



Town of Camp Verde

Business Corridor Study

Finnie Flat Road: SR 260 to Main Street

EXECUTIVE SUMMARY

October 2013



SR 260

Finnie Flat Rd

Cliffs Pkwy

Main St

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EXECUTIVE SUMMARY

Study Purpose and Need

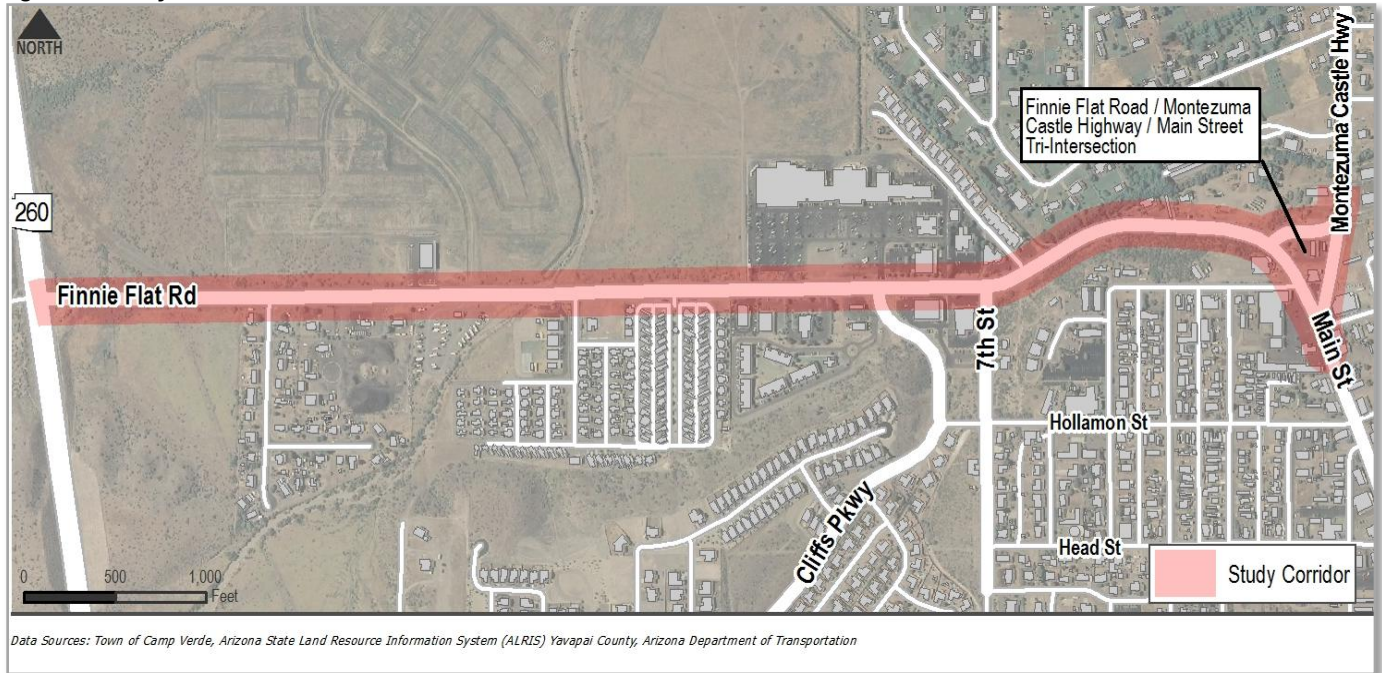
The Arizona Department of Transportation (ADOT), in cooperation with the Town of Camp Verde, conducted a long-range corridor study for the Finnie Flat Road Business Corridor from SR 260 to the Main Street/Montezuma Castle Highway intersection. The study was funded by the Federal Highway Administration's (FHWA) State Planning and Research Program and administered through ADOT's Multimodal Planning Division's Planning Assistance for Rural Areas (PARA) program. The *Town of Camp Verde Business Corridor Study* was initiated to develop a planning strategy to improve the mobility and safety along the Finnie Flat Road Corridor from SR 260 to Main Street and at the Tri-Intersection of Finnie Flat Road/Main Street/Montezuma Castle Highway. As illustrated in Figure 1, the Finnie Flat Road Business Corridor is a major link within the Town connecting vehicular traffic to businesses and recreation sites.

The need for this study stemmed directly from the community and Town staff's desire to increase economic vitality and improve transportation conditions along the Town's major business corridor. Identified needs for this project included:

- **Address the Immediate Deficiencies and Needs at the Tri-Intersection.** The current configuration of the Tri-Intersection needed to be evaluated to identify solutions to improve safety, promote the movement of goods and services, and enhance the overall streetscaping of the intersection. Key issues to be immediately addressed at the Tri-Intersection included:
 - One-way streets and signage can be confusing to motorists, particularly tourists.
 - Motorists turning onto Main Street from Turner Street, Arnold Road, and Montezuma Castle Highway have skewed approaches and sight distance issues.
 - Trucks, school buses, and emergency vehicles have difficulty turning southbound on Main Street from the Montezuma Castle Highway Slip Ramp.
 - Limited pedestrian and bicycle facilities within the intersection and to activity centers located along Finnie Flat Road.
 - Streetscaping in the Downtown area abruptly ends, creating two discontinuous areas.
- **Enhance Mobility and Improve Safety.** Significant population growth, coupled with increased tourist traffic to the area's numerous recreation sites, has caused increased congestion on Finnie Flat Road, particularly at the Tri-Intersection.
- **Accommodate Planned Land Use and Future Growth.** Planned commercial and residential developments, particularly north of Finnie Flat Road, will significantly increase congestion along the corridor and will require updated facilities to promote multimodal transportation.
- **Provide Bicycle and Pedestrian Connections Between Activity Centers.** Sidewalks and bike paths are limited within the study area and are necessary to provide continuous connections between business and activity centers for residents and for recreational purposes.
- **Promote Economic Growth while Maintaining the Communities' Character.** A "vision" for the future development of the corridor needs to be created to encourage growth in the Town, where businesses can thrive while still maintaining the Town's unique character. Establishing policies that protect the rural landscape, support multimodal transportation, and provide places for recreation often spur business growth and job creation.

This document outlines a set of conceptual improvements and planning recommendations along the Finnie Flat Road Corridor and at the Tri-Intersection. The recommendations of this study will enable the Town to facilitate safer and more efficient infrastructure for the traveling public and guide the development of the Finnie Flat Road Corridor. The study findings should be incorporated into the Town's Capital Improvement Planning process for the next 5-, 10-, and 20-year timeframes.

Figure 1. Study Area

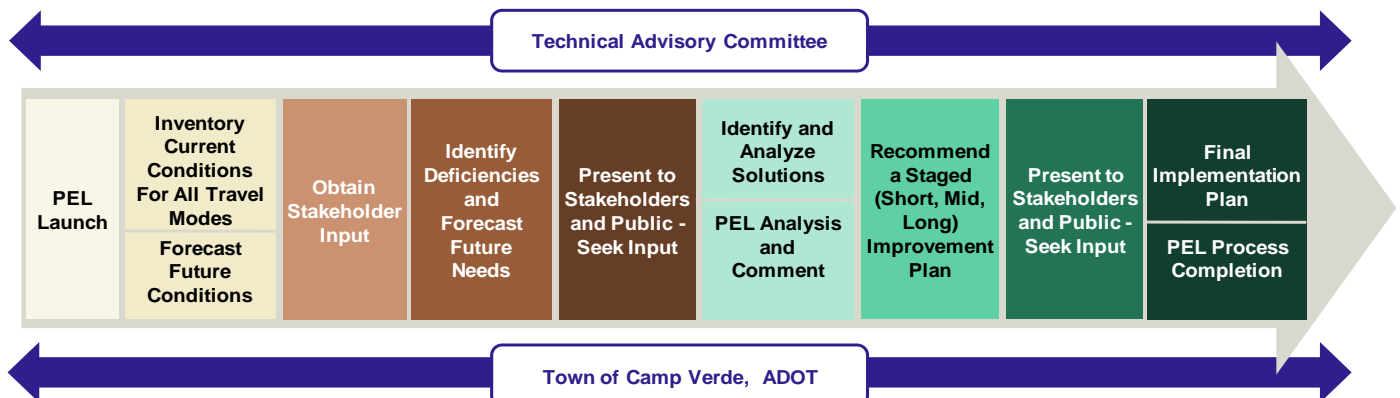


Study Process

The development of this long-range multimodal transportation improvement plan consisted of a comprehensive six phase process: Data Collection, Existing and Future Conditions Analysis, Stakeholder Involvement, Conceptual Analysis, Recommendations, and Public Involvement. This study also utilized ADOT's Planning and Environmental Linkages (PEL) approach to carry forward the data, analysis, and recommendations to the next phase of implementation. Figure 2 illustrates this study's process.

Working Paper 1: Existing and Future Conditions inventoried and analyzed the existing and future conditions in the study area, including existing transportation system deficiencies, issues, and needs. The First Public Open House was conducted on November 6, 2012 to present existing and projected transportation conditions and issues. *Working Paper 2: Draft Transportation Plan* identified and prioritized improvement projects to address the needs and deficiencies identified in Working Paper 1. The second of two public open houses was held in April 2013 to present proposed Tri-Intersection improvement concepts and recommended multimodal streetscape improvement scenarios along the Finnie Flat Road Business Corridor.

Figure 2. Study Process



Transportation Issues Summary

Based on analysis of existing conditions, and input received from Town staff, the TAC, and stakeholders, transportation system deficiencies and issues were identified. These issues and deficiencies formed the basis for the development of the long range improvement plan. Figure 3 displays the current major transportation issues in the study area. Key issues are listed below.

Safety and congestion issues:

- Finnie Flat Road/Main Street/Montezuma Castle Highway Intersection
 - Several turning movements are confusing for drivers, particularly tourists
 - Left turn from the Montezuma Castle Highway Slip Ramp to southbound Main Street is difficult for trucks and buses due to the steep grade
 - Left-hand turning movements from Arnold Street are difficult due to sight distance issues
 - Unsafe traffic movements into/out of Circle K and shopping center
 - U-turns from Finnie Flat Road to Montezuma Castle Highway are not intuitive
 - Turning issues in/out of Turner Street
 - Emergency vehicles, school buses, and large trucks have issues maneuvering through the intersection
- Finnie Flat Road/Cliffs Parkway's small intersection footprint causes issues for emergency vehicles.
- Access management issues along Finnie Flat Road between the west entrance of the Bashas' shopping center and 7th Street.
- Numerous roadways lack curb or gutter to prevent flooding, particularly Turner Street, Main Street, and Arnold Street.
- Configuration and sight issues at Finnie Flat Road/Cliffs Parkway intersection.
- Parking and pedestrian issues along Finnie Flat Road at Salt Mine Cellars.
- Traffic signage at the Tri-Intersection is confusing to motorists especially tourists.
- Congestion issues at the Tri-Intersection for existing and future years.
- Projected congestion along Finnie Flat Road east of the ADOT Maintenance Yard.
- Traffic congestion on the southbound Montezuma Castle Highway Slip Ramp sometimes forces emergency vehicles to travel southbound (wrong way) on the one-way Montezuma Castle Highway to access Main Street.
- Large number of crashes occurred on Finnie Flat Road between Cliffs Parkway and 7th Street; Montezuma Castle Highway from Main Street to Hereford Drive, and on Main Street from Arnold Street to Hollamon Street.

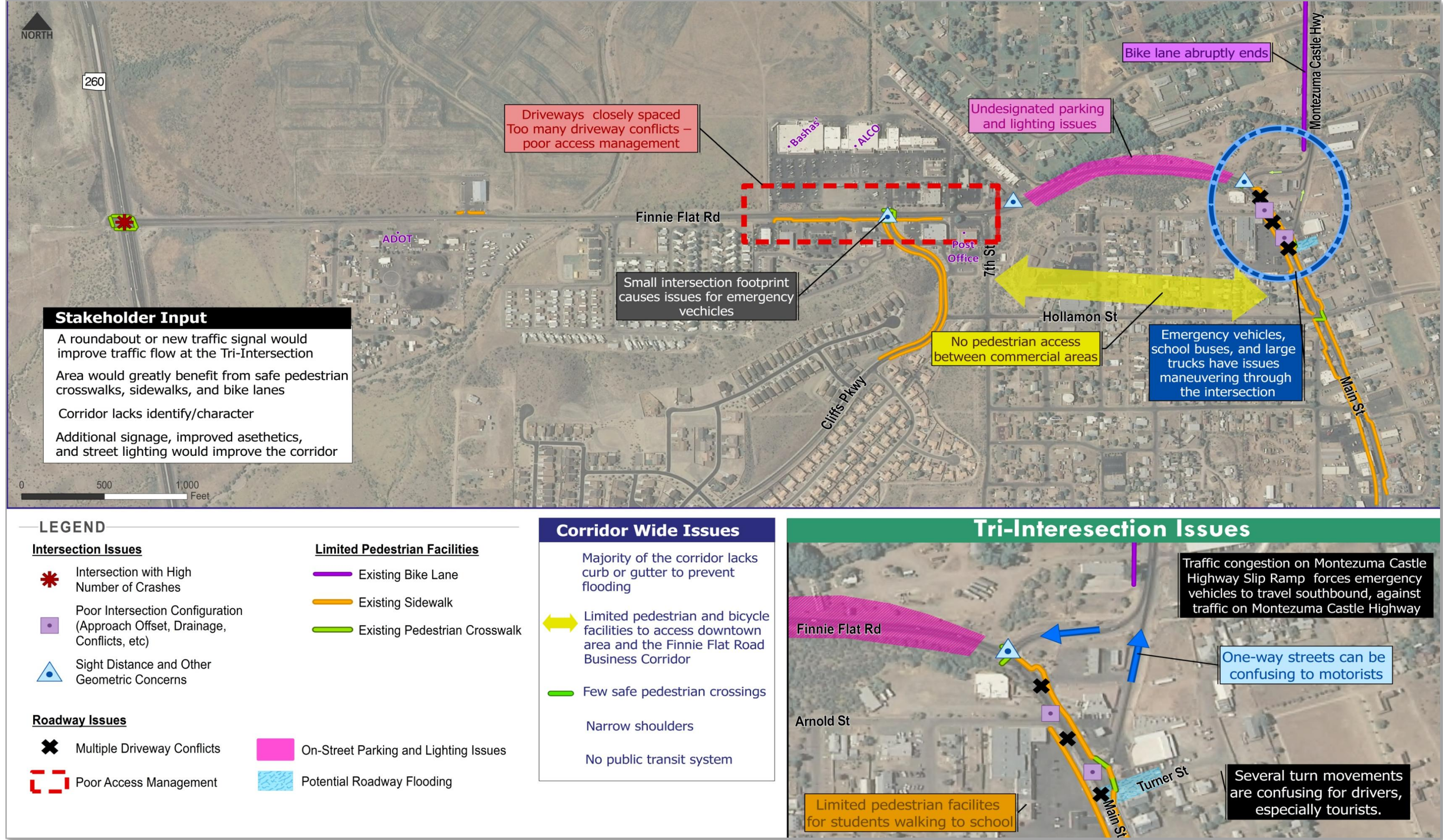
Pedestrian and bicycle issues:

- Lack of sidewalk connectivity.
- Bike lane on Montezuma Castle Highway abruptly ends.
- No pedestrian access along the southern portion of Finnie Flat Road west of the Family Dollar store.
- Lack of bicycle lanes and designated bike routes.
- Poor connectivity between modes of travel.

Transit issues:

- No local and regional public transit system.
- Private charter and Greyhound bus service only picks-up at the I 17/SR 260 interchange.

Figure 3. Existing Transportation Issues



Preferred Improvement Concepts

Preferred Tri-Intersection Concepts

Based on feedback received from the TAC, stakeholders, and public, and engineering analysis, two preliminary concept alternatives were identified as candidate preferred concepts. These two concepts were renamed as Concepts 2R and 3R and refined to address additional issues and concerns.

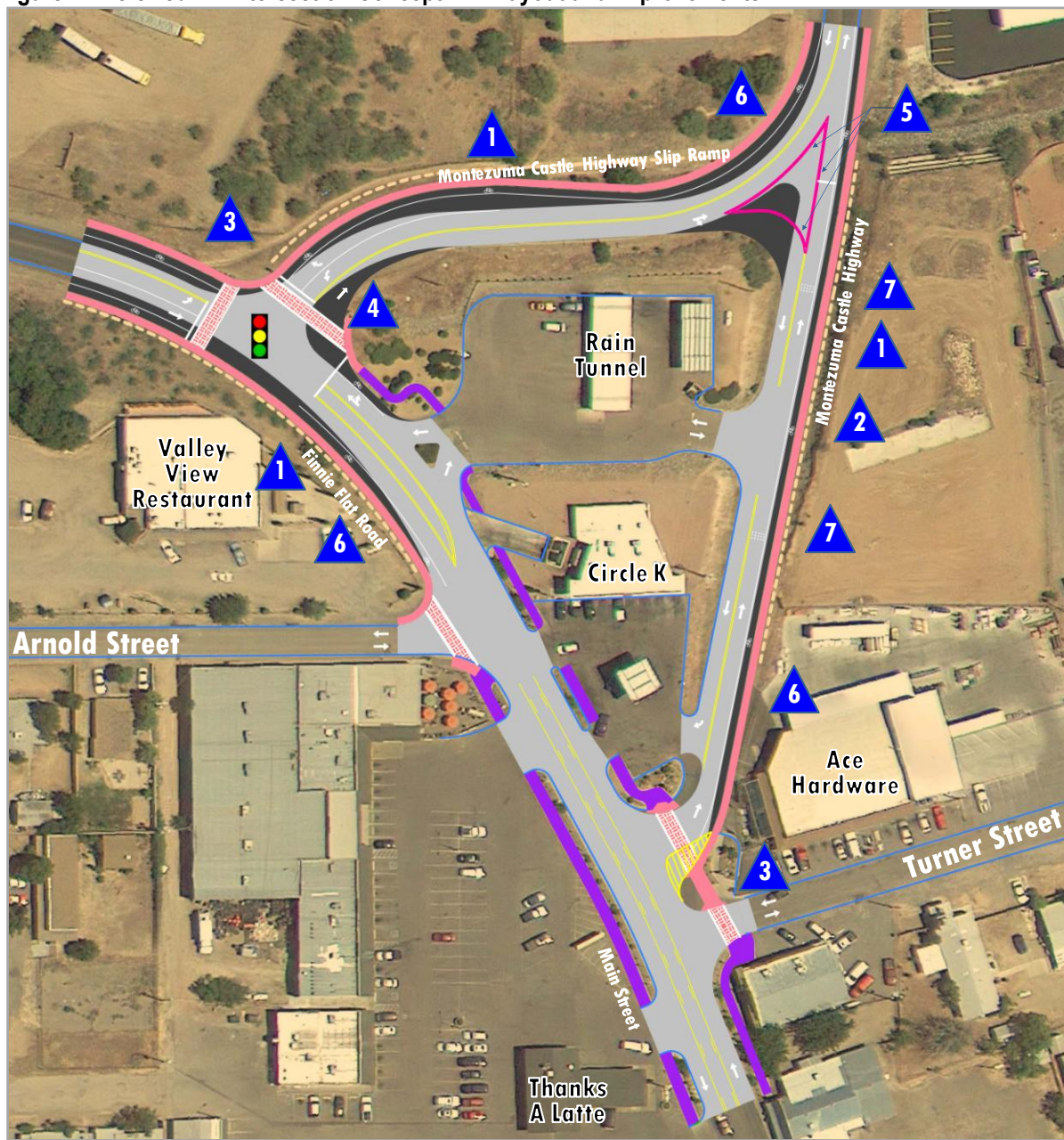
Preferred Tri-Intersection Concept 2R

This modified version of Concept 2 included:

- Montezuma Castle Highway Slip Ramp converted into a two-lane, two directional roadway.
- Montezuma Castle Highway (northbound) is a two-way roadway north of the Circle K driveway.
- Widened Finnie Flat Road/Montezuma Castle Highway Slip Ramp/Main Street Intersection to accommodate travel lanes and turning movements.
- Realignment of the Montezuma Castle Highway as it intersects Main Street.
- Reconfiguration of the Main Street/Turner Street Intersection.
- Traffic island at the Montezuma Castle Highway/Montezuma Castle Highway Slip Ramp to channelize traffic movements.
- Traffic signal at Finnie Flat Road/Montezuma Castle Highway Slip Ramp.
- Rumble strips on Montezuma Castle Highway preceding a Stop sign the Montezuma Castle Highway Slip Ramp intersection.
- New retaining walls north of Montezuma Castle Highway Slip Ramp, west of Main Street (north of Arnold Street), and east of Montezuma Castle Highway.
- Sidewalks located on the north side of the Montezuma Castle Highway Slip Ramp, both sides of Finnie Flat Road and Main Street, and on the east side of Montezuma Castle Highway.
- Pedestrian crosswalks on Finnie Flat Road, Montezuma Castle Highway, Turner Street, Arnold Street, and Montezuma Castle Highway Slip Ramp.
- Bike lanes incorporated throughout the intersection.

Figure 4 presents the layout of improvements for this concept, while Figure 5 presents examples of signage that can be utilized.

Figure 4. Preferred Tri-Intersection Concept 2R - Layout and Improvements



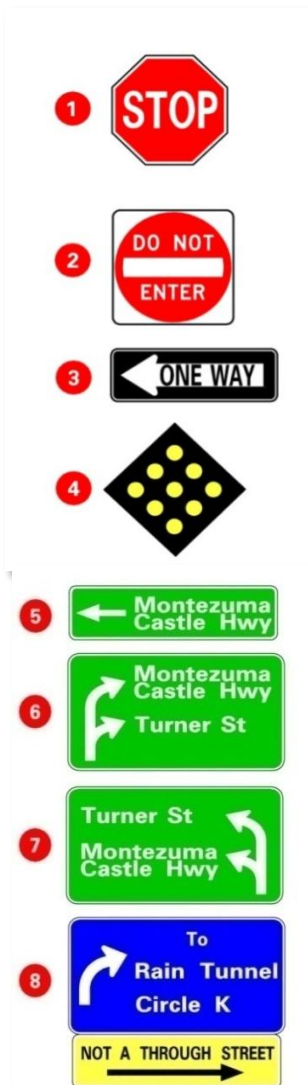
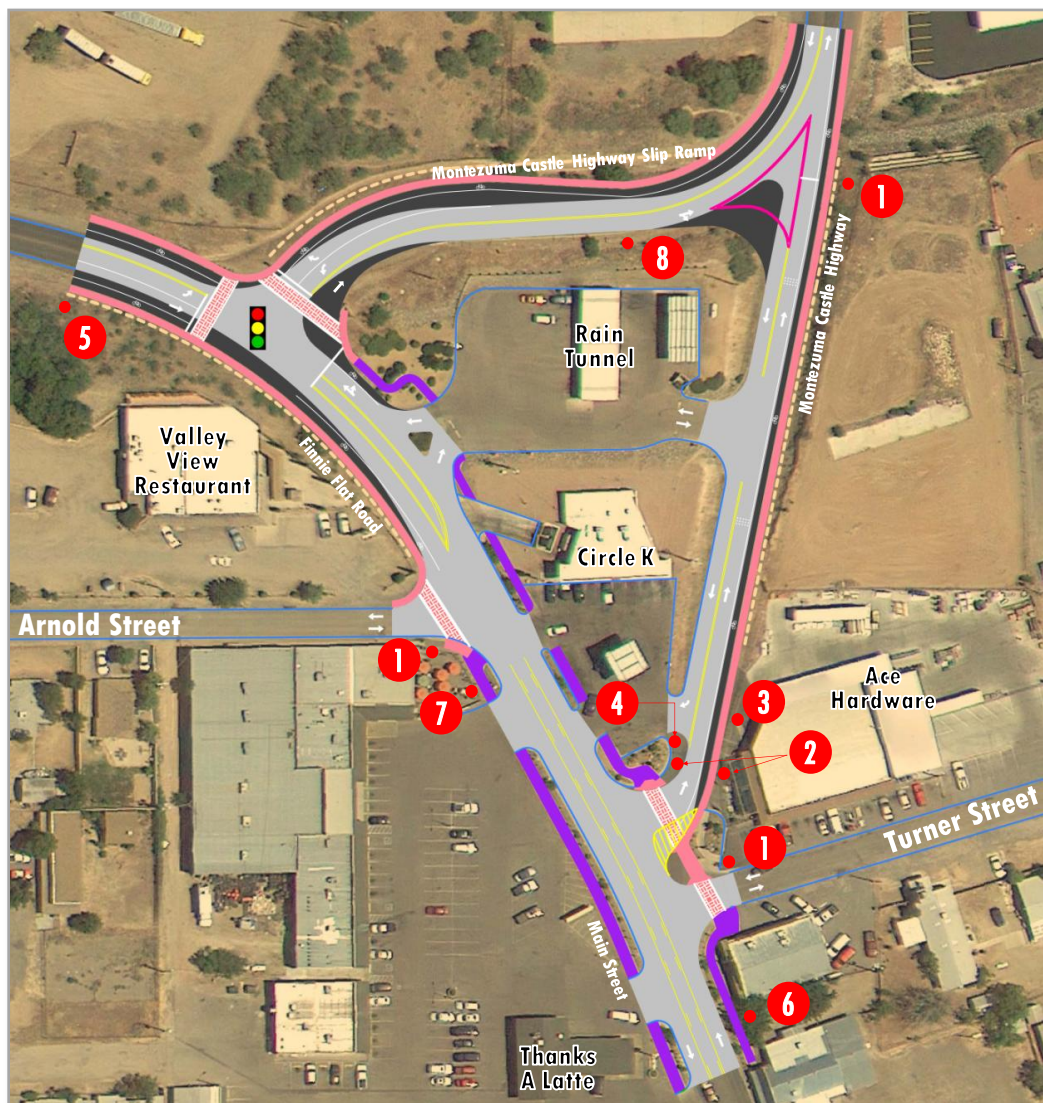
Proposed Improvements

- 1 New Retaining Wall
- 2 Widen MCH to accommodate two-way traffic, bike lane, and sidewalk
- 3 Reconfigured Intersection
- 4 Traffic Signal Modifications
- 5 Raised Channelized Island
- 6 New Bike Lanes
- 7 Rumble Strips

Legend

- Existing Roadway/ Mill and Repave
- New Pavement (Widening)
- Direction of Traffic Flow
- Existing Sidewalk
- New Sidewalk
- Crosswalk
- New Retaining Wall
- Bike Lane
- Signalized Intersection

