility Study



Right Road Right Time Right Cost

## Study Schedule

Study Kick-off	May 2011
<b>PHASE I:</b> <i>Data Collection/Issues Identification</i>	May - July 2011
Technical Advisory Committee Meeting #1	May 23, 2011
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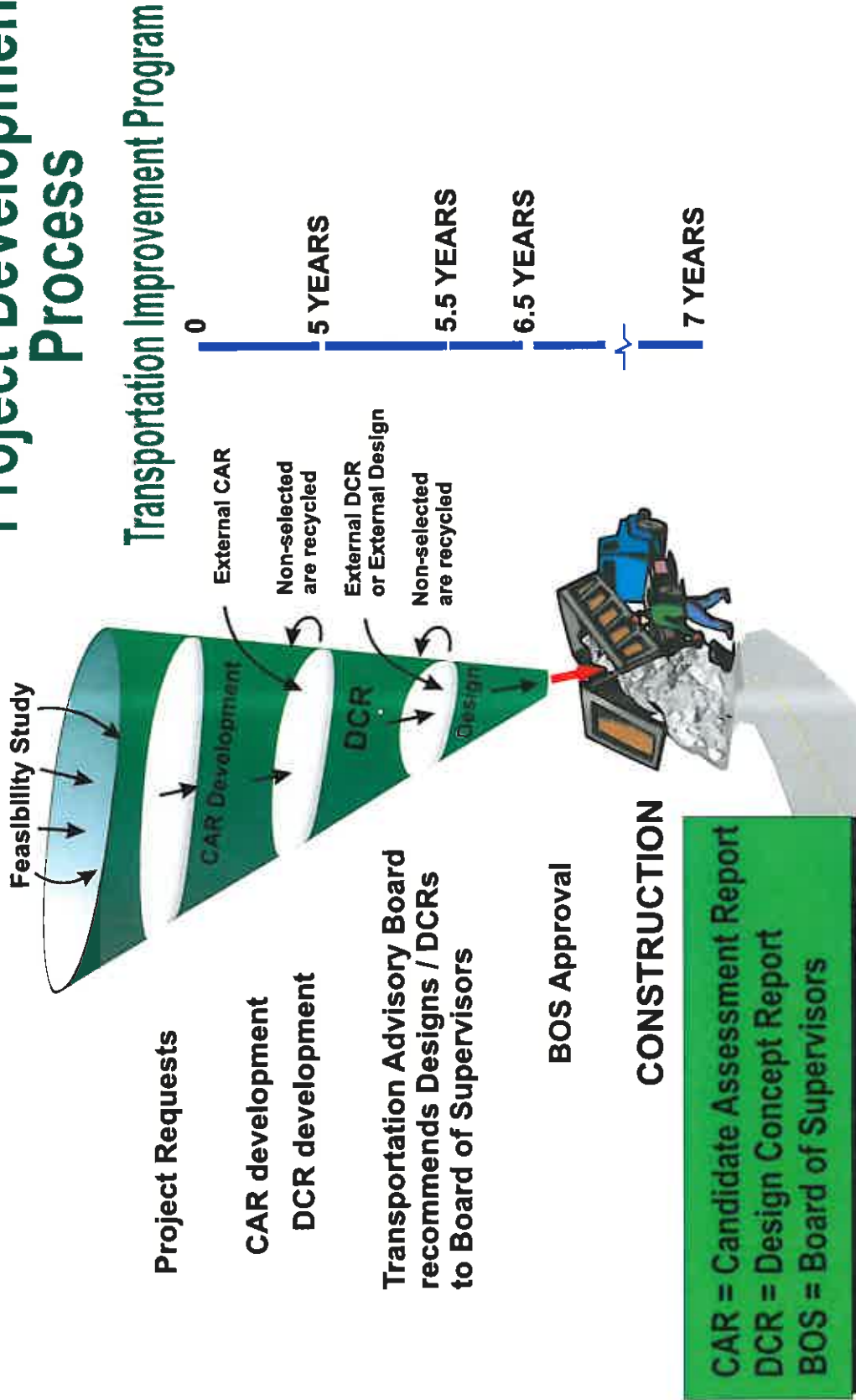
M A R I C O P A C O U N T Y



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## Project Development Process

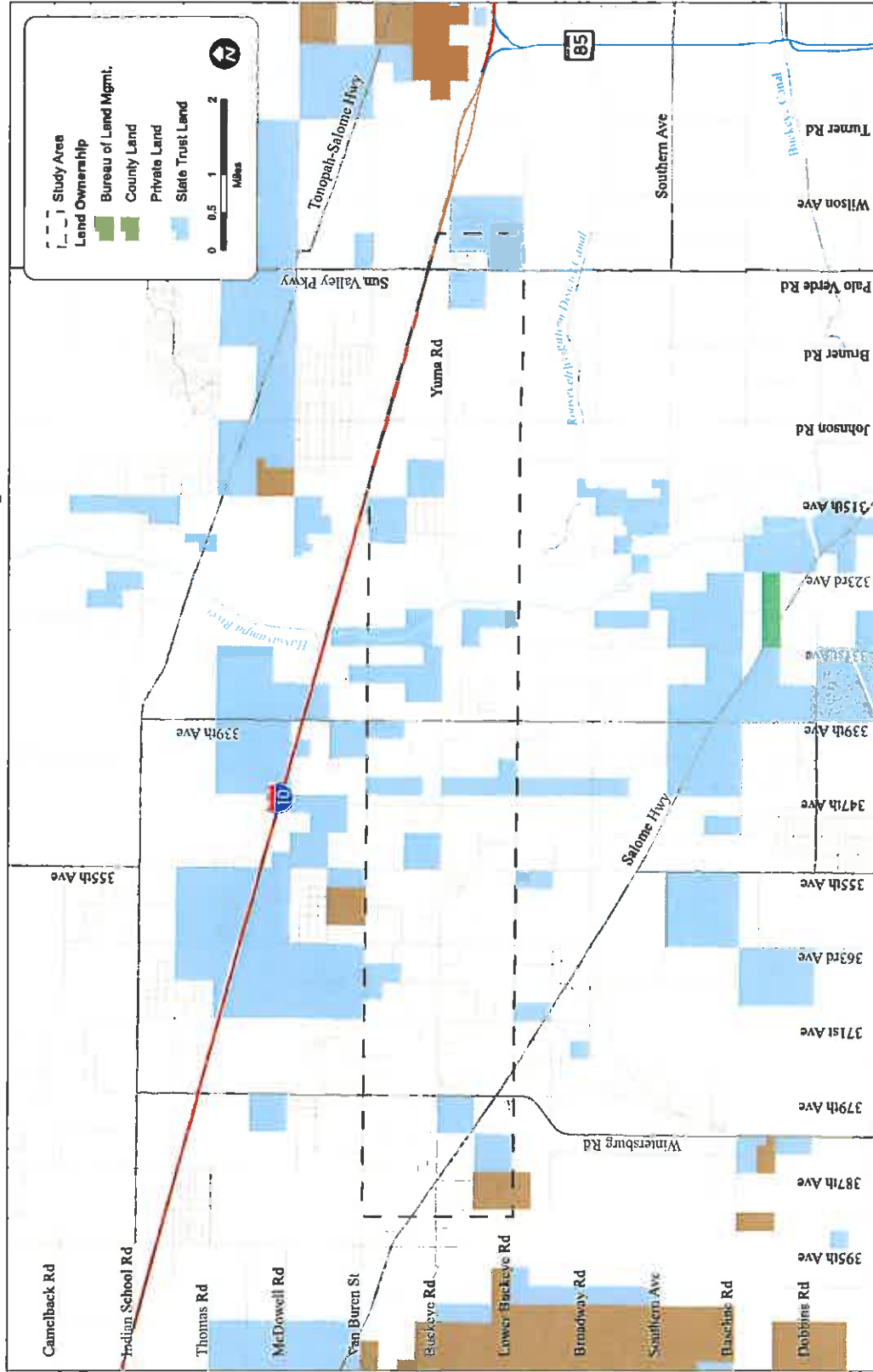


# Yuma Parkway Corridor Feasibility Study



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## Land Ownership

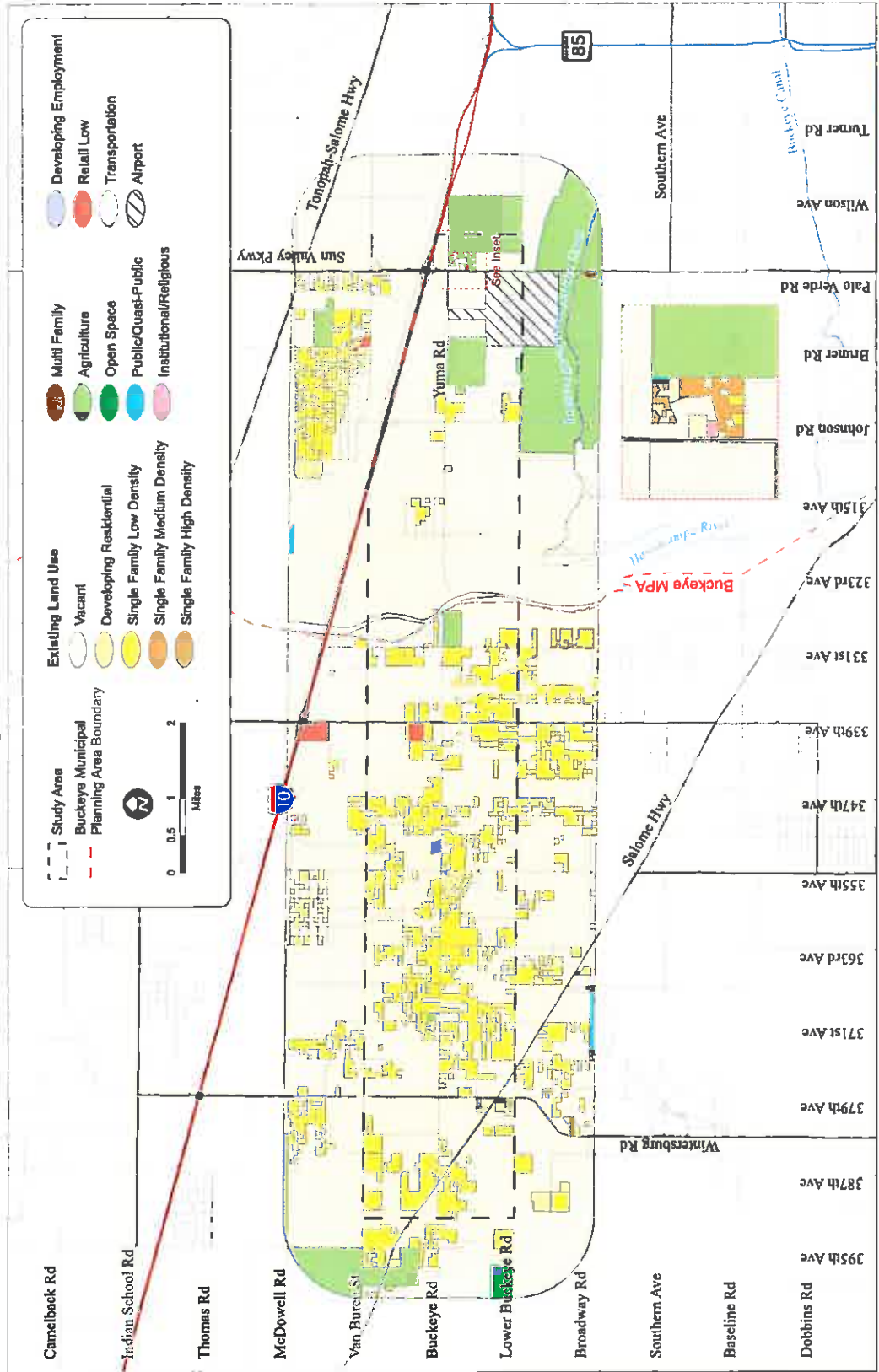


# Yuma Parkway Corridor Feasibility Study



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## Existing Land Use



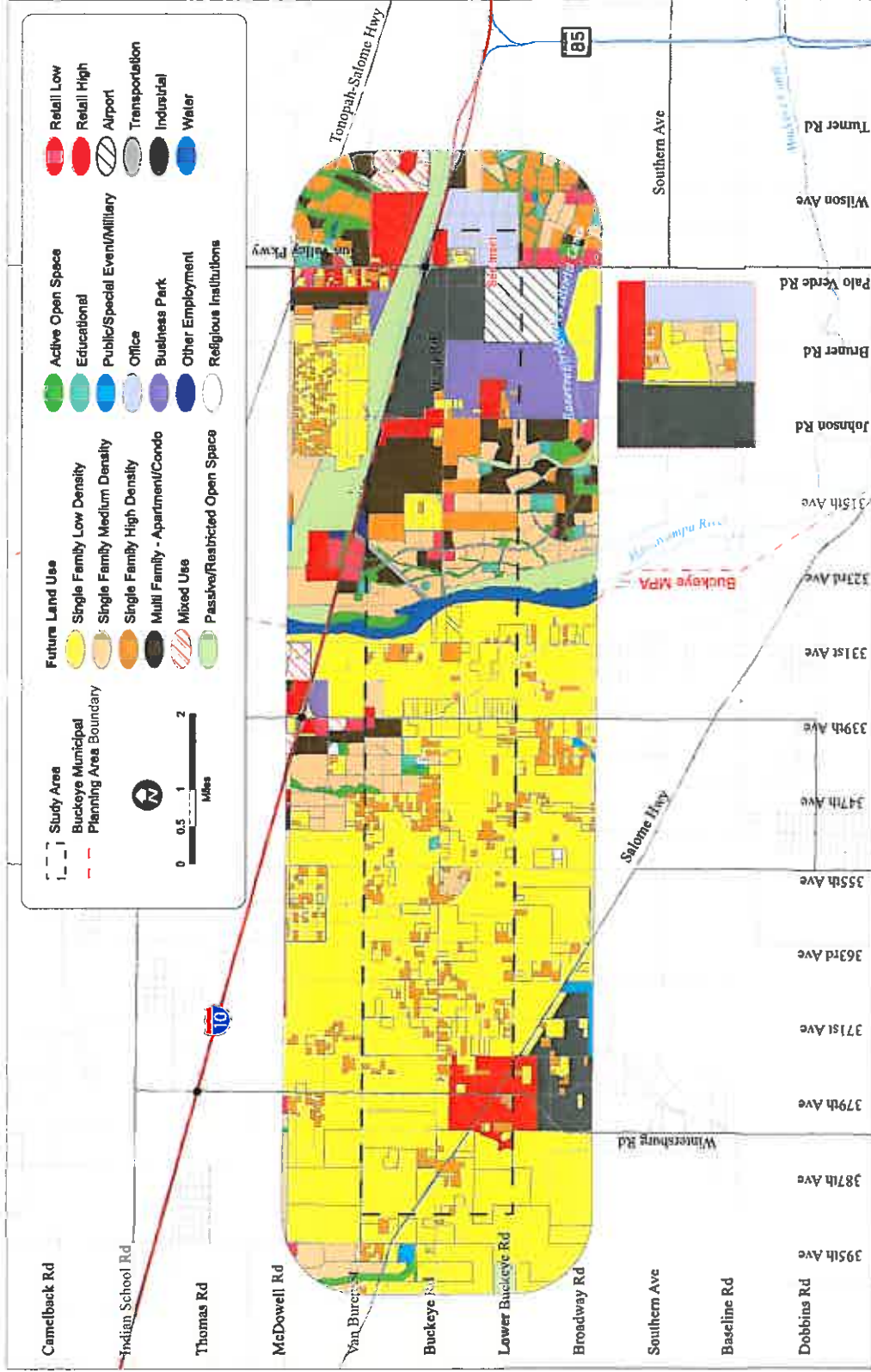
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# Yuma Parkway Corridor Feasibility Study



