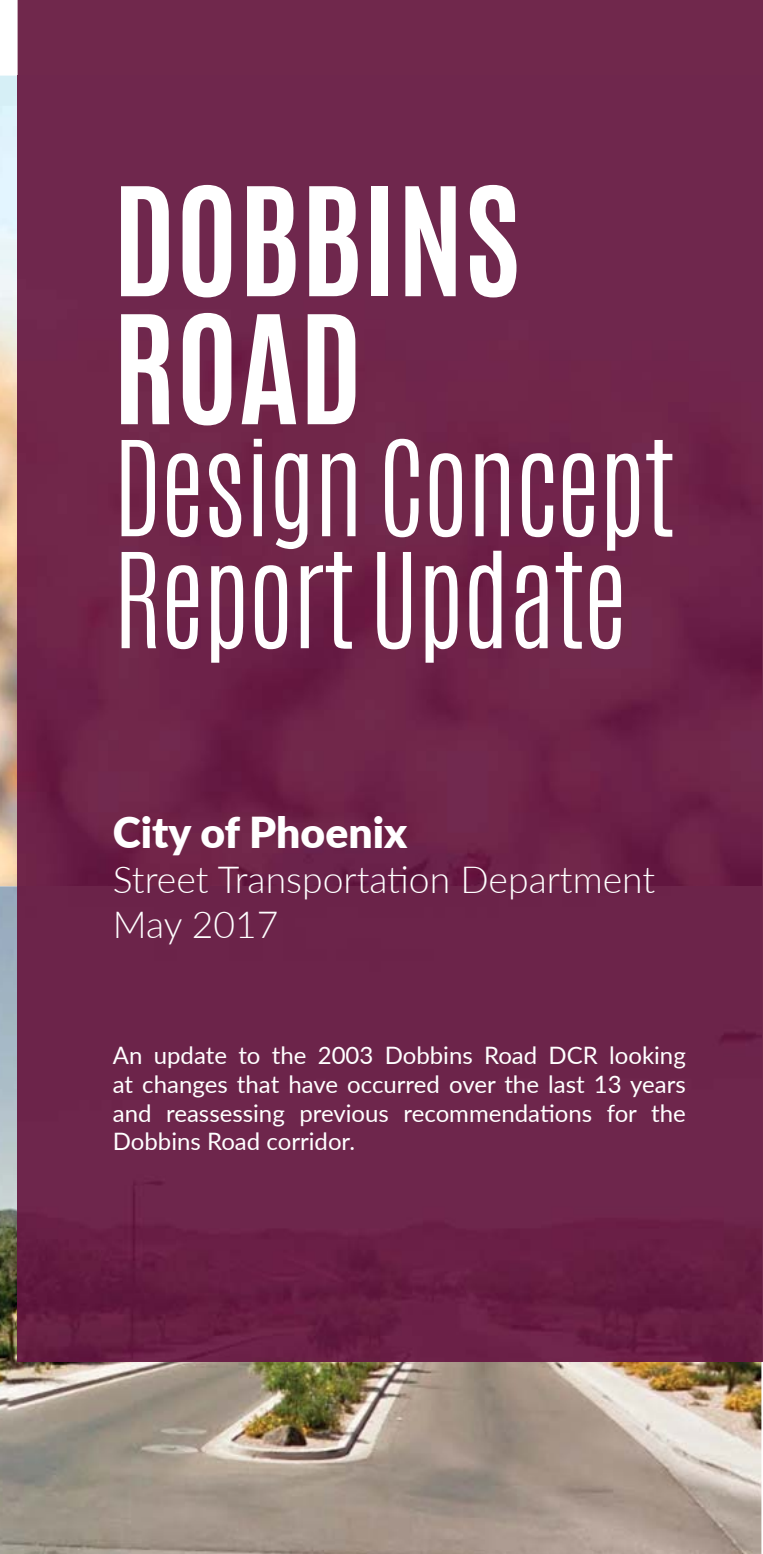




DOBBINS ROAD Design Concept Report Update

City of Phoenix
Street Transportation Department
May 2017

An update to the 2003 Dobbins Road DCR looking at changes that have occurred over the last 13 years and reassessing previous recommendations for the Dobbins Road corridor.



This Design Concept Report Update serves as an update to the 2003 Dobbins Road Design Concept Report.

The study area includes the Dobbins Road corridor from Central Avenue to 67th Avenue and is encompassed by the South Mountain Village east of 27th Avenue and the Laveen Village west of 27th Avenue.

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Expires 3/31/2019



1. Executive Summary

This Dobbins Road Design Concept Report (DCR) Update serves as an update to the previous Dobbins Road DCR from 2003 (2003 DCR). The project is located in south central Phoenix along the Dobbins Road corridor from Central Avenue to 67th Avenue.

The South Phoenix/Laveen area has seen numerous new developments in the last decade and continues to grow. The majority of the Dobbins Road corridor is a two-lane roadway with some portions having a two-way left turn and other segments with an additional through lane. The right-of-way (ROW) varies from 66ft to 110ft throughout. The largest ROW portions exist where newer developments have dedicated additional ROW.

Bike lanes are sporadic along the corridor and trails and trail easements are discontinuous. Most new developments have dedicated some type of additional easement (trail or scenic easement) along Dobbins Road. Traffic volumes have increased along the entire corridor since the 2003 DCR with the largest increases occurring west of 35th Avenue where traffic volumes have more than doubled in this time period.

There are several historic properties and facilities in the vicinity, in particular the Del Monte Market on the southeast corner of 27th Avenue and the historic section of the Western Canal from 19th Avenue to 23rd Avenue. This canal segment is part of a large network of irrigation canals and tailwater ditches throughout the study area.

The most prominent two canals are the Western Canal and the Telegraph Pass Canal (also referred to as the Highline Canal). As development has occurred, the small irrigation canals and tailwater ditches adjacent to the newer developments have been undergrounded (tiled) or abandoned. As development is unlikely to occur along the historic portion of the Western Canal, this canal segment would require a City project to be undergrounded/tiled.

During the large 2014 Monsoon storms, large stretches of Dobbins Road were flooded for an extended period of time. Most of the reported flooding occurred near the major intersections, in particular at the intersections of 19th Avenue, 27th Avenue, and 35th Avenue. The presence of irrigation canals upstream of Dobbins Road between 19th Avenue and 27th Avenue may have contributed to the concentration of flows at 23rd Avenue and 19th Avenue which caused severe flooding at these locations, including to the Del Monte Market. The City and the Flood Control District of Maricopa County have completed numerous projects and studies in the area with others currently in progress.

The largest project recently constructed is the 27th Avenue and South Mountain Avenue Regional Basin which provides the drainage outfall for a significant portion of Dobbins Road. Now that this basin is completed, it will allow the construction of additional infrastructure required to provide an adequate drainage system along a significant portion of Dobbins Road.

It is recommended that the proposed ROW for the Dobbins Road corridor be a minimum of 80ft from Central to 27th Avenue and 110ft from 27th Avenue to the City border. The only deviation from this may be the Del Monte Market on 27th Avenue due to the building's proximity to the existing ROW and its historic nature.

The proposed roadway section for the Dobbins Road from Central to 51st Avenue is a three lane roadway (one through lane in each direction and a two-way shared left turn lane). With the future construction of the Loop 202 South Mountain Freeway connecting into the intersection of 59th Avenue, the corridor from 51st Avenue to 67th Avenue will be a five lane roadway (two through lanes in each direction and a two-way shared left turn lane) to accommodate for the increased traffic from the Loop 202 South Mountain Freeway.

The proposed roadway section for the Dobbins Road from Central Avenue to 51st Avenue is a three lane roadway with a two-way shared left turn lane.

The corridor from 51st Avenue to 67th Avenue will be a five lane roadway with a two-way shared left turn lane.





2. Background

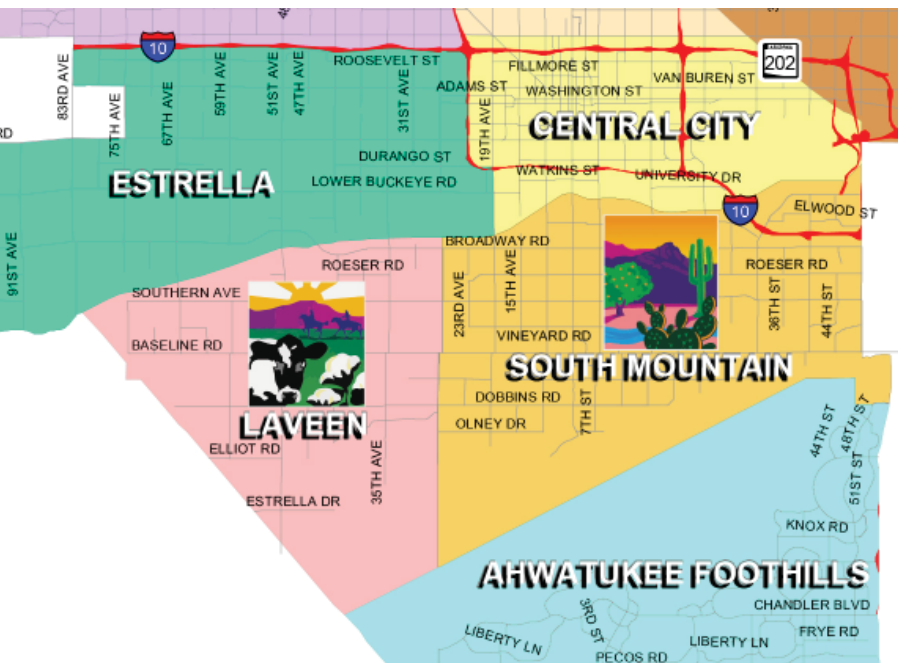
Project Purpose

This Dobbins Road Design Concept Report (DCR) Update serves as an update to the previous Dobbins Road DCR from 2003 (2003 DCR). Since 2003, the South Phoenix/Laveen area has seen considerable development and a heightened focus on drainage due to the flooding from the 2014 Monsoon storms.

The purpose of this study is to reassess the recommendations from the 2003 DCR. This DCR update includes an analysis of existing conditions, roadway section, traffic volume, zoning and right-of-way (ROW) requirements. This study also examines the drainage and flooding that has occurred along the corridor and provides an analysis of the effects of undergrounding/tiling (placing underground in pipe) a portion of the Western and Highline Canals from 19th Avenue to 27th Avenue.

Study Area

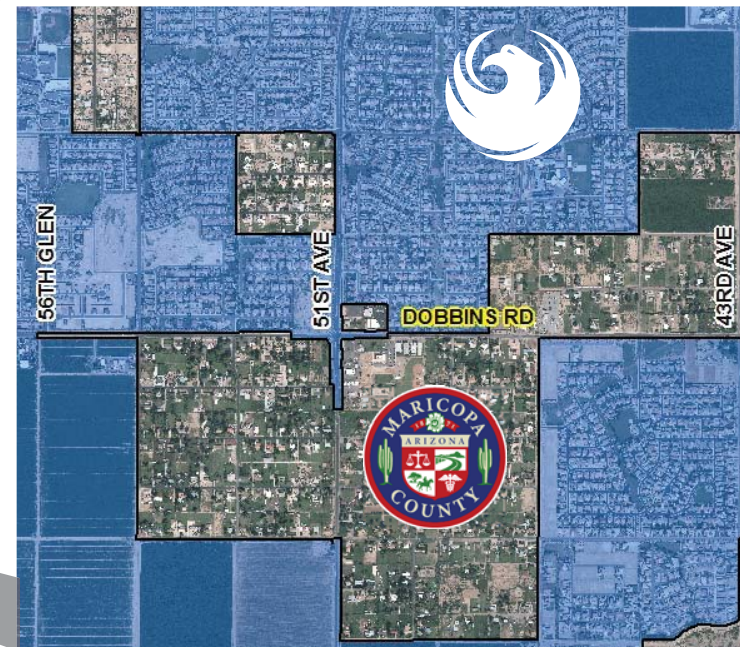
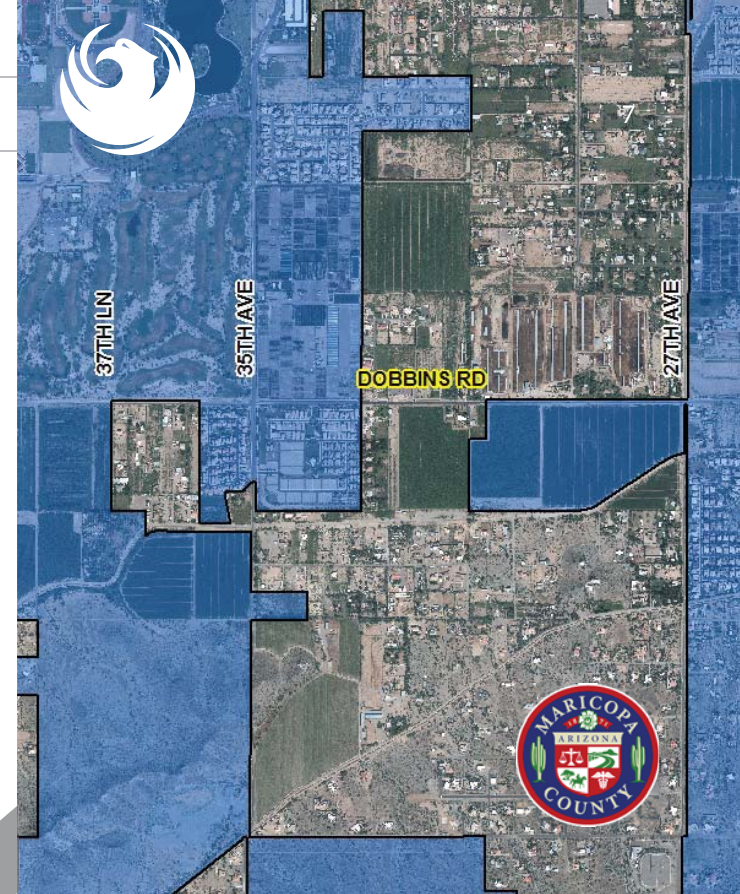
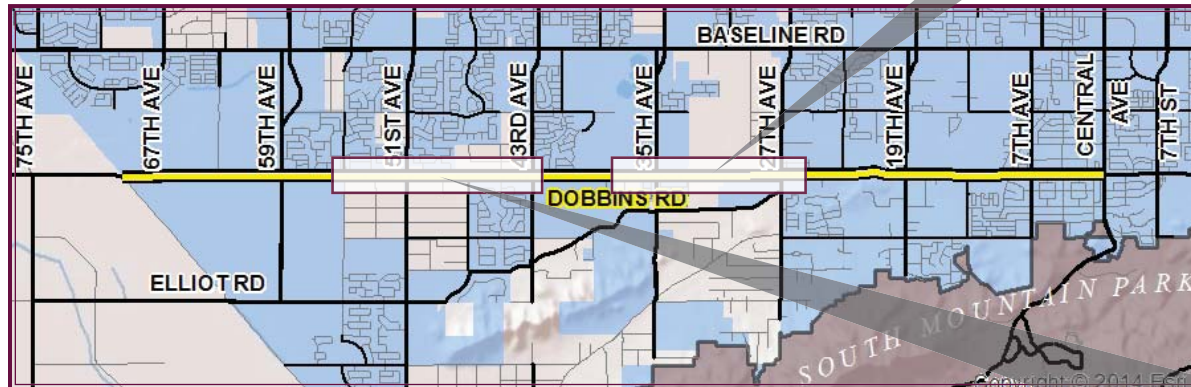
The project is located in south central Phoenix with a majority of the project within the City of Phoenix limits and a small portion within the jurisdiction of Maricopa County. The study area includes the Dobbins Road corridor from Central Avenue to 67th Avenue and is encompassed by the South Mountain Village east of 27th Avenue and the Laveen Village west of 27th Avenue.



3. Existing Conditions

3.1 Jurisdictional Limits

The Dobbins Road corridor from Central Avenue to 67th Avenue is almost entirely within the City of Phoenix, with a few exceptions that lie within Maricopa County. Pockets of unincorporated Maricopa County exist along the Dobbins Road corridor between 27th Avenue and 37th Avenue, and from 43rd Avenue to 56th Glen.