Figure 5. Preferred Tri-Intersection Concept 2R - Signage Example



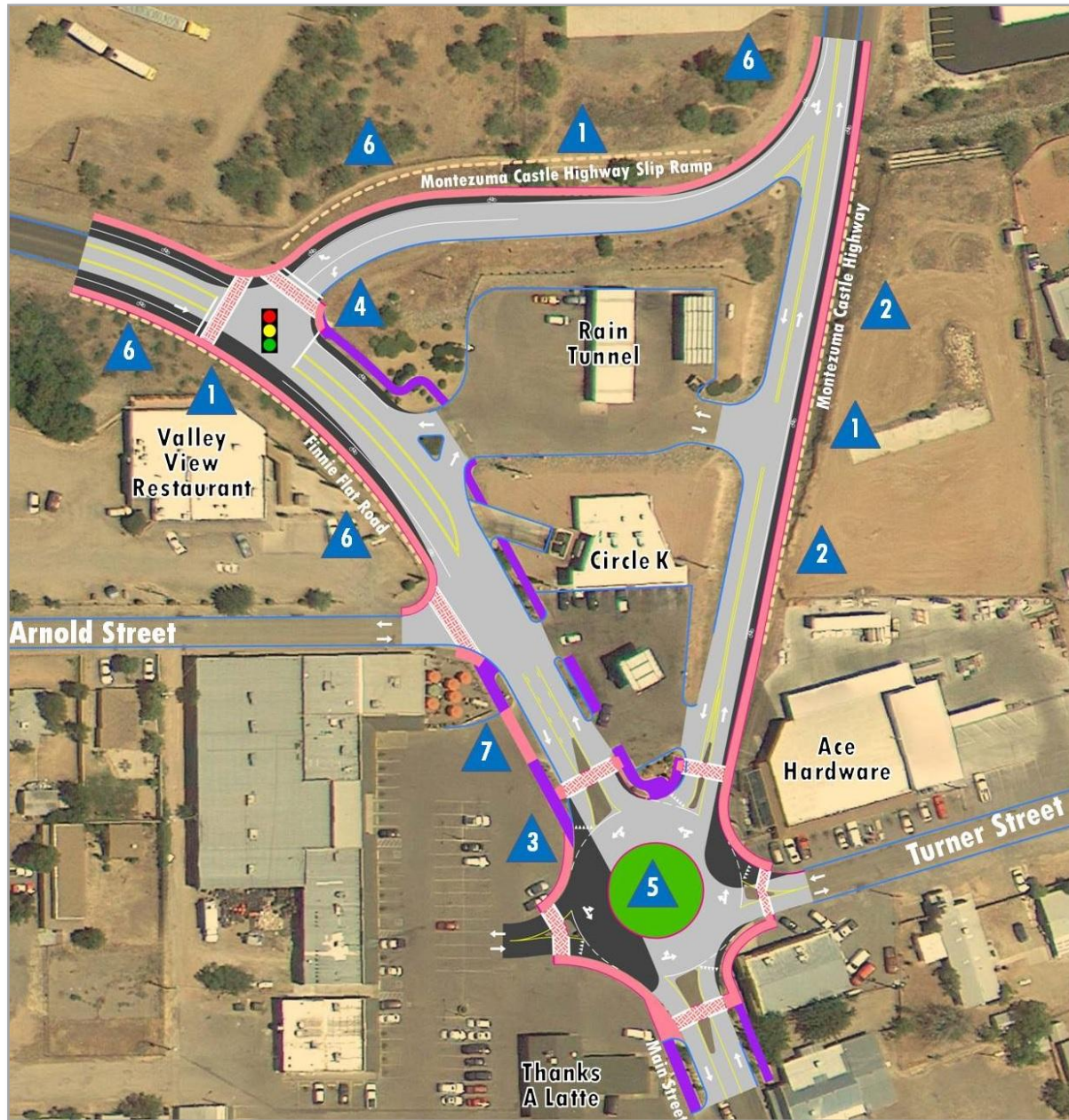
Preferred Tri-Intersection Concept 3R

This modified version of Concept 3 included:

- Reconfiguration of Main Street/Montezuma Castle Highway/Turner Street Intersection into a one-lane roundabout.
- Widened Finnie Flat Road/Montezuma Castle Highway Slip Ramp/Main Street Intersection to accommodate travel lanes and turning movements.
- Montezuma Castle Highway is reconfigured into a two-lane, two directional roadway.
- New driveway entrance into the shopping complex on the west side of Main Street from the roundabout.
- Raised traffic islands, channelize traffic in and out of the roundabout.
- Modified traffic signal at Finnie Flat Road/Montezuma Castle Highway Slip Ramp/Main Street Intersection.
- New retaining walls north of Montezuma Castle Highway Slip Ramp, west of Main Street (north of Arnold Street), and east of Montezuma Castle Highway.
- Sidewalks located at the roundabout, on the north side of the Montezuma Castle Highway Slip Ramp, both sides of Finnie Flat Road and Main Street, and on the east side of Montezuma Castle Highway.
- Pedestrian crosswalks incorporated into the roundabout, and on Finnie Flat Road, Arnold Street, and Montezuma Castle Highway Slip Ramp.
- Bike lanes incorporated throughout the intersection.

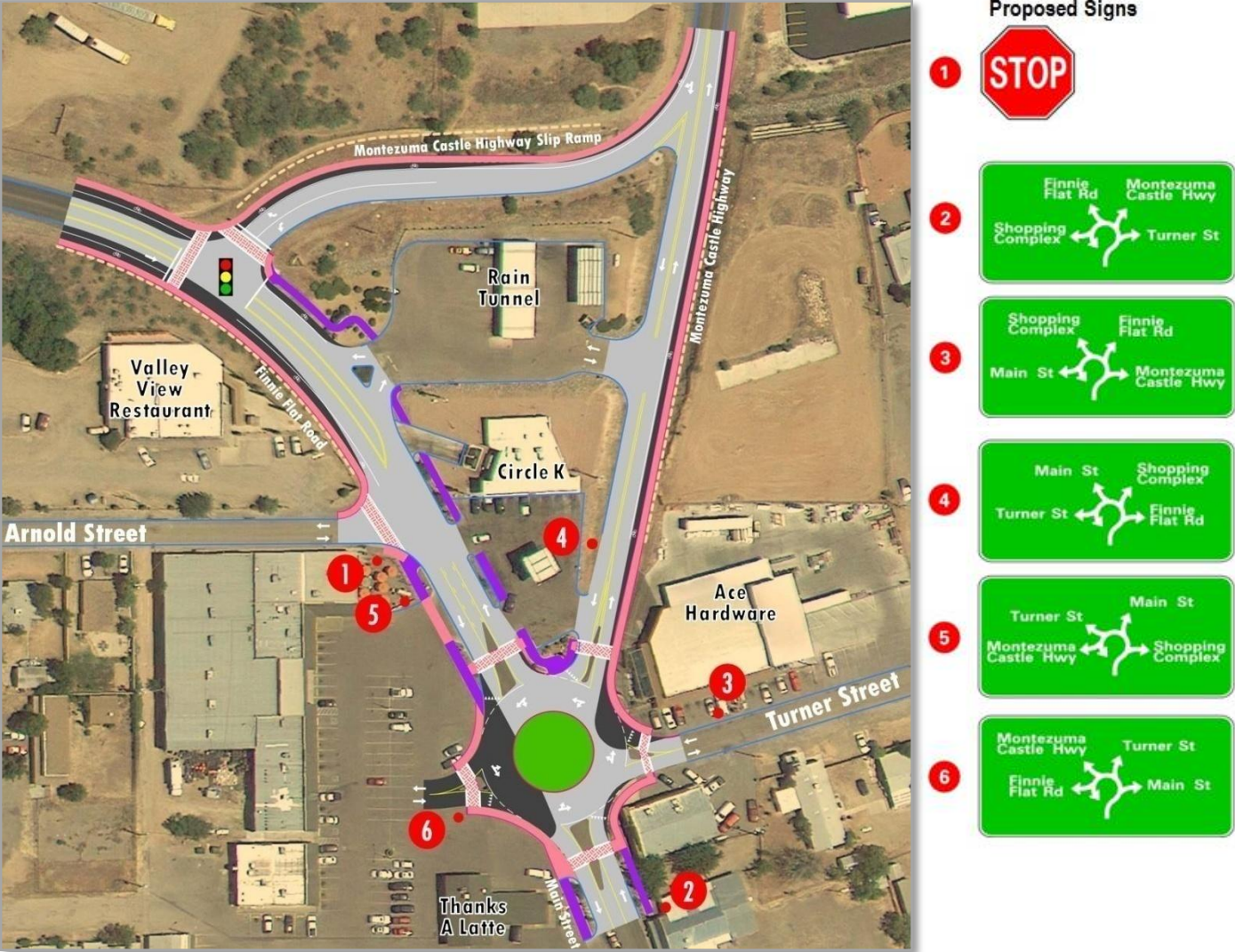
Figure 6 presents the layout of improvements for this concept, while Figure 7 presents examples of signage that can be utilized.

Figure 6. Preferred Tri-Intersection Concept 3R - Layout and Improvements



| Proposed Improvements | | Legend | |
|-----------------------|--|--------|-----------------------------------|
| 1 | New Retaining Wall | | Existing Roadway/ Mill and Repave |
| 2 | Widen MCH to accomodate two-way traffic, bike lane, and sidewalk | | New Pavement (Widening) |
| 3 | Reconfigured Intersection | | Direction of Traffic Flow |
| 4 | Traffic Signal Modifications | | Existing Sidewalk |
| 5 | Construct Roundabout | | New Sidewalk |
| 6 | New Bike Lanes | | Crosswalk |
| 7 | Close Driveway | | New Retaining Wall |
| | | | Bike Lane |
| | | | Signalized Intersection |

Figure 7. Preferred Tri-Intersection Concept 3R - Signage Example



Preferred Finnie Flat Road Corridor Concepts

Based on feedback received from the TAC, stakeholders, and public, it was determined that the streetscape concepts developed for the Finnie Flat Road Corridor should include the following elements:

- Complements the community's character, values, and aesthetics;
- Supports current and planned land uses;
- Accommodates build-out traffic volume conditions;
- Promotes safety and mobility;
- Supports transit, pedestrian, and bicycle modes of transportation; and
- Minimizes right-of-way impacts.

A comprehensive, two-phase streetscape concept was developed that incorporated the above elements and could seamlessly be implemented by the Town as growth develops along the Corridor. The following section provides a detailed description of the proposed streetscape concepts for each segment of the Finnie Flat Road Corridor.

Finnie Flat Road Corridor (Segment 1): Tri-Intersection to 7th Street

This segment of Finnie Flat Road is mostly undevelopable due to topographical constraints. Traffic volumes on this segment of Finnie Flat Road carries approximately 7,000 vehicles per day by Year 2031, which requires only one travel lane in each direction to meet traffic demand. Figure 8 presents the "Complete Streets" compatible streetscape option proposed for this segment. The streetscape requires a roadway cross-section width of 66 FT. As illustrated in the figure, Segment 1 will have:

- One 12 FT travel lane in both directions
- 13 FT raised median with left turn bays
- 5 FT sidewalk in both directions
- 5.5 FT bike lane in both directions
- 4 FT landscape buffer on both sides of road
- Street lighting, bus bays, and pedestrian crosswalks at appropriate intervals

Finnie Flat Road Corridor (Segment 2): 7th Street to West of the Bashas' Shopping Complex

This segment of Finnie Flat Road is mostly built-out and has little potential for additional development. Traffic volumes on this segment of Finnie Flat Road range from 7,900 to 9,200 vehicles per day by Year 2031, which requires only one travel lane in each direction to meet traffic demand. Figure 9 displays the "Complete Streets" compatible streetscape option proposed for this segment. The streetscape requires a roadway cross-section width of 80 FT. As illustrated in the Figure, Segment 2 will have:

- One 12 FT travel lane in both directions
- 15 FT center two-way left turn lane
- 6 FT sidewalk in both directions
- 5.5 FT bike lane in both directions
- 9 FT landscape buffer on both sides of the road
- Street lighting, bus bays, and pedestrian crosswalks at appropriate intervals