## Future Land Use

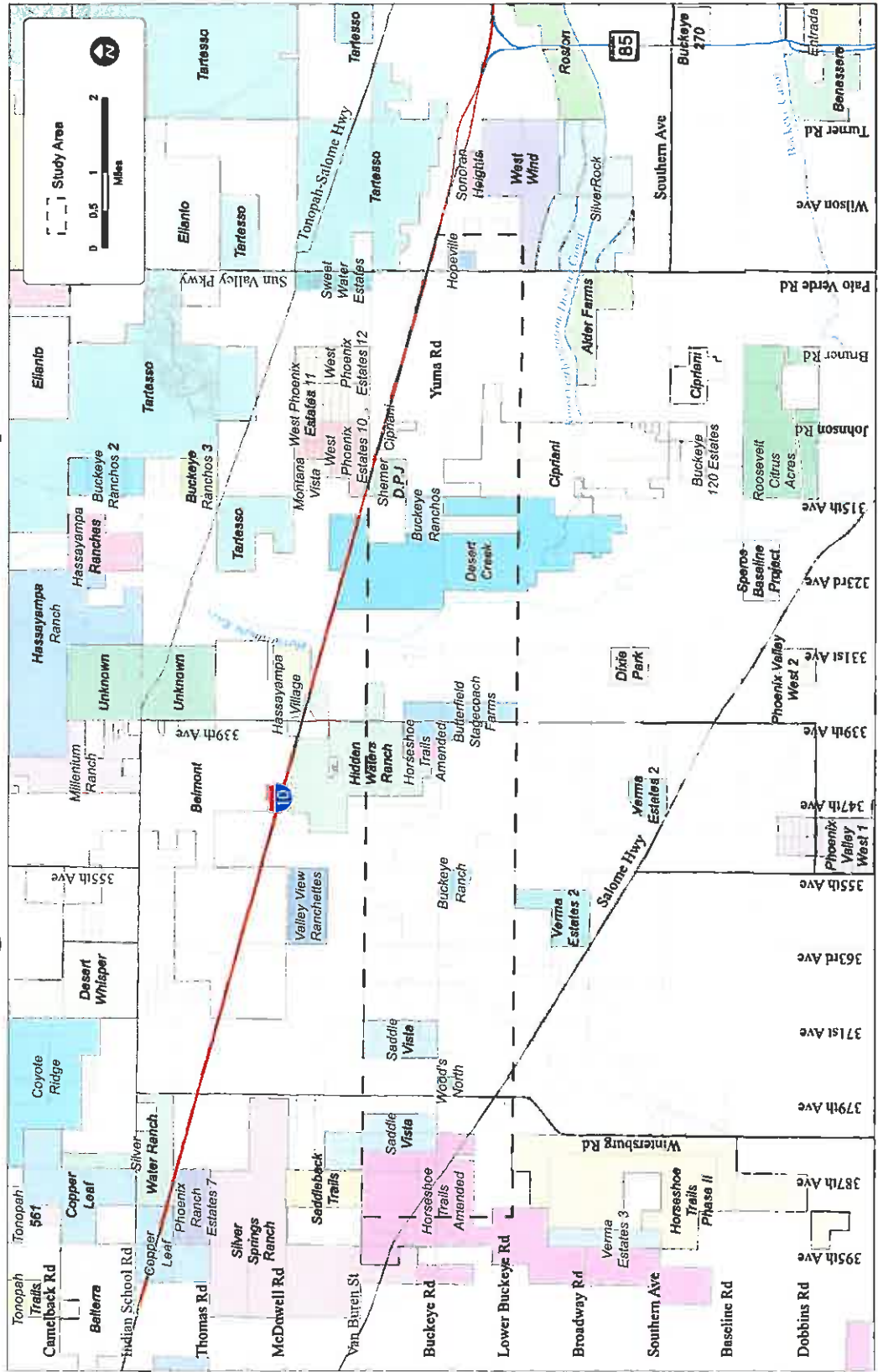


# Yuma Parkway Corridor Feasibility Study



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## Existing and Planned Developments



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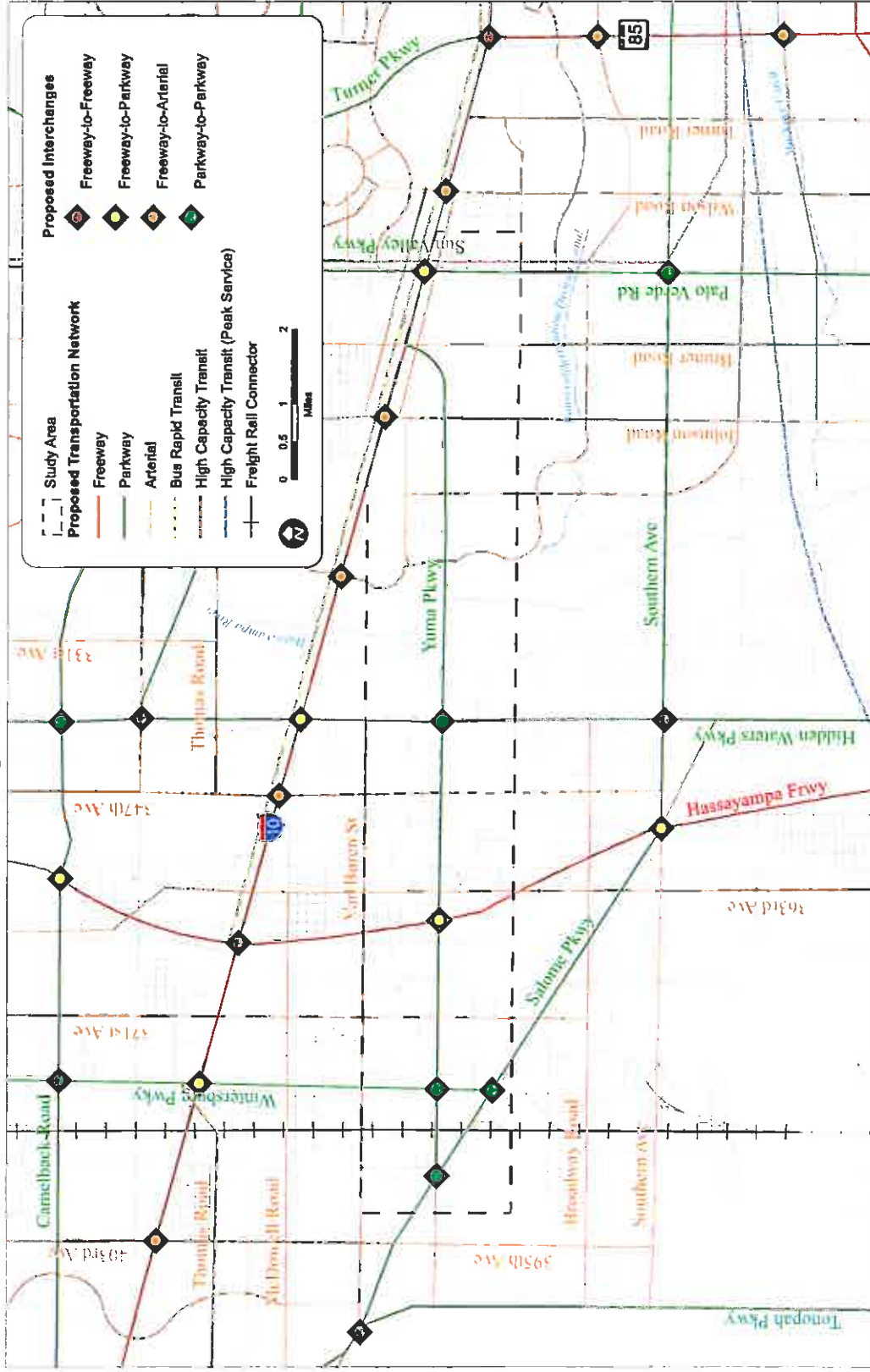


# Yuma Parkway Corridor Feasibility Study



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## Future Transportation Network



### TRANSPORTATION FRAMEWORK RECOMMENDATION

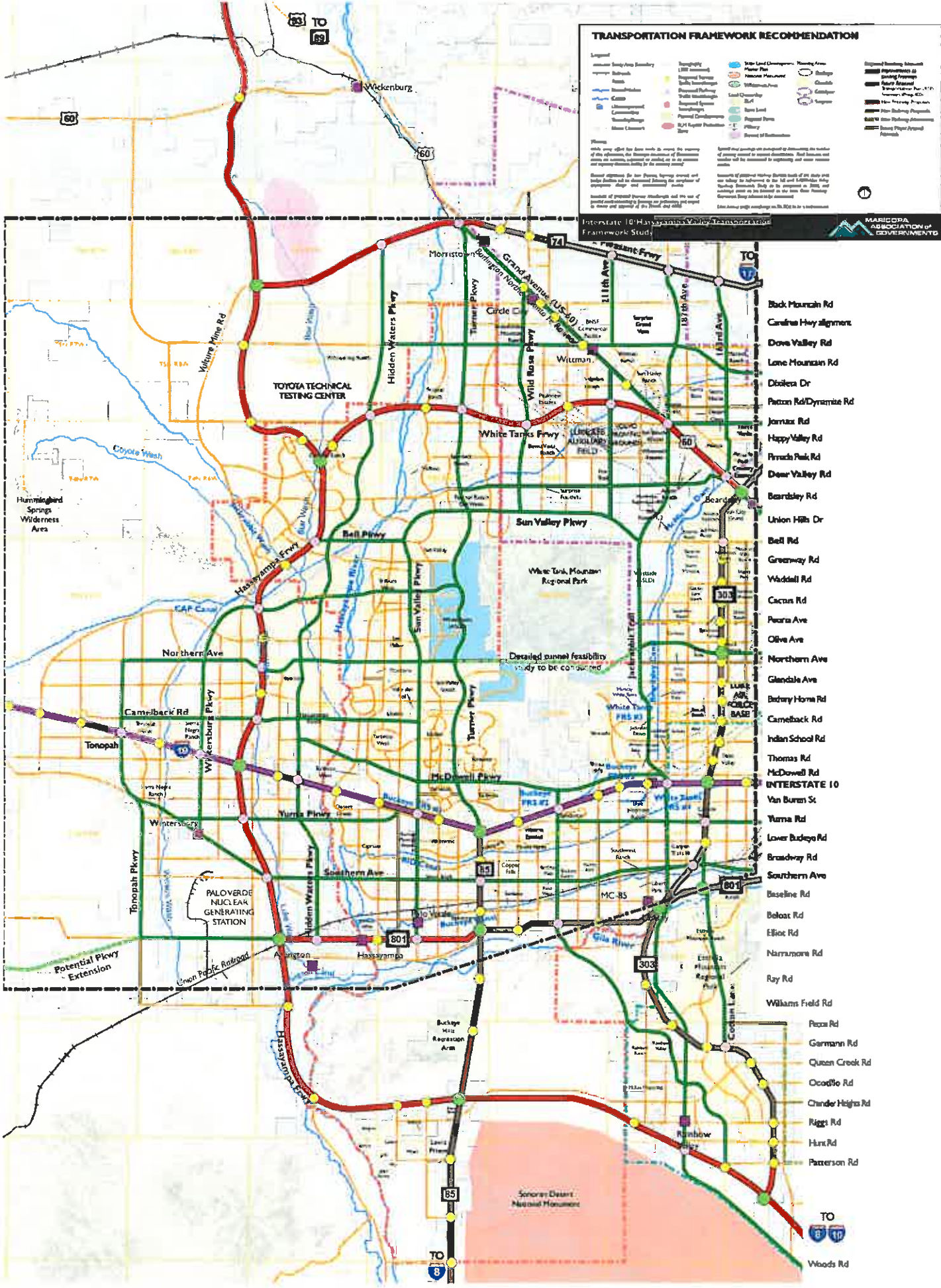
<ul style="list-style-type: none"> <li>Legend</li> <li>Proposed Freeway</li> <li>Proposed Expressway</li> <li>Proposed Parkway</li> <li>Proposed Highway</li> <li>Proposed Roadway</li> <li>Proposed Street</li> <li>Proposed Lane</li> <li>Proposed Turnpike</li> <li>Proposed Expressway</li> <li>Proposed Parkway</li> <li>Proposed Highway</li> <li>Proposed Roadway</li> <li>Proposed Street</li> <li>Proposed Lane</li> <li>Proposed Turnpike</li> </ul>	<ul style="list-style-type: none"> <li>Proposed Freeway</li> <li>Proposed Expressway</li> <li>Proposed Parkway</li> <li>Proposed Highway</li> <li>Proposed Roadway</li> <li>Proposed Street</li> <li>Proposed Lane</li> <li>Proposed Turnpike</li> </ul>	<ul style="list-style-type: none"> <li>Proposed Freeway</li> <li>Proposed Expressway</li> <li>Proposed Parkway</li> <li>Proposed Highway</li> <li>Proposed Roadway</li> <li>Proposed Street</li> <li>Proposed Lane</li> <li>Proposed Turnpike</li> </ul>	<ul style="list-style-type: none"> <li>Proposed Freeway</li> <li>Proposed Expressway</li> <li>Proposed Parkway</li> <li>Proposed Highway</li> <li>Proposed Roadway</li> <li>Proposed Street</li> <li>Proposed Lane</li> <li>Proposed Turnpike</li> </ul>
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**Planning**

This study was conducted to provide a long-term vision for the transportation system in the region. The study was conducted in a collaborative manner with the local government, the private sector, and the public. The study was conducted in a collaborative manner with the local government, the private sector, and the public. The study was conducted in a collaborative manner with the local government, the private sector, and the public.

**Recommendations**

The study recommends a comprehensive transportation system that includes a network of freeways, expressways, parkways, and highways. The study also recommends a network of roads, streets, and lanes. The study also recommends a network of turnpikes. The study also recommends a network of expressways, parkways, and highways.



- 458th Ave
- 451st Ave
- 443rd Ave
- 435th Ave
- 427th Ave
- 419th Ave
- 411th Ave
- 403rd Ave
- 395th Ave
- 387th Ave
- 379th Ave
- 371st Ave
- 363rd Ave
- 355th Ave
- 347th Ave
- 339th Ave
- 331st Ave
- 323rd Ave
- 315th Ave
- Johnson Rd
- Beaver Rd
- Palo Verde Rd
- Wilson Rd
- Turner Rd
- Ogleby Rd
- Rooks Rd
- Miller Rd
- Apache Rd
- Watson Rd
- Rainbow Rd
- Dean Rd
- Verrado Way/ Airport Rd
- Joharabat Trl
- Perryville Rd
- Citrus Rd
- Conson Ln
- Sarnal Ave
- Etralis Pkwy
- Back Mountain Rd
- Carolina Hwy alignment
- Dove Valley Rd
- Lone Mountain Rd
- Diabola Dr
- Paton Rd/Dynamis Rd
- Jornax Rd
- Happy Valley Rd
- Pinch Peak Rd
- Deer Valley Rd
- Beardsley Rd
- Union Hills Dr
- Bell Rd
- Greenway Rd
- Waddell Rd
- Cactus Rd
- Peara Ave
- Olive Ave
- Northern Ave
- Glandale Ave
- Battery Home Rd
- Camelback Rd
- Indian School Rd
- Thomas Rd
- McDowell Rd
- INTERSTATE 10
- Van Buren St
- Yuma Rd
- Lower Buckeye Rd
- Broadway Rd
- Southern Ave
- Baseline Rd
- Belmont Rd
- Elliott Rd
- Narramore Rd
- Ray Rd
- Wilkins Field Rd
- Pizza Rd
- Garmann Rd
- Queen Creek Rd
- Ocotillo Rd
- Chander Heights Rd
- Riggs Rd
- Hunt Rd
- Patterson Rd
- Woods Rd



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# Yuma Parkway Corridor Feasibility Study

## Environmental Process

### Activity

### Definition

#### Land Use Inventory

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

#### Socio-Economic Analysis

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

#### Clean Water Act, Section 404

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

#### Endangered Species and State Sensitive Species

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

#### Biological Surveys

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

#### Noise Evaluation

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

#### Air Quality

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

#### Cultural Resources

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

#### Hazardous Materials

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

#### Environmental Assessment

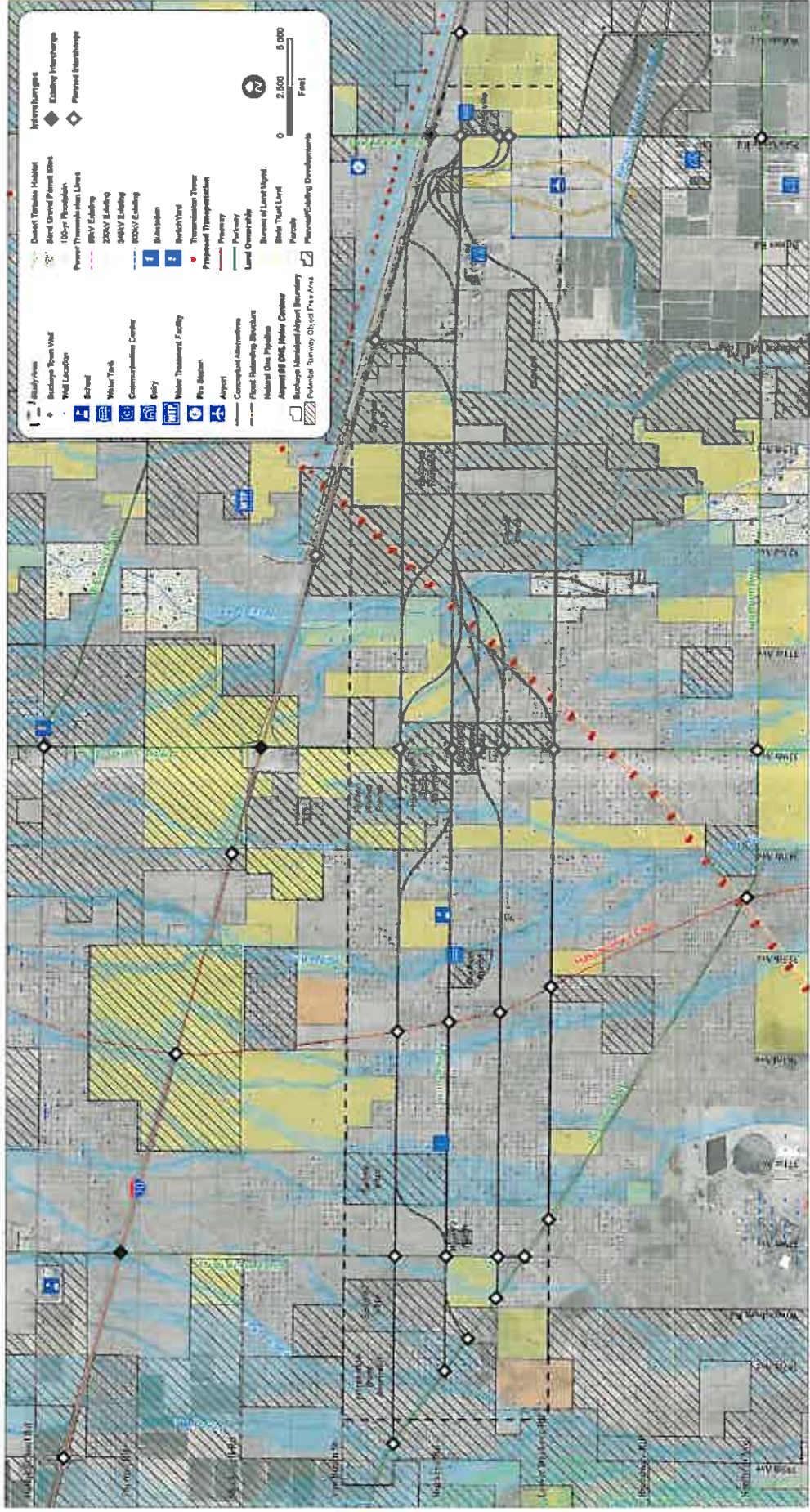
This is a type of environmental document used to summarize the results of all the studies noted above. The Environmental Assessment is used as a decision document for the project proponent, and is subject to review by affected agencies and the public.