3.2 Existing Zoning

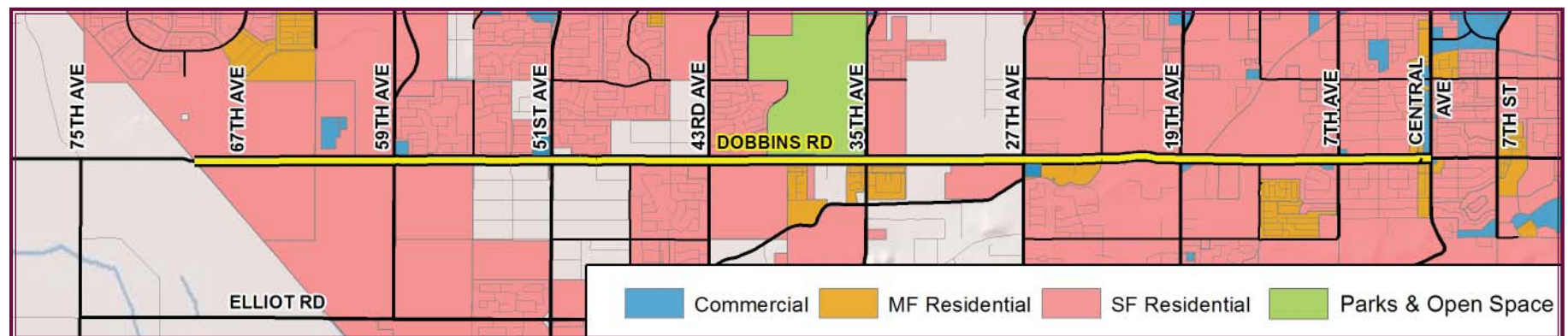
The zoning for parcels adjacent to Dobbins Road is a combination of the zoning classifications used by the City of Phoenix and Maricopa County. The existing zoning consists generally of four land uses: residential, commercial, agriculture, and parks and open space (Aguila Golf Course and Cesar Chavez Park).

Commercial zoning is identified along Dobbins Road at the following locations:

- Northwest Corner of Central Avenue (Circle K)
- Northeast Corner of 7th Avenue (Silver Pony Bar & Grill)
- Southeast Corner of 7th Avenue (Super Sam's)
- Southwest Corner of 7th Avenue (Lowman's Arizona Funeral Home)

- Southeast Corner of 10th Avenue (Taco Felix)
- Southeast Corner of 19th Avenue (vacant parcel C-2: commercial intermediate district)
- Southeast Corner of 27th Avenue (Del Monte Market)
- Northwest Corner of 51st Avenue (vacant parcel zoned C-1: commercial neighborhood retail district)
- Northeast Corner of 59th Avenue (vacant parcels zoned C-2: commercial intermediate district)
- The area from 59th Avenue to 63rd Avenue has large portions dedicated to Planned Community District and General Commerce Park Options in anticipation of the Loop 202 South Mountain Freeway and the Laveen Village Core

The City of Phoenix's General land use plan shows that the majority of the study corridor is planned for large lot and traditional lot residential with the aforementioned commercial sites, the Aguila Golf Course and some public/quasi-public locations (typically schools).





3.3 Existing Roadway Section

Dobbins Road is currently a two-lane undivided east-west section line roadway with most of it characterized as rural in which there is no curb and gutter or sidewalk. Based on recent development in the area some of the roadway sections have increased to four-lane undivided with dedicated turn lanes at most developed intersections. The roadway cross sections along developed areas include curb, gutter, sidewalk, and in some instances a multi-use trail.

The existing major intersections have been identified within the project limits from Central Avenue to 67th Avenue, and their configurations are described in the following sections.

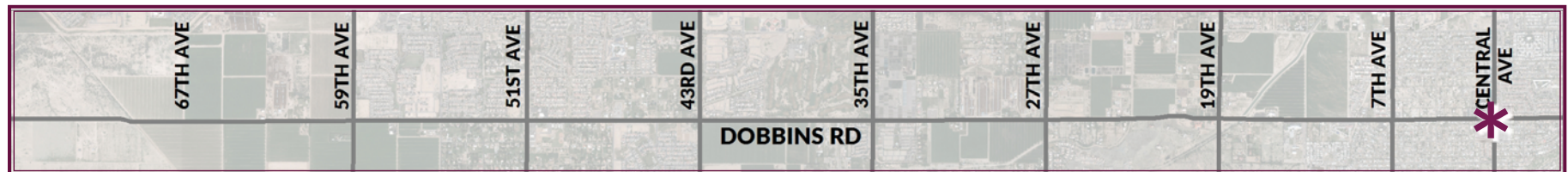


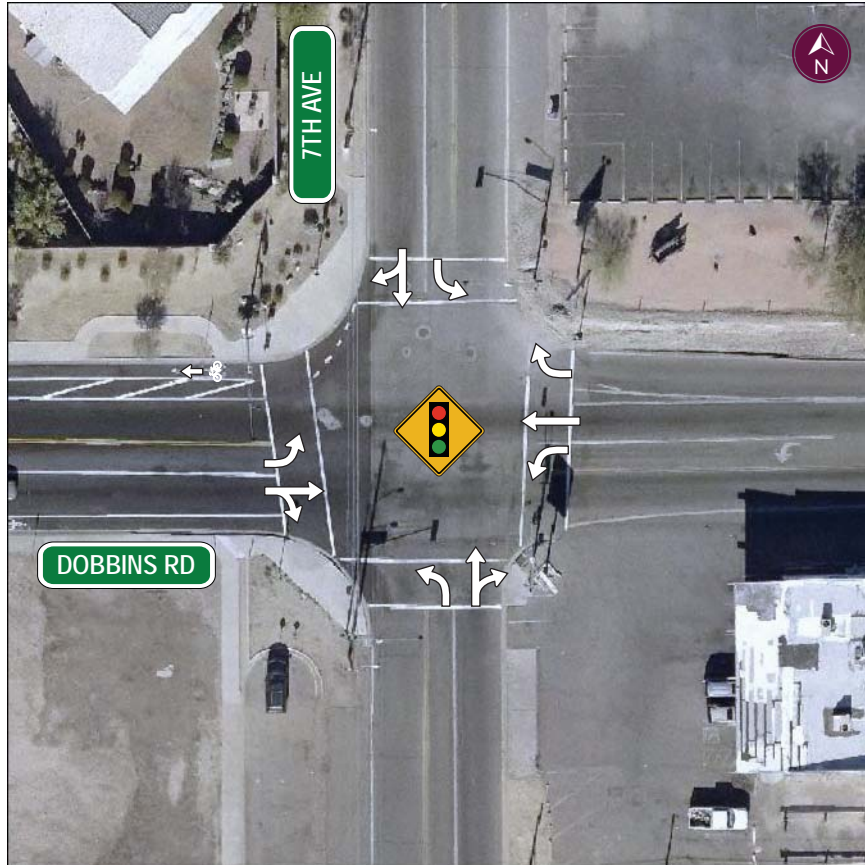


Central Avenue and Dobbins Road

The intersection of Central Avenue and Dobbins Road is a signalized intersection with curb and gutter and sidewalk on all four corners. Dobbins Road has two westbound through lanes and one eastbound through lane. Central Avenue has two through lanes in both the north and south bound directions. Eastbound Dobbins Road has a right turn bay and all directions have a left turn bay at the intersection.

Central Avenue has bike lanes in both directions. Dobbins Road does not have bike lanes at this intersection. There are bus bays and shelters on the southeast and northeast corners for eastbound Dobbins Road and northbound Central Avenue, respectively.

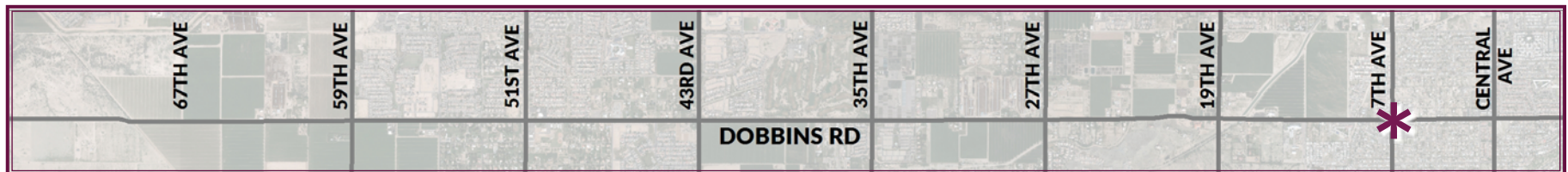




7th Avenue and Dobbins Road

The intersection of 7th Avenue and Dobbins Road is a signalized intersection with curb and gutter and sidewalk on the southwest and northwest corners. All travel directions have one through lane and a left turn bay. Westbound Dobbins Road also has a right turn bay.

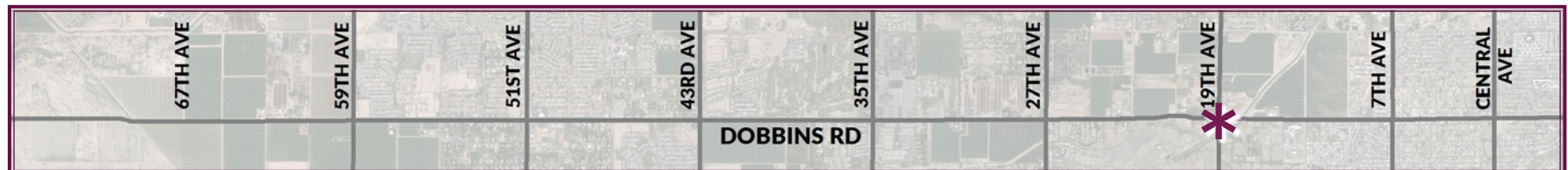
This intersection was recently re-striped to include bike lanes along Dobbins Road west of 7th Avenue. There are no other bike lanes at the intersection.





19th Avenue and Dobbins Road

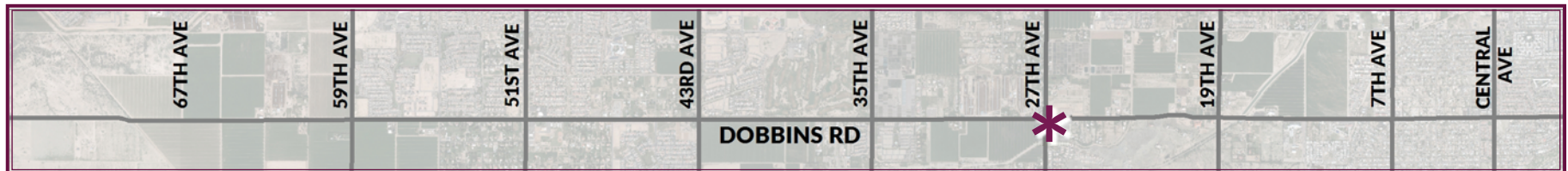
The intersection of 19th Avenue and Dobbins Road is a 4-way stop intersection with no curb and gutter or sidewalk. All travel directions are limited to only one through lane, however westbound Dobbins Road and northbound 19th Avenue both have wide shoulders that are often utilized as a right turn bay. There are no bike lanes at this intersection.





27th Avenue and Dobbins Road

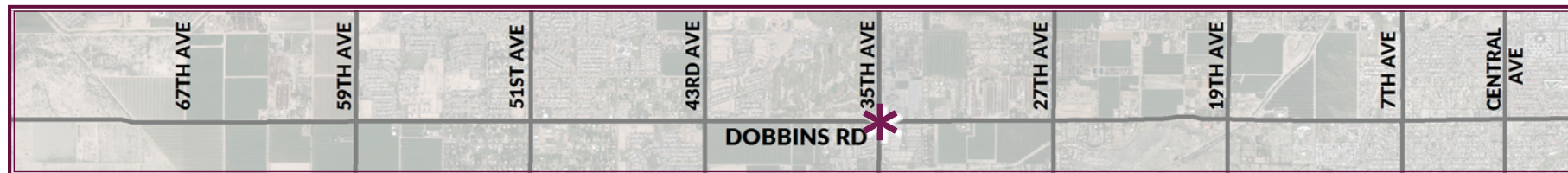
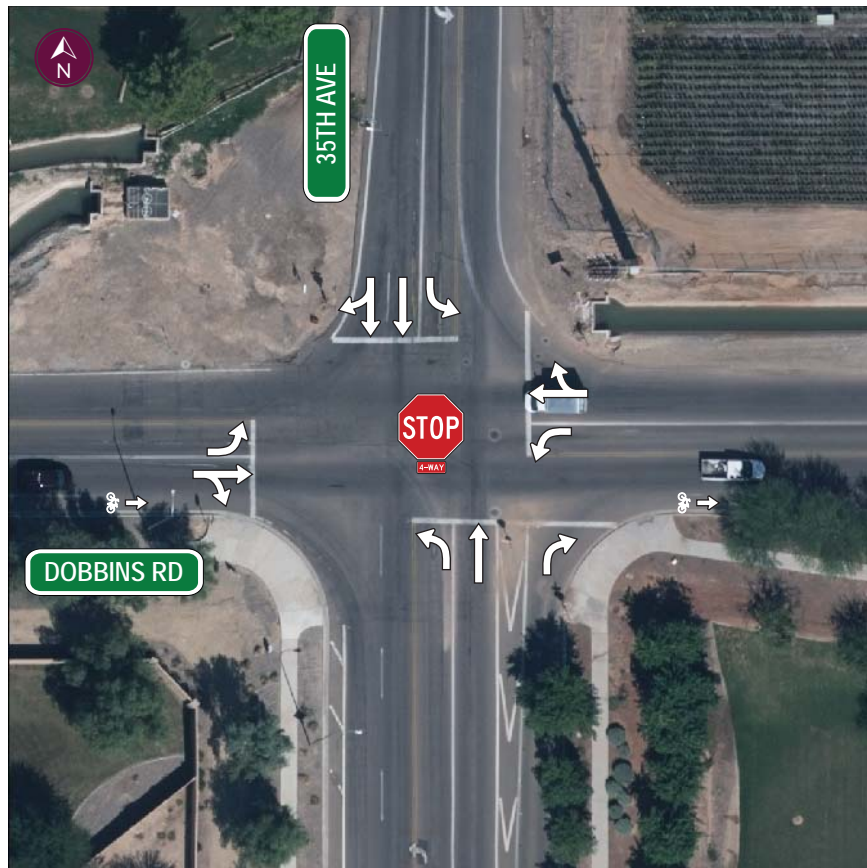
The intersection of 27th Avenue and Dobbins Road is a 4-way stop intersection with no curb and gutter or sidewalk. All travel directions are limited to only one through lane and there are no bike lanes at the intersection. The northeast corner has been platted as the future Tristanos subdivision and includes a multi-use trail easement, approximately 20ft wide. No construction has been completed on this subdivision.





35th Avenue and Dobbins Road

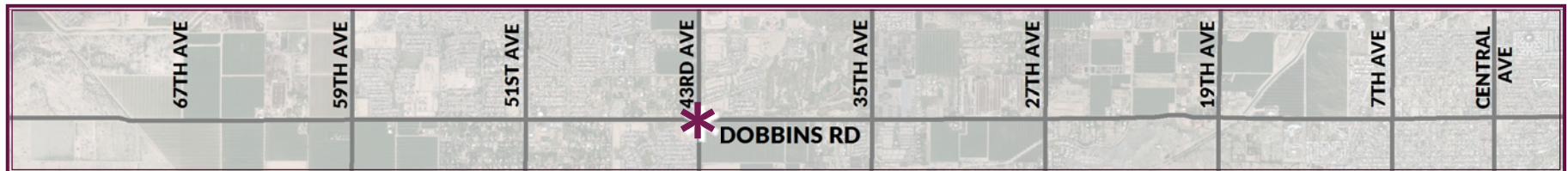
The intersection of 35th Avenue and Dobbins Road is a 4-way stop intersection with curb and gutter and sidewalk on the southeast and southwest corners. Each travel direction has one through lane except southbound 35th Avenue which has two through lanes, and each travel direction has a left turn bay. Northbound 35th Avenue has a right turn bay and eastbound Dobbins Road has a bike lane. There is a bus bay on the southeast corner along Dobbins Road.





43rd Avenue and Dobbins Road

The intersection of 43rd Avenue and Dobbins Road is a 4-way stop intersection with curb and gutter and sidewalk on the northeast corner. There is some curb and gutter on the northwest and southeast corners as well. Each travel direction has one through lane and one left turn bay with westbound Dobbins Road also having a right turn bay. There is a bike lane on eastbound Dobbins Road east of 43rd Avenue, but it ends at the intersection. There is a bus bay on the northeast corner along 43rd Avenue.