Figure 8. Preferred Finnie Flat Road Streetscape Concept - Segment 1

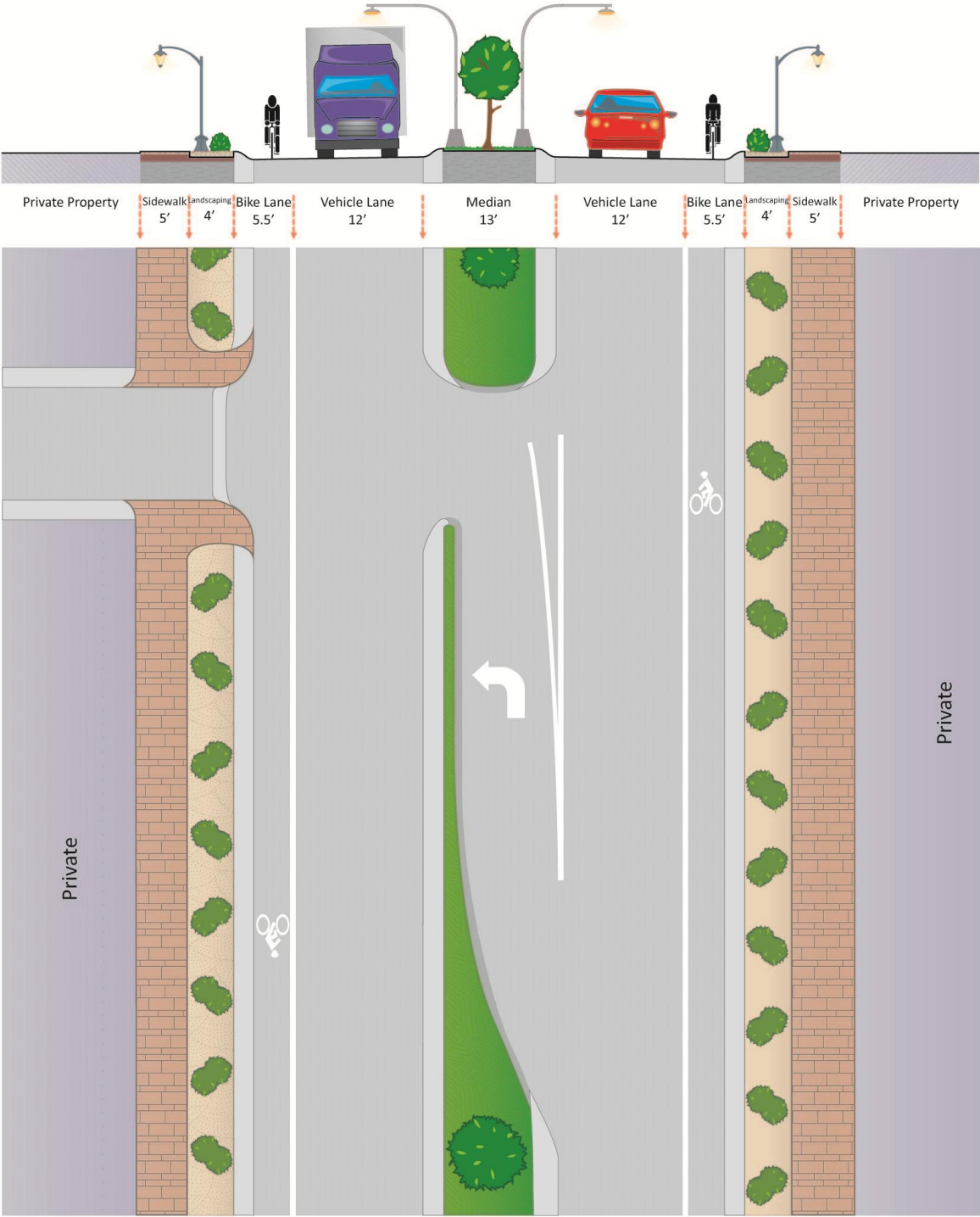
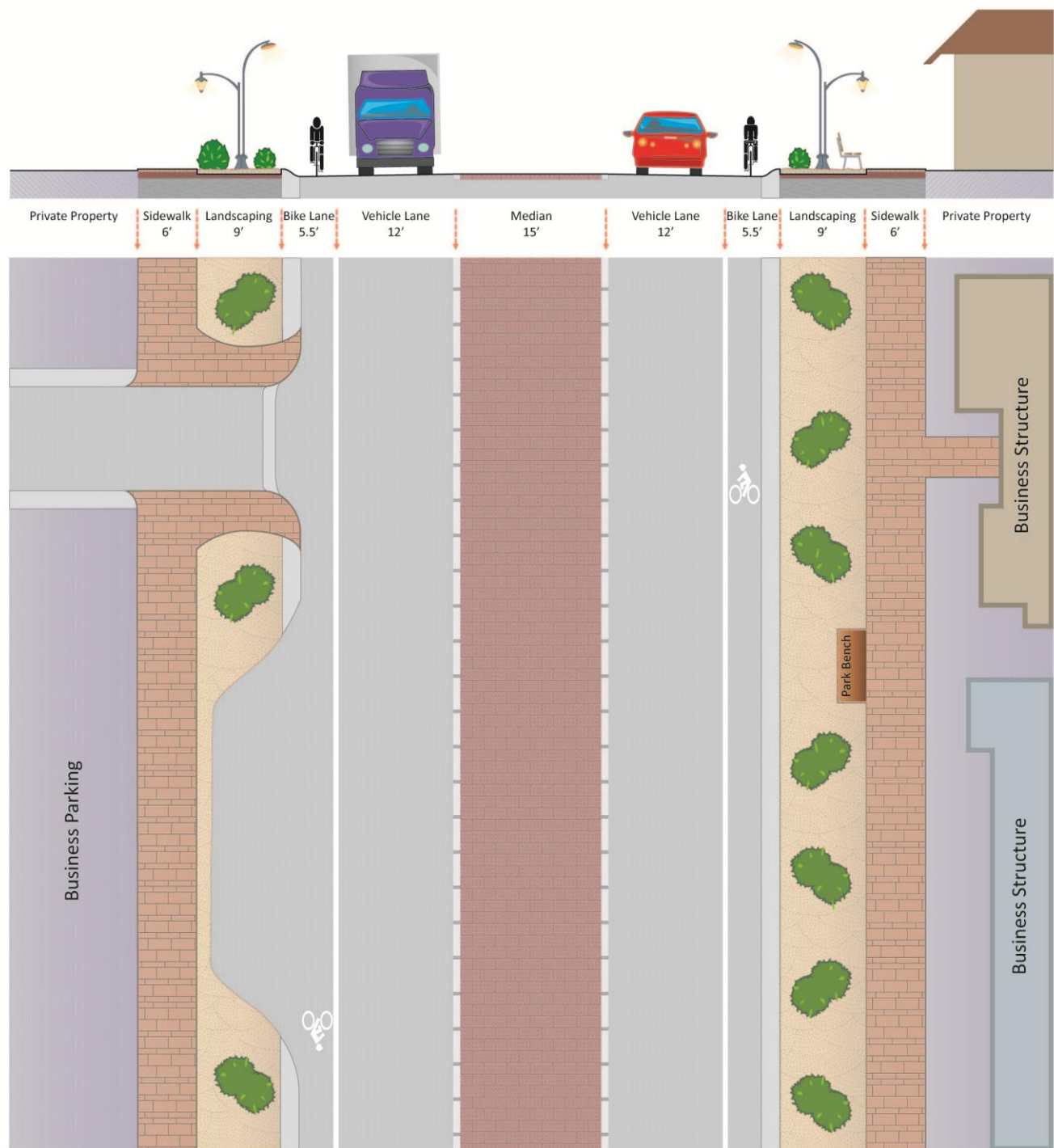


Figure 9. Preferred Finnie Flat Road Streetscape Concept - Segment 2



Finnie Flat Road Corridor (Segment 3): West of the Bashas' Shopping Complex to SR 260

A transitional "complete streets" compatible streetscape option that utilizes a 100 FT roadway cross-section is proposed for this segment. To accommodate future traffic demand, it is recommended to develop the corridor in two stages - the initial stage and by build-out. Projected traffic volumes in the year 2031 range between 7,000 and 9,000 vehicles per day, which warrants only one travel lane in each direction; however, two lanes will be needed at build-out to meet the increase traffic volumes of 9,600 to 11,400 vehicles per day.

To accommodate build-out traffic demand, the initial stage streetscape can be altered by converting the 12 FT temporary landscape buffer to a travel lane. Figure 10 illustrates the proposed streetscape for the initial stage for segment 3, while Figure 11 shows the proposed streetscape for the build-out stage.

As illustrated in the figure, Segment 3 will have:

- One 12 FT travel lane in both directions
- 15 FT raised median with turn lanes
- 6 FT sidewalk in both directions
- 5.5 FT bike lane in both directions
- 12 FT temporary dry landscaping buffer on both sides of road (*this will be converted to a travel lane in the build-out stage*)
- 7 FT permanent landscape buffer on both sides of the road
- Street lighting, bus bays, and pedestrian crosswalks at appropriate intervals

Figure 10. Preferred Finnie Flat Road Streetscape Concept - Segment 3 Initial Stage

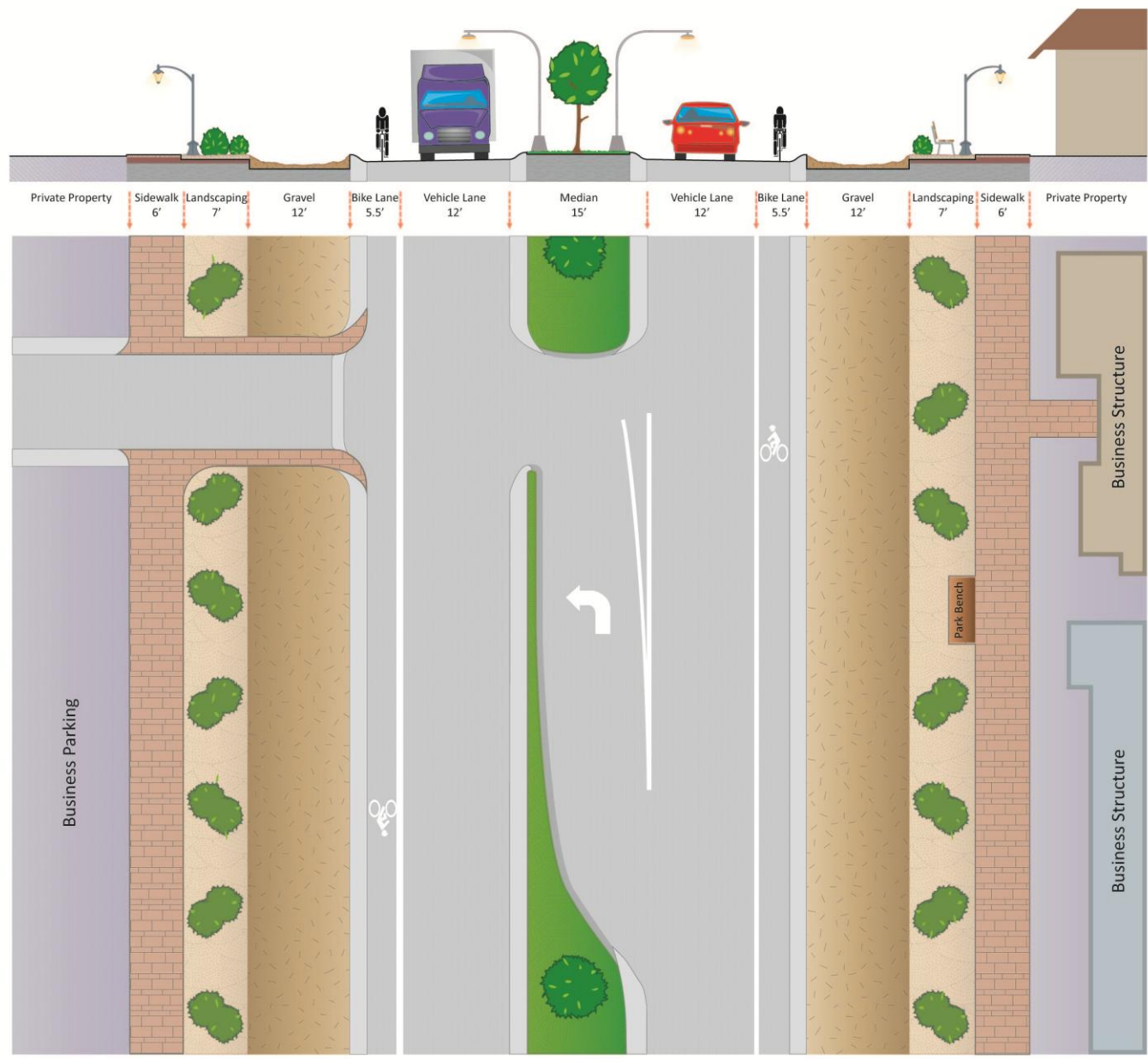
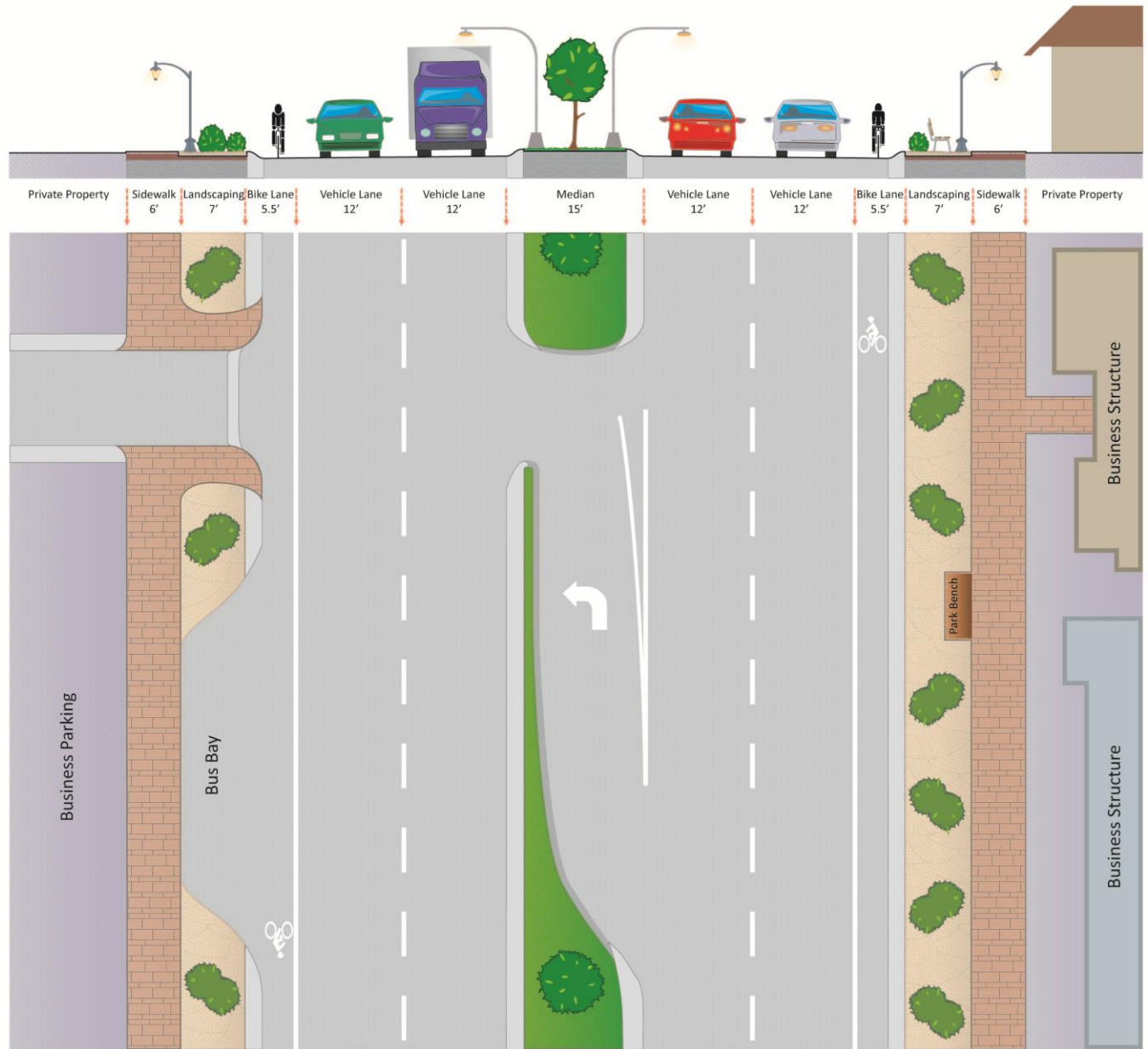