# Yuma Parkway Corridor Feasibility Study

## Conceptual Alternative Alignments



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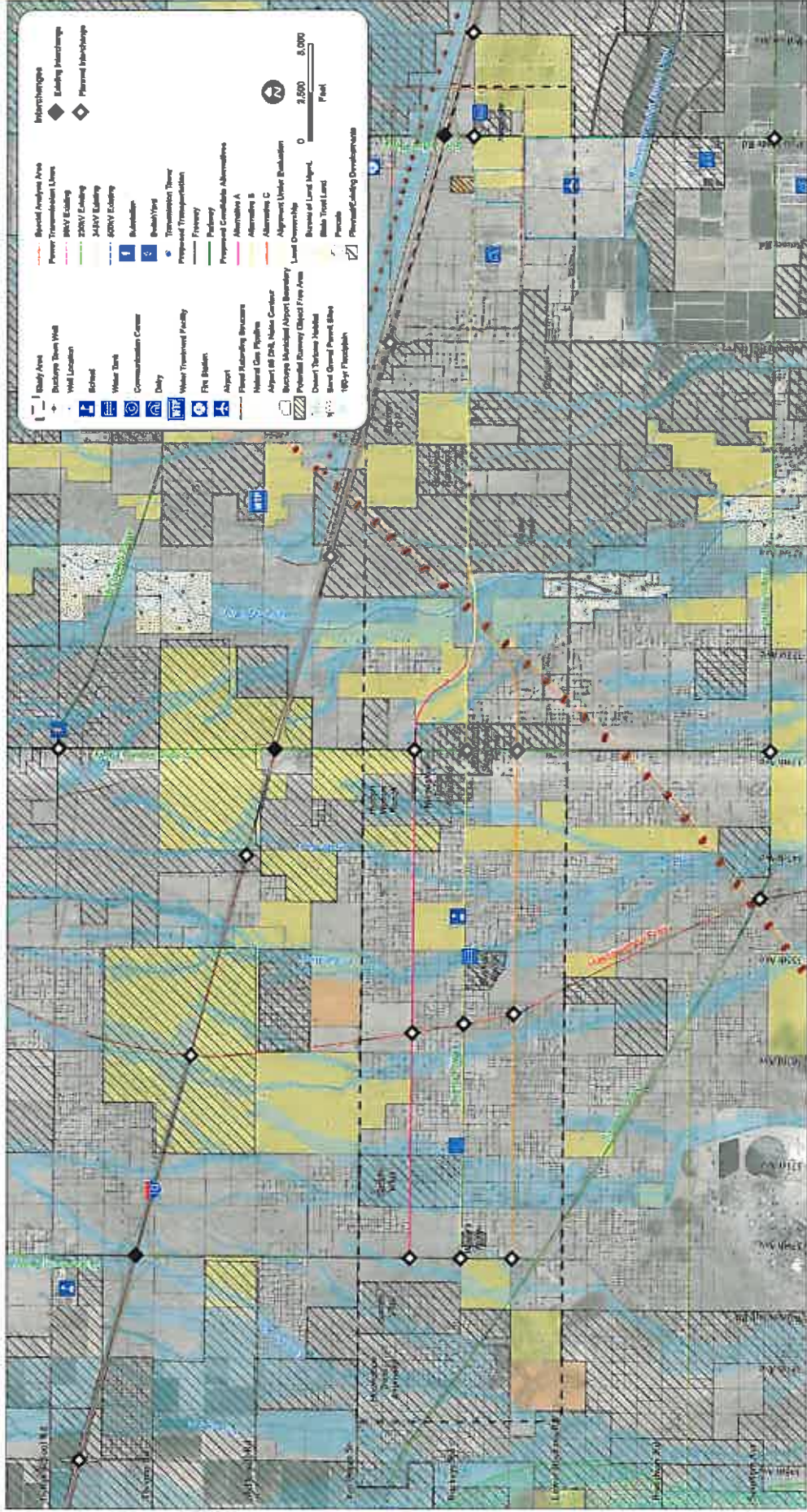


# Yuma Parkway Corridor Feasibility Study



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## Candidate Alternative Alignments



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# Yuma Parkway Corridor Feasibility Study

## Evaluation Summary

Evaluation Criteria	Yuma Parkway Candidate Alternatives		
	No-Build	Alternative A	Alternative B
Future Development Compatibility			Alternative C
System Continuity and Capacity			
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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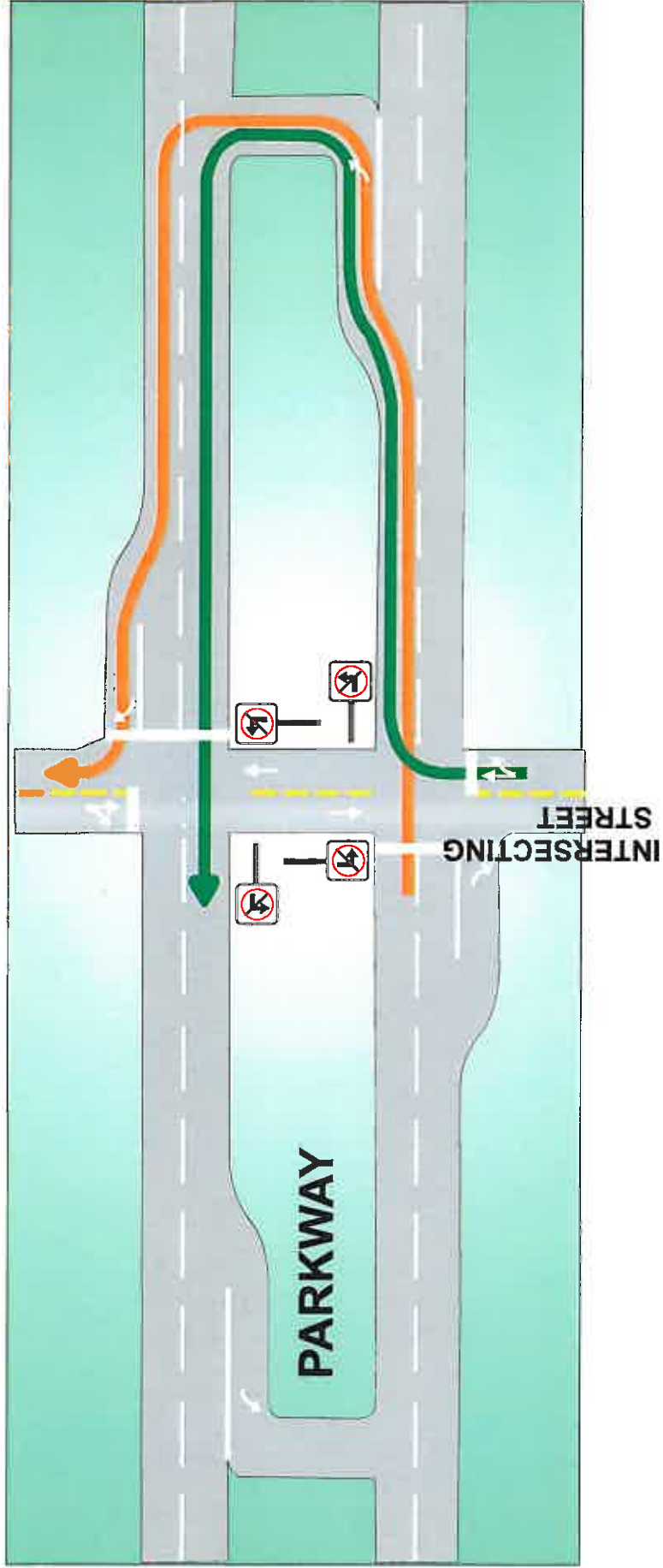


# Yuma Parkway Corridor Feasibility Study



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# ARIZONA PARKWAY Indirect Left Turn Intersection



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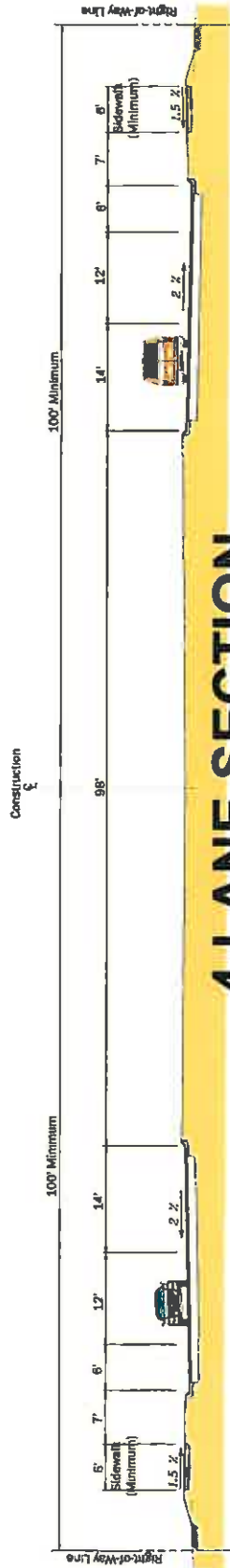


# Yuma Parkway Corridor Feasibility Study

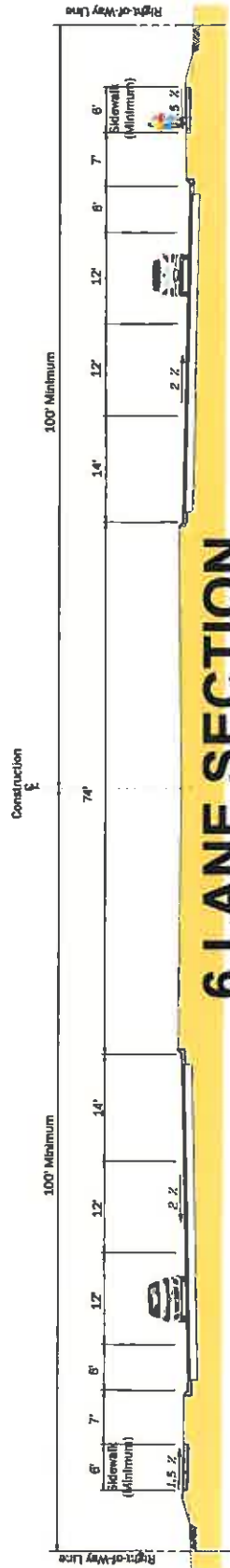


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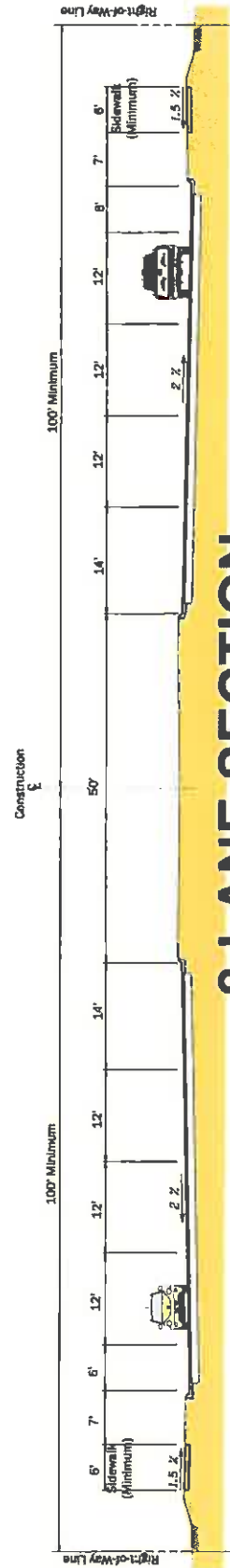
## ARIZONA PARKWAY TYPICAL SECTIONS



### 4 LANE SECTION



### 6 LANE SECTION



### 8 LANE SECTION

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

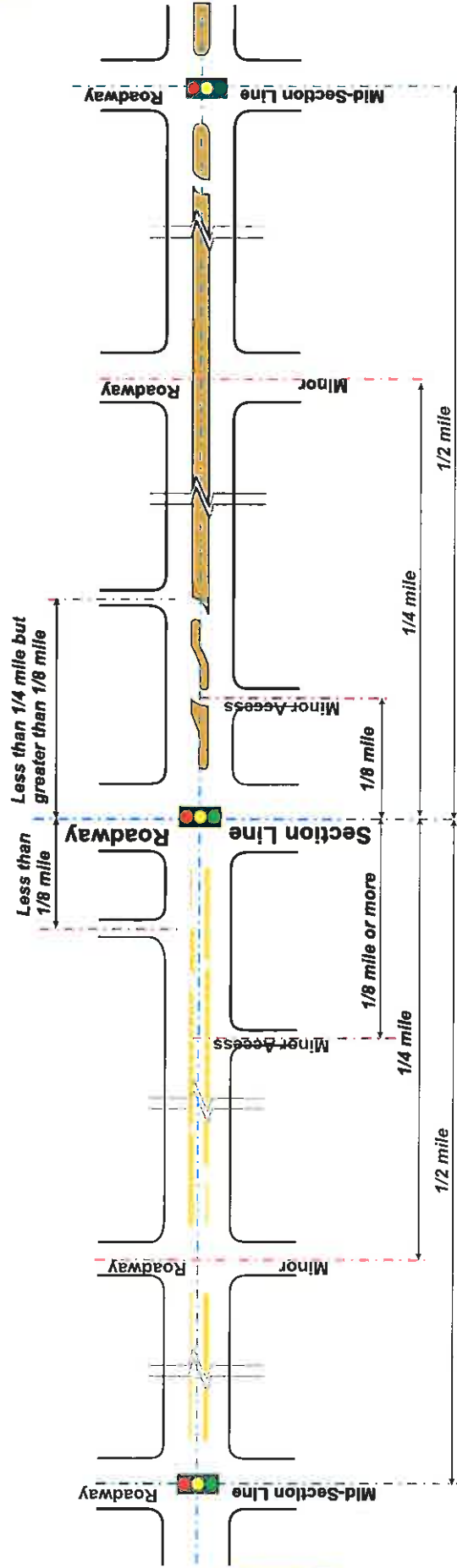


# Yuma Parkway Corridor Feasibility Study



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## ARIZONA PARKWAY Access Management Guidelines



### Intersection Spacing

- Signalized intersections recommended at 1/4 mile increments.
- Non-signalized intersections should be separated by a minimum of 660 feet (1/8 mile).

### Medians

- Both raised and flush center roadway medians are proposed for the Signal Butte Road corridor.
- Full access median breaks may be provided at 1/6 mile (880 feet) increments. All additional median openings should be partial access only type.
- Median openings are not recommended less than 660 feet (1/8 mile) from an arterial-to-arterial intersection.



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# YUMA PARKWAY

## Feasibility Study Salome Highway to Palo Verde Road “ Findings & Recommendations Phase”



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Maricopa County Department of Transportation December 6, 2011

### STUDY BACKGROUND

The Yuma Parkway Feasibility Study (Salome Highway to Palo Verde Road) is one of a series of long-range transportation planning studies being conducted by the Maricopa County Department of Transportation (MCDOT). These studies evaluate future parkways identified in the Maricopa Association of Governments (MAG) Interstate 10 (I-10)/Hassayampa Valley Transportation Framework Study (2008) that recommended a comprehensive transportation network designed to meet the future traffic demands for “build-out” conditions in the area west of the White Tank Mountains. The primary purpose of this feasibility study is to identify the preferred roadway alignment for Yuma Parkway which is proposed as an Arizona Parkway.

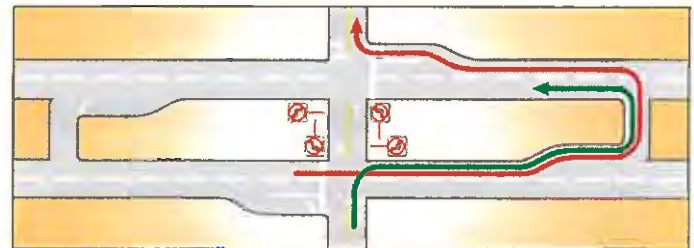
### THE ARIZONA PARKWAY

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

This new roadway type will offer significantly greater travel capacity than a major urban arterial roadway (traditional six-lane surface street) without employing full grade separations (overpasses or underpasses) at intersections with arterial cross streets. The Arizona Parkway intersection configuration also provides the benefit of increased intersection capacity while still allowing for direct driveway access to development at each corner of the intersection.

The parkway includes a distinct intersection treatment that uses a simple green/yellow/red traffic signal control and

prohibits left-turns at cross-street intersections. Instead, all left-turn movements are made using an “indirect” left-turn crossover immediately beyond the crossroad intersection.



Arizona Parkway Indirect Left-turn Intersection configuration

### STUDY AREA

The Yuma Parkway study area is generally centered on the Buckeye Road/Yuma Road section line, from one-half mile west of Salome Highway to one-half mile east of Palo Verde Road. The study area is approximately 13 miles long and is two miles wide.

