

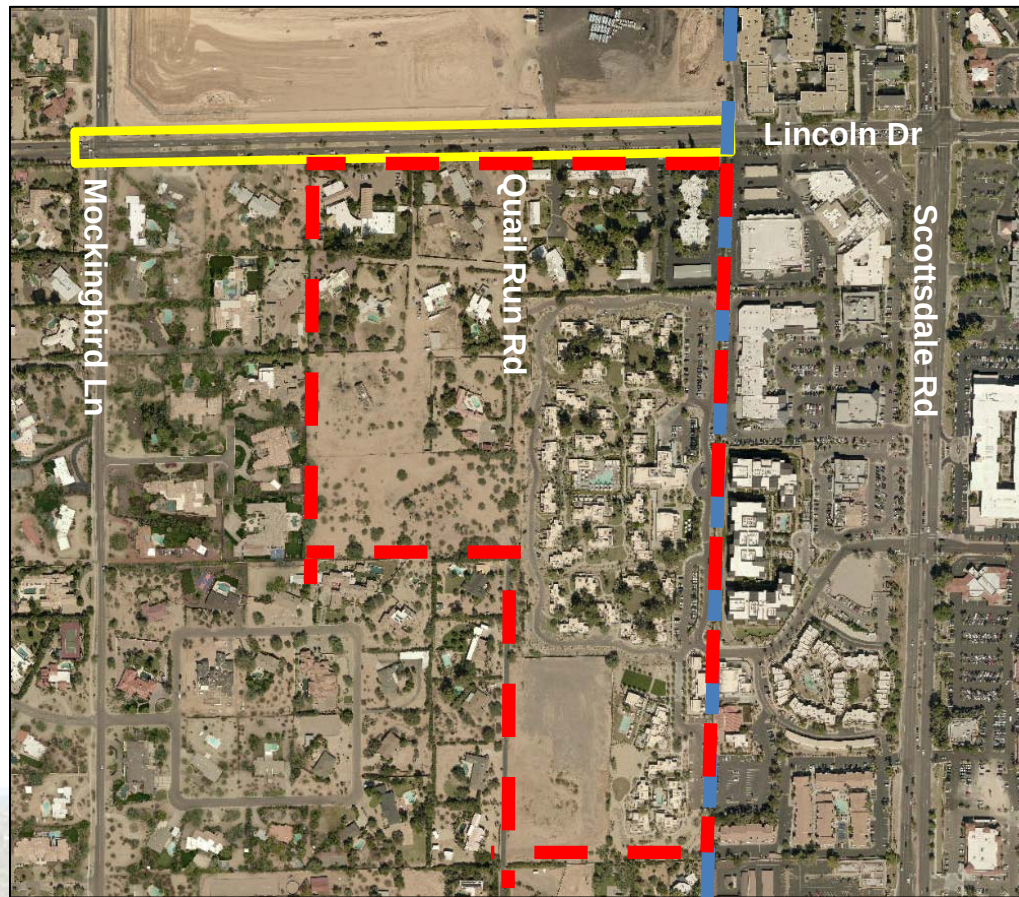
# TOWN OF PARADISE VALLEY

## Lincoln Drive Roadway Improvements

September 13<sup>th</sup>, 2018



# PROJECT LIMITS



Town Limits



Project Limits



Development Area



September 13<sup>th</sup>, 2018



# PROJECT SCOPE

- **Reconstruct Lincoln Drive between Mockingbird Lane and Town Limits**
- **Improvement include:**
  - Landscaped medians
  - Quail Run Signal
  - Sewer Line Extension
  - Meandering Sidewalks
  - Landscaping
  - Drainage structures