Figure 11. Preferred Finnie Flat Road Streetscape Concept - Segment 3 Build-out Stage



Plan for Improvements

This section presents the Plan for Improvements for Finnie Flat Road Corridor and the Tri-Intersection. The transportation plan is the result of the deficiency analysis from Working Paper 1, Working Paper 2, stakeholder input, and Public Open House input. It is a multimodal plan that includes roadway, transit, pedestrian, and bicycle improvements. Together these projects will strengthen the existing roadway system, provide a network of pedestrian and bicycle facilities, support economic development, and improve safety and operations.

Transportation Improvements

Table 1 presents a summary of all recommended improvements, while Tables 2 - 7 are comprehensive project worksheets for each of the proposed improvements. These worksheets will allow Town staff and ADOT to quickly obtain project information and will aid efforts when applying for funding. Each project is assigned a unique project number that the Town can use to track project progress. Unless otherwise noted, the recommended projects are not yet funded.

Table 1. Short-, Mid-, and Long-Term Recommendations

| ID | Project Location and Description | Cost | Agency |
|--------|---|--|------------|
| ST - 1 | Finnie Flat Road/Montezuma Castle Highway/Main Street Tri-Intersection Concept 2R (No Roundabout): Reconfigures the Montezuma Castle Highway Slip ramp into a two-lane, two way roadway; Montezuma Castle Highway (northbound) is a two-way roadway north of the Circle K driveway; Montezuma Castle Highway/Main Street Intersection reconfigured; Main Street/Turner Street Intersection reconfigured; bike lanes and sidewalks incorporated into design Concept 3R (Roundabout): Main Street/Montezuma Castle Highway/Turner Street Intersection reconfigured to include a roundabout; Finnie Flat Road/Montezuma Castle Highway Slip ramp Intersection reconfigured; bike lanes and sidewalks incorporated into design | Concept 2R: \$1,400,000 Concept 3R: \$1,500,000 | Camp Verde |
| ST - 2 | Finnie Flat Road Corridor: Tri-Intersection to 7th Street Upgrade corridor to "complete street" to provide safe access for all users, including pedestrians, bicyclists, motorists and transit riders. The complete street concept for the corridor includes: <ul style="list-style-type: none"> • 12 FT travel lane in both directions • 13 FT raised median with turn lanes • 5 FT sidewalk in both directions • 5.5 FT bike lane in both directions • 4 FT landscape buffer on both sides of road • Street lighting and bus bays | \$1,600,000 | Camp Verde |
| ST - 3 | Finnie Flat Road Corridor: 7th Street to West of Bashas' Shopping Complex Upgrade corridor to "complete street" to provide safe access for all users, including pedestrians, bicyclists, motorists and transit riders. The complete street concept for the corridor includes: <ul style="list-style-type: none"> • 12 FT travel lane in both directions • 15 FT center turn lane • 6 FT sidewalk in both directions • 5.5 FT bike lane in both directions • 9 FT landscape buffer on both sides of road • Street lighting and bus bays | \$1,500,000 | Camp Verde |
| MT - 1 | Finnie Flat Road Corridor: West of Bashas' Shopping Complex to SR 260 Upgrade corridor to "complete street" to provide safe access for all users, as well as pedestrians, bicyclists, motorists and transit riders. The complete street concept for the corridor includes: <ul style="list-style-type: none"> • 12 FT travel lane in both directions • 15 FT raised median with turn lanes • 6 FT sidewalk in both directions • 5.5 FT bike lane in both directions • 12 FT dry landscaping/drainage ditch on both sides of road • 7 FT landscape buffer on both sides of road • Street lighting | \$1,900,000 | Camp Verde |
| LT - 1 | Finnie Flat Road Corridor: West of Bashas' Shopping Complex to SR 260 Upgrade enhancements made in the mid-term phase by replacing dry landscaping/ditch with new 12 FT travel lane | \$2,100,000 | Camp Verde |
| LT - 2 | Finnie Flat Road and New Residential Community Road Intersection Add new traffic signal | \$500,000 | Camp Verde |

Estimated costs for each project are expressed in 2013 dollars and are planning level estimates. ROW acquisition costs are not included. Actual costs for projects could vary at the time of implementation; therefore, a detailed analysis should be performed on a case-by-case basis to determine actual costs.

Table 2. Short-Term Improvement - Finnie Flat Road/Montezuma Castle Highway/Main Street Tri-Intersection


| Finnie Flat Road/Montezuma Castle Highway/Main Street Tri-Intersection | Project Number: ST-1 |
|--|--|
| Project Location | <p>Intersection of Finnie Flat Road/Montezuma Castle Highway/Main Street</p>  |
| Existing Conditions | <ul style="list-style-type: none"> • Main Street south of Montezuma Castle Highway: two lanes with center turn lane • Montezuma Castle Highway from Main Street to Montezuma Castle Highway Slip Ramp (Northbound): one lane, northbound only lane • Montezuma Castle Highway from Montezuma Castle Highway to Finnie Flat Road (Southbound): one lane, southbound only lane • Sidewalks located on the west of Main Street, south of Arnold Street, and on the east side of Main Street south of Montezuma Castle Highway (southbound slip ramp) • Bike lane abruptly stops north of Montezuma Castle Highway split • Limited street lighting |
| Project Description | <ul style="list-style-type: none"> • <u>Preferred Concept 2R</u>: Reconfigure the Montezuma Castle Highway Slip Ramp into a two-lane, two way roadway; Montezuma Castle Highway (northbound) is a two-way roadway north of Circle K; reconfigures Montezuma Castle Highway/Main Street Intersection and Main Street/Turner Street Intersection; incorporates bike lanes and sidewalks • <u>Preferred Concept 3R</u>: Main Street/Montezuma Castle Highway/Turner Street Intersection reconfigured to include a roundabout; Finnie Flat Road/Montezuma Castle Highway Slip Ramp intersection is reconfigured; incorporates bike lanes and sidewalks |
| Community Benefits | <ul style="list-style-type: none"> • Improves circulation • Provides bicycle and pedestrian access • Improves street lighting • Streetscape improves aesthetics |
| Modes Addressed | <p>Motor vehicle, transit, pedestrian, and bicycle</p> |
| Cost Estimate | <p>Concept 2R: \$1,400,000 Concept 3R: \$1,500,000</p> |

Table 2. Short-Term Improvement - Finnie Flat Road/Montezuma Castle Highway/Main Street Tri-Intersection (Continued)

| ST-1 Project Impacts | |
|--|--|
| Right-of-Way | <ul style="list-style-type: none"> No additional right-of-way is needed for Preferred Concept 2R Additional right-of-way (~7,000 SQFT) is needed for Preferred Concept 3R from the shopping complex on the west side of Main Street |
| Existing Businesses/Residences | <ul style="list-style-type: none"> Temporary constraints to access businesses and Finnie Flat Road during construction |
| Potential Development | <ul style="list-style-type: none"> Vacant lot to the east of Tri-Intersection could be developed |
| Water Resources | <ul style="list-style-type: none"> <u>Surface Water</u>: No rivers or washes are within the immediate project area; Area is not located within an Active Management Area (AMA) <u>Groundwater</u>: One ground well is located approximately 90 FT north of the Montezuma Castle Highway Slip Ramp, while five ground wells are located in the shopping complex southwest of the Main Street/Arnold Street intersection |
| Floodplains | <ul style="list-style-type: none"> Project area is located outside the 100-year floodplain |
| Topography and Geology | <ul style="list-style-type: none"> <u>Topography</u>: Main Street and the business located along the roadway sit at a higher elevation than Montezuma Castle Highway; The northbound slip ramp has a steep downward slope from Circle K to the Montezuma Castle Highway Slip Ramp. The Montezuma Castle Highway Slip Ramp has a steep incline to the Finnie Flat Road Intersection <u>Geology</u>: Intersection is located within geology types Tsy (Pliocene to Middle Miocene Deposits) and Qr (Holocene River Alluvium); Tsy is moderately to strongly consolidated sandstone, while Qr is weakly consolidated sand, silt, and clay |
| Biological Resources* | <ul style="list-style-type: none"> <u>Plant Communities</u>: Lies entirely within Semidesert grassland vegetation community <u>Riparian and Wetland Communities</u>: Not located within a riparian or wetland community <u>Threatened and Endangered Species</u>: Area located north of project area is designated as a Section 10(j) area for the Colorado pikeminnow; Southwestern Willow Flycatcher and Yellow-billed Cuckoo are potential endangered or partial status endangered species that may be located within the project vicinity <u>AZGFD Heritage Data Management System</u>: Special status species and critical habitats are located adjacent to project vicinity <u>Wildlife Corridors</u>: Located within potential wildlife linkage zone |
| Section 4(f) and Section 6(f) Resources | <ul style="list-style-type: none"> Fort Verde State Historic Park is located approximately 1,200 FT east of the project area The Camp Verde Community Center Park is located approximately 1100 FT southeast of the project area |
| Cultural Resources | <ul style="list-style-type: none"> Nine prior cultural resource projects and five previously recorded cultural resource sites are located within the project search area. Impacts on historic properties and cultural resources will need to be evaluated in the design phase. |
| Farmland | <ul style="list-style-type: none"> No prime or unique farmland identified in the study area |
| Hazardous Materials | <ul style="list-style-type: none"> Six non-leaking underground storage tanks are located within 100 FT of the project area |

Table 2. Short-Term Improvement - Finnie Flat Road/Montezuma Castle Highway/Main Street Tri-Intersection (Continued)

| ST-1 Project Impacts | |
|---|--|
| Utilities | <ul style="list-style-type: none"> • <u>Unisource Gas</u>: 260 FT of gas line is located on the west side of Main Street from Arnold Street to Turner Street; 75 FT of gas line crosses Main Street north of Turner Street; 110 FT of gas line is located on the east side of the northbound Montezuma Castle Highway ramp • <u>APS Electric</u>: 50 FT of overhead wire crosses the northbound Montezuma Castle Highway ramp; 320 FT of overhead wire is located within the new proposed roadway east of Rain Tunnel; 511 FT of underground wire is located within the new proposed roadway along the east side of Main Street to the Circle K entrance • <u>Camp Verde Sanitary District</u>: 425 FT of main pipe and four manholes are located along Main Street from Arnold Street to south of Turner Street • <u>Camp Verde Water System</u>: CMP culvert crosses Finnie Flat Road at the Montezuma Castle Highway intersection; 70 FT of water line crosses Main Street in front of the Rain Tunnel entrance; 122 FT of water line and three water valves are located at the Main Street and Arnold Street Intersection; 267 FT of water line is located along the west side of Main Street from Arnold Street to south of Turner Street; 95 FT of water line and two water valves are located at the Main Street and Turner Street Intersection; 150 FT of water line is located along the eastside of the Montezuma Castle Highway northbound ramp; 444 FT of water line and one water valve are located along the Montezuma Castle Highway Southbound Slip Ramp |
| Noise | <ul style="list-style-type: none"> • No noise-sensitive receptors are located within project area |
| Air Quality | <ul style="list-style-type: none"> • No air quality constraints |
| Visual Resources | <ul style="list-style-type: none"> • No impact to designated vistas and visual resources; Final design elements should consider landscape and structural design to maintain or improve vistas and overall visual character |
| Title VI/Environmental Justice Populations | <ul style="list-style-type: none"> • Temporary constraints to access businesses, residential areas, and the Finnie Flat Road Corridor during construction • Upon completion will provide pedestrian and bicycle access and improved vehicle safety |