### STUDY NEED

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

In order to preserve sufficient public right-of-way for the future Yuma Parkway and protect the future parkway corridor from development and encroachment, the planning process needs to start now to identify parkway right-of-way requirements for forecasted build-out

conditions. To this end, the Yuma Parkway study is needed to:

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

## STUDY GOALS AND OBJECTIVES

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

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

- Enhance traffic operations while maintaining reasonable access for developments.
- Preserve the environment
  - Comply with governing environmental regulations for new roadway development;
  - Minimize adverse impacts to the study area environment, including wildlife corridors and archeological sites;
  - Enhance important environmental features (e.g., habitat areas); and
  - Minimize adverse impacts to disadvantaged population groups as provided in Title VI of the Civil Rights Act of 1984 regarding environmental justice.
- Develop consensus-driven improvement alternatives
  - Work with the Technical Advisory Committee and key stakeholders in developing feasible alternatives;
  - Develop cost-effective roadway improvement alternatives;
  - Conduct public outreach to obtain input on alternatives and build consensus; and
  - Ensure consistency between the study's transportation actions and regional and local plans.

## KEY ISSUES AND CHALLENGES

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

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

## STUDY STAKEHOLDERS

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

- Maricopa County Department of Transportation (MCDOT)
- Flood Control District of Maricopa County (FCDMC)
- Maricopa County Planning and Development Department
- Maricopa County Department of Emergency Management
- Maricopa County Environmental Services Department
- Maricopa County Parks and Recreation Department
- Maricopa County Supervisor – District 4
- Arizona Department of Transportation (ADOT)
- Arizona State Land Department (ASLD)
- Maricopa Association of Governments (MAG)
- Town of Buckeye
- Federal Highway Administration (FHWA)
- Arizona Game and Fish Department (AGFD)
- U.S. Bureau of Land Management (BLM)
- U.S. Fish and Wildlife Services (USFWS)
- U.S. Army Corps of Engineers
- Center for Desert Archaeology
- Sonoran Institute
- Community of Hopeville
- Community of Wintersburg
- Palo Verde Elementary, Saddle Mountain Unified, and Buckeye Union High School Districts
- Tonopah Valley Fire District
- Maricopa County Farm Bureau
- United Dairymen of Arizona
- Area Developers
- Irrigation and Utility Companies
- Affected Businesses, Property Owners and Residents

## STUDY APPROACH

This parkway feasibility study is considered “long-range” transportation planning and is the earliest phase of project development. The outcome of a parkway 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

area and consists of gathering data on existing and future study area features, assessing and evaluating the surrounding parkway 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 parkway alignment alternatives are developed only to the extent necessary to conduct a meaningful comparative analysis/fatal flaws analysis. Conceptual alignment alternatives are evaluated for technical feasibility as well as public acceptability as part of this process.

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

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

## DEVELOPMENT OF ALTERNATIVES

During the alternatives analysis, the study team identified and evaluated several conceptual alignments for Yuma Parkway. The conceptual alternatives were developed to avoid as many parkway 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:
  - o Bureau of Land Management; and
  - o Arizona State Trust land.
- Land use:
  - o Existing and planned residential and commercial developments;
  - o Potential sand and gravel operations;

- o Communities of Hopeville and Wintersburg;
- o Buckeye Municipal Airport;
- o Winters' Well Elementary School; and
- o Stotz Dairy.
- Environmental
  - o Sonoran Desert Tortoise habitat and wildlife linkage zones near the corridor;
  - o Proposed recreational trails;
  - o Disadvantaged population groups;
  - o Cultural resources; and
  - o Floodplains and washes.
- Transportation Connectivity:
  - o Access to Interstate 10;
  - o Future connections with Salome Parkway, Wintersburg Parkway, Hassayampa Freeway, Hidden Waters Parkway, and Sun Valley Parkway; and
  - o Hassayampa River crossing.
- Utilities/Facilities:
  - o Wells and water tanks throughout the corridor;
  - o Gas pipelines and electrical power lines near the Hassayampa River; and
  - o Century Link communications facility near 371<sup>st</sup> Avenue.

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.

To narrow the range of alternatives to be evaluated in greater detail, a subjective, qualitative assessment was performed on all conceptual alternatives. "Candidate Alternatives" were selected from the conceptual alignments and presented to the TAC and stakeholders for review and input. The Candidate Alternatives are those that involve the fewest constraints and are the most compatible with existing land uses and future development master plans.

### ADVANCED CANDIDATE ALTERNATIVES

Based on a review of "build-out" conditions and resulting traffic projections for the Yuma Parkway study area, it was determined that future traffic volumes do not support a parkway type roadway facility west of Wintersburg Parkway. As a result, no Candidate Alternatives for the future Yuma Parkway have been identified in the study area west of Wintersburg Road.

Three Candidate Alternatives have been identified and advanced for further analysis within the Yuma Parkway

segment between Wintersburg Parkway and the Hassayampa River:

- Alternative A (North alignment shift) – A 200-foot wide corridor located one-half mile north of the Buckeye Road alignment;
- Alternative B (Section-line) – A 200-foot wide corridor centered on the Buckeye Road alignment; and
- Alternative C (South alignment shift – A 200-foot wide corridor located one-half mile south of the Buckeye Road alignment.

Traversing eastward, all three Candidate Alternatives converge to cross the Hassayampa River at a common point, and continue east as a single alternative through the Desert Creek and Cipriani community master plan areas.

Due to numerous constraints, a "special analysis" area has been designated to perform a more detailed examination of feasible Candidate Alternatives in the vicinity of the Buckeye Municipal Airport. This examination produced three alternatives between Johnson Road and Palo Verde Road:

- **Alternative A** - A 200-foot wide corridor that curves to the northeast to connect with Bruner Road;
- **Alternative B** - A 200-foot wide corridor located on the Yuma Road alignment; and
- **Alternative C** - A 200-foot wide corridor that follows a curvilinear alignment traversing north and south of the Yuma Road alignment.

(See CANDIDATE ALTERNATIVES GRAPHIC page 7)

## EVALUATION CRITERIA

During the next phase of the study development process, the Candidate Alternatives, along with a "No-Build" Alternative, were evaluated based on the following criteria:

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

Since most of the evaluation criteria listed above do not lend themselves to numerical quantification, the evaluation was performed on a qualitative basis using the following descriptors to assess the relative positive or negative impacts of each alternative: Strong Advantage, Advantage, Neutral, Disadvantage, and Strong Disadvantage.

For the Yuma Parkway segment between Wintersburg Parkway and the Hassayampa River, the No-Build and Alternative A have the most positive ratings (i.e. more Strong Advantage and Advantage ratings and/or fewer Strong Disadvantage and Disadvantage ratings). For the segment between Johnson Road and Palo Verde Road, Alternative B has the most positive ratings.

(See CANDIDATE ALTERNATIVES MATRIX page 7)

## SELECTION OF THE PREFERRED ALTERNATIVE

Results of the Candidate Alternatives evaluation were presented to the TAC members and stakeholders at the November 29, 2011 TAC/stakeholder meeting for review and discussion. Based on a review of the evaluation results, the following are the preliminary preferred alternatives for the three Yuma Parkway segments:

- Alternative B between Wintersburg Road and the Hassayampa River;
- Alternative A between the Hassayampa River and Johnson Road; and
- Alternative B between Johnson Road and Palo Verde Road.

Factors that support the selection of the preliminary preferred alternatives for the three Yuma Parkway study segments include the following:

### Wintersburg Road to the Hassayampa River

- The No-Build Alternative will not provide a continuous, all-weather roadway and will not adequately serve projected traffic volumes associated with anticipated build-out land uses. Even though it may be many years before land uses and traffic volumes justify construction of a parkway facility, the transition to higher-intensity land uses is already occurring. Steps need to be taken now to preserve the long-term viability of constructing a parkway in the future by delineating the footprint and preferred location for Yuma Parkway;
- Alternative B is generally consistent with the Hassayampa Framework Study in that it provides a direct east-west connection between Wintersburg Road and the Hassayampa River, including a bridge across the Hassayampa River, that adequately serves projected traffic volumes associated with anticipated build-out land uses;
- Alternative B generally follows the Buckeye Road section line, making maximum use of existing roadway right-of-way;
- Alternative B will result in equitable right-of-way acquisition by generally being centered on the Buckeye Road section line;
- Alternative B is compatible with the approved Hidden Waters Ranch Development Master Plan, which has a stipulation requiring right-of-way preservation for a 200-foot-wide parkway facility along the Buckeye Road section line;
- Alternative B provides improved drainage facilities that better control cross-drainage and provide opportunities to incorporate wildlife crossing

treatments; and

- Alternative B has received the most stakeholder and public support to date from those in favor of one of the "build" alternatives.

### Hassayampa River to Johnson Road

- The No-Build Alternative will not provide a continuous, all-weather roadway and will not adequately serve projected traffic volumes associated with anticipated build-out land uses. Even though it may be many years before land uses and traffic volumes justify construction of a parkway facility, the transition to higher-intensity land uses is already occurring. Steps need to be taken now to preserve the long-term viability of constructing a parkway in the future by delineating the footprint and preferred location for Yuma Parkway;
- Alternative A is generally consistent with the Hassayampa Framework Study in that it provides a direct east-west connection between the Hassayampa River and Johnson Road that adequately serves projected traffic volumes associated with anticipated build-out land uses;
- Alternative A generally follows the Yuma Road section line, making maximum use of existing roadway right-of-way;
- Alternative A will result in equitable right-of-way acquisition by generally being centered on the Yuma Road section line;
- Alternative A is compatible with planned developments. The Desert Creek and Cipriani Community Master Plans both have stipulations requiring right-of-way preservation for a 200-foot-wide parkway facility along the Yuma Road section line;
- Alternative A provides improved drainage facilities that better control cross-drainage and provide opportunities to incorporate wildlife crossing treatments; and
- Alternative A has received stakeholder and public support to date from those in favor of a "build" alternative.

### Johnson Road to Palo Verde Road

- The No-Build Alternative will not provide a continuous, all-weather roadway and will not adequately serve projected traffic volumes associated with anticipated build-out land uses. Even though it may be many years before land uses and traffic volumes justify construction of a parkway facility, the transition to higher-intensity land uses is already occurring. Steps need to be taken now to preserve the long-term viability of constructing a parkway in the future by delineating the footprint and preferred location for Yuma Parkway;
- Alternative B is generally consistent with the Hassayampa Framework Study in that it provides a direct, continuous east-west connection between Johnson Road and Palo Verde Road that

- adequately serves projected traffic volumes associated with anticipated build-out land uses;
- Alternative B generally follows the Yuma Road section line, making maximum use of existing roadway right-of-way while minimizing adverse right-of-way impacts on Stotz Dairy and the Buckeye Municipal Airport;
- Alternative B is compatible with the planned developments of Desert Creek and Cipriani and with the Buckeye Municipal Airport's planned runway expansion to the south and the development of adjacent land to the north of the airport; and

- Alternative B provides improved drainage facilities that better control cross-drainage and provide opportunities to incorporate wildlife crossing treatments; and
- Alternative B has received the most stakeholder and public support to date from those in favor of one of the "build" alternatives.

(See PREFERRED ALTERNATIVES page 8)

## STUDY SCHEDULE

Study Kick-off	May 2011
<b>PHASE I:</b>	<b>May - July 2011</b>
<b><i>Data Collection/Issues Identification</i></b>	
Technical Advisory Committee Meeting #1	May 23, 2011
<b>Study "Scoping" Public Input Meeting</b>	<b>May 24, 2011</b>
Technical Advisory Committee Meeting #2	July 26, 2011
<b>PHASE II:</b>	<b>July 2011 - March 2012</b>
<b><i>Alternative Alignments Analysis and Evaluation</i></b>	
Technical Advisory Committee Meeting #3	September 22, 2011
<b>Alternatives Analysis Public Input Meeting</b>	<b>October 4, 2011</b>
Technical Advisory Committee Meeting #4	November 2011
<b>Study Findings and Recommendations Public Input Meeting</b>	<b>December 6, 2011</b>
Technical Advisory Committee Meeting #5	January 2012
Draft Final Report	February 2012
Study Completion/Final Report	March 2012

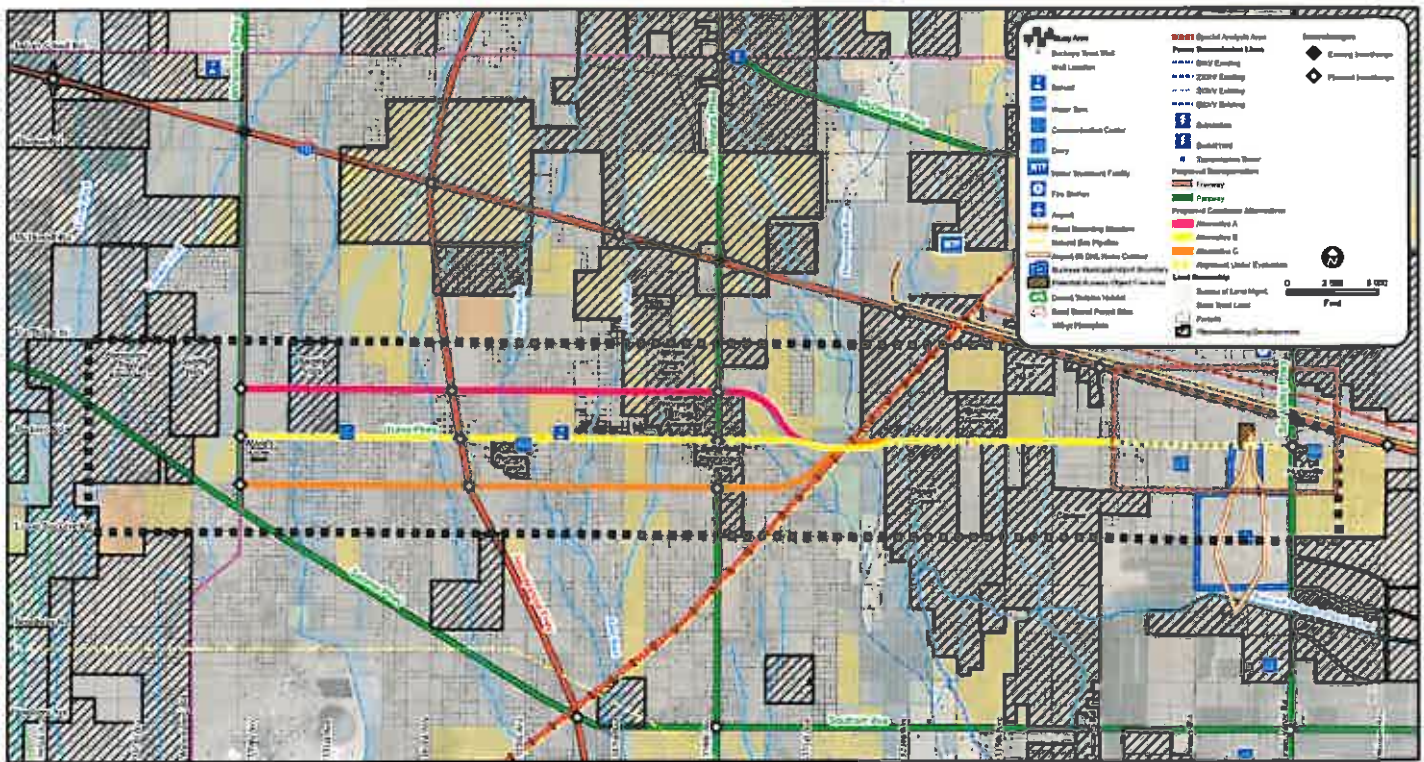
## PUBLIC INVOLVEMENT

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

Three public input meetings are conducted at critical milestones in the study process. The first public "Scoping" meeting (May 24, 2011) provided area residents and other impacted stakeholders with an opportunity to inform project team members about the study area issues and local transportation needs. This meeting also provided the study team members with an opportunity to discuss and elicit feedback regarding the study purpose, goals and objectives.