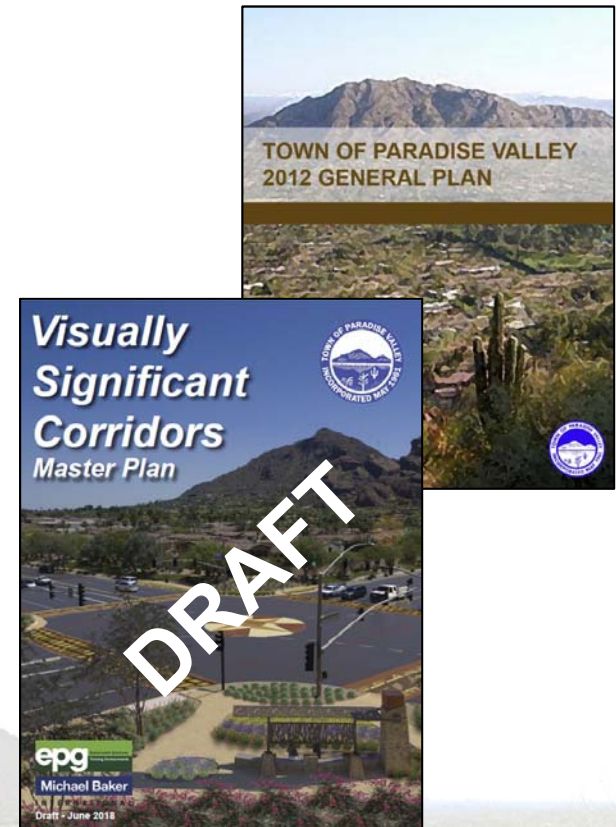


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# DESIGN CONSIDERATIONS

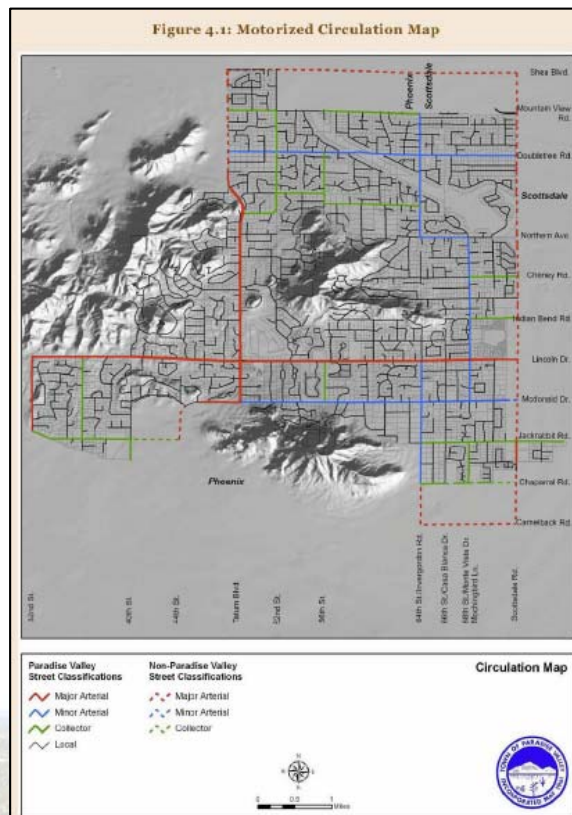
- What drives design?
  - General Plan, specifically Mobility Element
  - Visually Significant Corridors Master Plan
  - Development Agreement
  - Engineering Standards (McDOT, CoS, Etc.)



September 13<sup>th</sup>, 2018

# GENERAL PLAN

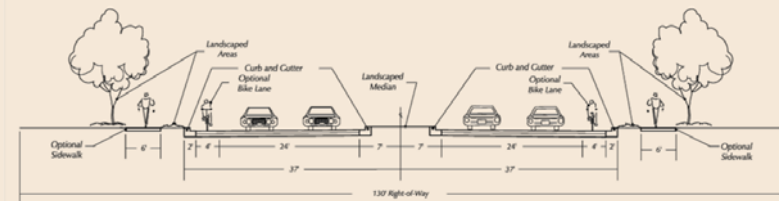
- Classifies Lincoln Drive as a Major Arterial