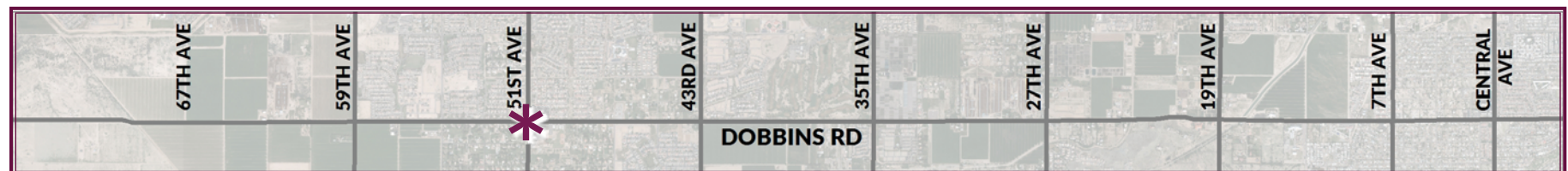
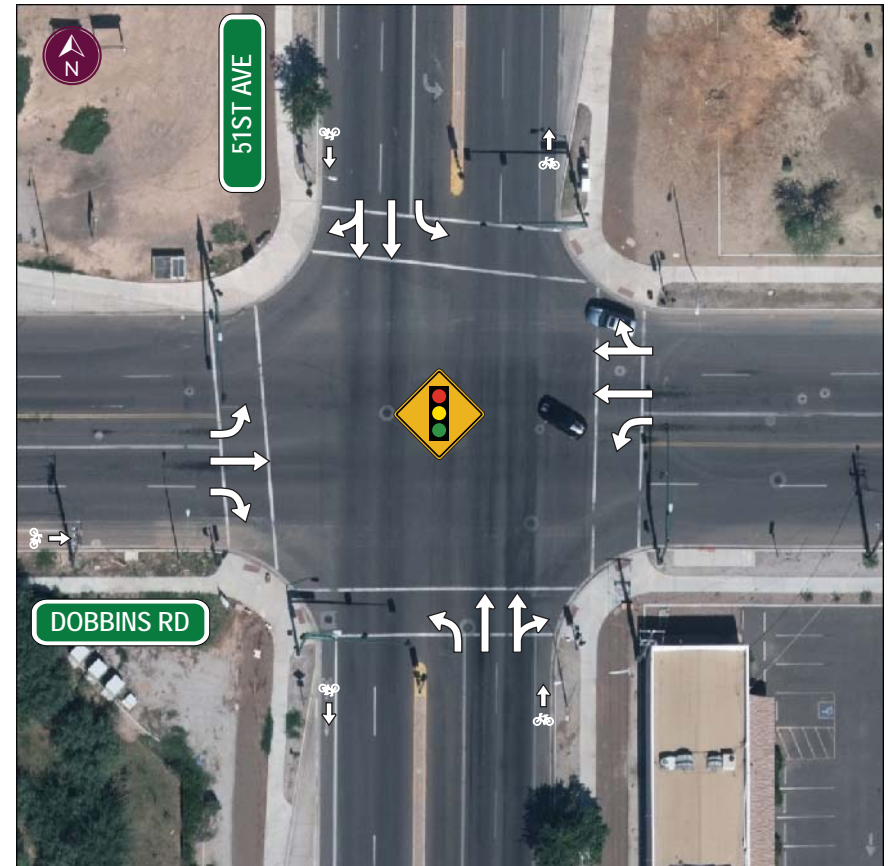


51st Avenue and Dobbins Road

The intersection of 51st Avenue and Dobbins Road is a signalized intersection with curb and gutter and sidewalk on all four corners. All travel directions have two through lanes and a left turn bay.

51st Avenue has bike lanes north and south of Dobbins Road and Dobbins Road has an eastbound bike lane west of the intersection.

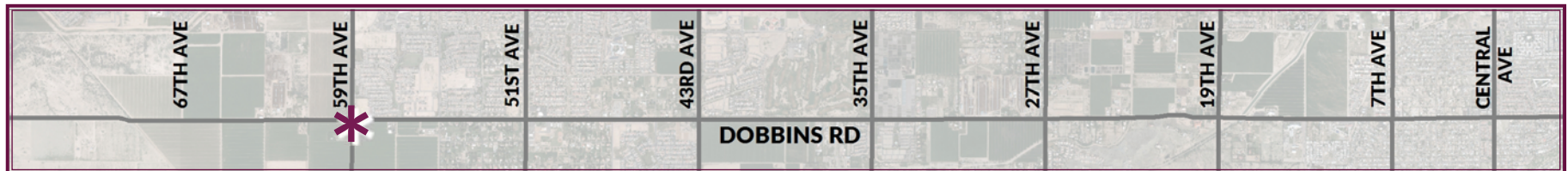
There are bus bays on the northwest corner along Dobbins and on the southwest corner along 51st Avenue. Additionally there is a bus bay and shelter on the northeast corner along 51st Avenue.





59th Avenue and Dobbins Road

The intersection of 59th Avenue and Dobbins Road is a 4-way stop intersection with no curb and gutter, or sidewalk. All travel directions are limited to one through lane. There are no bike lanes at this intersection.





3.4 Existing Right-of-Way (ROW)

The existing ROW varies throughout the Dobbins Road corridor. There are several locations of disputed ROW that were identified in the 2003 DCR. These include the following:

1. A portion of the SRP canal is on Federal land. The 2003 DCR stated that in the area of 39th Avenue to 43rd Avenue no records could be found showing ROW for Dobbins Road north of the monument line. In 2006, the Montaña Vista subdivision was platted. The plat documents the various rights-of-way and easements and provides the applicable docket number. This subdivision has since been built and the north half of Dobbins Road improvements have been constructed.
2. The 2003 DCR stated that ownership of ROW from 19th Avenue to 23rd Avenue is in doubt and a title search is required. It is believed, however, that the canal is on an irregular piece of Federally owned ROW in this area.

A detailed ROW or legal search was not part of the scope of work of this project. Some discrepancies exist between the ROW identified through the Maricopa County Assessor and what is contained within the City of Phoenix's distributed parcel dataset. The existing ROW for each segment of Dobbins Road is discussed in the following sections.





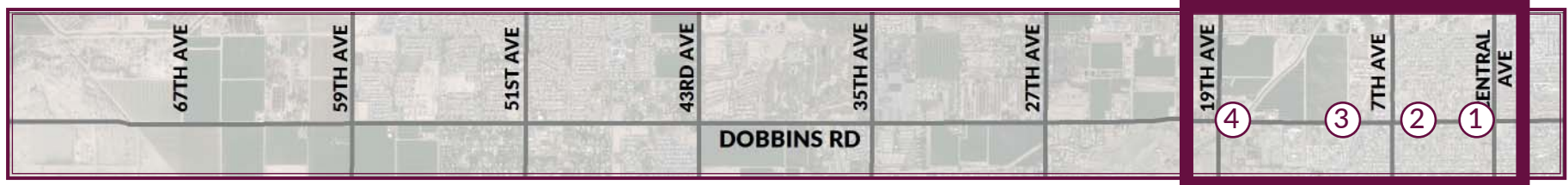
Central Avenue to 7th Avenue

The ROW varies from Central Avenue to 7th Avenue from 66 to 80 feet. In general, the older homes and developments have 33 feet of ROW to the monument line while the newer developments have 40 feet.



7th Avenue to 19th Avenue

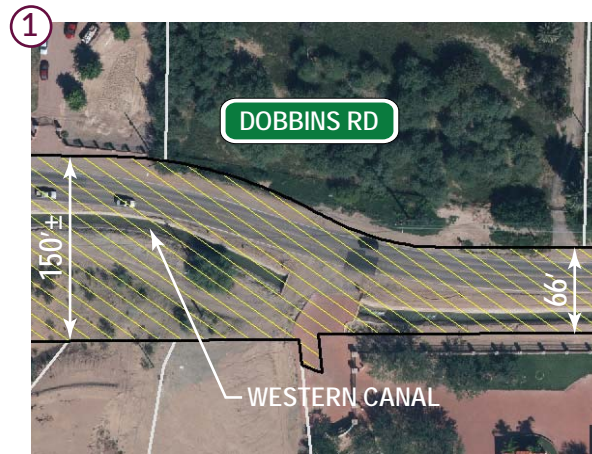
From 7th Avenue to 19th Avenue the ROW varies from 66 to 80 feet.





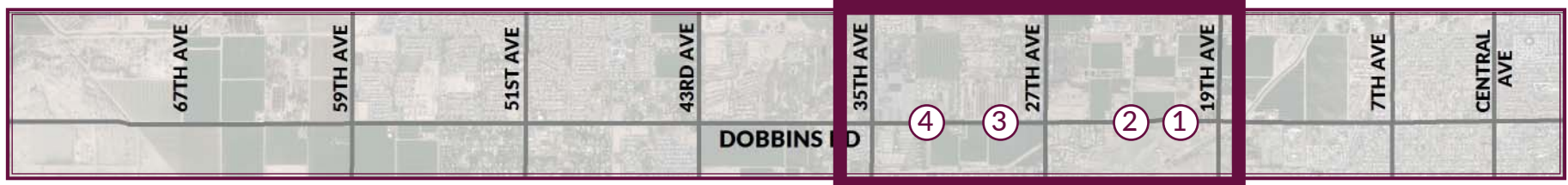
19th Avenue to 27th Avenue

Dobbins Road from 19th Avenue to 23rd Avenue curves slightly to the north and parallels the historic portion of the Western Canal. ROW from 19th Avenue to the Dobbins Road curve is 66 feet. It increases to approximately 150 feet through the Dobbins Road curve and then tapers back down to approximately 66 feet near 23rd Avenue. Portions of the shoulder on the north side of Dobbins Road appear to be outside of the existing ROW. However, per the 2003 DCR, the ownership of ROW from 19th Avenue to 23rd Avenue is in doubt. At 23rd Avenue, a lateral parallels Dobbins Road on the north and the total ROW from 23rd Avenue to 27th Avenue varies from 66 feet to approximately 108 feet.



27th Avenue to 35th Avenue

The ROW from 27th Avenue to 33rd Avenue is a uniform 66 feet with a canal lateral (open or underground) paralleling the north side of Dobbins Road. From 33rd Avenue to 35th Avenue the Dobbins Place development has dedicated an additional 19 feet of ROW on the south side of Dobbins Road for a total of 85 feet of ROW.





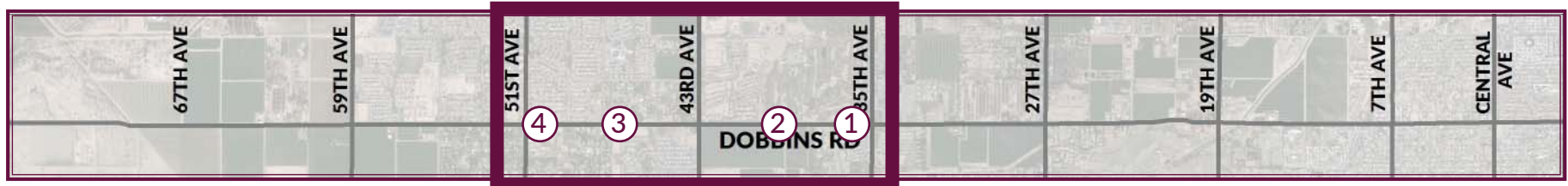
35th Avenue to 43rd Avenue

Immediately west of 35th Avenue to 35th Glen, the Dobbins Corner subdivision has dedicated additional ROW on the south side of Dobbins for a total of 88 feet of ROW. To the west, the ROW is fairly constant until Dobbins Village and Montaña Vista subdivisions, where the ROW increases on the north and south for a total ROW width of 106 feet. The Montaña Vista subdivision continues to 43rd Avenue on the north where the Dobbins Village subdivision ends at 41st Lane, leaving approximately 52 feet of ROW to 43rd Avenue.



43rd Avenue to 51st Avenue

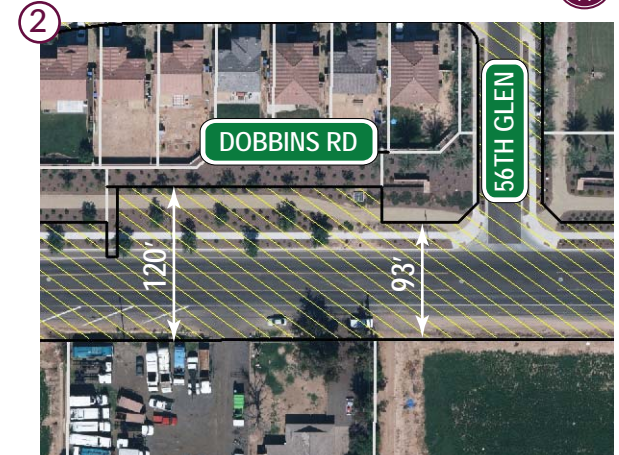
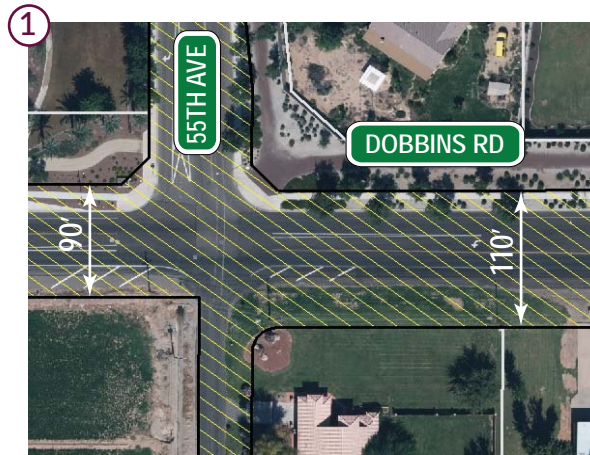
From 43rd Avenue to the Dobbins Point subdivision, there is 88 feet of ROW. Adjacent to this subdivision, the ROW increases for a total of 110 feet. The ROW reduces down to approximately 88 feet near the western edge of the subdivision, and this continues until the Laveen Elementary School east of 51st Avenue. The ROW reduces down to 78 feet and then 66 feet at the school before increasing back to 110 feet just east of the 51st Avenue intersection.





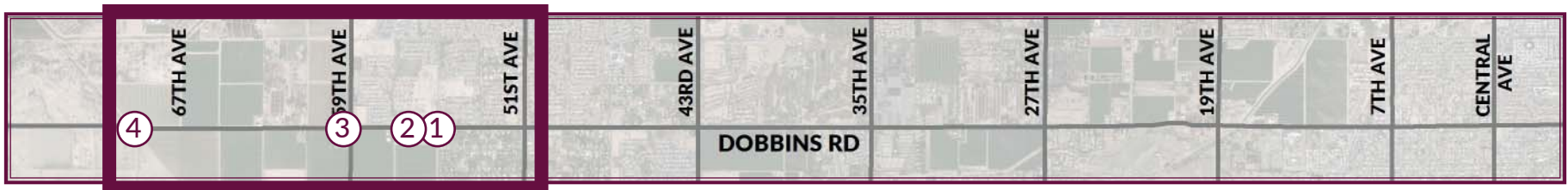
51st Avenue to 59th Avenue

51st Avenue to 53rd Avenue has a fairly consistent 105 feet of ROW with a few minor variations. From 53rd Avenue to 55th Avenue, the ROW is 110 feet. The ROW west of 55th Avenue fronting the Paseo Pointe development is approximately 93 feet with some variations. West of Paseo Pointe to 59th Avenue, the ROW is reduced to 66 feet.