The "Alternatives Analysis" public meeting (October 4, 2011) was conducted to provide the community with the opportunity to comment on preliminary study findings and provide feedback on the Candidate Alternatives being evaluated for the future Yuma Parkway alignment. At the final "Study Findings and Recommendations" public information meeting (December 6, 2011), 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. Your input during each phase of the study process is very important and a vital component of study development

## Candidate Alternative Alignments



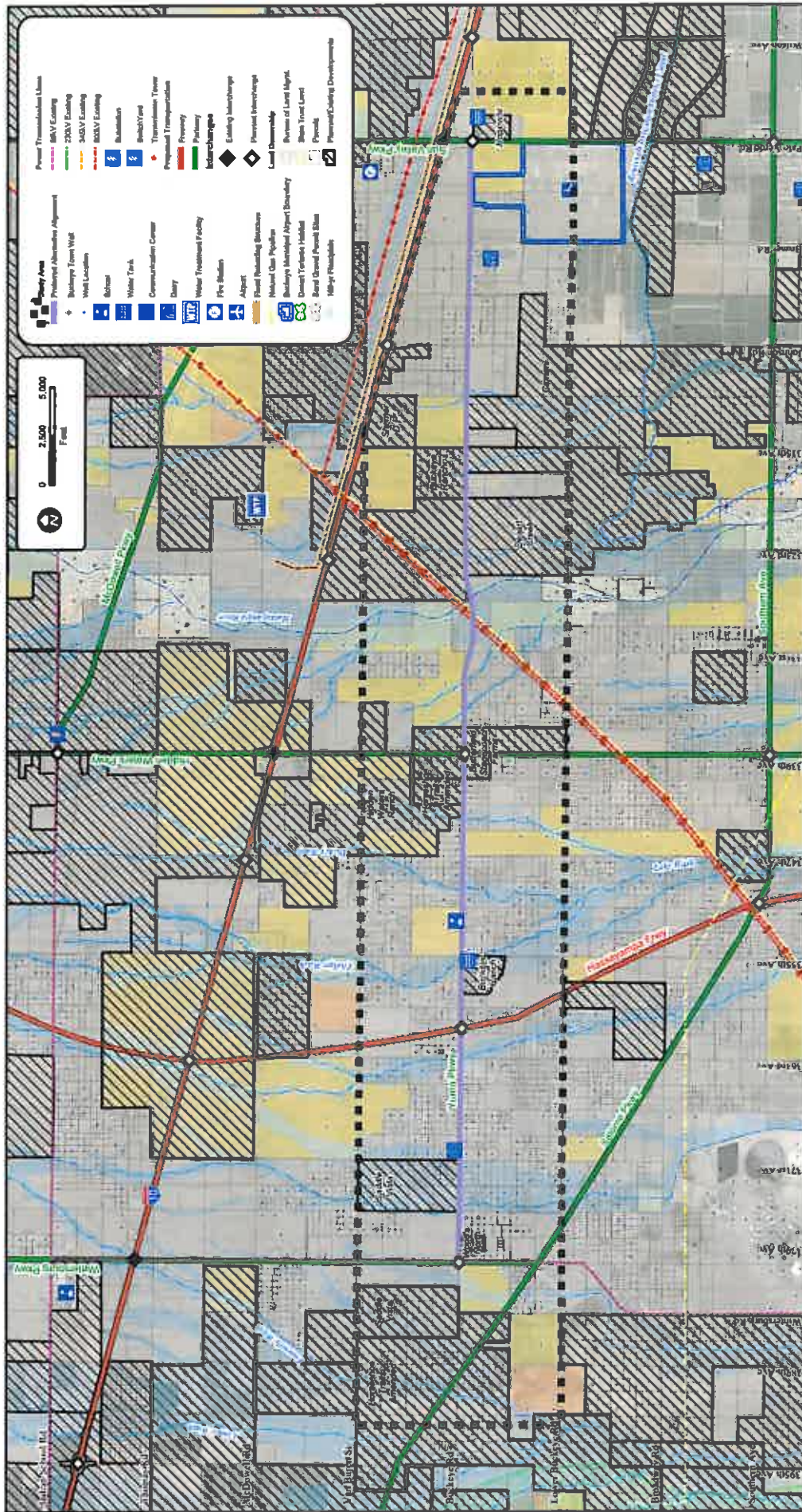
## Candidate Alternatives Evaluation Matrix

Evaluation Criteria	Wintersburg Road to Hassayampa River				Hassayampa River to Johnson Road		Johnson Road to Palo Verde Road			
	No-Build	Alt. A	Alt. B	Alt. C	No-Build	Alt. A	No-Build	Alt. A	Alt. B	Alt. C
System Continuity and Capacity	●	●	●	●	●	●	●	○	●	○
Building/Property Impacts	○	●	●	●	○	●	○	●	●	●
Future Development Compatibility	○	●	○	○	●	●	○	○	○	○
Utility Impacts	○	○	●	○	○	○	○	○	○	○
Wildlife Impacts	○	○	○	○	○	○	○	○	○	○
Cultural/Archaeological Impacts	○	○	○	○	○	○	○	○	○	○
Drainage Impacts	●	●	●	●	○	○	○	○	○	○
Cost	○	●	○	●	○	○	○	○	○	●
Public Acceptability	○	○	○	○	○	○	○	○	○	○

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

Preferred Alternative

# Preferred Alternative Alignment

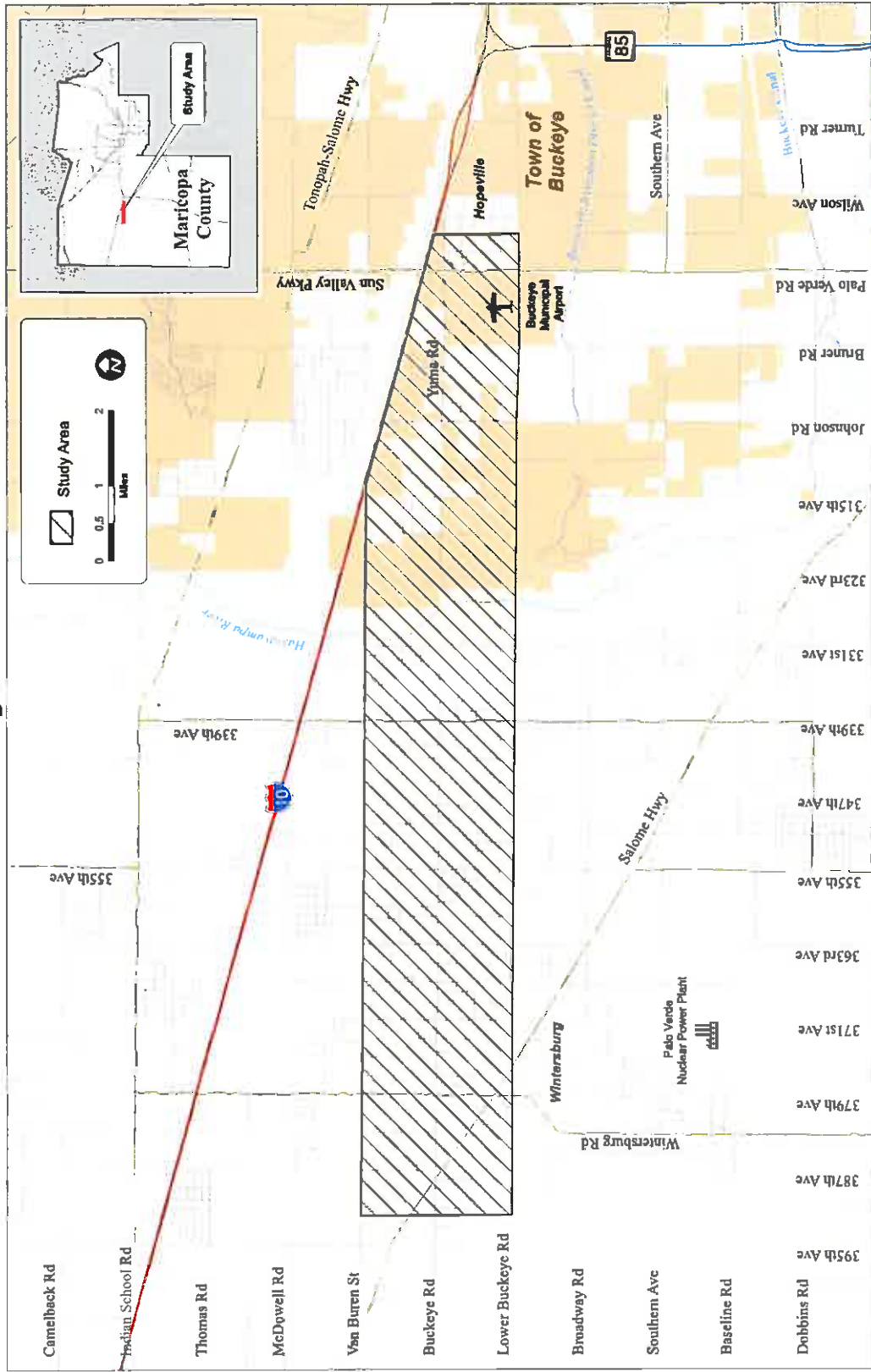


# Yuma Parkway Feasibility Study



Right Road Right Time Right Cost

## Study Area



Maricopa County  
Department of Transportation





Right Road Right Time Right Cost

# Yuma Parkway Feasibility Study

## STUDY NEED, GOALS AND OBJECTIVES

### Study Need

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

### STUDY GOALS AND OBJECTIVES

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

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# Yuma Parkway Feasibility Study

## KEY ISSUES AND CHALLENGES

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

## CANDIDATE ALTERNATIVES EVALUATION CRITERIA

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

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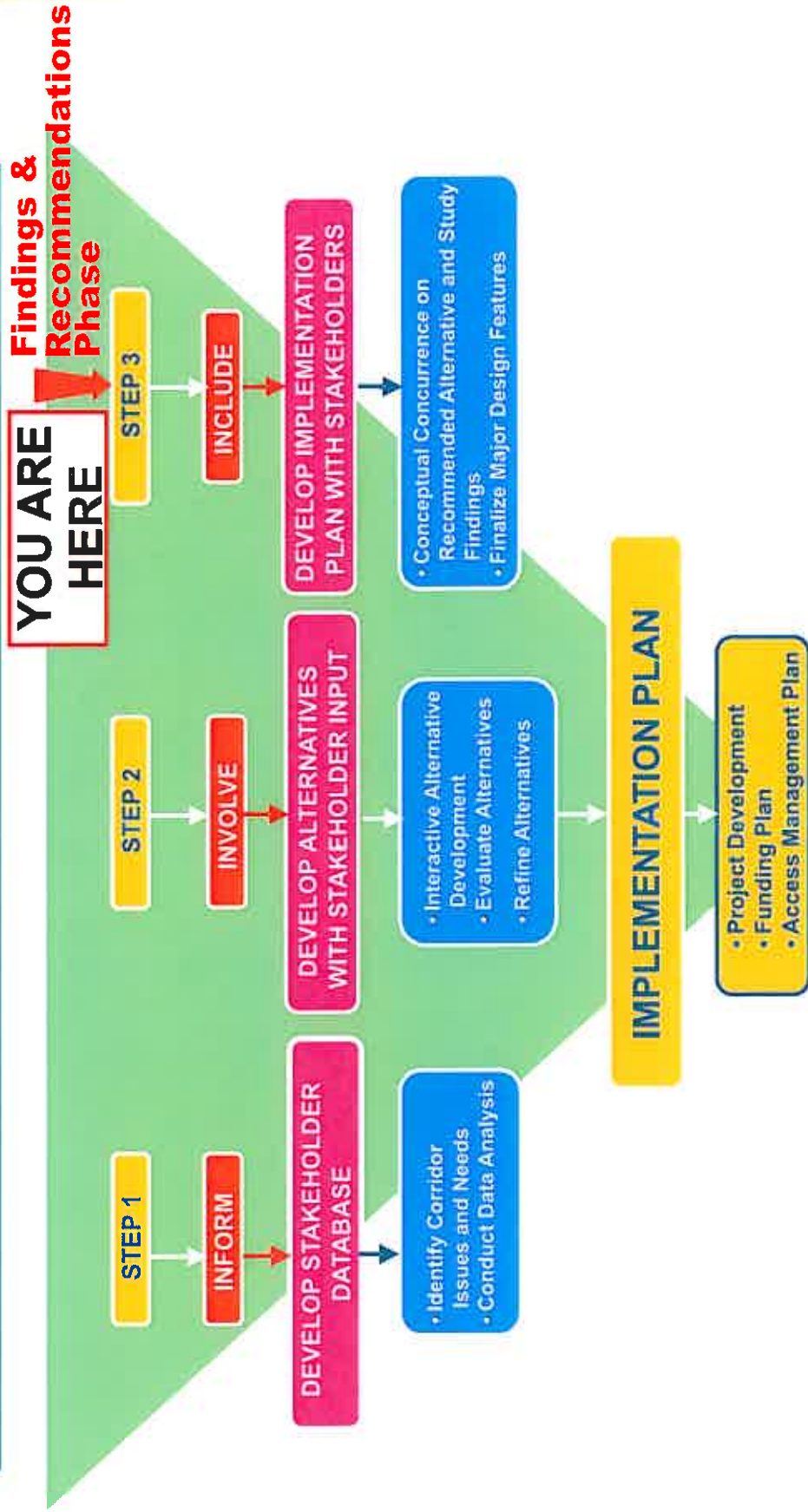
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# Yuma Parkway Feasibility Study



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## Interactive Study Process



# Yuma Parkway Feasibility Study



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## Study Schedule

Study Kick-off	May 2011
<b>PHASE I:</b> <i>Data Collection/Issues Identification</i>	<b>May - July 2011</b>
Technical Advisory Committee Meeting #1	May 23, 2011
Study "Scoping" Public Input Meeting	May 24, 2011
Technical Advisory Committee Meeting #2	July 26, 2011
<b>PHASE II:</b> <i>Alternative Alignments Analysis and Evaluation</i>	<b>July 2011 - March 2012</b>
Technical Advisory Committee Meeting #3	September 22, 2011
<b>Alternatives Analysis Public Input Meeting</b>	<b>October 4, 2011</b>
Technical Advisory Committee Meeting #4	November 2011
<b>Study Findings and Recommendations Public Input Meeting</b>	<b>December 6, 2011</b>
Technical Advisory Committee Meeting #5	January 2012
Draft Final Report	February 2012
Study Completion/Final Report	March 2012

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# Yuma Parkway Feasibility Study

## PROJECT STAKEHOLDERS

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

- Maricopa County Department of Transportation (MCDOT)
- Flood Control District of Maricopa County (FCDMC)
- Maricopa County Planning and Development Department
- Maricopa County Department of Emergency Management
- Maricopa County Environmental Services Department
- Maricopa County Parks and Recreation Department
- Maricopa County Supervisor – District 4
- Arizona Department of Transportation (ADOT)
- Arizona State Land Department (ASLD)
- Maricopa Association of Governments (MAG)
- Town of Buckeye
- Federal Highway Administration (FHWA)
- Arizona Game and Fish Department (AGFD)
- U.S. Bureau of Land Management (BLM)
- U.S. Fish and Wildlife Services (USFWS)
- U.S. Army Corps of Engineers
- Center for Desert Archaeology
- Sonoran Institute
- Community of Hopeville
- Community of Wintersburg
- Palo Verde Elementary, Saddle Mountain Unified, and Buckeye Union High School Districts
- Tonopah Valley Fire District
- Maricopa County Farm Bureau
- United Dairymen of Arizona
- Area Developers
- Irrigation and Utility Companies
- Affected Businesses, Property Owners and Residents

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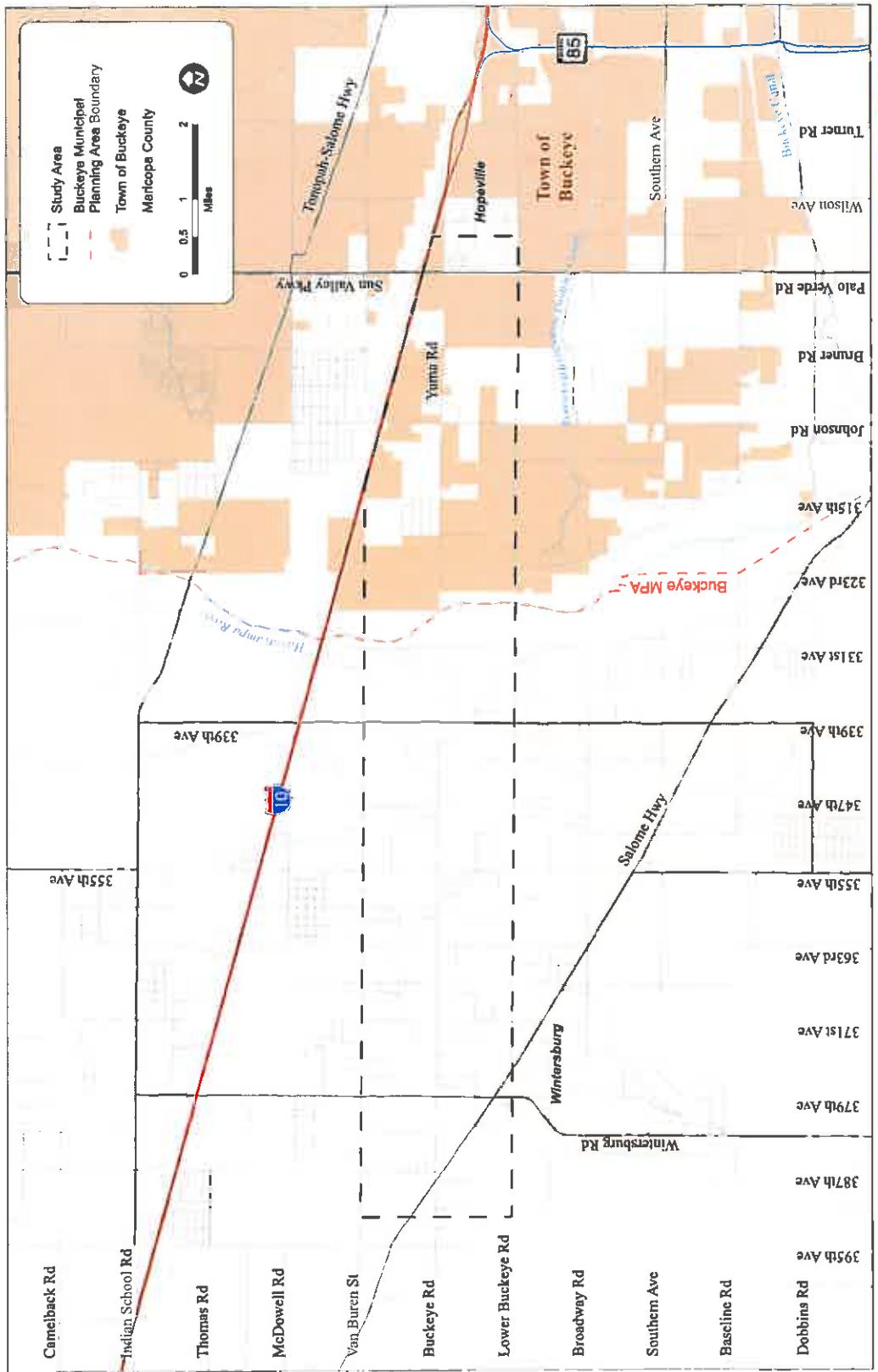
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## Jurisdictional Boundaries