Table 3. Short-Term Improvement - Finnie Flat Road Corridor: 7th Street to West of Bashas' Shopping Complex


| Finnie Flat Road Corridor: 7th Street to West of Bashas' Shopping Complex | Project Number: ST-3 |
|---|--|
| Project Location | <p>Finnie Flat Road from 7th Street to West of Bashas' Shopping Complex</p> <p><u>Length:</u> Approximately 0.27 miles</p>  |
| Existing Conditions | <ul style="list-style-type: none"> • One travel lane in each direction with center turn lane • Limited sidewalks on south side of roadway • Limited street lighting • No bicycle facilities |
| Project Description | <p>Upgrade corridor to "complete streets" that provides safe access for all users, as well as pedestrians, bicyclists, motorists and transit riders. The complete street concept for the corridor includes:</p> <ul style="list-style-type: none"> • 12 FT travel lane in both directions • 15 FT center turn lane • 6 FT sidewalk in both directions • 5.5 FT bike lane in both directions • 9 FT landscape buffer on both sides of road • Street lighting and bus bays |
| Community Benefits | <ul style="list-style-type: none"> • Provides bicycle and pedestrian access • Improves street lighting • Streetscape improves aesthetics |
| Modes Addressed | <p>Motor vehicle, transit, pedestrian, and bicycle</p> |
| Cost Estimate | <p>\$1,500,000</p> |

Table 3. Short-Term Improvement - Finnie Flat Road Corridor: 7th Street to West of Bashas' Shopping Complex (Continued)

| ST-3 Project Impacts | |
|--|---|
| Right-of-Way | <ul style="list-style-type: none"> No additional right-of-way is needed |
| Existing Businesses/Residences | <ul style="list-style-type: none"> Temporary constraints to access businesses and Finnie Flat Road during construction |
| Potential Development | <ul style="list-style-type: none"> No future developments are planned for this area |
| Water Resources | <ul style="list-style-type: none"> <u>Surface Water</u>: No rivers or washes are within the immediate project area; Area is not located within an Active Management Area (AMA) <u>Groundwater</u>: Two ground wells are located 400 FT north of the Finnie Flat Road, and four ground wells are located south of Finnie Flat Road along Cliffs Parkway |
| Floodplains | <ul style="list-style-type: none"> Project area is located outside the 100-year floodplain and the 100- to 500-year floodplain. |
| Topography and Geology | <ul style="list-style-type: none"> <u>Topography</u>: The project area's terrain remains relatively flat throughout the project corridor <u>Geology</u>: Intersection is located within geology types Tsy (Pliocene to Middle Miocene Deposits) and Qr (Holocene River Alluvium); Tsy is moderately to strongly consolidated sandstone, while Qr is weakly consolidated sand, silt, and clay |
| Biological Resources | <ul style="list-style-type: none"> <u>Plant Communities</u>: Lies entirely within Semidesert grassland vegetation community <u>Riparian and Wetland Communities</u>: Not located within a riparian or wetland community <u>Threatened and Endangered Species</u>: Area located north of project area is designated as a Section 10(j) area for the Colorado pikeminnow; Southwestern Willow Flycatcher and Yellow-billed Cuckoo are potential endangered or partial status endangered species that may be located within the project vicinity <u>AZGFD Heritage Data Management System</u>: Special status species and critical habitats are located north of project vicinity in the Verde River riparian habitat <u>Wildlife Corridors</u>: Located within potential wildlife linkage zone |
| Section 4(f) and Section 6(f) Resources | <ul style="list-style-type: none"> No Section 4(f) or Section 6(f) resources located within project area |
| Cultural Resources | <ul style="list-style-type: none"> Nine prior cultural resource projects and five previously recorded cultural resource sites are located within the project search area; Impacts on historic properties and cultural resources will need to be evaluated in the design phase |
| Farmland | <ul style="list-style-type: none"> No prime or unique farmland identified in the study area |
| Hazardous Materials | <ul style="list-style-type: none"> Two non-leaking underground storage tanks are located within 150 FT of the project area |

Table 3. Short-Term Improvement - Finnie Flat Road Corridor: 7th Street to West of Bashas' Shopping Complex (Continued)

| ST-3 Project Impacts | |
|---|--|
| Utilities | <ul style="list-style-type: none"> • <u>Unisource Gas</u>: 1120 FT of gas line is located on the north side of the road; 60 FT of gas line crosses Finnie Flat Road west of 7th Street • <u>APS Electric</u>: 1710 FT of underground wire is located on the Southside of the road; 1570 FT of underground wire is located on the north side of the road; 66 FT of wire crosses Finnie Flat Road west of Cliffs Parkway • <u>Camp Verde Sanitary District</u>: 555 FT of main pipe with one manhole crosses Finnie Flat Road from east of Cliffs Parkway to 7th Street • <u>Camp Verde Water System</u>: 1040 FT of water lines and three water valves are located on the north side of the road; 1250 FT of water lines and five water valves are located on the south side of the road; 100 FT of water lines, one junction box, and three water valves are located at the Finnie Flat Road/7th Street intersection |
| Noise | <ul style="list-style-type: none"> • No noise-sensitive receptors are located within project area |
| Air Quality | <ul style="list-style-type: none"> • No air quality constraints |
| Visual Resources | <ul style="list-style-type: none"> • No impact to designated vistas and visual resources. Final design elements should consider landscape and structural design to maintain or improve vistas and overall visual character |
| Title VI/Environmental Justice Populations | <ul style="list-style-type: none"> • Temporary constraints to access businesses, residential areas, and the Finnie Flat Road Corridor during construction • Upon completion will provide pedestrian and bicycle access and improved vehicle safety |

Table 4. Short-Term Improvement - Finnie Flat Road Corridor: Tri-Intersection to 7th Street

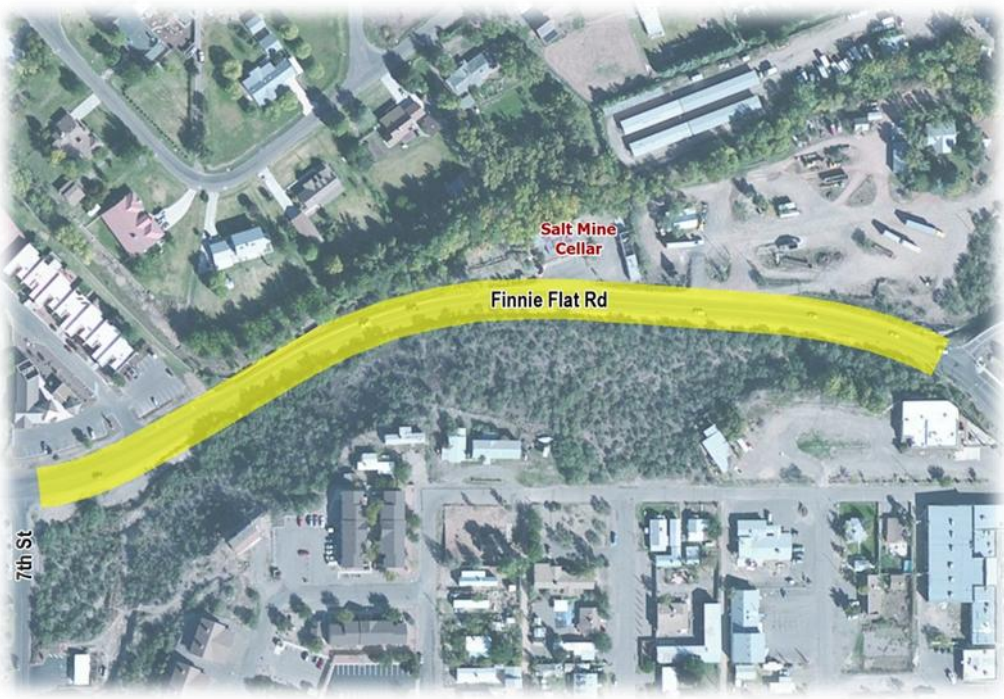
| Finnie Flat Road Corridor: Tri-Intersection to 7th Street | Project Number: ST-2 |
|---|---|
| Project Location | <p>Finnie Flat Road from Tri-Intersection to 7th Street</p> <p><u>Length:</u> Approximately 0.30 miles</p>  |
| Existing Conditions | <ul style="list-style-type: none"> • One travel lane in each direction • No sidewalks • Street lighting issues • No bicycle facilities |
| Project Description | <p>Upgrade corridor to "complete streets" that provides safe access for all users, as well as pedestrians, bicyclists, motorists and transit riders. The complete street concept for the corridor includes:</p> <ul style="list-style-type: none"> • 12 FT travel lane in both directions • 13 FT raised median with turn lanes • 5 FT sidewalk in both directions • 5.5 FT bike lane in both directions • 4 FT landscape buffer on both sides of road • Street lighting and bus bays |
| Community Benefits | <ul style="list-style-type: none"> • Provides bicycle and pedestrian access • Improves street lighting • Streetscape improves aesthetics • Improves safety |
| Modes Addressed | Motor vehicle, transit, pedestrian, and bicycle |
| Cost Estimate | \$1,600,000 |

Table 4. Short-Term Improvement - Finnie Flat Road Corridor: Tri-Intersection to 7th Street (Continued)

| ST-2 Project Impacts | |
|--|---|
| Right-of-Way | <ul style="list-style-type: none"> No additional right-of-way is needed |
| Existing Businesses/Residences | <ul style="list-style-type: none"> Temporary constraints during construction |
| Potential Development | <ul style="list-style-type: none"> No future developments are planned for this area |
| Water Resources | <ul style="list-style-type: none"> <u>Surface Water</u>: No rivers or washes are within the immediate project area; Area is not located within an Active Management Area (AMA) <u>Groundwater</u>: Five ground wells are located within 175 FT of Finnie Flat Road |
| Floodplains | <ul style="list-style-type: none"> Finnie Flat Road is located outside the 100-year floodplain and the 100- to 500-year floodplain North Finnie Flat Road area is designated as an area of 0.2% annual chance flood |
| Topography and Geology | <ul style="list-style-type: none"> <u>Topography</u>: The corridor has a gradual incline from 7th Street to the Tri-Intersection. <u>Geology</u>: Intersection is located within geology types Tsy (Pliocene to Middle Miocene Deposits) and Qr (Holocene River Alluvium); Tsy is moderately to strongly consolidated sandstone, while Qr is weakly consolidated sand, silt, and clay |
| Biological Resources | <ul style="list-style-type: none"> <u>Plant Communities</u>: Lies entirely within Semidesert grassland vegetation community <u>Riparian and Wetland Communities</u>: Not located within a riparian or wetland community <u>Threatened and Endangered Species</u>: Area located north of project area is designated as a Section 10(j) area for the Colorado pikeminnow; Southwestern Willow Flycatcher and Yellow-billed Cuckoo are potential endangered or partial status endangered species that may be located within the project vicinity <u>AZGFD Heritage Data Management System</u>: Special status species and critical habitats are located north of project vicinity in the Verde River riparian habitat <u>Wildlife Corridors</u>: Located within potential wildlife linkage zone |
| Section 4(f) and Section 6(f) Resources | <ul style="list-style-type: none"> No Section 4(f) or Section 6(f) resources located within project area |
| Cultural Resources | <ul style="list-style-type: none"> Nine prior cultural resource projects and five previously recorded cultural resource sites are located within the project search area; Impacts on historic properties and cultural resources will need to be evaluated in the design phase |
| Farmland | <ul style="list-style-type: none"> No prime or unique farmland identified in the study area |
| Hazardous Materials | <ul style="list-style-type: none"> No hazardous materials present |

Table 4. Short-Term Improvement - Finnie Flat Road Corridor: Tri-Intersection to 7th Street (Continued)

| ST-2 Project Impacts | |
|---|---|
| Utilities | <ul style="list-style-type: none"> • <u>Unisource Gas</u>: No utilities present • <u>APS Electric</u>: 480 FT of underground wire is located on the north side of the road; 50 FT of underground wire crosses Finnie Flat Road west of the Verde Valley Outpost Townhomes • <u>Camp Verde Sanitary District</u>: 300 FT of main pipe and two manholes are located on the north side of the road; 43 FT of lateral pipe crosses Finnie Flat Road east of the Verde Valley Outpost Townhomes • <u>Camp Verde Water System</u>: No utilities present |
| Noise | <ul style="list-style-type: none"> • No noise-sensitive receptors are located within project area |
| Air Quality | <ul style="list-style-type: none"> • No air quality constraints |
| Visual Resources | <ul style="list-style-type: none"> • No impact to designated vistas and visual resources; Final design elements should consider landscape and structural design to maintain or improve vistas and overall visual character |
| Title VI/Environmental Justice Populations | <ul style="list-style-type: none"> • Temporary constraints to access businesses, residential areas, and the Finnie Flat Road Corridor during construction • Upon completion will provide pedestrian and bicycle access and improved vehicle safety |