59th Avenue to San Juan Avenue

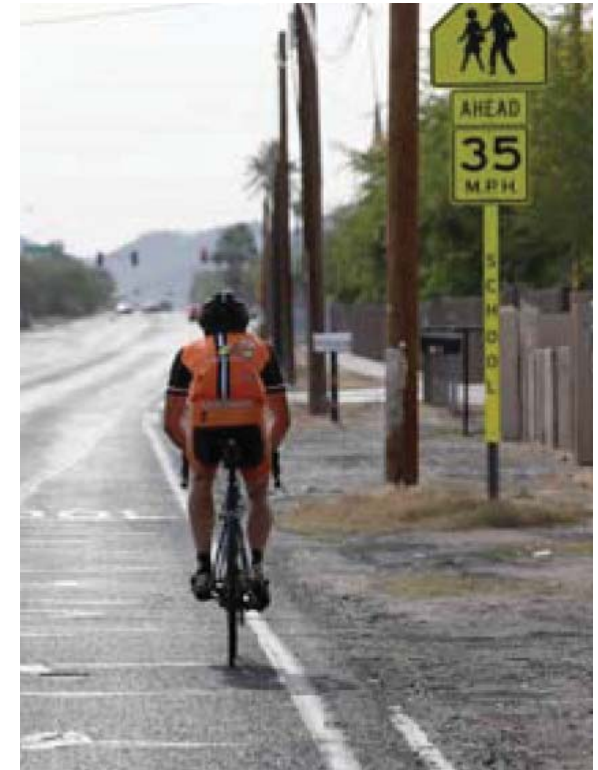
The ROW width is 66 feet from west of 59th Avenue to the edge of the City of Phoenix and the Gila River Indian Reservation municipal boundary at San Juan Avenue.





3.5 Multi-Use Trails

There are several locations where multi-use trails have been constructed along Dobbins Road and other locations where trail easements have been dedicated. The trail system along Dobbins Road, in general is very discontinuous, however, the City of Phoenix has identified almost the entire Dobbins Road corridor as needing a multi-use trail with connecting trails to the north and south along major roads. Specifics about the trail system along Dobbins Road are identified in the following sections.





Central Avenue to 19th Avenue

There is no trail or trail easement for this section of Dobbins Road. The City has identified a potential multi-use trail alignment along this section of Dobbins Road.



19th Avenue to 27th Avenue

Approximately ¼ mile of 20-foot wide trail easement, has been dedicated as part of the Tristanos development on the north side of Dobbins Road just east of 27th Avenue. This development has not yet been built, and the trail does not exist. No other trails or trail easements exist along this portion of Dobbins Road. The City has identified a potential multi-use trail for this entire stretch of Dobbins Road.



Trail & Easement
 Easement & No Trail
 Trail & No Easement



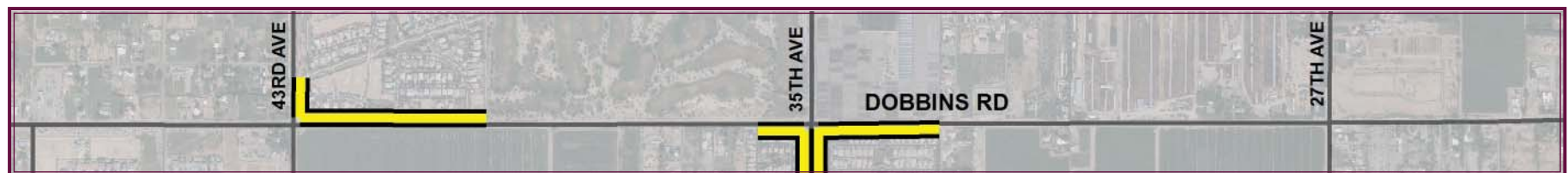
27th Avenue to 35th Avenue

Approximately ¼ mile of 30-foot wide trail easement has been dedicated and built as part of the Dobbins Place development on the south side of Dobbins Road just east of 35th Avenue and also extends south along 35th Avenue. The City has identified a potential multi-use trail for this entire stretch of Dobbins Road.



35th Avenue to 43rd Avenue

The Dobbins Corner development continues the trail from Dobbins Place on the south side of Dobbins Road west of 35th Avenue. After Dobbins Corner the trail ends until the Montana Vista development picks it up along the north side of Dobbins Road just east of 43rd Avenue. The City has identified a potential multi-use trail for this entire stretch of Dobbins Road.



Trail & Easement Easement & No Trail Trail & No Easement



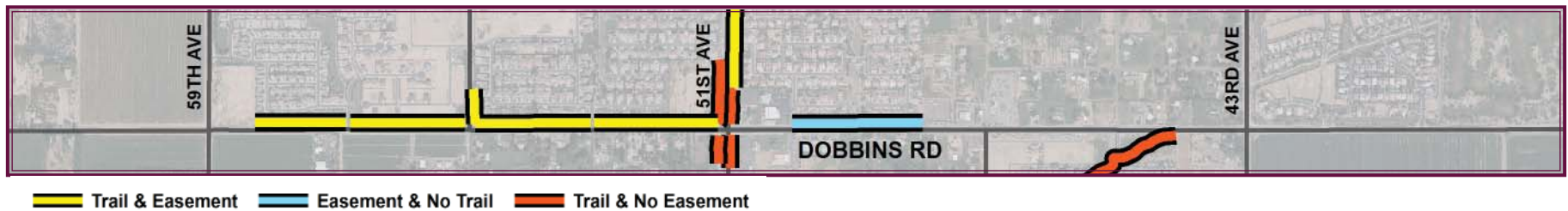
43rd Avenue to 51st Avenue

The designated City of Phoenix trail alignment continues west of 43rd Avenue where it veers to the south through the Dobbins Point subdivision. The trail is constructed through the Dobbins Point Subdivision. There is no other City of Phoenix designated trail between 43rd Avenue and 51st Avenue; however, the Cheatham Farms South subdivision has a 30-foot trail easement along the north side of Dobbins, but no trail has been built. This development dedicated and built a trail along 51st Avenue north of Dobbins Road. The City has identified a potential multi-use trail for this entire stretch of Dobbins Road.



51st Avenue to 59th Avenue

There is a near continuous trail and 28 to 30 feet of trail easement along the north side of Dobbins Road from 51st Avenue to 59th Avenue. The lone exception is a vacant parcel on the northeast corner of 59th Avenue and Dobbins Road. The City has identified a potential multi-use trail for this entire stretch of Dobbins Road.





59th Avenue to San Juan Avenue

There is no trail or trail easement west of 59th Avenue. The City has designated trails for the future Loop 202 South Mountain Freeway and for the future Laveen Center, but nothing has been dedicated or constructed.



Trail & Easement Easement & No Trail Trail & No Easement



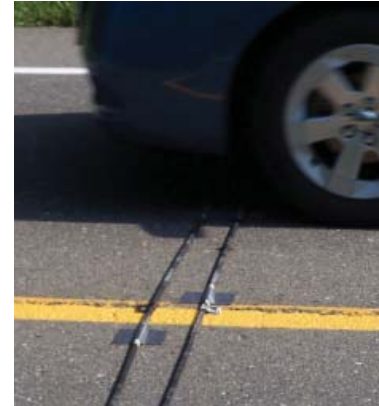
3.6 Traffic Volumes

Average Daily Traffic (ADT) volumes, acquired through the City of Phoenix Open Data Portal, were used as background information for the Dobbins Road corridor. A summary of the collected information is presented in the table below. Additionally, the two-way ADT as presented in the 2003 DCR is presented for reference. As can be seen the two-way ADT has increased significantly since 2003, in particular west of 35th Avenue where it has more than doubled.

Traffic has
increased by

144%

west of 35th Avenue
since 2003.



ADT

Average Daily Traffic: A measure of the average traffic volume on the street and a useful and simple measurement of how busy a road is.

Average Daily Traffic Volumes

Roadway Segment Dobbins Road	Eastbound	Westbound	Two-Way ADT	Year	Two-Way ADT 2002 (from 2003 DCR)
Central Avenue to 7th Avenue	N/A	N/A	8500	2002	8500
7th Avenue to 19th Avenue	4772	4494	9266	2015	6700
19th Avenue to 27th Avenue	4039	4334	8373	2016	5500
27th Avenue to 35th Avenue	3802	4240	8042	2015	4900
35th Avenue to 43rd Avenue	3763	4108	7871	2015	3600
43rd Avenue to 51st Avenue	3890	4327	8217	2015	3000
51st Avenue to 59th Avenue	2082	2213	4295	2015	1800
59th Avenue to 67th Avenue	379	468	847	2009	N/A



3.7 Historic Property Information

There are several historic or eligible historic properties and sites throughout the Dobbins Road corridor. No historical records search or determination of eligibility was conducted as part of this project; however, the following are known historic or eligible historic sites within the Dobbins Road corridor.



Laveen Elementary School Auditorium

The Laveen Elementary School Auditorium is listed as a historical site by the State Historic Preservation Office.

The single-story adobe building with basement was constructed under the Federal Works Projects Administration (WPA) in 1940. The original school building on the site was built in 1908 and later replaced in 1924.



Del Monte Market

This site is listed as a historical site by the State Historic Preservation Office.

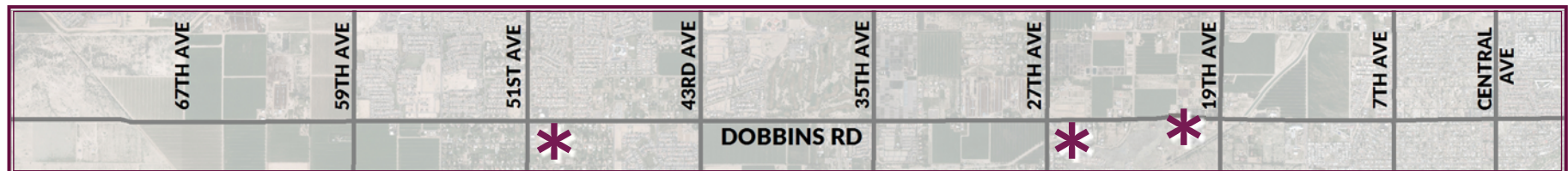
Also referred to as Del Monte Grocery, the Del Monte Market is located on the southeast corner of Dobbins Road and 27th Avenue. It was built in 1908 and is the oldest continuously operating market in Arizona. It is considered the oldest, still-standing building in Laveen.



Western Canal: 17th Avenue to 23rd Avenue

This portion of the canal parallels Dobbins Road and is listed as a historical site by the State Historic Preservation Office.

The canal lateral between 17th Avenue and 23rd Avenue of the Western Canal is considered a historic canal. The canal must remain open to retain its historical value.

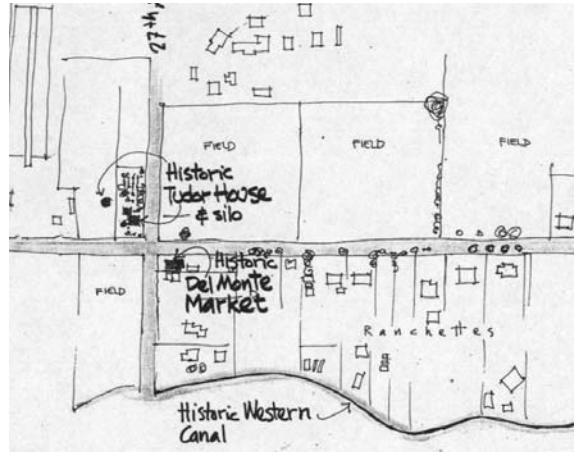




Ralph H Stoughton Estate

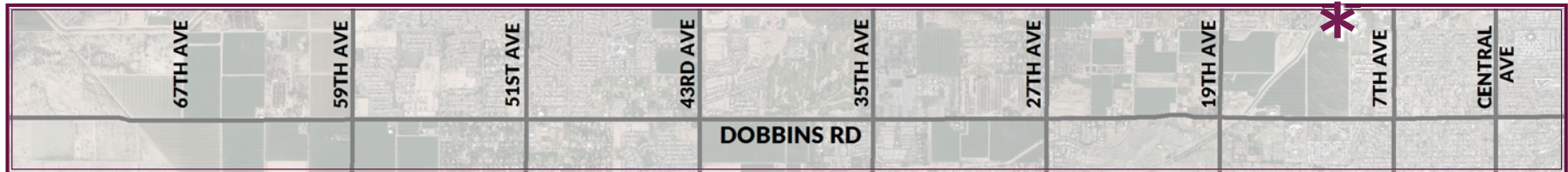
This estate is listed as a historical site by the State Historic Preservation Office.

This single story Spanish Colonial Revival residence built of adobe was constructed in 1930-31 and is just north of Dobbins Road on South Mountain Avenue west of 8th Avenue.



Other Eligible Historic Sites

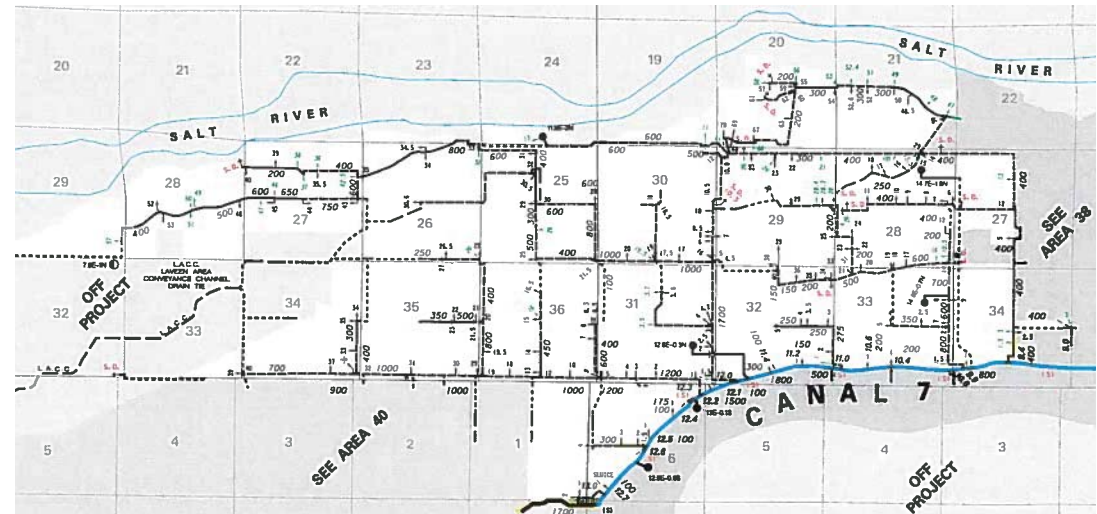
Additionally, there are several sites listed as eligible for historic status by the Arizona State Museum within the corridor, and as part of the 2003 DCR, a historic preservation reconnaissance survey was performed that identified additional sites as eligible for historic status.





3.8 Irrigation Canals

There are numerous irrigation canals and tailwater ditches throughout the study area. The most prominent two canals are the Western Canal and the Telegraph Pass Canal (also known as the Highline Canal). In addition to these canals, there are many open canal and underground/tiled (pipe) laterals that parallel Dobbins Road. The following sections detail the canals along Dobbins Road. The information below was obtained from field observation and the Salt River Valley Water Users' Association 2009 Zanjero Area Maps and should be considered approximate. There may be additional irrigation infrastructure that has not been captured in these observations.



SRVWUA

Salt River Valley Water Users Association (SRVWUA) is one of two subsidiaries of the Salt River Project (SRP) the other being the Salt River Project Agricultural Improvement and Power District. SRVWUA is a utility cooperative that serves as the primary water provider, in particular, for irrigation water for Central Arizona. SRVWUA runs, operates and maintains the majority of the major irrigation canals in Central Arizona.

IRRIGATION CANAL

An open waterway (earthen or concrete) whose purpose is to carry water from one location to another for watering plants and crops. It is typically non-potable water.

TAILWATER DITCH

A conveyance channel along the lower end of a field used to carry excess water away from the field to prevent over-saturation of the soil and crop damage.

TILED LATERAL

A closed waterway (typically in a pipe) that carries water for irrigation.

TILING

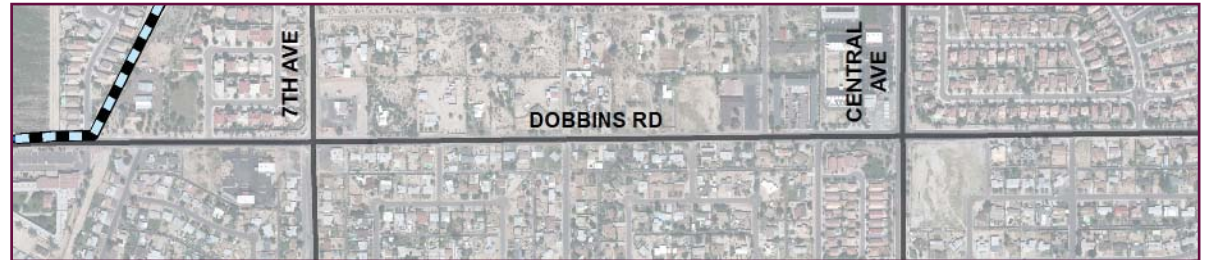
Converting an open ditch to a closed underground waterway (typically in a pipe).