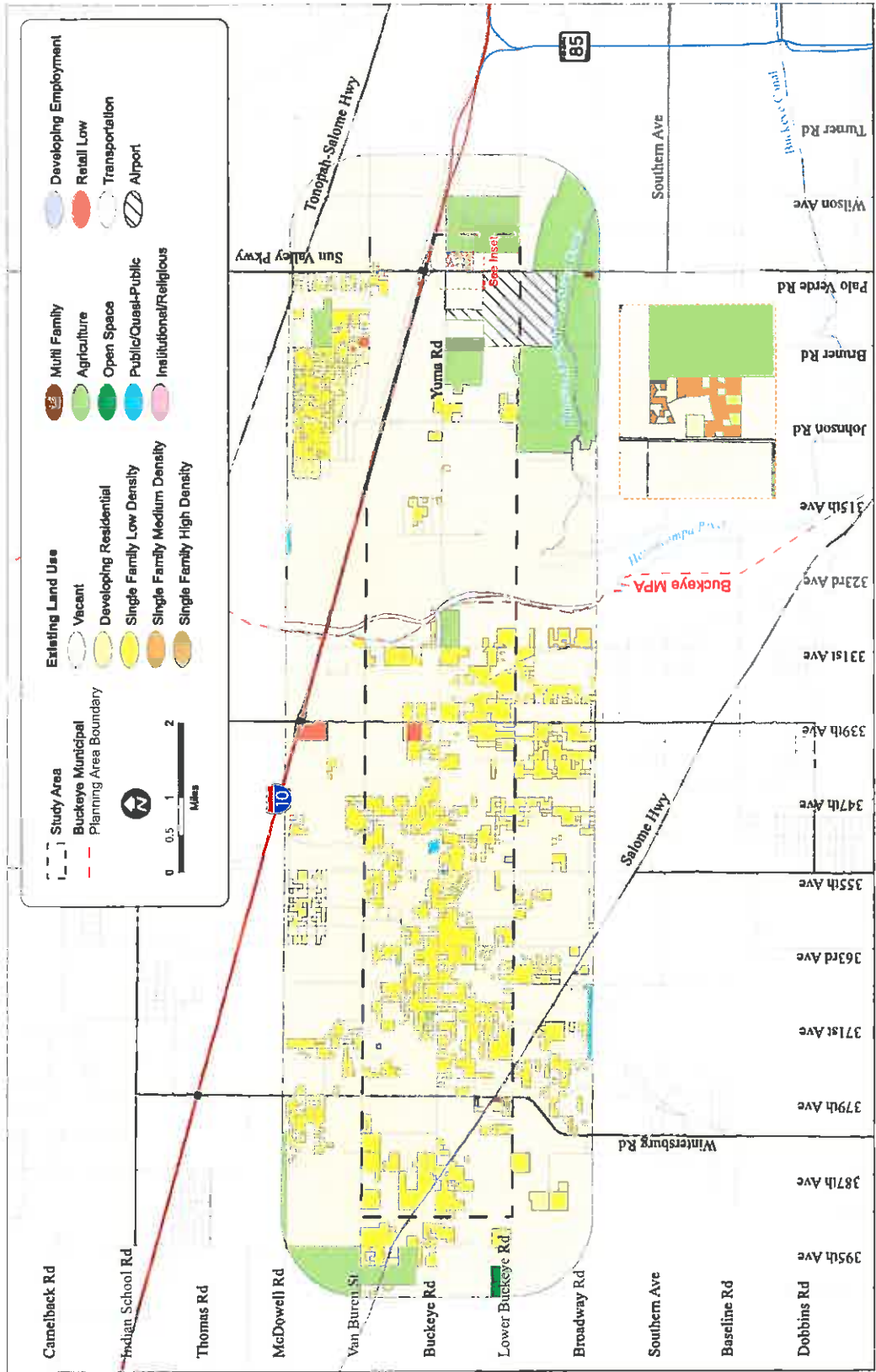


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## Existing Land Use



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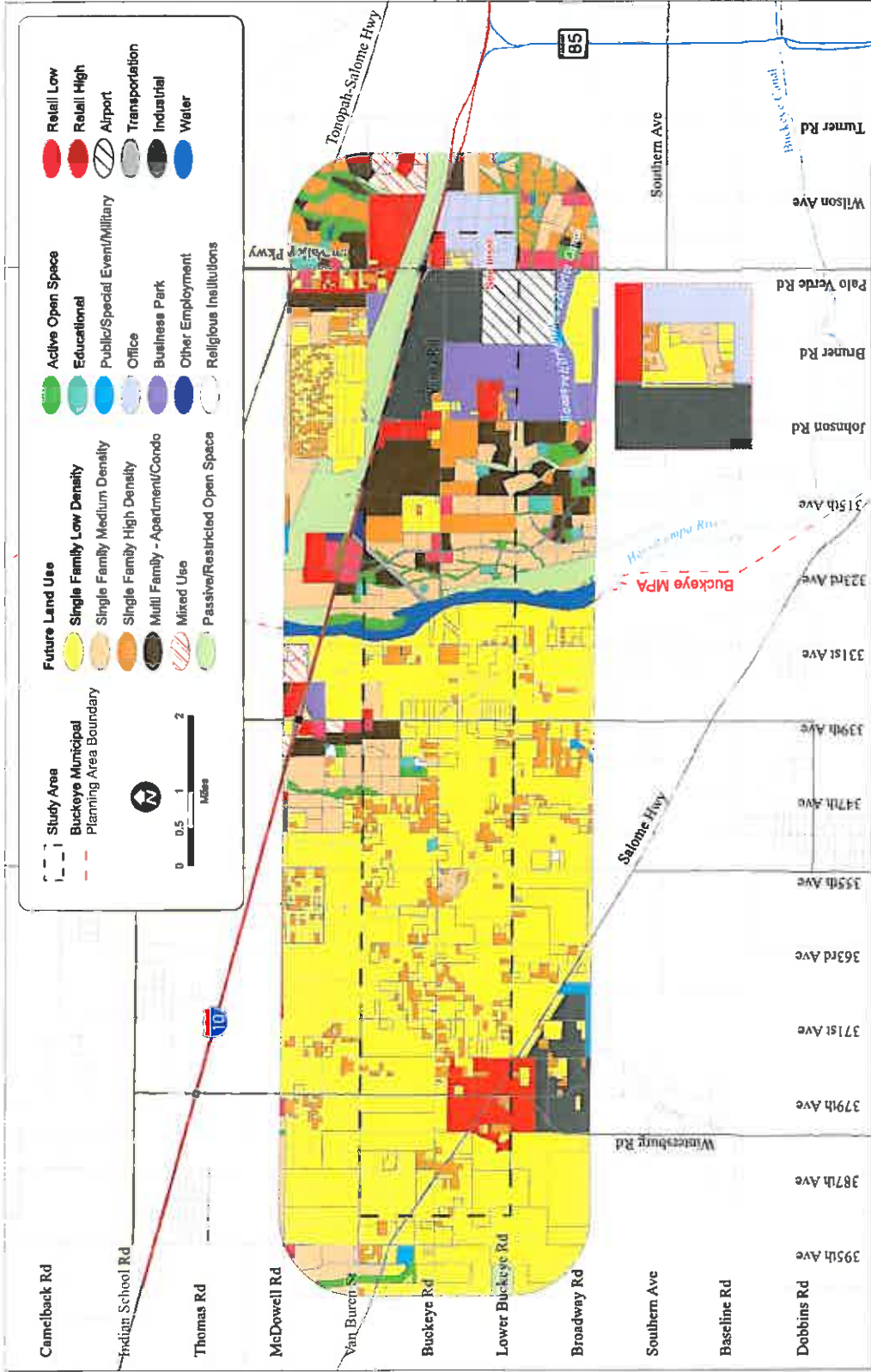


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## Future Land Use



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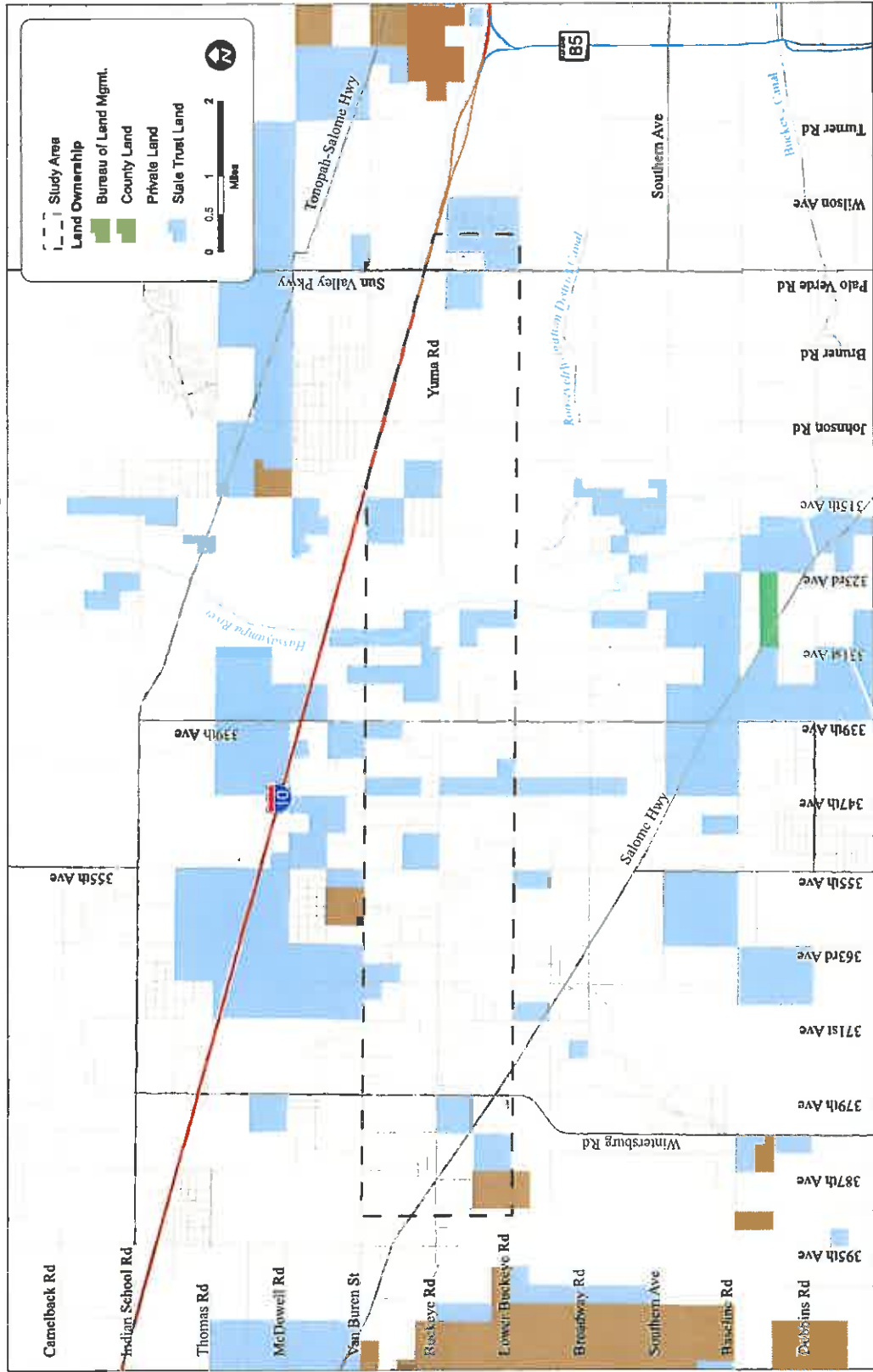
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## Land Ownership



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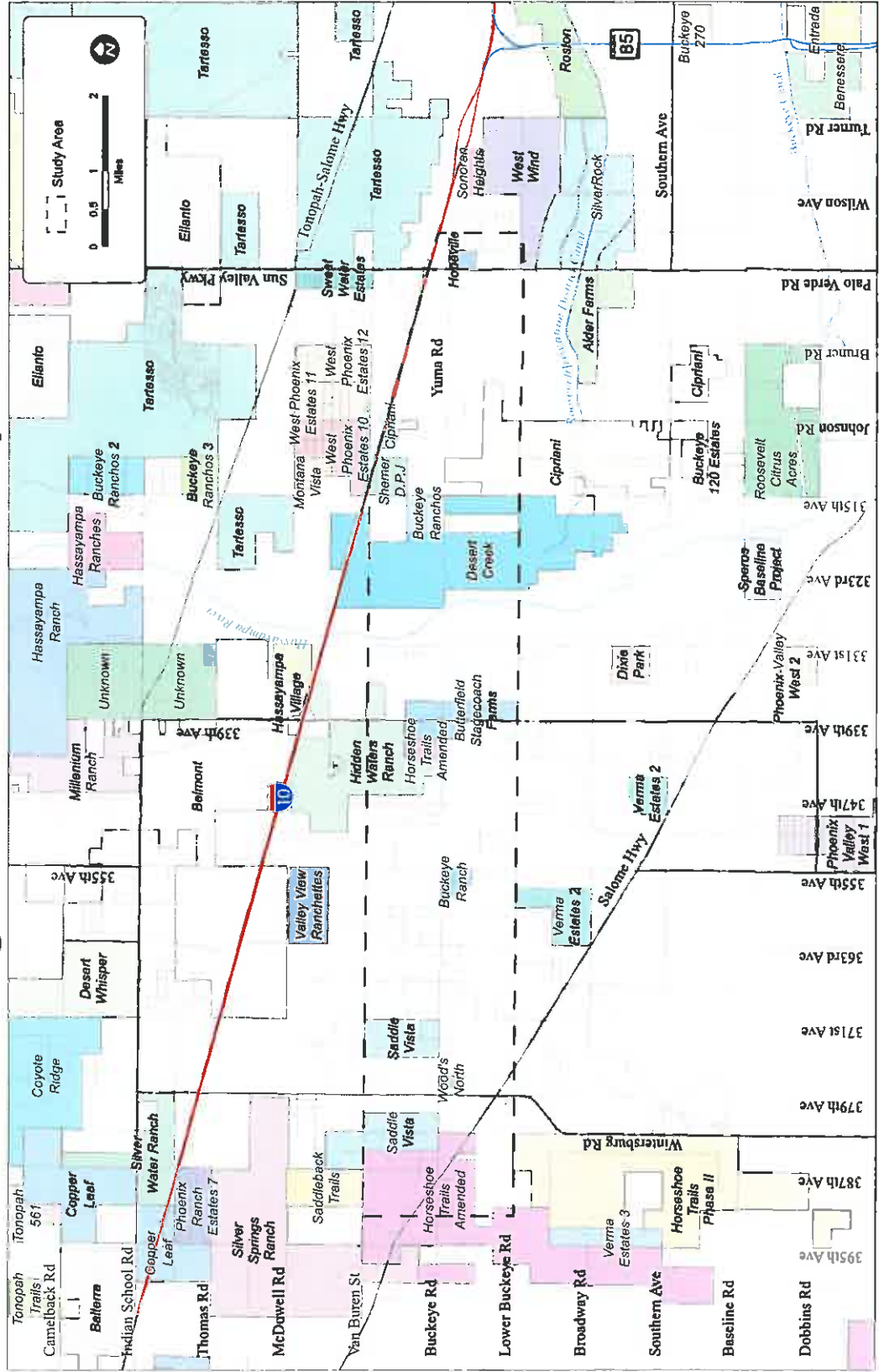


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## Existing and Planned Developments