**Table 4.1: Circulation Map Classifications and Standards**

| Classification | Function                                  | Design Character (also see Cross-Sections)                                                                                                                                                                                                                                                                                                                                                                                                                              |
|----------------|-------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Major Arterial | To provide regional unity and continuity. | <ul style="list-style-type: none"> <li>Channelized intersections, limited access, crossings, and stops</li> <li>Parking on rights-of-way prohibited</li> <li>Landscaped medians and rights of way</li> <li>Optional sidewalks on both sides, set back a minimum of 5 feet from traffic lanes</li> <li>Bike lanes only where necessary to interconnect bikeway system</li> <li>4 through lanes</li> <li>Full curbs and gutters</li> <li>130-foot right-of-way</li> </ul> |

**Figure 4.2: Typical Major Arterial Cross-Section**



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# GENERAL PLAN

- **Policies include:**

**M 4.4.1.3 Access onto Major Arterials.** The Town shall require design of new developments to avoid direct access onto major arterial roadways where possible.

**M 4.4.2.9 Rights-of-Way Extents.** The Town shall ensure that all new public roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, and motorists except where pedestrians or bicyclists are discouraged.

**M 4.4.3.2 Visually Significant Corridor Treatment.** Town rights-of-way along Visually Significant Corridors shall have attractive, experientially rewarding, and cohesive design elements, including signage, landscaping, medians, interchanges and sidewalks while permitting a reasonable range of treatments of individual properties. Elements that create visual clutter such as unnecessary signage or utility boxes will be eliminated, or their visibility reduced.





# VISUALLY SIGNIFICANT CORRIDOR

- Lincoln Drive at eastern town limits is a designated gateway

**GATEWAYS + FOCUS AREAS**  
Gateways

To aid in evoking a sense of arrival, gateways have been identified for each of the four major entrances into the Town indicated on Figure 2.2 below. These gateways should include the following:

**Threshold Paving**

- A visual and tactile component such as the use of rustic pavers at the gateway, which transition into rubberized asphalt to create a brief change in driver awareness of crossing a threshold into the Town.

**Visual Traffic Calming**

- Visual narrowing of the road through the use of roadside enhancements and landscaped medians that encourage vehicle users to slow down to the 40 MPH posted speed limit on the two identified Visually Significant Corridors.

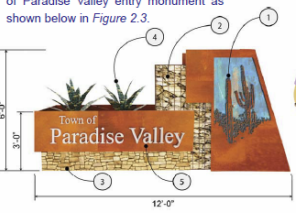
**Enhanced Streetscape**

- Pedestrian and bike friendly entry into Town, with shaded nodes, site furnishings and lush desert landscape selected from the appropriate Character Zone plant list.
- Enhanced versions of the standard Town of Paradise Valley entry monument as shown below in Figure 2.3.

**Figure 2.2: Gateway Locations**



**Figure 2.3: Gateway Entry Monument**

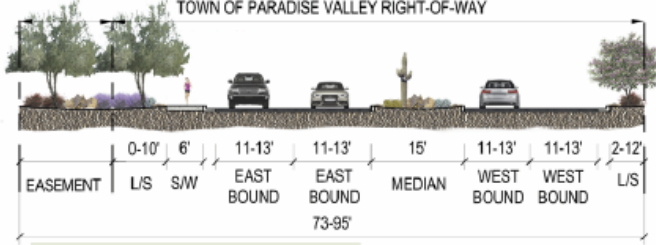


- Weathered steel panel with selective cut-outs and patina background
- Gabion baskets and 4"-6" riprap
- Stone veneer base
- Steel agave sculptures with patina finish
- Raised white lettering

**GUIDELINES** Page 2.6

**Lincoln Drive: Mockingbird Lane to Scottsdale Road**

**TOWN OF PARADISE VALLEY RIGHT-OF-WAY**



**Characteristics**

- ROW: 73 and 80 feet wide plus 25-foot easement along Ritz-Carlton SUP
- Sidewalks: Portions of South side
- Back of Curb: 6 and 12 feet on South, 30 feet on North