Central Avenue to 7th Avenue

There are no open canal laterals along Dobbins Road from Central Avenue to 7th Avenue.

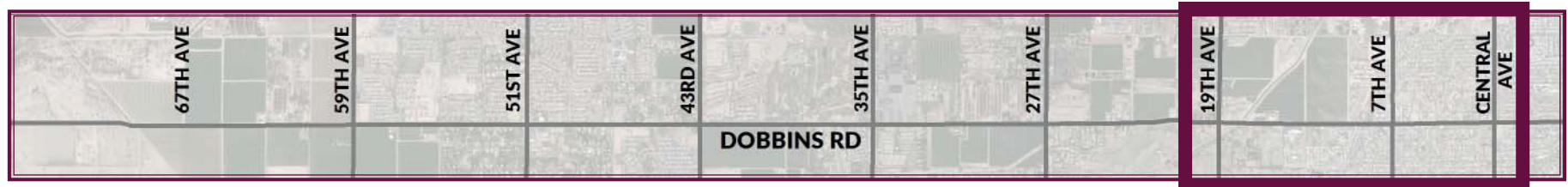
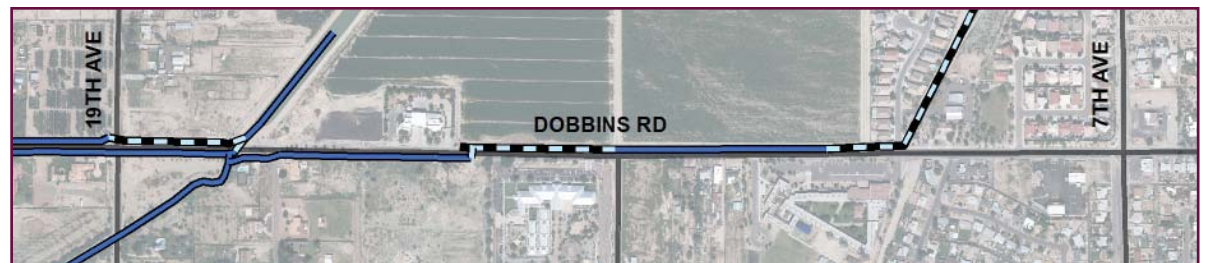
Open Canal Pipe



7th Avenue to 19th Avenue

The Highline Canal is an open canal east of Central Avenue and north of South Mountain Avenue but is underground/tiled to the west. This canal meets Dobbins Road at 10th Drive as an underground/tiled canal and becomes an open ditch along the north side of the road until about 15th Avenue. The canal is again underground/tiled and crosses over to the south side of Dobbins Road where it is an open canal. It is not clear where the Highline Canal ends and the Telegraph Pass Canal begins. The structures of the Highline and Western Canals meet just east of 19th Avenue, and there is significant ambiguity in the naming of the canals west of this point. This is the beginning of the historic portion of the Western Canal (approximately 17th Avenue).

Open Canal Pipe





19th Avenue to 27th Avenue

The lateral between 17th Avenue and 23rd Avenue of the Western Canal (Canal 7) is considered historic. It is along the south side of Dobbins Road and turns south at 23rd Avenue. The entire stretch is open. There is also an open lateral along the north side of Dobbins Road just west of 19th Avenue and another open ditch, possibly a tailwater ditch, just east of 23rd Avenue. At the end of the historic portion of the Western Canal, there are several turnout segments, to the south, the north and one along the north side of Dobbins Road that continues to 27th Avenue as an open lateral.

Open Canal Pipe

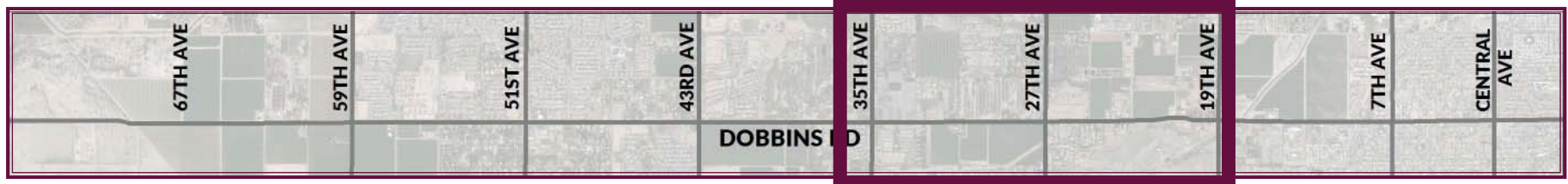


Open Canal Pipe



27th Avenue to 35th Avenue

The canal continues from 27th Avenue to the east and follows the north side of Dobbins Road with both underground/tiled and open canal sections.





35th Avenue to 43rd Avenue

West of 35th Avenue, the canal continues along the north side of Dobbins Road. It is an open canal for the majority of the Aguila Golf Course and there are two parallel open canals for about 1,500 feet. Near the west end of the golf course the canal is underground/tiled and remains underground/tiled until 43rd Avenue.

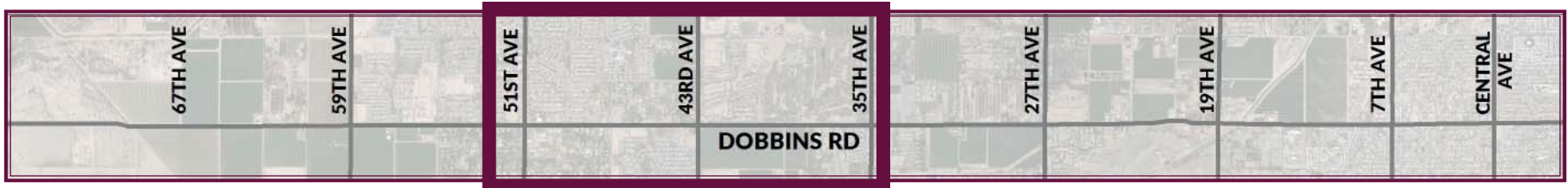
Open Canal Pipe



43rd Avenue to 51st Avenue

The underground/tiled canal continues west of 43rd Avenue and follows the north side of Dobbins Road with both underground/tiled and open canal sections.

Open Canal Pipe

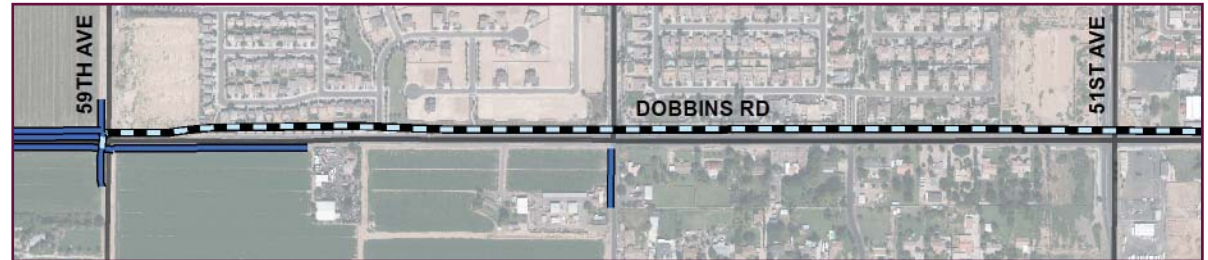




51st Avenue to 59th Avenue

The canal continues from the east of 51st Avenue and follows the north side of Dobbins Road and is underground/tiled for the entire stretch. There is also a small open canal just east of 59th Avenue south of Dobbins Road for the agricultural fields.

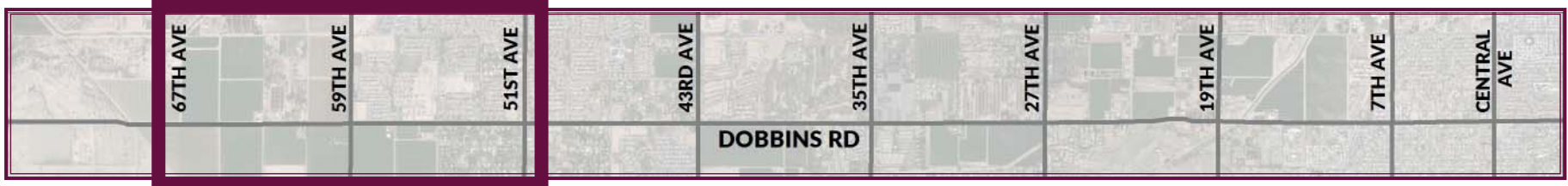
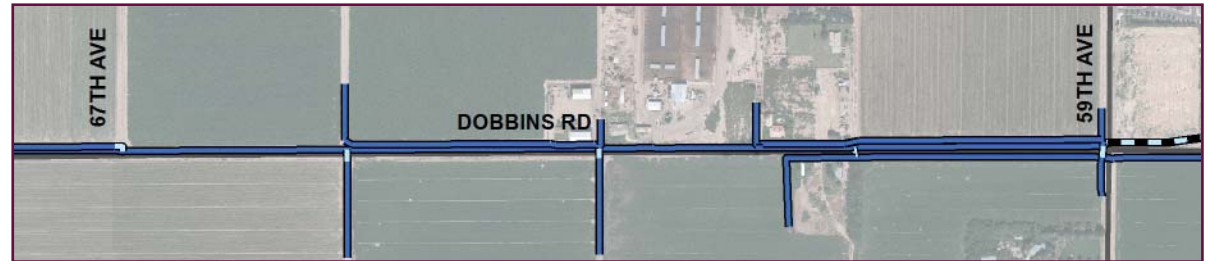
Open Canal Pipe



59th Avenue to 67th Avenue

There are open canals on the north side of Dobbins Road, including both supply laterals and tail water ditches, and there are several instances of parallel canals. There are some open canals or tailwater ditches south of Dobbins Road as well.

Open Canal Pipe



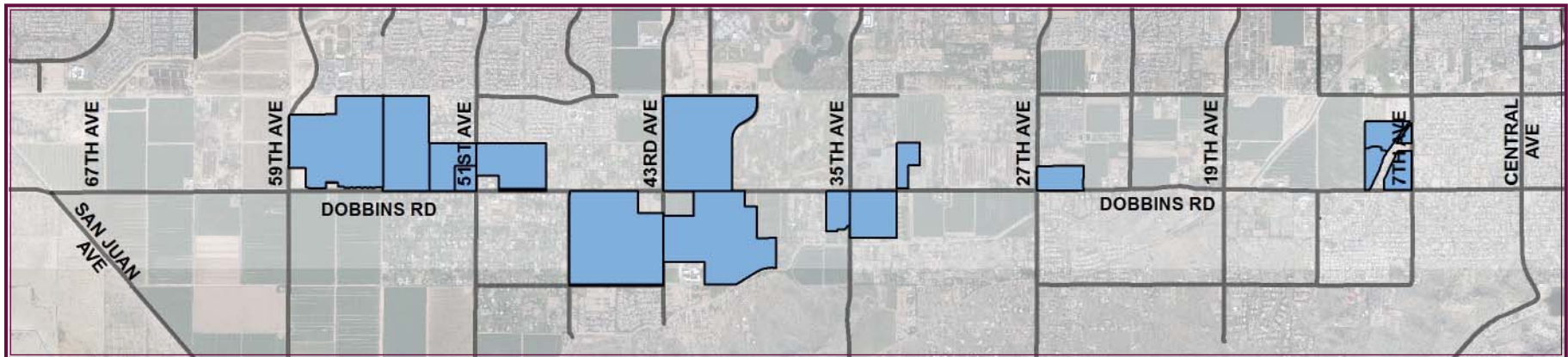


3.9 New Development

Several new developments have been initiated and/or completed along the Dobbins Road corridor since the 2003 DCR was completed. Some of the major developments are discussed in the following sections.



 = New developments since 2003



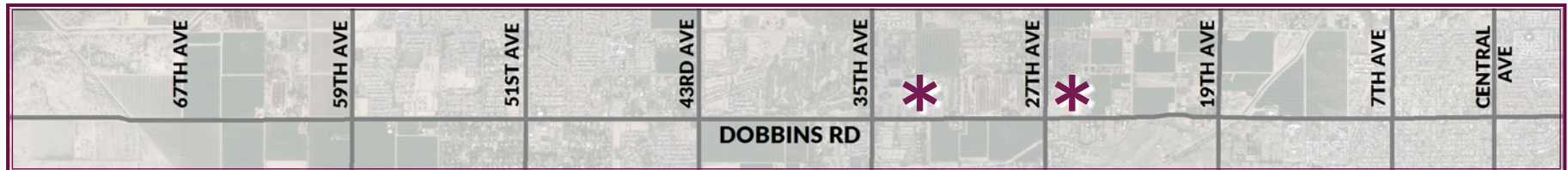


Tristanos

Tristanos is a 40 lot, R1-18 single family development located on the northeast corner of Dobbins Road and 27th Avenue. This development was platted in 2007 and it appears that rough grading has been performed but no construction has begun. No improvements have been performed within the subdivision or along Dobbins Road. The subdivision plat dedicated an additional 12 feet of ROW (48 feet total) and it appears additional ROW for a dedicated right turn bay. There are several existing easements along Dobbins Road here including a 33-foot USA easement and a 20-foot SRP power easement. A 20-foot multi-use trail easement and a 30-foot scenic easement were dedicated with the subdivision plat.

South 32nd Lane

Several large lot homes zoned RU-43 within Maricopa County have been built since 2003. These homes are on the north side of Dobbins along 32nd Lane.



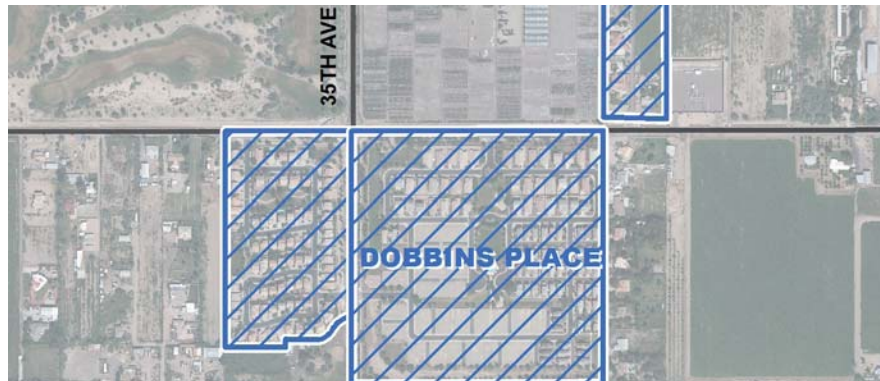


Dobbins Place

Dobbins Place is a 176 lot, R-3/R-4A subdivision located on the southeast corner of 35th Avenue and Dobbins Road. The subdivision was platted in 2006 and numerous homes have been built on the site. Roadway improvements have been constructed along Dobbins Road and 35th Avenue adjacent to the subdivision. The subdivision plat dedicated a 30-foot trail easement and 19 additional ft of ROW for a total of 52 feet of ROW to the monument line of Dobbins Road.

Dobbins Corner

Dobbins Corner is an 84 lot R-3/R-4A subdivision located on the southwest corner of 35th Avenue and Dobbins Road. This subdivision was platted in 2004 and appears to be fully built. Roadway improvements have been constructed along Dobbins Road and 35th Avenue adjacent to the subdivision. The subdivision plat dedicated a 28-foot multi-use trail easement and 22 additional feet of ROW for a total of 55 feet of ROW to the monument line of Dobbins Road.