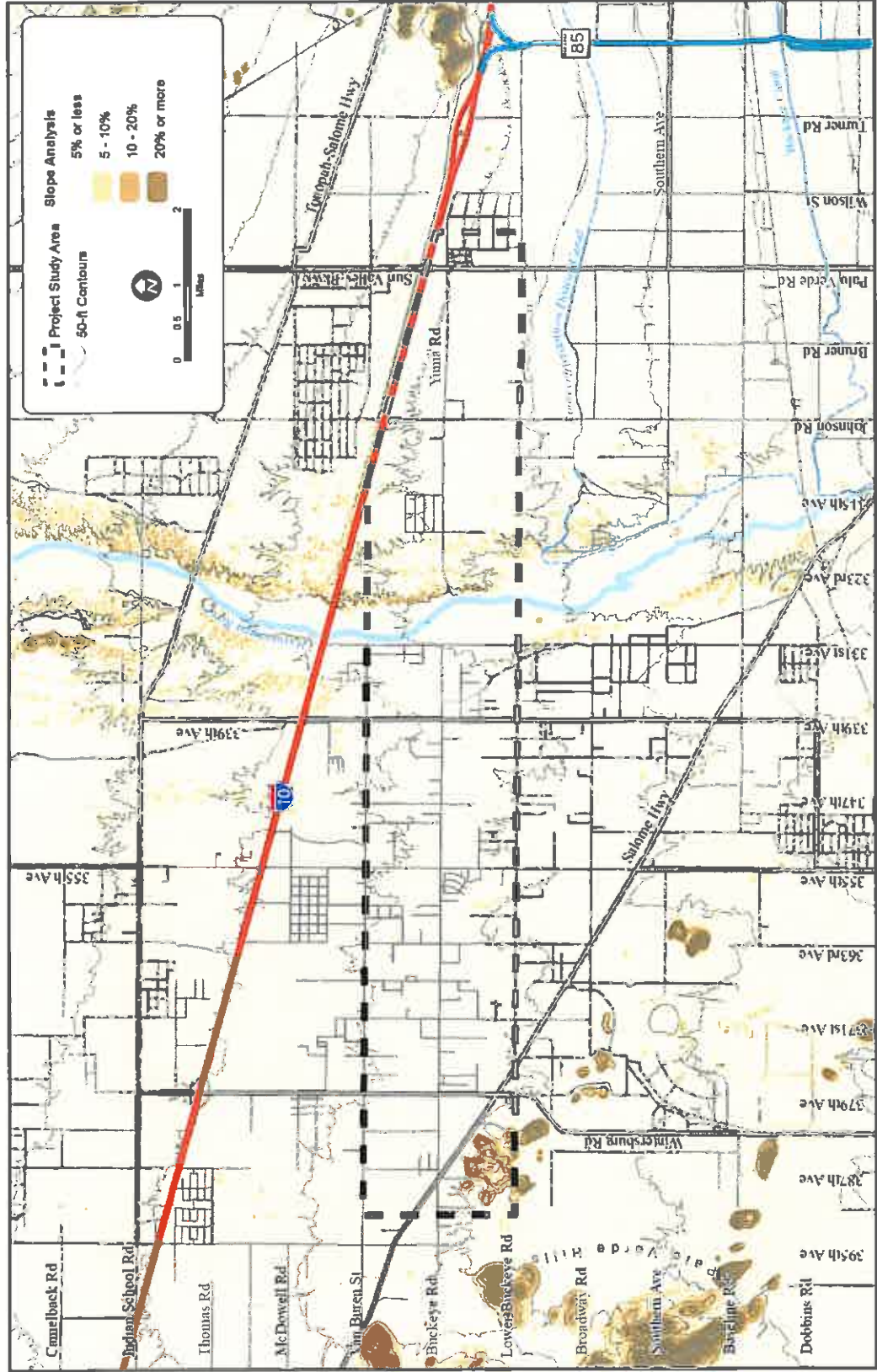


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## Topography



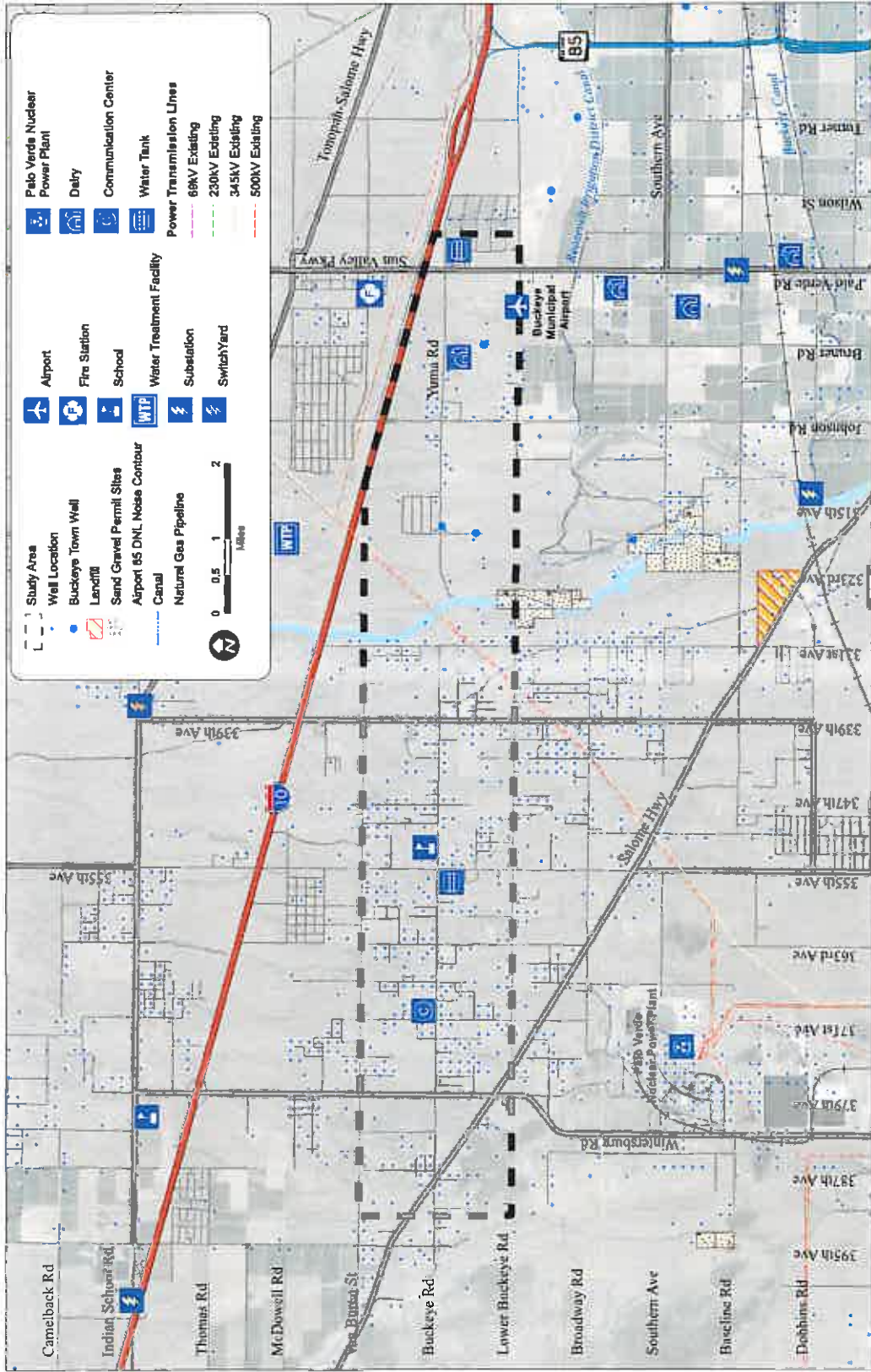


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## Facilities and Utilities

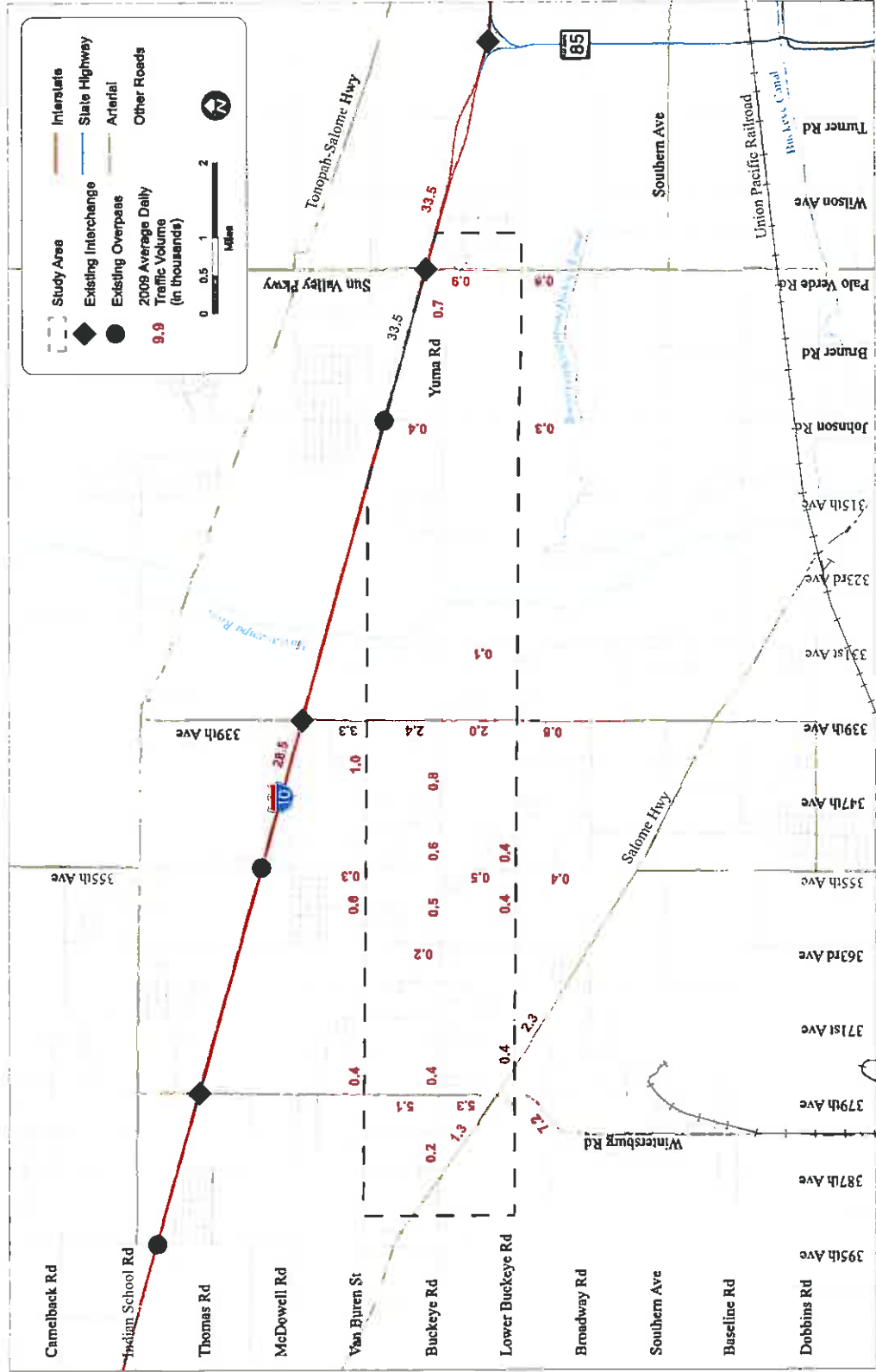


# Yuma Parkway Feasibility Study



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## Existing Transportation Network



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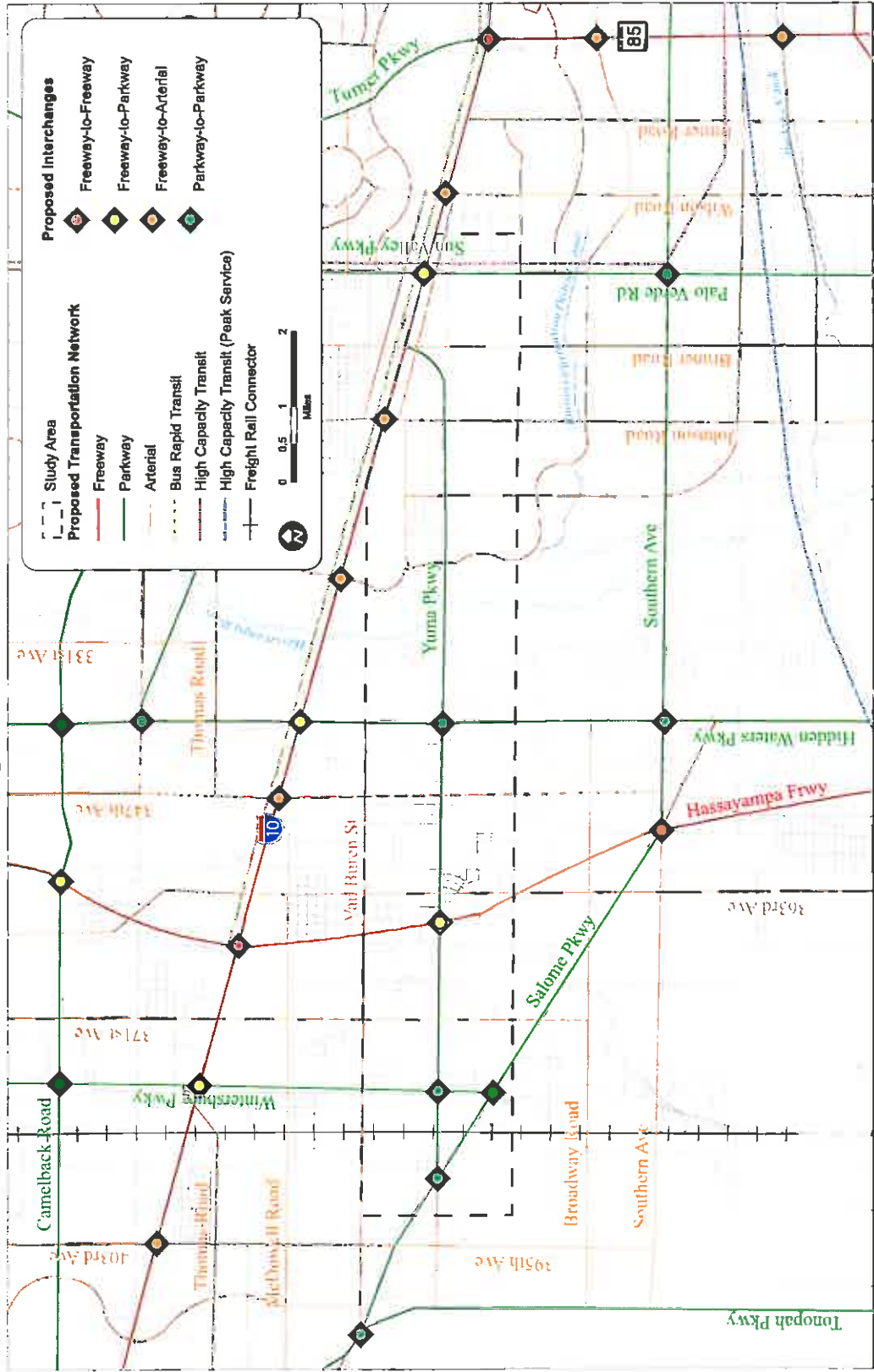


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## Future Transportation Network



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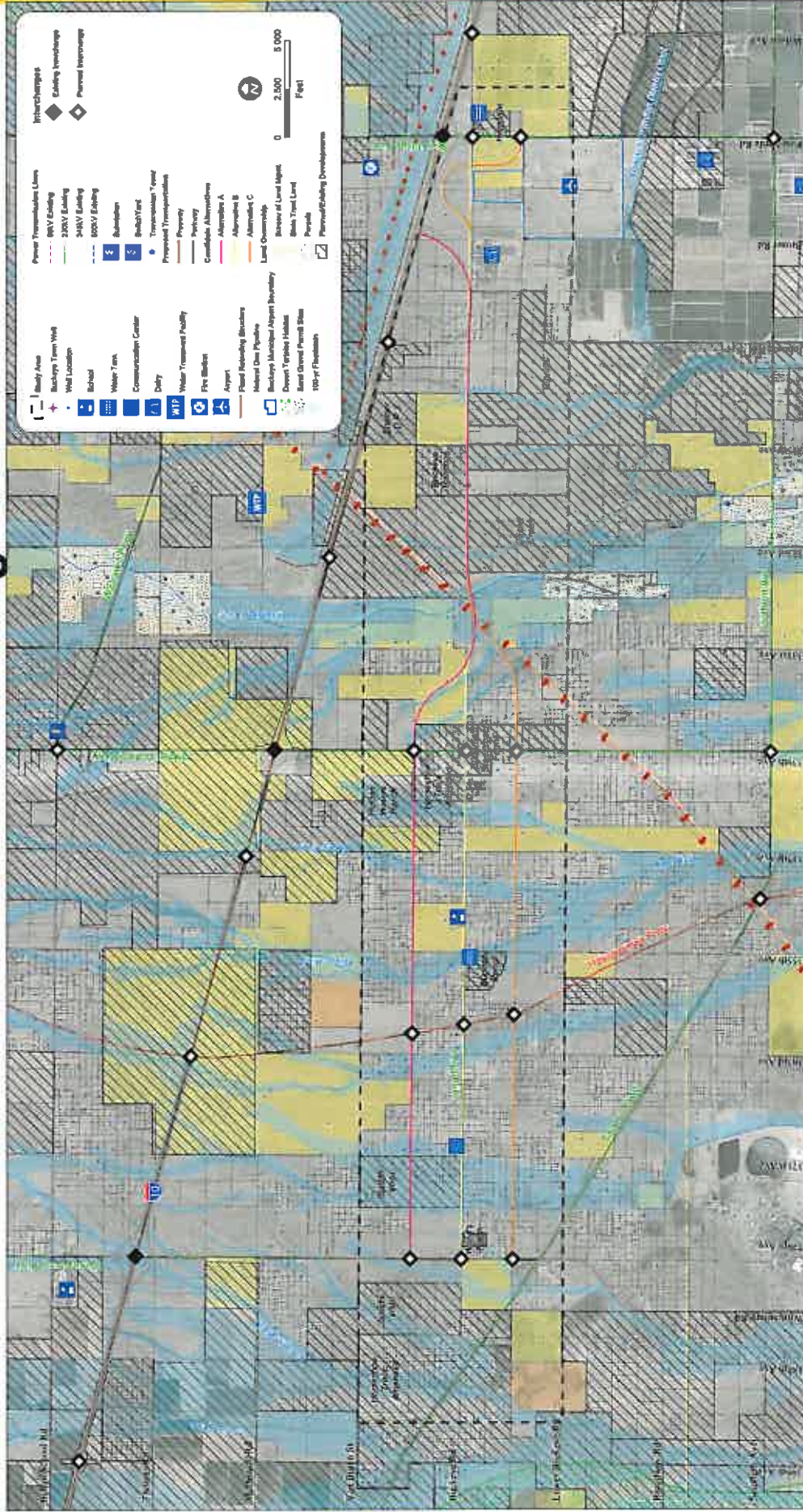