**Existing Characteristics**

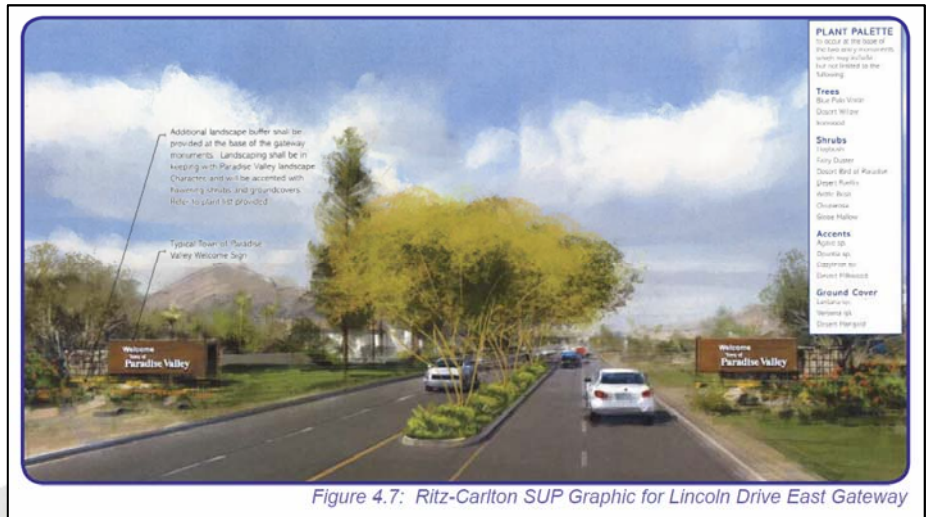


Page 3.10



# DEVELOPMENT AGREEMENT

- **Elements required to be incorporated per the Development Agreement, Exhibit E:**
  - **Westbound Lincoln to northbound Mockingbird right hand turn lane**
  - **Signalize the intersection of Quail Run Road and Lincoln Drive, modify median east and west for 150 linear feet of storage**
  - **Construct Lincoln Drive to Visually Significant Corridor Standards**
  - **Install Town entry signs on north and south side of Lincoln Drive**
  - **Existing ADT per 2015 TIA – 13,870**
  - **2033 ADT per 2015 TIA – 21,800**



September 13<sup>th</sup>, 2018



# ENGINEERING DESIGN STANDARDS

- Driveway Location Guidelines**

| Description of Criteria | Design Requirements                                                                                                                                                                                                                                                   | Code Section |
|-------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|
| Number of Driveways     | Each parcel – one two-way driveway or pair of one-way driveways. Where a property has access to more than one road, access may be limited to the lowest volume road where the impacts of a new access will be minimized. Access on higher volume roads may be denied. | MCDOT 7.8    |
|                         | For sites that have frontage on two streets, primary access should be onto the minor street frontage. A maximum of two driveway openings is permitted to a site or parcel from the abutting street(s).                                                                | COS 5-3.201  |
| Driveway Spacing        | 360 ft minimum                                                                                                                                                                                                                                                        | MCDOT 7.9.2  |
|                         | 330 ft standard<br>250 ft minimum                                                                                                                                                                                                                                     | COS 5-3.201  |
| Joint Access            | Joint access required for two adjacent developments where a proposed new access will not meet spacing requirements.                                                                                                                                                   | MCDOT 7.9.3  |
|                         | Where development adjoins other similarly zoned property or compatible land uses, a cross access easement may be required to permit vehicular movement between the parcels.                                                                                           | COS 5-3.201  |