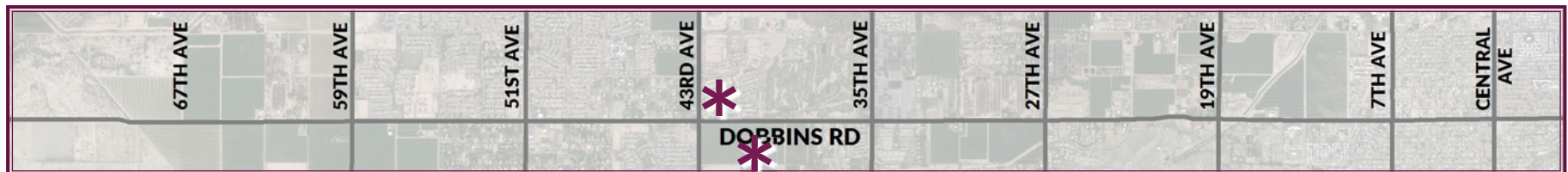
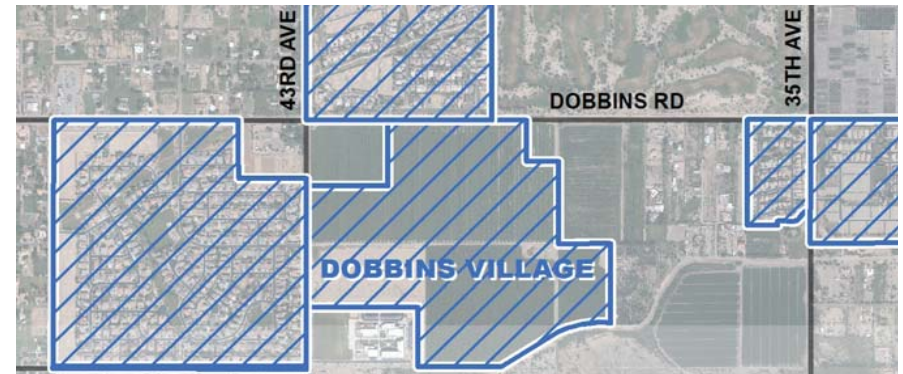
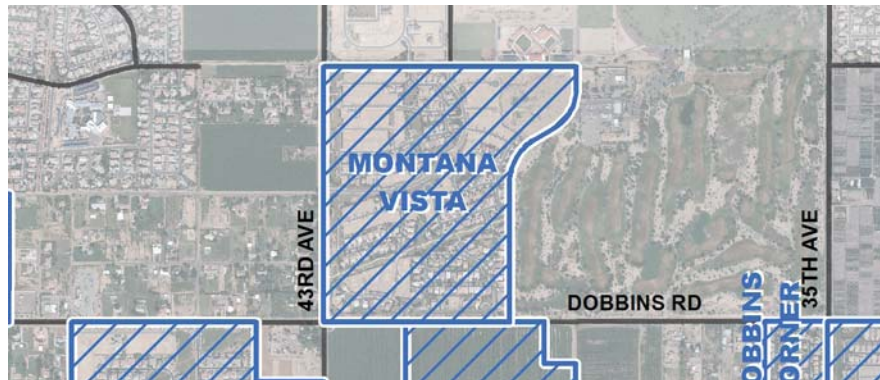


Montaña Vista

The Montaña Vista subdivision is a replat of a previously platted subdivision. The replat occurred in 2006 and is a 409 lot subdivision along 43rd Avenue just west of the Aguila Golf Course from Dobbins Road to South Mountain Avenue. Numerous lots are built, onsite improvements and improvements along both Dobbins Road and 43rd Avenue have also been constructed. The subdivision plat dedicated a 30-foot multi-use trail easement and 18.5 additional feet of ROW for a total of 51.5 feet of ROW to the monument line of Dobbins Road with some variation.

Dobbins Village

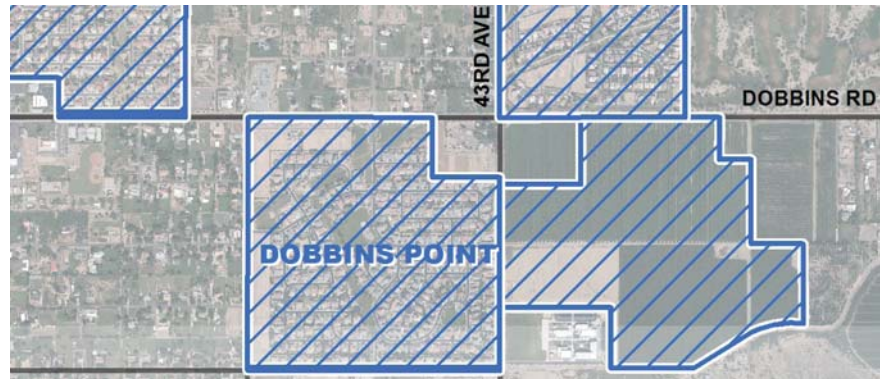
Dobbins Village is a planned residential subdivision of 367 lots south of Dobbins Road and east of 43rd Avenue. The plat was recorded in 2013 and it appears that no construction has started on the subdivision and no improvements have been constructed along Dobbins Road or 43rd Avenue. The subdivision plat dedicated 22 additional feet of ROW for a total of 55 feet of ROW to the monument line of Dobbins Road.





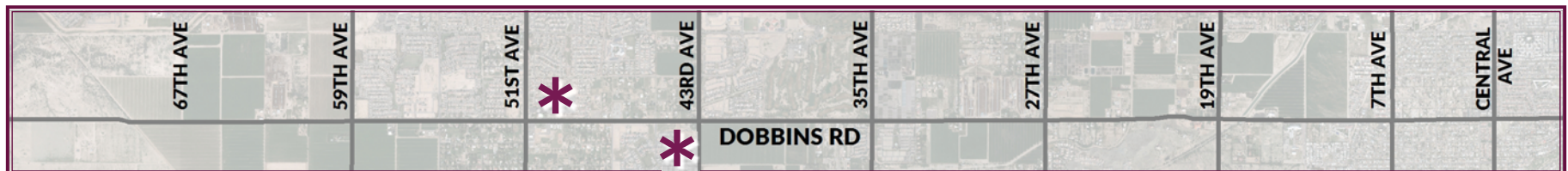
Dobbins Point

The Dobbins Point subdivision is located between Dobbins Road and Olney Avenue from 43rd Avenue to 47th Avenue with an exemption parcel on the northeast corner. This is a 372 lot development platted in 2002 with major construction occurring from 2004-2007. While most of the frontage lots along Dobbins Road and 47th Avenue have not been built, all of the interior improvements and improvements along Dobbins Road are complete. The subdivision plat dedicated 22 additional feet of ROW for a total of 55 feet of ROW to the monument line of Dobbins Road.



Cheatham Farms South

Cheatham Farms South is located along Dobbins Road and 51st Avenue northeast of the intersection. This is a 134 lot subdivision platted in 2002 with major construction occurring from 2003-2005. The subdivision is completely built. All improvements along both Dobbins Road and 51st Avenue are also complete. This subdivision did not dedicate any additional ROW as there is a 22-foot exception parcel separating the subdivision from Dobbins Road. This "exception parcel is future USA easement with license for roadway and landscape purposes" per the Cheatham Farms South Plat.



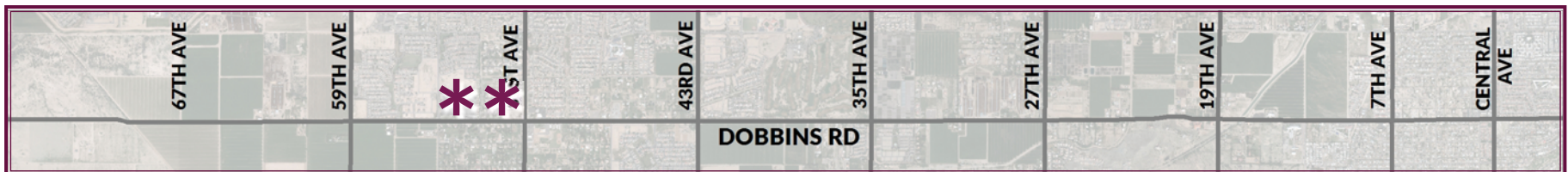


Dobbins Ranch Retail Center

The Dobbins Ranch Retail Center is a four lot C-1 commercial center located on the northwest corner of Dobbins Road and 51st Avenue. Platted in 2007, it appears initial grading may have been performed for retention. The improvements along Dobbins Road and 51st Avenue have been completed, but no additional construction has occurred on site. The retail center plat dedicated 22 additional feet of ROW for a total of 55 feet of ROW to the monument line of Dobbins Road.

Dobbins Ranch

The Dobbins Ranch Amended Plat is a replat of the Dobbins Ranch subdivision. The subdivision is located along Dobbins Road and 51st Avenue northwest of the intersection. This 59 lot subdivision was platted in 2005 and is completely built. All improvements along both Dobbins Road and 51st Avenue are also complete. The subdivision plat dedicated a 25-30 foot multi-use trail easement and 22 additional feet of ROW for a total of 55 feet of ROW to the monument line of Dobbins Road.



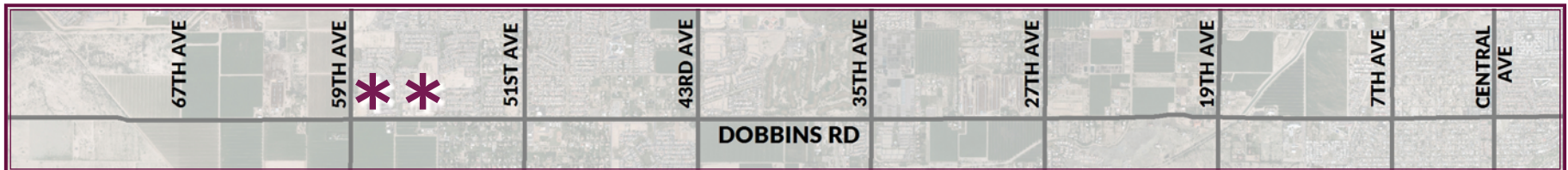


Laveen Commons

Laveen Commons is a 176 lot subdivision along the north side of Dobbins Road from 53rd Avenue to 55th Avenue. Platted in 2005, the subdivision is completely built with the possible exception of the center open space tract currently owned by the City of Phoenix. This tract appears to be graded for retention but is fenced with no landscaping. Full improvements along 55th Avenue and Dobbins Road appear to have been completed. The subdivision plat dedicated a 30-foot multi-use trail easement and 22 additional feet of ROW for a total of 55 feet of ROW to the monument line of Dobbins Road.

Paseo Pointe

Paseo Pointe is a replat of the Paseo Pointe subdivision. This replat occurred in 2010 and is a 430 lot R5 subdivision. It is immediately west of Laveen Commons and extends to 59th Avenue along Dobbins Road. The subdivision is nearly built-out and construction on Paseo Pointe Elementary School along 55th Avenue was recently completed. Full improvements appear to have been completed along Dobbins Road, 55th Avenue and 59th Avenue. The subdivision plat dedicated a 28-foot multi-use trail easement and 27 additional feet of ROW for a total of 60 feet of ROW to the monument line of Dobbins Road.





3.10 Dobbins Road Drainage

Flooding Issues

Dobbins Road traverses the natural flow paths from South Mountain to the Salt River. As a result significant rainfall runoff crosses Dobbins Road, in particular during large storm events. Historically, the flows from South Mountain flowed northwesterly in shallow, wide poorly defined channels, but as development has occurred the original flow paths have not been maintained and infrastructure such as streets, canals, walls, and others tend to concentrate the flows.

During the large 2014 Monsoon storms, this was apparent as large stretches of Dobbins Road were flooded for an extended period of time. However, most of the damage and reported flooding occurred near the major intersections, in particular at the intersections of 19th Avenue, 27th Avenue, and 35th Avenue. The presence of irrigation canals upstream of Dobbins Road between 19th Avenue and 27th Avenue may have also contributed to the concentration of flows at 23rd Avenue and 19th Avenue which caused severe flooding at these locations, including to the Del Monte Market.



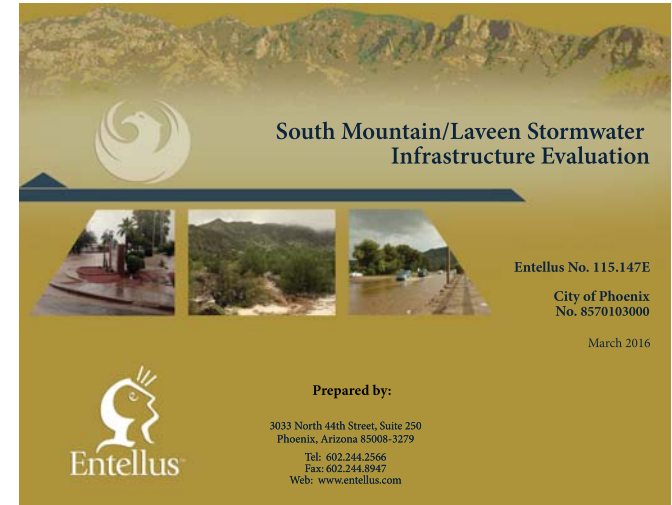
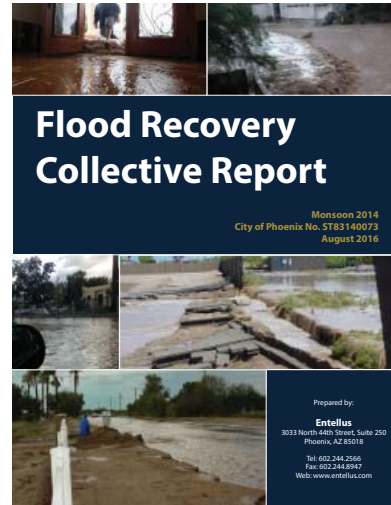


City Projects / Reports

The Flood Control District of Maricopa County (FCDMC) had previously completed two Area Drainage Master Plans (ADMP) for this area, and in partnership with the City of Phoenix they have implemented some of the recommendations from these studies. However, the entire constructed infrastructure from these studies is downstream of Dobbins Road, and even though important in protecting the area downstream of where they are located, they do not provide any flood relief along the Dobbins Road corridor.

In response to the severe 2014 Monsoon floods, the City and the FCDMC initiated several studies to better understand the flooding issues in the area and to develop mitigation measures to alleviate potential future flooding in the area. The main studies initiated by the City were:

- South Mountain/Laveen Stormwater Infrastructure Evaluation
- Flood Recovery Collective Report



FLOODING INCIDENTS

WHAT HAPPENED?

Storm	Type of Storm	Rainfall Depth	Recurrence Interval
August 12	short duration, high intensity	2.76 inches of rain in 60 minutes	970-year
August 19	long duration, low intensity	0.76 to 1.13 inches of rain in 24 hours	Unknown
September 8	long duration, mid intensity	4.20 inches of rain in 12 hours	1000-year
September 27	mid duration, mid intensity	1 to 1.5 inches of rain in 24 hours	Approximately 60-year

Map: Major Rainfall Return Periods (Hours of September 8, 2014)

Photos: Carrizo Mountain, Talavera, 19th Avenue south of Dobbins

ESTIMATED DAMAGE AMOUNT: **\$17.5M**
Private Property: **\$10M**
City of Phoenix Public Infrastructure: **\$7.5M**

RECOVERY EFFORTS

WHAT HAS THE CITY DONE?

\$7.5M Clean Up, Repair and Reconstruct Collapsed Roadways
\$66M Constructed Improvements in Last 20 Years
\$20K Near Term Projects
\$7.4M in Projects Underway
\$5M - \$8M Projects on Drawing Board

ACTION PLAN FOR FUTURE FLOODING EVENTS

WHAT IS THE CITY PLANNING TO DO?

Projects on Drawing Board (seeking funding)

- Tilling 2.5 miles of Highline Canal and Western Canal
- 21st Avenue and Olney Avenue Detention Basin
- Dobbins Road Storm Drain between 43rd Avenue and 35th Avenue
- Dobbins Road Storm Drain between 51st Avenue and Baseline Road
- 35th Avenue and Baseline Road Detention Basin
- 51st Avenue Storm Drain between Olney Avenue and Dobbins Road

Capital Improvement Projects

- **Laveen Area Drainage Master Plan (\$18.1M)**
 - 43rd Avenue and Dobbins Basin
 - 44th Avenue and Carver Basin
 - 51st Avenue Storm Drain
 - 51st Avenue and Dobbins Basin
 - 51st Avenue and Elliot Road Basin
 - Carver Hills Storm Drain
 - Dobbins Road Storm Drain
 - Western Canal Channel
 - 67th Ave Channel
 - Reservation Channel
- **South Mountain Area Drainage Master Plan (\$26.6M)**
 - 27th Avenue/Dobbins Road Basin (\$8.7M)
 - 27th Avenue and South Mountain Avenue Basin
 - 7th Ave Storm Drain (Baseline Road to South Mountain Avenue)
 - 27th Avenue Storm Drain (Baseline Road to South Mountain Avenue)
- **South Mountain Drainage Improvement Project (\$11.3 M)**

Hohokam Area Drainage Master Plan (\$25.8M)

- Basin 5/Circle K Park (\$4M)
- 14th/15th Street Storm Drain (\$2.5M)
- Basin 1/Anderson Road Storm Drain
- South Mountain/7th Way Storm Drain
- Basin 11 and Chaffell Storm Drain
- 20th Street/Eacida Avenue Storm Drain
- 19th Street/South Mountain Avenue Storm Drain

Other documents shown: South Mountain/Laveen Drainage Improvement Project Supplement, South Mountain/Laveen Area Drainage Master Plan Update, 2015 MARICOPA COUNTY MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN



The studies initiated by the FCDMC include:

- South Phoenix/Laveen Drainage Improvement Projects Supplement
- Laveen Area Drainage Master Plan Update

Based on the findings from these studies (some still on-going), several improvements were identified. These improvements were categorized into three different groups: short-term, mid-term, and long-term based on the time frame required for implementation. Most of the short-term projects have been completed, and the City is seeking funding to implement several of the mid-term improvements. The long term projects are still being developed as part of the FCDMC studies and many of these projects have already been submitted for prioritization to the FCDMC. Some of them have moved up in the prioritization, and it is anticipated that several of these project will be constructed in the next 5 to 10 years.