# Yuma Parkway Feasibility Study



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## Candidate Alternative Alignments



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## Candidate Alternatives Evaluation Matrix

Evaluation Criteria	Wintersburg Road to Hassayampa River				Hassayampa River to Johnson Road		Johnson Road to Palo Verde Road			
	No-Build	Alt. A	Alt. B	Alt. C	No-Build	Alt. A	No-Build	Alt. A	Alt. B	Alt. C
System Continuity and Capacity	●	●	●	●	●	●	●	●	●	●
Building/Property Impacts	○	○	○	○	○	○	○	○	○	○
Future Development Compatibility	○	○	○	○	○	○	○	○	○	○
Utility Impacts	○	○	○	○	○	○	○	○	○	○
Wildlife Impacts	○	○	○	○	○	○	○	○	○	○
Cultural/Archaeological Impacts	○	○	○	○	○	○	○	○	○	○
Drainage Impacts	○	○	○	○	○	○	○	○	○	○
Cost	○	○	○	○	○	○	○	○	○	○
Public Acceptability	○	○	○	○	○	○	○	○	○	○

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

Preferred Alternative



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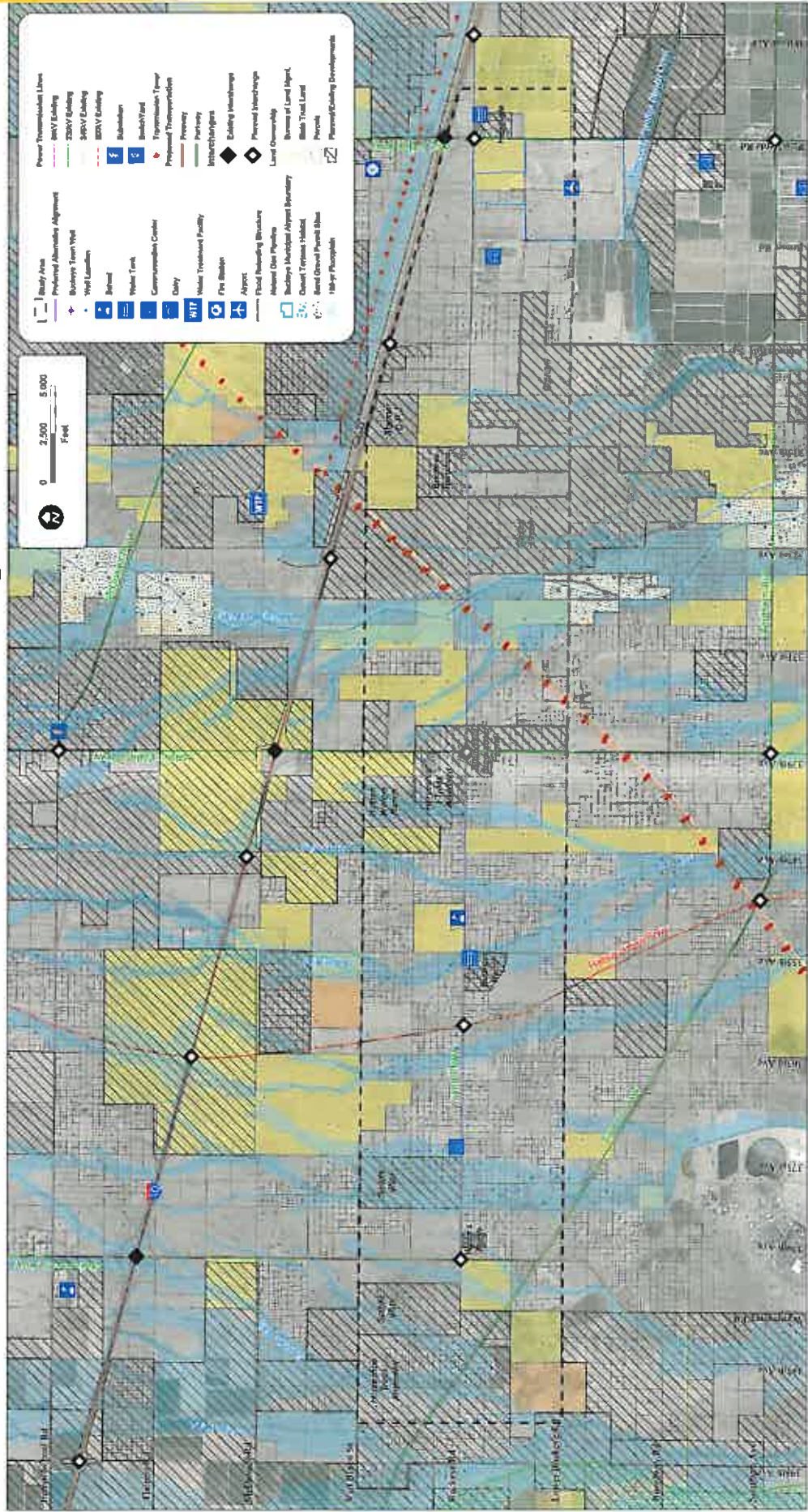


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## Preferred Alternative Alignment



MARICOPA COUNTY



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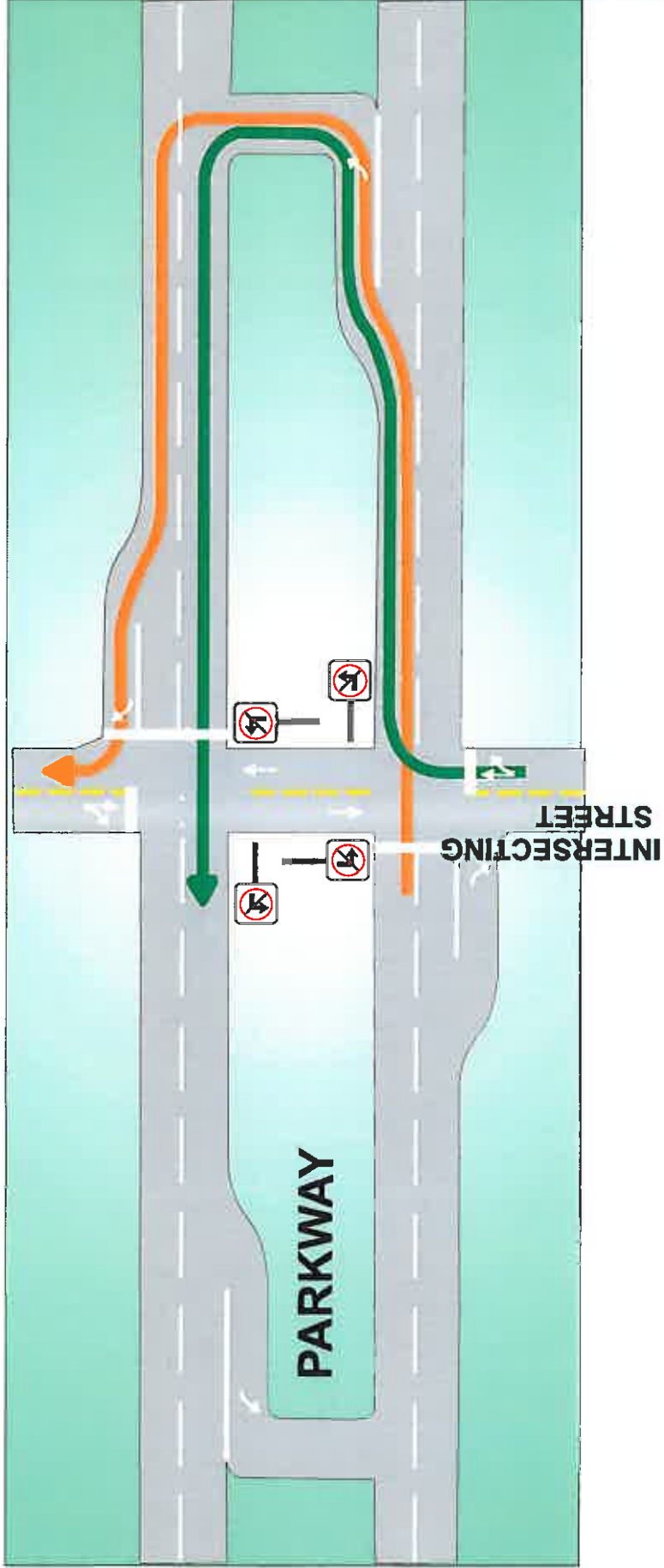


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# ARIZONA PARKWAY Indirect Left Turn Intersection



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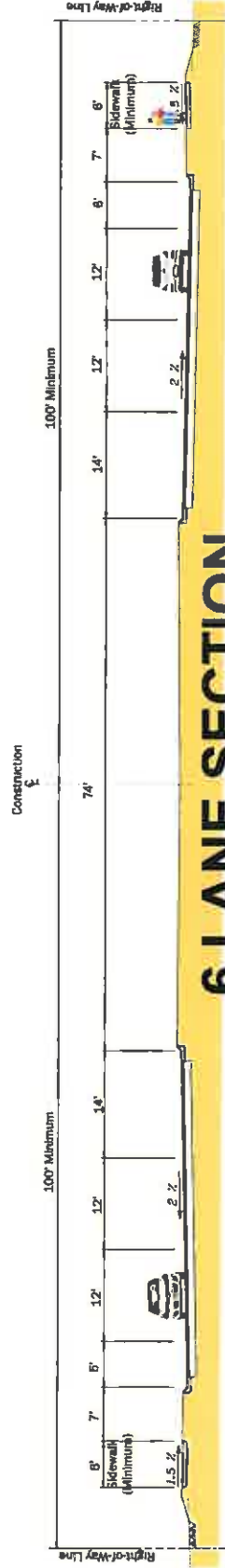


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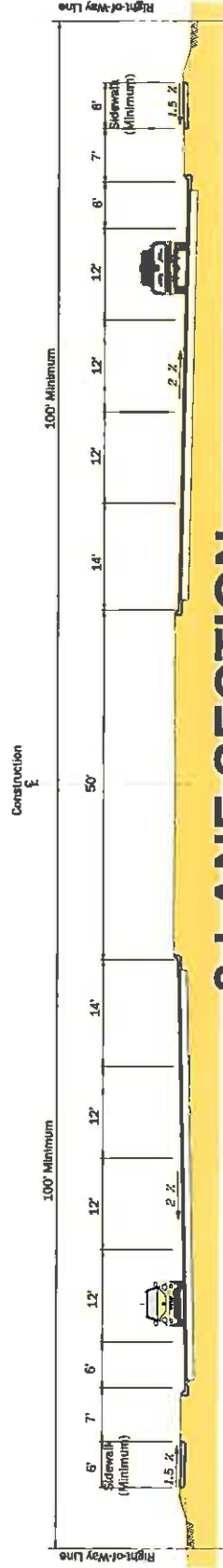
## ARIZONA PARKWAY TYPICAL SECTIONS



### 4 LANE SECTION



### 6 LANE SECTION



### 8 LANE SECTION

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

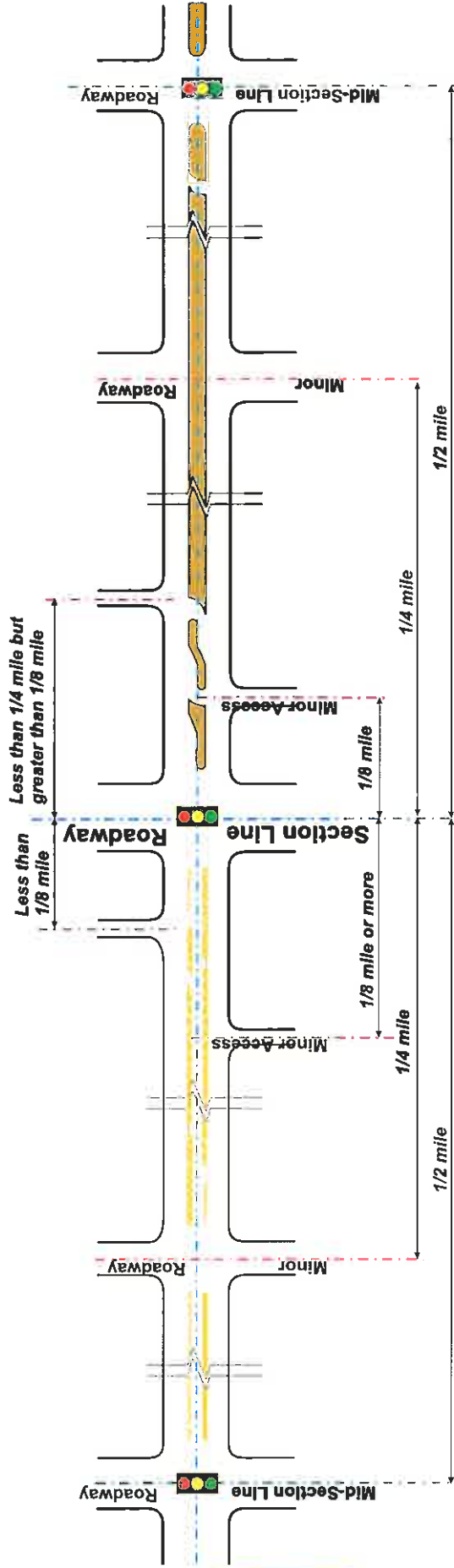


# Yuma Parkway Feasibility Study



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## ARIZONA PARKWAY Access Management Guidelines



### Intersection Spacing

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

### Medians

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



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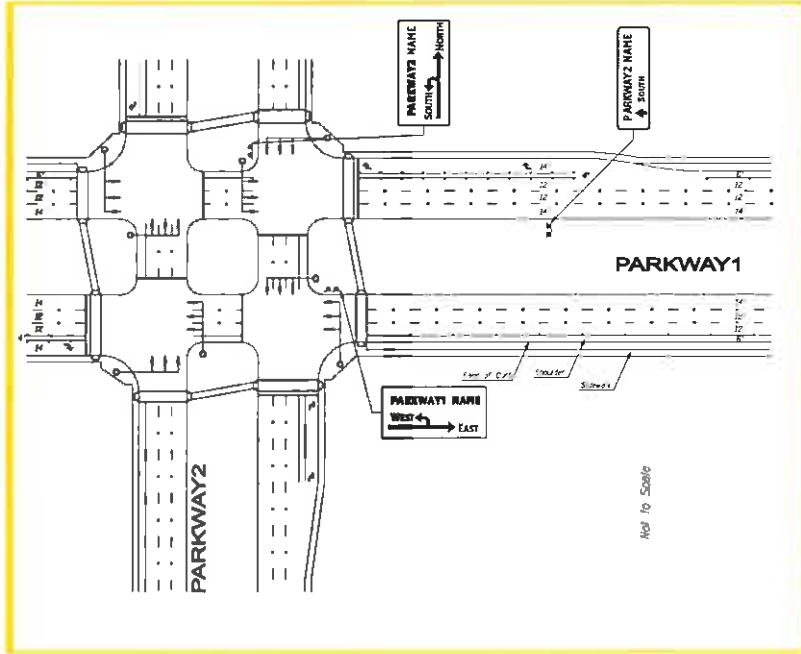
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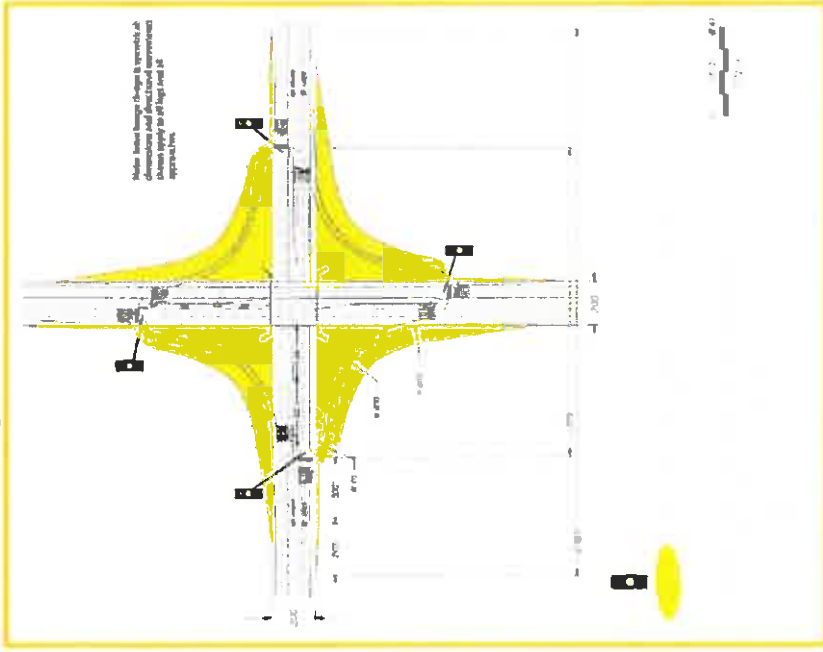
## ARIZONA PARKWAY Parkway-to-Parkway Intersections

At-Grade Intersection



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

Grade-Separated Intersection



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# Yuma Parkway Feasibility Study

## Environmental Process

### Activity

### Definition

#### Land Use Inventory

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

#### Socio-Economic Analysis

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

#### Clean Water Act, Section 404

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

#### Endangered Species and State Sensitive Species

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

#### Biological Surveys

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

#### Noise Evaluation

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

#### Air Quality

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

#### Cultural Resources

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

#### Hazardous Materials

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

#### Environmental Assessment

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



# Yuma Parkway Feasibility Study



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## Project Development Process