# ENGINEERING DESIGN STANDARDS

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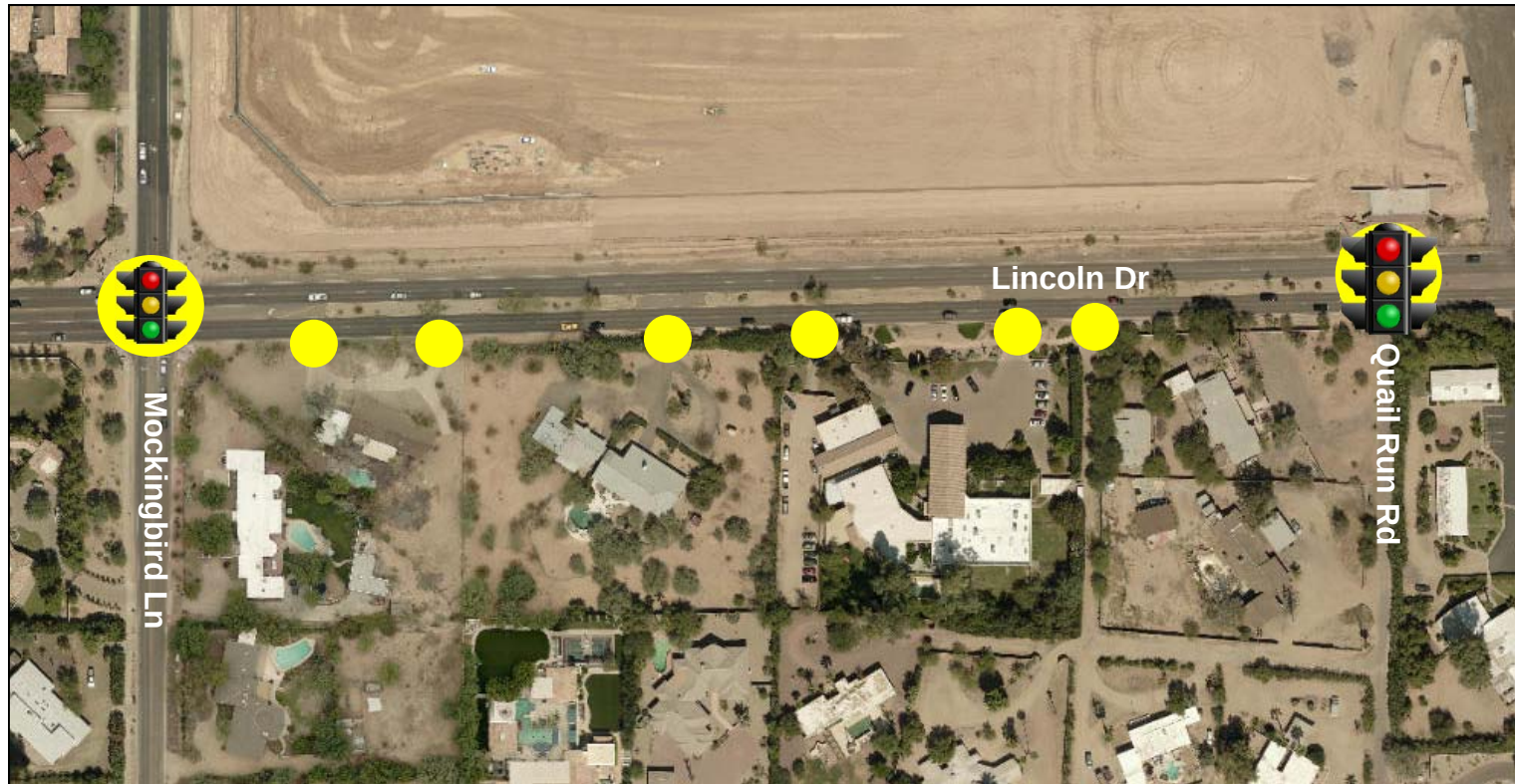
## Spacing and Location of Median Openings COS 5-3.123 F

If a street has a raised median, it is not possible to provide an opening in the median for every street intersection or driveway location. Full median openings should occur at not less than 1/4-mile intervals (1320 feet) on TRANSPORTATION CHAPTER 5 Design Standards & Policies Manual Page 309 City of Scottsdale - 2018 major arterial streets. Partial median openings, which allow only left turns off the major street, are acceptable at 1/8 mile spacing (660 feet). On minor arterials, full median breaks should be no closer than 1/8-mile intervals with preferable 1/4 mile spacing. In built up areas, where reasonable alternate access is not available, median openings may be provided at smaller intervals with the approval of the Transportation Department.