Many of the proposed projects have or will have an effect on Dobbins Road by either providing infrastructure to control runoff before reaching Dobbins Road or when it gets to Dobbins Road, or by providing an outfall that will allow Dobbins Road to drain more efficiently, thus reducing the ponding that currently occurs along the corridor.



South Phoenix/Laveen Drainage Improvement Project Supplement

Introduction
Earlier studies conducted by the District identified a recommended plan which included constructing several detention basins and a storm drain system to decrease flooding hazards and to carry stormwater to the Salt River. Previous study areas were generally bounded by 43rd Avenue to the west, 16th Street to the east, South Mountain Park to the south and the Salt River to the north. The South Phoenix/Laveen Drainage Improvement Project Supplement will expand upon the recommended plan.

Purpose
The South Phoenix/Laveen Drainage Improvement Project Supplement will examine the expansion of the drainage facilities identified in previous studies to further mitigate flooding in specific areas that suffered damage during the major storms of August and September 2014. The general area being evaluated is from 35th Avenue to 7th Avenue and from Baseline Road to South Mountain Park.

Project Partners
The District and the City of Phoenix (City) are partnering in the supplemental study. The District is the lead agency and will manage the preparation of the study. The project will be funded by the District's operating budget and development impact fees collected by the City.

Concurrent Study
The Laveen Area Drainage Master Plan Update (ADMPU) will be prepared concurrently with the South Phoenix/Laveen Drainage Improvement Project Supplement. The Laveen ADMPU will identify and propose mitigation alternatives to address the flooding in specific areas within the Laveen Village, generally between Baseline Road and Carver Road west of 43rd Avenue. Refer to the District website for more information regarding the ADMP update:
<http://www.fcd.maricopa.gov/Projects/PPM/projStruct.aspx>

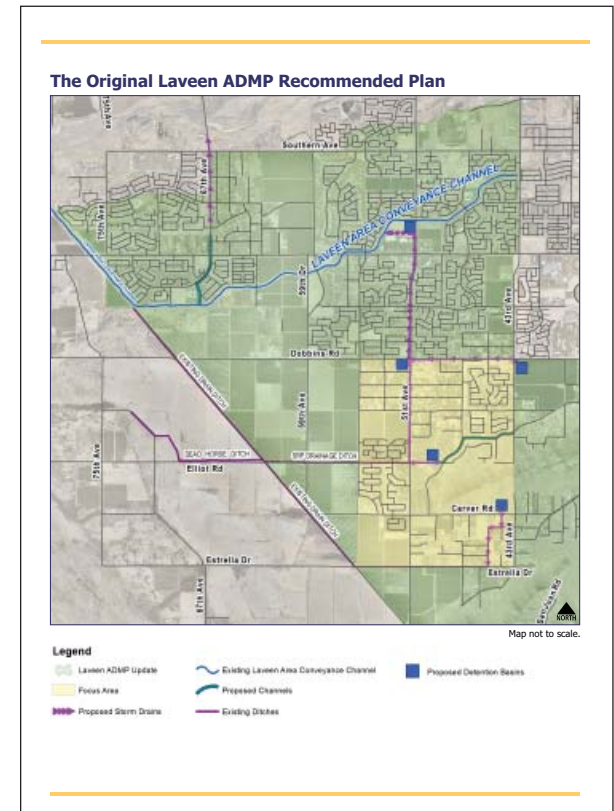
Schedule
Preparation of the supplemental study commenced in December 2014 and is anticipated to be completed by August 2015.

Contact
Tony Beuché, P.E.
Project Manager
2801 West Durango Street
Phoenix, Arizona 85009
(602) 506-2329
TonyBeuche@mail.maricopa.gov

www.fcd.maricopa.gov

Flood Control District of Maricopa County

December 2014





Drainage Improvement Projects

The following is a brief description of some of the recently constructed drainage improvements that affect flooding along Dobbins Road:



Re-Grading Along 35th Avenue

The Aguila Golf Course has significant storage capacity for storm water runoff, but there was not an efficient way for flows to enter the basins within the golf course. This resulted in ponding along Dobbins Road and significant flooding along 35th Avenue. The City of Phoenix re-graded the shoulder of 35th Avenue and Dobbins Road to allow flows to more easily enter the golf course basins, thus reducing ponding along Dobbins Road and removing flow from 35th Avenue.



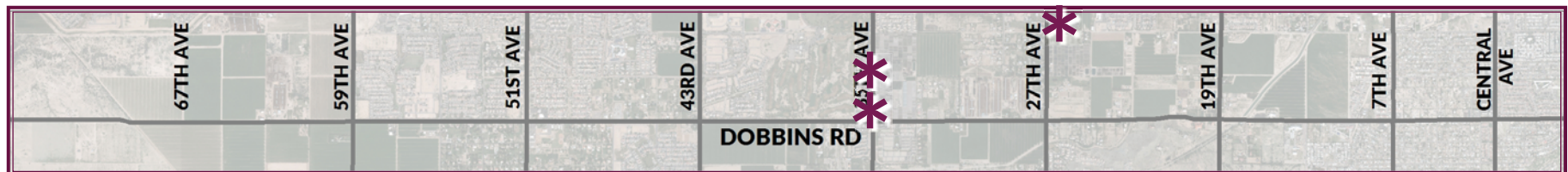
35th Avenue Storm Drain: South Mountain Avenue to Baseline Road

A storm drain connection was completed between the Baseline Road storm drain system and the 35th Avenue retention basin. This storm drain extends to South Mountain Avenue.



27th Avenue & South Mountain Avenue Regional Basin

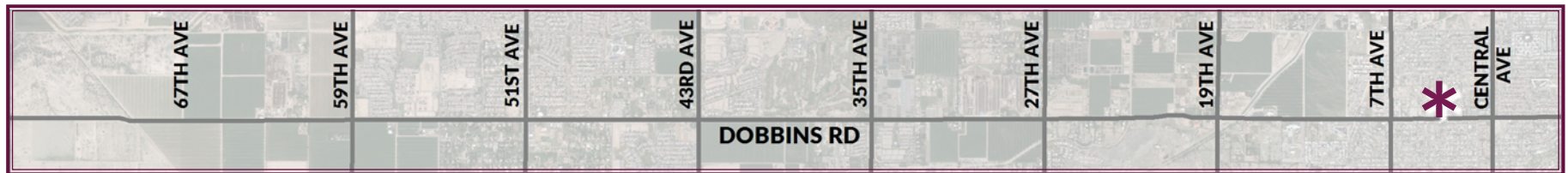
The original Laveen ADMP included a recommended regional basin at 27th Avenue and South Mountain Avenue. This project was in the FCDMC Capital Improvement Plan prioritization, but after the 2014 flooding was moved forward and is now complete. Even though this basin is located downstream, it provides the drainage outfall for a significant portion of Dobbins Road. Now that this basin is complete, it will allow the construction of additional infrastructure required to provide an adequate drainage system along a significant portion of Dobbins Road.





3rd Avenue/Montezuma Street & Dobbins Road Storm Drain

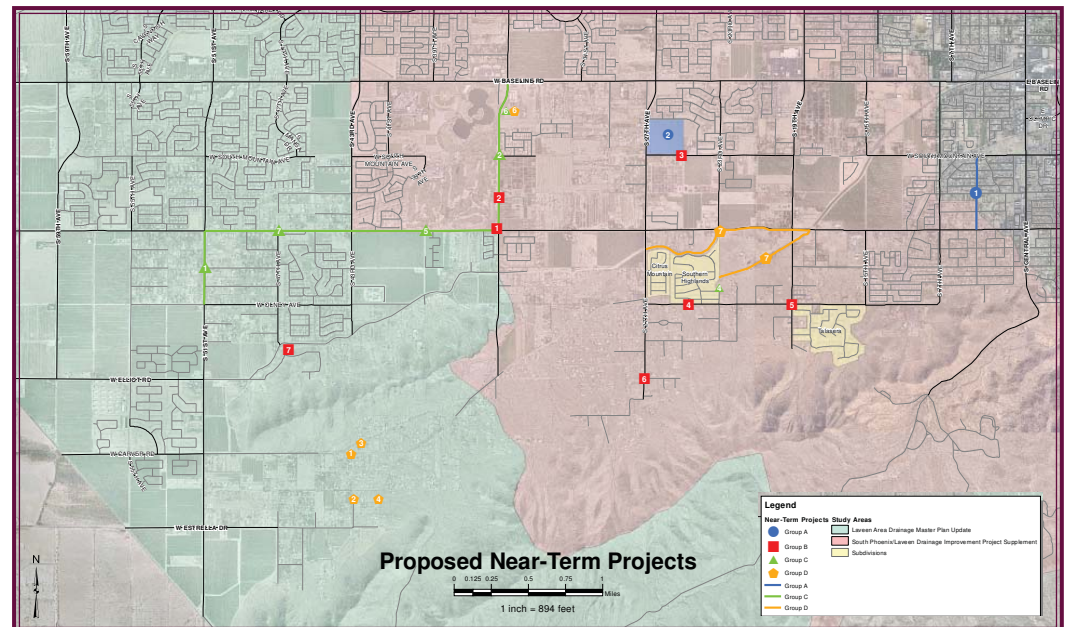
A storm drain was recently completed from Dobbins Road along the 3rd Avenue alignment to the north, connecting to an existing 30-inch storm drain along South Mountain Avenue.



Other Future Drainage Projects

Other future drainage projects that will impact the Dobbins Road corridor are still being refined as part of the FCDMC Laveen ADMP planning project but most likely will include some of the following as well as other projects:

- Storm drain along 27th Avenue from Olney Drive to the new 27th Avenue and South Mountain Avenue basin
- Basin in the vicinity of 23rd Avenue and Olney Drive
- Undergrounding/tiling of portion of the irrigation canals between 19th Avenue and 27th Avenue



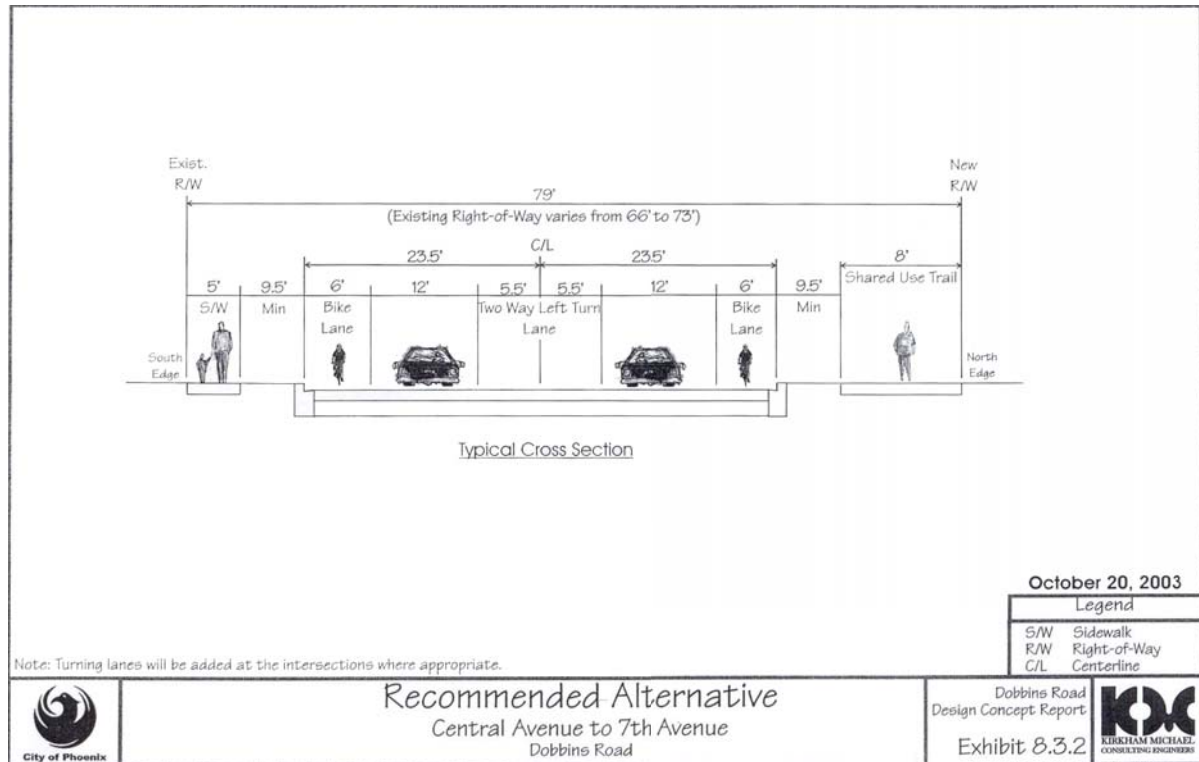


3.11 Roadway Section Recommendations from the 2003 DCR

Central Avenue to 51st Avenue

The 2003 DCR recommended a three-lane roadway (one lane in each direction and a two-way left turn) for the Dobbins Road corridor from Central Avenue to 51st Avenue. The typical section would also include six-foot on-street bicycle lanes for both directions. Both the north and south sides of Dobbins Road would include a standard five foot sidewalk and/or a multi-use path for pedestrian travel. It was proposed to leave the historic section of the Western Canal (19th Avenue to 23rd Avenue) as an open canal and provide a cable barrier for safety.

The proposed ROW varied throughout the stretch from 41 feet on the north and 38 feet on the south (79 feet total ROW) from Central Avenue to 7th Avenue with no easements, to 55 feet on the north and south with an 11.5-foot Scenic easement between 43rd Avenue and 51st Avenue.





51st Avenue to 67th Avenue

The 2003 DCR recommended a five-lane roadway (two through lanes in each direction and a two-way left turn) from 51st Avenue to 67th Avenue. This also included six-foot on-street bicycle lanes and sidewalk for both directions of the roadway. This is the City of Phoenix street cross-section “C” for major arterial and arterial streets. Additionally, the 2003 DCR states that on the north side a scenic and utility easement will be implemented for a multi-purpose trail between 51st Avenue and 59th Avenue.

The proposed ROW and easements were fairly uniform with 55ft of ROW proposed on the north and south sides of Dobbins Road with a 30-foot Scenic easement (with some variation to 15 feet) on both sides of the road.



Introduction

Following the Monsoon storms of 2014, there was interest among residents and the City to potentially underground/tile (place underground in pipe) the major canals between 19th Avenue and 27th Avenue south of Dobbins Road. The canals and their embankments were seen as having contributed to some of the flooding that occurred during those large storm events. In response, the City of Phoenix submitted a request to SRP in June 2015 for an estimate to utilize aesthetic funds to underground/tile these canal sections. The intent of undergrounding/tiling the canal sections would be to prevent overtopping and/or failures of the canal embankments, which can occur at any location along the canal, thus making the flow patterns along the Dobbins Road corridor more predictable.

Modeling Approach

The approach to this analysis was to first establish what the affects are of removing the canals and their embankments and then to devise alternatives that would mitigate any adverse impacts from undergrounding/tiling the canals. Given the complexity of the area a two-dimensional flow model was utilized. Models were created and run for several storms ranging from small to unusually large storms because it was important to understand if smaller more frequent storms would be affected differently by removing the canals and their embankments than the larger storm events.

