

## **NORTHERN PARKWAY ALTERNATIVES**

Four Northern Parkway alternatives have been identified for the corridor, from Loop 303 to Grand Avenue (US 60), as shown below:

- Alternative 1 - Northern Avenue Alignment, Option 1 (with two traffic signals)
- Alternative 2 - Northern Avenue Alignment Option 2 (no traffic signals)
- Alternative 3 - Southern Alignment, and the No Build Alternative
- The No Build Alternative

Each of these alternatives is described in the Draft Design Concept Report (DCR) at the bottom of this page.

### **Proposed Action**

Based on the evaluation of the purpose and need (Table 4-1 in the DCR), the evaluation of other factors listed in Table 4-2, and input from agency partners, stakeholders and the public, the Northern Parkway Management Committee has selected Alternative 1 - Northern Avenue Alignment Option 1 (two traffic signals), as described in Sections 4 and 5 of the DCR and as shown in the concept plans contained in Volume 2 of this report. Alternative 1 is the Proposed Action, and some important features are summarized below:

### **Alignment**

The preferred alignment is along Northern Avenue, from Grand Avenue to Dysart Road. Between Dysart Road and Litchfield Road, the alignment transitions northward to the Butler Drive alignment. From Litchfield Road to Loop 303, the Parkway will follow the Butler alignment.

### **Design Concept**

A wide variety of design concepts have been investigated. Major issues evaluated include the level of access control and the number of signals.

This alternative includes only two traffic signals; one at 111th Avenue and one at 107<sup>th</sup> Avenue. These intersections will provide the only two median breaks. Intersections of major arterials and the Northern Parkway would be grade separated. Committed levels of access control are as follows:

- Full access control between Sarival Road and 115th Avenue
- Partial access control between 115th Avenue and 103rd Avenue, as well as between 91st Avenue and Grand Avenue
- Between 103rd Avenue and 91st Avenue, the Parkway will be located on a fully access controlled bypass
- Several alternative access roads will be provided to minimize impacts of access control

The *ADOT/MCDOT* Design Concept Report for Loop 303 defines the design concept for the connection between Loop 303 and the Northern Parkway.

After Alternative 1 is completed, studies will be taken to address any additional improvements that may be needed to meet the needs of neighborhoods and the motoring public.

### **Phasing**

The Northern Parkway Corridor is located in a rapidly developing area. It is recognized that under current funding commitments completion of Alternative 1 is more than 20-years out, and beyond the current Maricopa Association of Governments (MAG) Regional Transportation Program (RTP) and funding program. In order to ensure effective use of limited resources, it is important that the Parkway be constructed in meaningful contiguous segments, and that right-of-way be protected to ensure completion of the ultimate facility.

The recommended phasing is Option 2A - West to East Not Accelerated alternative, described in Appendix C of this report. This alternative includes acceleration of the local match funding from the City of Glendale and MCDOT. Elements of this phasing concept from early to final construction include:

- Interim Parkway construction, from Sarival Road to Dysart Road (four lanes) - at-grade signalized intersections for intersecting arterials (future locations of GSI)
- Interim throwaway widening, from Dysart Road to 112th Avenue (four lanes) - minimal access
- control
- Ultimate GSI construction at Sarival Road, Reems Road and Litchfield Road - full access control
- Interim Parkway and ultimate GSI construction, from Dysart Road to the Agua Fria River including GSI at Dysart Road and El Mirage Road, and the interim half Agua Fria River Bridge (four lanes) - full access control
- Interim Parkway, from the Agua Fria River to 111th Avenue (four lanes plus auxiliary lanes) - partial access control
- Ultimate Parkway, from 111th Avenue to 103rd Avenue (six lanes plus auxiliary lanes) partial access control
- Ultimate Northern Avenue street improvements, from 103rd Avenue to Loop 101 (six lanes)
- Interim throwaway widening, from Loop 101 to 91st Avenue (six lanes)
- Interim throwaway intersection improvements, at 91st, 83rd, 75th and Grand Avenues
- Other funding sources need to be identified to complete the Parkway concept based on current projected funding. The above listed improvements can be completed within the 20-year funding program.