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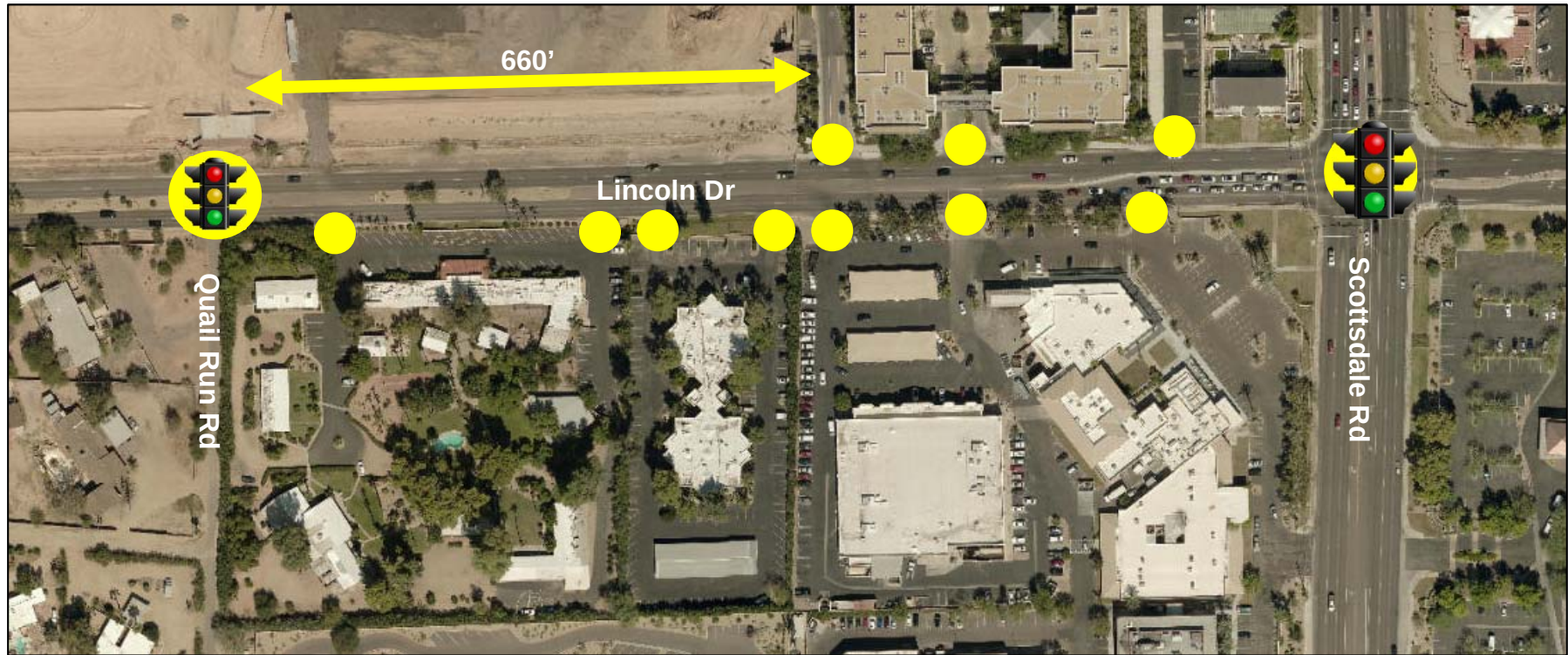
# DESIGN CHALLENGES