Table 5. Mid-Term Improvement - Finnie Flat Road Corridor: West of Bashas' Shopping Complex to SR 260


| Finnie Flat Road Corridor: West of Bashas' Shopping Complex to SR 260 | Project Number: MT-1 |
|---|--|
| Project Location | <p>Finnie Flat Road from West of Bashas' Shopping Complex to SR 260</p> <p><u>Length:</u> Approximately 0.70 miles</p>  |
| Existing Conditions | <ul style="list-style-type: none"> • SR 260 to Groseta Drive: two eastbound lanes, one westbound, center turn lane • Groseta Drive to West of Bashas' Shopping Complex: one travel lane in each direction with center turn lane • Sidewalks only present in front of Dollar General store • Limited street lighting • No bicycle facilities |
| Project Description | <p>Upgrade corridor to "complete streets" that provides safe access for all users, as well as pedestrians, bicyclists, motorists and transit riders. The complete street concept for the corridor includes:</p> <ul style="list-style-type: none"> • 12 FT travel lane in both directions • 15 FT raised median with turn lanes • 6 FT sidewalk in both directions • 5.5 FT bike lane in both directions • 12 FT dry landscaping/drainage ditch on both sides of road • 7 FT landscape buffer on both sides of road • Street lighting |
| Community Benefits | <ul style="list-style-type: none"> • Provides bicycle and pedestrian access • Improves street lighting • Streetscape improves aesthetics • Improves safety |
| Modes Addressed | <p>Motor vehicle, transit, pedestrian, and bicycle</p> |
| Cost Estimate | <p>\$1,900,000</p> |

Table 5. Mid-Term Improvement - Finnie Flat Road Corridor: West of Bashas' Shopping Complex to SR 260 (Continued)

| MT-1 Project Impacts | |
|--|---|
| Right-of-Way | <ul style="list-style-type: none"> Right-of-way will need to be acquired on the north side of the roadway from The Village Mobile Home Park to west of the Bashas' Shopping Complex |
| Existing Businesses/Residences | <ul style="list-style-type: none"> Temporary constraints to businesses and residential areas during construction |
| Potential Development | <ul style="list-style-type: none"> Future regional medical facilities planned in the northeast corner of the SR 260/Finnie Flat Road intersection Potential future residential area on the north side of the roadway surrounding the Dollar General |
| Water Resources | <ul style="list-style-type: none"> <u>Surface Water</u>: No rivers or washes are within the immediate project area; Area is not located within an Active Management Area (AMA) <u>Groundwater</u>: Five ground wells are located within 400 FT of Finnie Flat Road |
| Floodplains | <ul style="list-style-type: none"> Project area is located outside the 100-year floodplain and the 100- to 500-year floodplain |
| Topography and Geology | <ul style="list-style-type: none"> <u>Topography</u>: The project area's terrain remains relatively flat throughout the corridor <u>Geology</u>: Project Area is located within geology type Qr (Holocene River Alluvium); Qr is weakly consolidated sand, silt, and clay |
| Biological Resources | <ul style="list-style-type: none"> <u>Plant Communities</u>: Lies entirely within Semidesert grassland vegetation community <u>Riparian and Wetland Communities</u>: Not located within a riparian or wetland community <u>Threatened and Endangered Species</u>: Area located northwest of project area is designated as a Section 10(j) area for the Colorado pikeminnow; Southwestern Willow Flycatcher and Yellow-billed Cuckoo are potential endangered or partial status endangered species that may be located within the project vicinity <u>AZGFD Heritage Data Management System</u>: Special status species and critical habitats are located northwest of project vicinity in the Verde River riparian habitat <u>Wildlife Corridors</u>: Located within potential wildlife linkage zone |
| Section 4(f) and Section 6(f) Resources | <ul style="list-style-type: none"> No Section 4(f) or Section 6(f) resources located within project area |
| Cultural Resources | <ul style="list-style-type: none"> Nine prior cultural resource projects and five previously recorded cultural resource sites are located within the project search area; Impacts on historic properties and cultural resources will need to be evaluated in the design phase |
| Farmland | <ul style="list-style-type: none"> No prime or unique farmland identified in the study area |
| Hazardous Materials | <ul style="list-style-type: none"> No hazardous materials present |

Table 5. Mid-Term Improvement - Finnie Flat Road Corridor: West of Bashas' Shopping Complex to SR 260 (Continued)

| MT-1 Project Impacts | |
|---|---|
| Utilities | <ul style="list-style-type: none"> • <u>Unisource Gas</u>: 2795 FT of gas line is located on the north side of the road; 80 FT of gas line crosses Finnie Flat Road just east of Groseta Drive; 70 FT of gas line crosses Finnie Flat Road at the entrance to The Village Mobile Home Park • <u>APS Electric</u>: 2330 FT of overhead wire and 13 FT of underground wire is located on the south side of the road; 330 FT of wire is located on the north side of the road in front of the Dollar General; 270 FT of wire crosses Finnie Flat Road at Dollar Tree • <u>Camp Verde Sanitary District</u>: 930 FT of main pipe and six manholes are located along the south side of the road • <u>Camp Verde Water System</u>: 2670 FT of water line, six water valves, and one blow off valve are located on the north side of the road; 2687 FT of water line, 17 water valves, and two water boxes are located on the south side of the road; 500 FT of a water line crosses Finnie Flat Road west of Groseta Drive; 46 FT of water line crosses Finnie Flat Road east of the Trails End RV Park |
| Noise | <ul style="list-style-type: none"> • Potential residential noise-sensitive receptors located north and south of Finnie Flat Road |
| Air Quality | <ul style="list-style-type: none"> • No air quality constraints |
| Visual Resources | <ul style="list-style-type: none"> • No impact to designated vistas and visual resources. Final design elements should consider landscape and structural design to maintain or improve vistas and overall visual character |
| Title VI/Environmental Justice Populations | <ul style="list-style-type: none"> • Temporary constraints to access businesses, residential areas, and the Finnie Flat Road Corridor during construction • Upon completion will provide pedestrian and bicycle access and improved vehicle safety |

Table 6. Long-Term Improvement - Finnie Flat Road Corridor: West of Bashas' Shopping Complex to SR 260


| Finnie Flat Road Corridor: West of Bashas' Shopping Complex to SR 260 | Project Number: LT-1 |
|---|--|
| Project Location | <p>Finnie Flat Road from West of Bashas' Shopping Complex to SR 260</p> <p><u>Length:</u> Approximately 0.70 miles</p>  |
| Existing Conditions | <ul style="list-style-type: none"> • SR 260 to Groseta Drive: two eastbound lanes, one westbound, center turn lane • Groseta Drive to West of Bashas' Shopping Complex: one travel lane in each direction with center turn lane • Sidewalks only present in front of Dollar General store • Limited street lighting • No bicycle facilities |
| Project Description | <p>Upgrade enhancements made in the mid-term phase by replacing dry landscaping/ ditch with new 12 FT travel lane</p> |
| Community Benefits | <ul style="list-style-type: none"> • Improves circulation and addresses future travel demand • Improves safety |
| Modes Addressed | <p>Motor vehicle and transit</p> |
| Cost Estimate | <p>\$2,100,000</p> |

Table 6. Mid-Term Improvement - Finnie Flat Road Corridor: West of Bashas' Shopping Complex to SR 260 (Continued)

| LT-1 Project Impacts | |
|--|---|
| Right-of-Way | <ul style="list-style-type: none"> Right-of-way will need to be acquired on the north side of the roadway from The Village Mobile Home Park to west of the Bashas' Shopping Complex |
| Existing Businesses/Residences | <ul style="list-style-type: none"> May cause temporary constraints to businesses and residential areas during construction |
| Potential Development | <ul style="list-style-type: none"> Future regional medical facilities planned in the northeast corner of the SR 260/Finnie Flat Road intersection Potential future residential area on the north side of the roadway surrounding the Dollar General |
| Water Resources | <ul style="list-style-type: none"> <u>Surface Water</u>: No rivers or washes are within the immediate project area; Area is not located within an Active Management Area (AMA) <u>Groundwater</u>: five ground wells are located within 175 FT of Finnie Flat Road |
| Floodplains | <ul style="list-style-type: none"> Project area is located outside the 100-year floodplain and the 100- to 500-year floodplain |
| Topography and Geology | <ul style="list-style-type: none"> <u>Topography</u>: The project area's terrain remains relatively flat throughout the project corridor <u>Geology</u>: Project Area is located within geology type Qr (Holocene River Alluvium); Qr is weakly consolidated sand, silt, and clay |
| Biological Resources | <ul style="list-style-type: none"> <u>Plant Communities</u>: Lies entirely within Semidesert grassland vegetation community <u>Riparian and Wetland Communities</u>: Not located within a riparian or wetland community <u>Threatened and Endangered Species</u>: Area located northwest of project area is designated as a Section 10(j) area for the Colorado pikeminnow; Southwestern Willow Flycatcher and Yellow-billed Cuckoo are potential endangered or partial status endangered species that may be located within the project vicinity <u>AZGFD Heritage Data Management System</u>: Special status species and critical habitats are located northwest of project vicinity in the Verde River riparian habitat <u>Wildlife Corridors</u>: Located within potential wildlife linkage zone |
| Section 4(f) and Section 6(f) Resources | <ul style="list-style-type: none"> No Section 4(f) or Section 6(f) resources located within project area |
| Cultural Resources | <ul style="list-style-type: none"> Nine prior cultural resource projects and five previously recorded cultural resource sites are located within the project search area; Impacts on historic properties and cultural resources will need to be evaluated in the design phase |
| Farmland | <ul style="list-style-type: none"> No prime or unique farmland identified in the study area |
| Hazardous Materials | <ul style="list-style-type: none"> No hazardous materials present |

Table 6. Mid-Term Improvement - Finnie Flat Road Corridor: West of Bashas' Shopping Complex to SR 260 (Continued)

| LT-1 Project Impacts | |
|---|---|
| Utilities | <ul style="list-style-type: none"> • <u>Unisource Gas</u>: 2795 FT of gas line is located on the north side of the road; 80 FT of gas line crosses Finnie Flat Road, just east of Groseta Drive; 70 FT of gas line crosses Finnie Flat Road at the entrance to The Village Mobile Home Park • <u>APS Electric</u>: 2330 FT of overhead wire and 13 FT of underground wire is located on the south side of the road; 330 FT of wire is located on the north side of the road in front of the Dollar General; 270 FT of wire crosses Finnie Flat Road at Dollar General • <u>Camp Verde Sanitary District</u>: 930 FT of main pipe and six manholes are located along the south side of the road • <u>Camp Verde Water System</u>: 2670 FT of water line, six water valves, and one blow off valve are located on the north side of the road; 2687 FT of water line, 17 water valves, and two water boxes are located on the south side of the road; 500 FT of a water line crosses Finnie Flat Road west of Groseta Drive; 46 FT of water line crosses Finnie Flat Road east of the Trails End RV Park |
| Noise | <ul style="list-style-type: none"> • Potential residential noise-sensitive receptors located north and south of Finnie Flat Road |
| Air Quality | <ul style="list-style-type: none"> • No air quality constraints |
| Visual Resources | <ul style="list-style-type: none"> • No impact to designated vistas and visual resources; Final design elements should consider landscape and structural design to maintain or improve vistas and overall visual character |
| Title VI/Environmental Justice Populations | <ul style="list-style-type: none"> • Temporary constraints to access businesses, residential areas, and the Finnie Flat Road Corridor during construction • Upon completion will provide pedestrian and bicycle access and improved vehicle safety |

Table 7. Long-Term Improvement - Finnie Flat Road and New Residential Community Road Intersection

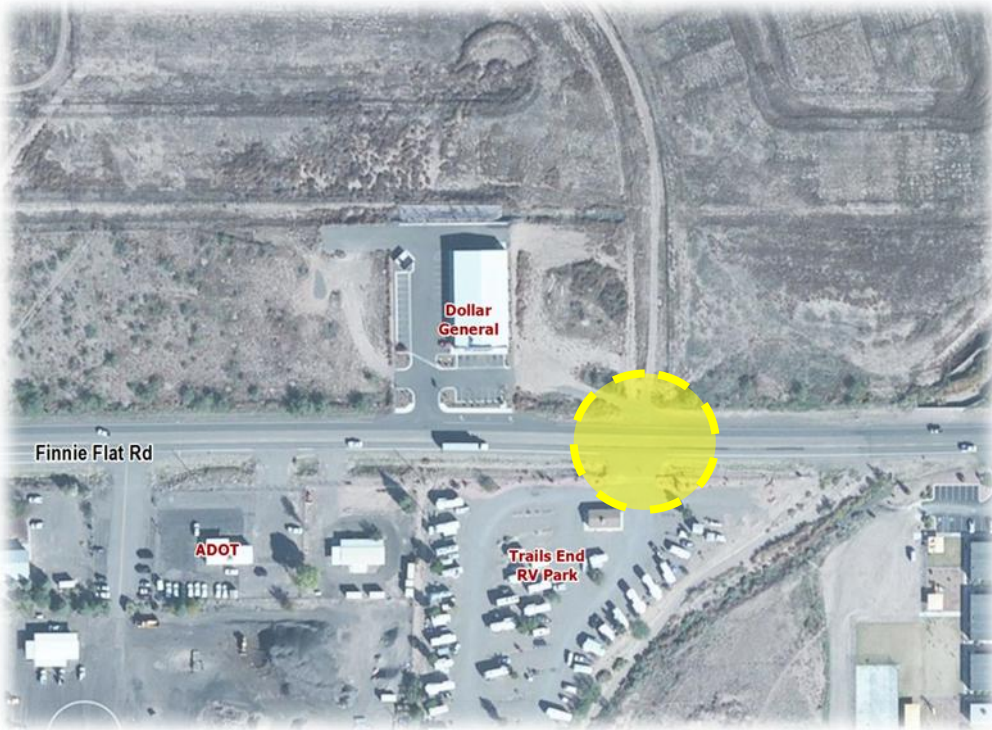
| Finnie Flat Road and New Residential Community Road Intersection | Project Number: LT-2 |
|--|--|
| Project Location | <p>Finnie Flat Road at the intersection of the new residential community entrance</p>  |
| Existing Conditions | <ul style="list-style-type: none"> • One travel lane in each direction with center turn lane on Finnie Flat Road • Future residential community entrance is an unpaved roadway • No sidewalks present • Limited street lighting • No bicycle facilities |
| Project Description | <p>Add new traffic signal</p> |
| Community Benefits | <ul style="list-style-type: none"> • Reduces potential turning movement impacts from residential community and the Trails End RV Park • Improves traffic flow and safety |
| Modes Addressed | <p>Motor vehicle and pedestrian</p> |
| Cost Estimate | <p>\$500,000</p> |