September 13<sup>th</sup>, 2018



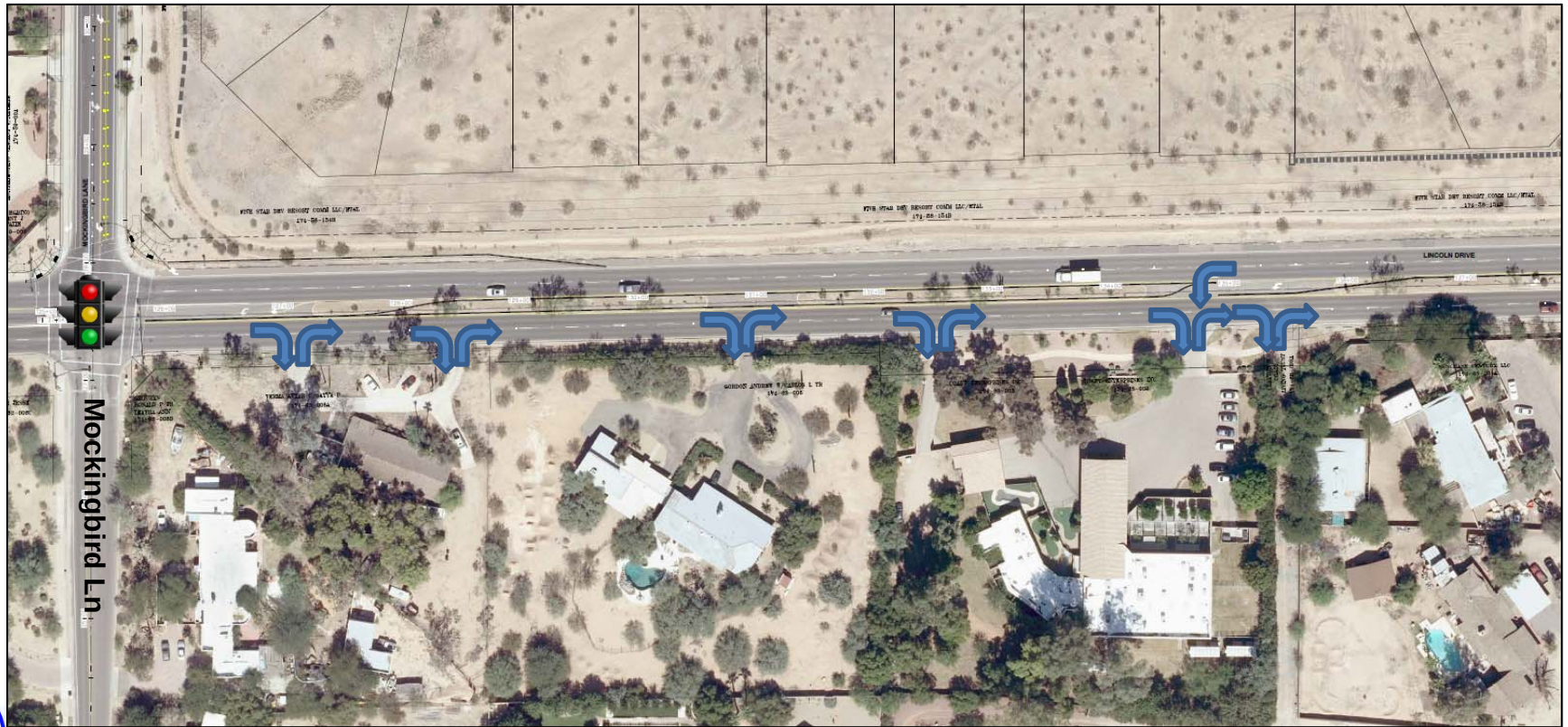
# DESIGN CHALLENGES



September 13<sup>th</sup>, 2018



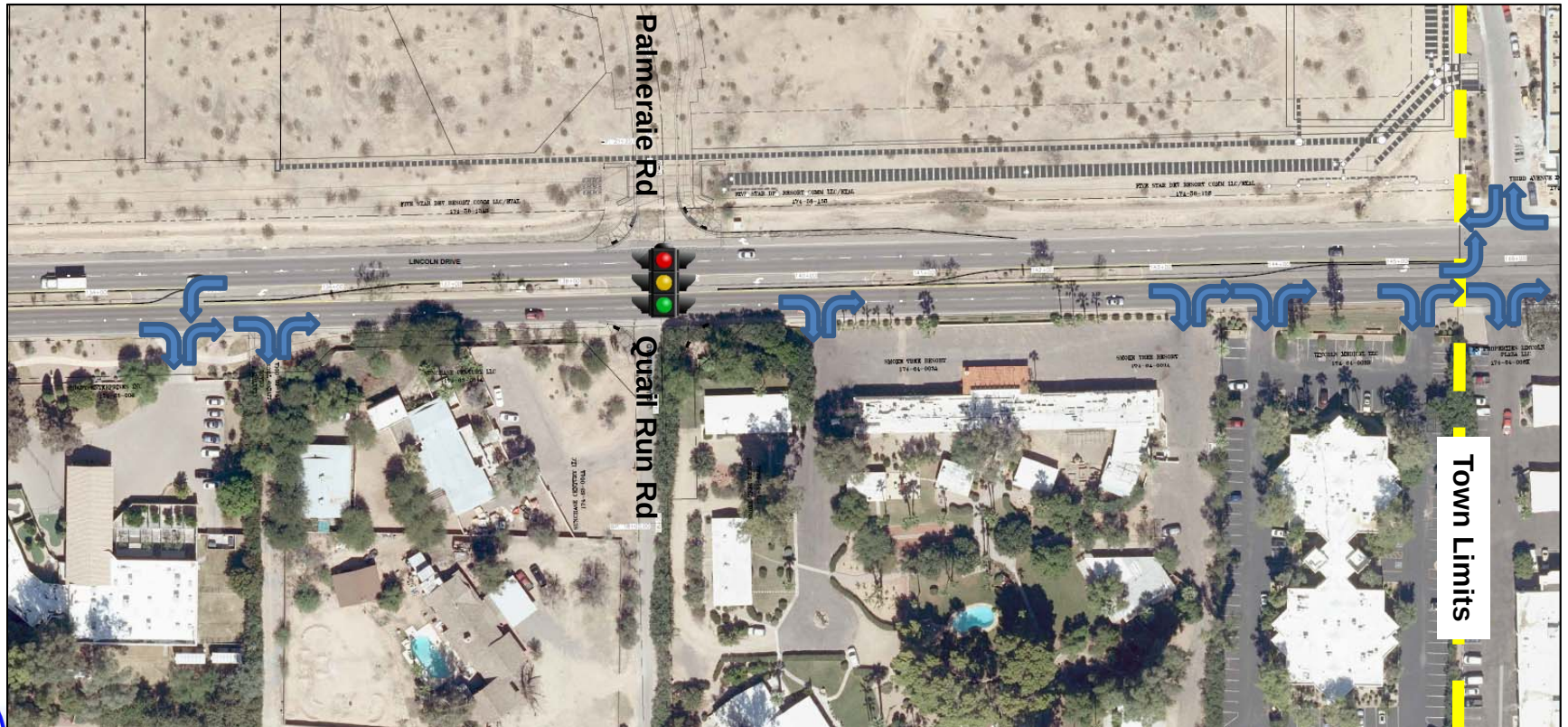
# 30% DESIGN



September 13<sup>th</sup>, 2018



# 30% DESIGN



September 13<sup>th</sup>, 2018



## SCHEDULE

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- **30% plans delivered in August**
- **First public meeting in late September**
- **60% plans expected in October**
- **90% plans expected in December**
- **Second public meeting in January 2019**
- **Construction contract award in January 2019**
- **Construction February 2019 to March 2020 on all phases of project**



September 13<sup>th</sup>, 2018

# LINCOLN DRIVE ROADWAY IMPROVEMENTS<sup>16</sup>

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# THANK YOU!



September 13<sup>th</sup>, 2018