Table 7. Long-Term Improvement - Finnie Flat Road and New Residential Community Road Intersection (Continued)

| LT-2 Project Impacts | |
|---|---|
| Right-of-Way | <ul style="list-style-type: none"> Right-of-way will need to be acquired in the mid-term phase on the north side of the roadway from The Village Mobile Home Park to west of the Bashas' Shopping Complex |
| Existing Businesses/Residences | <ul style="list-style-type: none"> May cause temporary constraints to businesses and residential areas during construction |
| Potential Development | <ul style="list-style-type: none"> Potential future residential area on the north side of the roadway surrounding the Dollar General |
| Water Resources | <ul style="list-style-type: none"> <u>Surface Water</u>: No rivers or washes are within the immediate project area; Area is not located within an Active Management Area (AMA) <u>Groundwater</u>: Five ground wells are located within 175 FT of Finnie Flat Road |
| Floodplains | <ul style="list-style-type: none"> Project area is located outside the 100-year floodplain and the 100- to 500-year floodplain |
| Topography and Geology | <ul style="list-style-type: none"> <u>Topography</u>: The project area's terrain is relatively flat <u>Geology</u>: Intersection is located within geology type Qr (Holocene River Alluvium); Qr is weakly consolidated sand, silt, and clay |
| Biological Resources | <ul style="list-style-type: none"> <u>Plant Communities</u>: Lies entirely within Semidesert grassland vegetation community <u>Riparian and Wetland Communities</u>: Not located within a riparian or wetland community <u>Threatened and Endangered Species</u>: Area located northwest of project area is designated as a Section 10(j) area for the Colorado pikeminnow; Southwestern Willow Flycatcher and Yellow-billed Cuckoo are potential endangered or partial status endangered species that may be located within the project vicinity <u>AZGFD Heritage Data Management System</u>: Special status species and critical habitats are located northwest of project vicinity in the Verde River riparian habitat <u>Wildlife Corridors</u>: Located within potential wildlife linkage zone |
| Section 4(f) and Section 6(f) Resources | <ul style="list-style-type: none"> No Section 4(f) or Section 6(f) resources located within project area |
| Cultural Resources | <ul style="list-style-type: none"> Nine prior cultural resource projects and five previously recorded cultural resource sites are located within the project search area; Impacts on historic properties and cultural resources will need to be evaluated in the design phase |
| Farmland | <ul style="list-style-type: none"> No prime or unique farmland identified in the study area |
| Hazardous Materials | <ul style="list-style-type: none"> No hazardous materials present |
| Utilities | <ul style="list-style-type: none"> <u>Unisource Gas</u>: Gas line is located on the north side of Finnie Flat Road <u>APS Electric</u>: No utilities present <u>Camp Verde Sanitary District</u>: No utilities present <u>Camp Verde Water System</u>: Water lines are located on the north and south side of Finnie Flat Road |
| Noise | <ul style="list-style-type: none"> Potential residential noise-sensitive receptors located north and south of Finnie Flat Road |
| Air Quality | <ul style="list-style-type: none"> No air quality constraints |
| Visual Resources | <ul style="list-style-type: none"> No impact to designated vistas and visual resources |
| Title VI/Environmental Justice Populations | <ul style="list-style-type: none"> Temporary constraints to access businesses, residential areas, and the Finnie Flat Road Corridor during construction Upon completion will provide pedestrian and bicycle access and improved vehicle safety |

Implementation and Funding Strategies

Funding Sources

The successful implementation of the Camp Verde Finnie Flat Road Business Corridor Study Plan for Improvements is contingent upon the availability of funding for design and construction of the improvement projects. Primary funding sources for the area include Federal programs, ADOT, and other regional government agencies such as NACOG. Passed in July 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) reauthorized surface transportation programs through fiscal year 2014. The program was enacted to create a streamlined, performance-based, and multimodal program to address the many challenges facing the Nation's transportation system. MAP-21 authorizes Federal-aid highway programs for the next two-years while maintaining current spending levels by consolidating core highway programs in the SAFETEA-LU. Figure 5.1 illustrates the restructured SAFETEA-LU programs under the new seven core groups of the MAP-21 as well as the apportioned funding for the next two fiscal years.

The six new core MAP-21 Program includes:

- National Highway Performance Program (NHPP)
- Surface Transportation Program (STP)
- Transportation Alternatives
- Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- Highway Safety Improvement Program (HSIP)
- Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Program

In addition, MAP-21 gives FTA significant new authority to strengthen the safety of public transportation systems throughout the United States. The Act aims to align Federal funding to progress towards the goals of restoring and replacing aged public transportation infrastructure, supporting development, and improving the efficiency of administering grant programs by consolidating and streamlining several programs.

Table 8 presents a comprehensive matrix of potential funding sources that the Town of Globe can apply for funding to implement the Plan for Improvement identified by this study. Funding for the Tri-Intersection has been allocated for the partial reconstruction and overlay of the Tri-Intersection in the NACOG TIP for funding year 2014-2015.

Table 8: Funding Sources

| Program | Description | Eligible Uses |
|--|---|--|
| Federal | | |
| High Risk Rural Roads (HRRR) | MAP-21 legislation does not set aside funds for a high risk rural roads program. However, the Special Rule requires States with an increase in fatality rates on rural roads to obligate a specified amount of HSIP funds on HRRRs. | Variety of capital projects including: <ul style="list-style-type: none"> • Intersection safety improvements • Pavement and shoulder widening • Improving pedestrian and bicycle facilities • Improving highway signage and pavement markings • Traffic control devices • Installing guardrails and barriers • Construction of a traffic calming features • Railway-highway crossing safety features |
| Highway Safety Improvement Program (HSIP) | The HSIP is a core Federal-aid program with the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. | Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Intersection improvements • Construction of shoulders • Traffic calming • Improvements for bicyclists, pedestrians, and individuals with disabilities. • Projects to maintain minimum standards of retro-reflectivity of traffic signs and pavement markings |
| National Priority Safety Program | Under MAP-21, Section 405 was renamed the National Priority Safety Program, which combines the impaired driving, occupant protection, traffic records and motorcyclist safety programs authorized under SAFETEA-LU and adds two new incentive programs – one for distracted driving and one for graduated driver licensing. | Programs include: <ul style="list-style-type: none"> • Section 405(b): Occupant Protection • Section 405(c): State Traffic Safety Information System Improvements • Section 405(d): Impaired Driving Countermeasures • Section 405(e): Distracted Driving • Section 405(f): Motorcyclist Safety • Section 405(g): State Graduated Driver Licensing Laws |
| Surface Transportation Program (STP) | The Surface Transportation Program is the most flexible of all the highway programs and historically one of the largest single programs. States and metropolitan regions may use these funds for highway, bridge, transit (including intercity bus terminals), and pedestrian and bicycle infrastructure projects. | Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Highway and bridge construction and rehabilitation • De-icing of bridges and tunnels • Federal-aid bridge repair • Congestion pricing and travel demand management • Off-system bridge repair • Transit capital projects • Bicycle, pedestrian, and recreational trails |
| Transportation Alternatives Program (TAP) | MAP-21 consolidated the Transportation Enhancements, Safe Routes to School, and Recreational Trails. Instead of a state requirement to spend a percentage of funds, local applicants compete for grants to fund a broad range of activities that provide transportation options, improve safety, and enhance economic vitality. | Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Bicycle and pedestrian facilities • Safe routes projects for non-drivers • Construction of turnouts and overlooks • Community improvement activities including vegetation management and historic preservation • Environmental mitigation activity including NEPA compliance |

Table 8: Funding Sources (Continued)

| Program | Description | Eligible Uses |
|--|---|--|
| Transportation Infrastructure Financing and Innovation Act (TIFIA) | The TIFIA program provides loans, loan guarantees, and standby lines of credit to highway, bridge, transit, and intermodal freight projects that have a dedicated source of revenue pledged toward repayment. | Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Highway, passenger rail, transit and certain intermodal projects • Certain freight rail facilities • Surface transportation infrastructure modifications necessary to facilitate direct intermodal transfer • Intelligent transportation systems • Intercity passenger bus or rail facilities and vehicles • Groups of related eligible transportation projects secured by a common pledge |
| State | | |
| Community Development Block Grant Program (CDBG) - State Administered | States participating in the CDBG Program award grants only to units of general local government that carry out development activities. | Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Acquisition of property for public purposes • Construction or reconstruction of streets, water and sewer facilities, neighborhood centers, recreation facilities, and other public works • Rehabilitation of public and private buildings • Planning activities |
| Governor's Office of Highway Safety | Finances State and local government highway safety projects. | Inventories, need studies, engineering studies, system development, program implementation, or for purchasing equipment. Cannot be used for the construction, design, or maintenance of highways or for highway construction research papers. |
| Highway User Revenue Fund (HURF) | Funds derived from fuel taxes, vehicle license tax, registration fees, and other fees. | Highway construction, improvements, and other related expenses |
| State and Community Highway Safety Grant Program | The Section 402 program provides grants to states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. | Funds can be spent in accordance with national guidelines for programs such as reducing impaired driving; reducing speeding; encouraging the use of occupant protection; improving motorcycle safety; improving pedestrian and bicycle safety; improving enforcement of traffic safety laws; improving traffic records; and enhancing emergency services. |
| State Planning and Research Program | The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation research activities throughout the State. | Eligible projects include, but are not limited to: <ul style="list-style-type: none"> • Engineering and economic surveys and investigations • Planning of future highway programs and local public transportation systems Studies of the economy, safety, and convenience of surface transportation systems |
| Vehicle License Tax | Arizona tax paid by vehicle owners. | |

Table 8: Funding Sources (Continued)

| Program | Description | Eligible Uses |
|---|---|---|
| Local and Private | | |
| AAA Foundation for Traffic Safety | Funding for projects to discover the causes of traffic crashes, prevent them, and minimize injuries when they do occur. | Projects needed to evaluate new or existing traffic safety initiatives. |
| Community Facilities District (CFD) | A CFD is a special purpose, tax levying public improvement district that aids in financing and providing public infrastructure, such as water, sewer, schools and streets in a defined district. | <p>A wide range of public infrastructure improvements may be acquired or constructed with CFD bond proceeds, including:</p> <ul style="list-style-type: none"> • Flood control and drainage projects • Landscaping and lakes • Lighting and traffic control • Parks and recreation facilities • Enhanced public services |
| Development Impact Fees | Development impact fees are one-time charges applied to offset the additional public-service costs of new development. They are usually applied at the time a building permit is issued and are dedicated to provision of additional services, made necessary by the presence of new residents in the area. | |
| Development Stipulations | Developers dedicate appropriate ROW and build adjacent streets. | |
| Developer Exactions | Require developers to construct off-site facilities necessary to serve their development. | |
| Hotel Bed Tax | Tax added to hotel room charge that is paid to the state during tax returns and refunded to the local jurisdiction by the state of Arizona. | |
| Road Improvement and Maintenance Road District | District is established to share the costs of the improvements between the residents and property owners within district. | <ul style="list-style-type: none"> • Cannot be used to improve and maintain private roads as private roads. • After completion of the road, ongoing maintenance becomes the responsibility of the District. |
| Public-Private Partnerships (P3) | Public-private partnerships (P3s) are contractual agreements formed between a public agency and a private sector for financing transportation projects. | <ul style="list-style-type: none"> • Public-private partnerships can be applied to a large range of projects, including: design, construction, operation, maintenance, and program management. |
| Sales Tax | Funds from a portion of a municipality's sales tax. | |

Implementation Actions

Implementation of the corridor vision for the enhancement of the Finnie Flat Road Business Corridor requires active participation from local citizens, private entities, and local and State government officials. The following actions are recommended to successfully implement the Plan for Improvements developed as part of this study.

- Incorporate high priority improvement projects in the Town's Capital Improvement Program (CIP).
- Conduct a detailed Design Concept Report of the Tri-Intersection in order to further refine planning level improvement concepts.
- Conduct additional public outreach efforts to build public support.
- Work with Yavapai County and ADOT to confirm existing ROW widths and identify areas where additional ROW is required. If needed, purchase required ROW from property owners.
- Further research and apply for funding for each project identified in the Plan for Improvements.
- Consider establishing a Roadway Improvement District to fund construction, operation, and maintenance of needed infrastructure within the Corridor.
- Pursue developer stipulations and exactions as development occurs along the Corridor in order to construct necessary infrastructure for the additional growth.
- Promote public-private partnerships between the Town and the private sector to implement improvements.
- Solicit grants for bicycle and pedestrian improvements to add bicycle lanes, enhance connections to existing facilities, and to construct new facilities in deficient locations.
- Develop policies and procedures to promote alternative modes of transportation.
- Review and update street design standards, develop comprehensive access management standards, and detailed traffic impact guidelines and procedures.
- Collaborate with local property owners, real estate professionals, and developers to identify economic development goals and to formulate an outreach plan to promote development along the corridor.