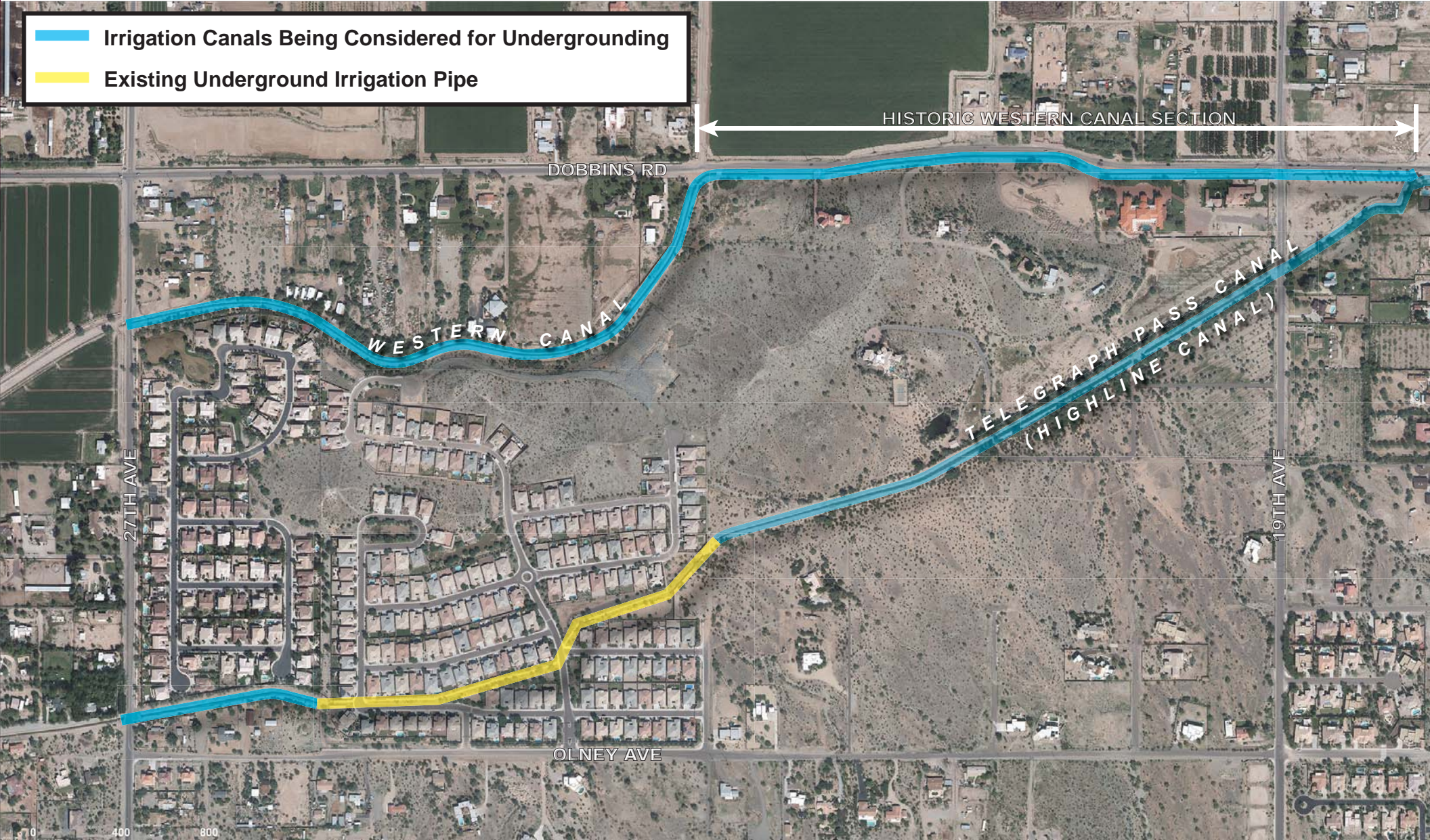
4. Canal Analysis and Recommendations





Irrigation Canals Being Considered for Undergrounding

Existing Underground Irrigation Pipe





The Effects of Undergrounding/Tiling Canals

Common small storms downstream from the canals

One of the major differences that would occur with the removal of the canals is more frequent stormwater flows downstream (north of the canals). Currently stormwater runoff ponds upstream of the canal embankments where it can enter the canal and flow away. Completely removing these embankments would allow flow to continue along its path unimpeded past the canals.

Larger storms and more distributed flows downstream of canals

During storm events runoff can enter the canal and flow along it until eventually spilling out of and overtopping the canal. This often occurs near canal structures such as turnouts where the canal capacity is intentionally restricted for irrigation purposes. Low and weak spots in the canal embankment are also prone to overtopping. With the undergrounding/tiling of the canal and the removal of the canal embankments, these stormwater flows that are often concentrated near structures or low spots in the embankments would be more distributed along the entire canal reach. Concentrated flows at a breach can be compared to a garden hose on the jet setting versus distributed flows could be compared to a garden hose on the shower setting – the concentrated jet can cause significant damage to a small area while the shower setting distributes the water more uniformly over a much larger area.

Eliminates the possibility of a canal embankment failure

Embankment failures can be devastating to downstream property. If during a storm event stormwater ponds upstream of the canal embankments and then the embankment fails (meaning it is washed out) all the stormwater volume that has ponded upstream of the canal can then flow through that breach sending a destructive flood wave downstream. The canal embankments in this area have failed numerous times over the years and the location of these failures is not easily predicted. Undergrounding/tiling the canals and removing the canal embankments eliminates the possibility of a canal embankment breach and the unpredictability and potential damage that is associated with it.





Mitigation Measures for Undergrounding/Tiling Canals

Several alternatives were analyzed to compensate for the loss of storm water protection benefits by the undergrounding/tiling of the canals. These alternative systems included storm drains and retention basins. Details of this analysis can be found in the Technical Memorandum Dobbins Road Canal Tiling Analysis by Entellus, 2017. The results demonstrated that due to the complex nature of stormwater runoff, areas that benefited from undergrounding/tiling the canals and the potential mitigation efforts often varied by storm event; that is some areas would benefit from an improvement for the smaller storms but may have no benefit or a slight increase in stormwater flow for larger events.

Public Opinion of Canals

During and immediately after the 2014 floods there was a push by residents to have the canals undergrounded/tiling since many affected residents saw the canals overtop and breach. As time passes and new residents move into the area the canals increasingly become part of the character of the area that the residents may want to preserve. Despite this, with increased development and as the area trends away from the rural, agricultural neighborhood that it once was, public opinion appears to be shifting away from maintaining the canals open as they currently are. The 2003 Dobbins Road Design Concept Report stated in regards to canals in general and not specific to these canals between 19th Avenue and 27th Avenue that "It was the desire of most of the residents involved in the public participation process to leave the canals open and relocate them." Now it would appear that a majority of the residents would support the concept of undergrounding/tiling the canals, though it may not be an overwhelming majority.

The public opinion of maintaining the canals open versus undergrounding/tiling them is mixed.

When asked at the public meeting
"Do you prefer keeping canals open?"
10 responded **Yes** and 13 No.



When asked "Do you prefer the City
underground the canals as presented?"
14 responded **Yes** and 7 No.



Many of the written comments were mixed as well with comments such as:

- "It seems that covering the canals would make paths safer for family use."
- "Prefer to keep the beauty of the canals vs. burying them underground."



Recommendations

It is clear from the analysis that undergrounding/tiling the canals without performing any mitigating efforts would adversely affect many properties downstream of the canals. The following lists some of the Pros and Cons of undergrounding/tiling the canals and performing mitigation efforts:

PROs

- Eliminates uncertainty of canal embankment breach and makes runoff more predictable
- Would alleviate flooding in area during large storms
- Easier to handle runoff downstream from canals
- Public opinion appears to be in favor of undergrounding/tiling the canals
- Provides a safer environment for pedestrian and vehicular traffic
- Reduces the chance of debris entering the canals and clogging it causing additional flooding

CONs

- Loss of historic rural character of area
- Historic segment of canal along Dobbins from 19th Avenue to 23rd Avenue would make undergrounding process difficult
- Cost associated with the undergrounding/tiling of canals and mitigating runoff
- Mitigation efforts potentially require land acquisition
- The potential for shifting liability from SRP to the City by undergrounding/tiling the canals and modifying the drainage patterns



It is recommended that the canals between 19th Avenue and 27th Avenue be undergrounded/tiled and the flood mitigation efforts be performed prior to or in conjunction with the undergrounding/tiling of these canal segments. See the Technical Memorandum Dobbins Road Canal Tiling Analysis by Entellus, 2017 for details on the potential flood mitigation measures.



Irrigation structures help regulate canal flows and deliver the proper quantity of irrigation water to customers.

Mitigation

Mitigation is an action that would reduce the severity and seriousness of a decision (such as the decision to underground/tile the irrigation canals), and help alleviate any adverse effects of that decision.





5. Potential Issues

Canals

The City of Phoenix requires the undergrounding/tiling (place underground in pipe) of canal laterals adjacent to new developments as part of the development process. This has occurred in several locations along the Dobbins Road corridor and it is anticipated that as development occurs along Dobbins Road that these open canal laterals and tailwater ditches will be tiled or abandoned.

The undergrounding/tiling of major canals such as the Western Canal is not a requirement of new development. The only location where this is applicable is between 19th Avenue and 23rd Avenue along the historic alignment of the Western Canal. The undergrounding/tiling of this portion of the Western Canal could prove difficult due to its historic status.

Historic Properties

The Del Monte Market appears to be the only historical building immediately adjacent to the Dobbins Road corridor that could potentially be affected by an increase in the Dobbins Road ROW.

Loop 202 South Mountain Freeway

The current alignment of the proposed Loop 202 South Mountain Freeway will intersect Dobbins Road just west of 59th Avenue. The freeway is proposed to be elevated at this location with a modified diamond interchange avoiding impacts to historic properties and allowing continuous flow of Dobbins Road east and west of the freeway.

Loop 202 South Mountain Freeway and Dobbins Road





6. Public Involvement

6.1 Presentations to Villages

Presentations were given to the South Mountain and the Laveen City Villages on February 9, 2016 and March 14, 2016, respectively. The presentations provided the Villages with some background information about the Dobbins Road Corridor and the completed 2003 DCR, outlines the project area and goals, and updates on recently completed and on-going projects in the area. Comments sheets were provided to the Village committees and audience. Three comment sheets were received. The comments were as follows:

- A current issue is crossing the freeways, particularly at Baseline & I-10, & 40th St & I-10, etc. As the new freeway on 59th Avenue (?) gets designed & built, please consider a tunnel for bicycles & pedestrians, (& light rail?).
- Share information with Real Estate Associations: Phoenix Association of Realtors, Scottsdale Area Association of Realtors, South East Valley Real Estate Association, Arizona Association of Realtors. Reach 40,000 Realtors to share info.
- Merge this DCR with Dobbins Road Scenic Corridor Plan that include Bldg setbacks, landscaping consistency throughout the project. Single story development on Dobbins – Single family only – No commercial 7th to 51st – No traffic lights 7th to 51st – Save open canals as historical features – slow speeds (40 mph) – Make sure this project can be completed entirely (no County parcels not developed).

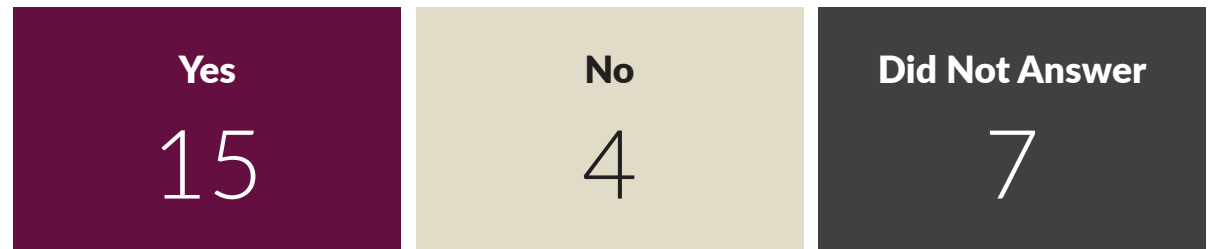


6.2 Public Meetings

An open house public meeting was held on August 2, 2016 at Fire Station 57 located at 1708 W. Dobbins Road to solicit the public's input with regard to the Dobbins Road DCR project. The City of Phoenix notified citizens of the open house using Nextdoor (a private social network for neighborhoods and homeowner associations), the City's Neighborhood Services Department email database, Council offices' newsletter and social media. 58 residents attended and 26 comment forms were returned and numerous one-on-one conversations held and a handful of email responses were received.

The comment form utilized at the open house asked three questions of the attendees. The following compiles the results of the comment form.

1. The city standard is defined as a "Complete Street" to include curb/gutter, sidewalk and bicycle lanes. Do you prefer the proposed typical street sections for Dobbins Road?



Explanations/Comments:

- The answer is more complex than yes or no, some areas yes, some maybe, some no
- With trees/walking paths
- Nice to have sidewalks
- Looking for protected bike lanes and to retain the shared use trail



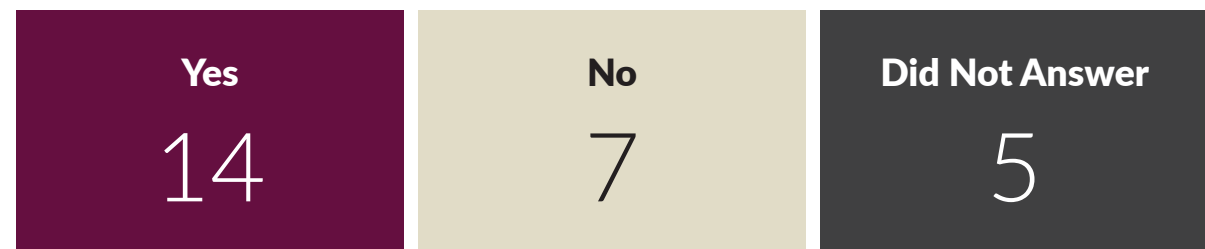
2. Do you prefer keeping the canals open?



Explanations/Comments:

- They are eyesores (ugly canals)
- It's too dangerous to keep them open. I don't consider an irrigation ditch aesthetically pleasing
- As the community continues to grow, they become more of a hazard for the children
- The open canals are a health and safety hazard. They require frequent maintenance as storms push sediment into the canals. I am also personally aware of three accidents in the last seven years along Dobbins where vehicles ended up crashing into the open canals.

3. Do you prefer the City underground the canals as presented?



Explanations/Comments:

- Looking for clarification that all canals along Dobbins between 67th Avenue and Central would be "undergrounded" and not just the canals east of 27th Avenue as depicted on the handout.




Some of the additional comments from the comment cards received at the open house touched on a variety of areas. The following categorizes and details the comments received.

Roadway

- Is it really busier from 51st to 67th Avenue that you need to make that 5 lanes and not make Central to 51st Avenue also 5 lanes? Perhaps you have not noticed how many homes that are being built on that piece of road.
- The entire stretch of Dobbins should be 9 lanes in each direction. The farms will continue to transform into homes creating the need for wider roads.
- This is a rural/farming/agriculture community. The canals are a historic part of the community and part of the reason many have chosen to live here. Further, it seems a waste of limited funds that could best be spent elsewhere.
- I support updating the standard for Dobbins before new development comes in so that appropriate improvements are made along with the development.

Sidewalks & Trails


- Complete sidewalks on 16th street would be nice.
- On sidewalks we need shade, trees like Baseline & 24th Street. We need to beautify streets to attract businesses and grocery stores. We drive to Scottsdale or Chandler to Sprouts or to eat in a nice restaurant. We live at 19th Avenue south of Dobbins (Talasera). We don't need any more dollar stores, tobacco, fast food, pawn shops or alcohol stores in South Mountain. Please help us beautify South Mountain. I would be happy to volunteer for this cause. Thank you!
- The area should maintain its natural landscape and not be turned in cookie cutter row of homes. Create walkable trails by canal for all to enjoy. The mountain views are gorgeous.
- I highly favor having sidewalk and multi-use paths along Dobbins.
- I very much support the sidewalks and "shared use trail" along Dobbins...



City of Phoenix
STREET TRANSPORTATION DEPARTMENT

Public Meeting

Dobbins Road Design Concept Update: 67th Avenue to Central Avenue



The city of Phoenix is seeking public input on the type of roadway improvements that should occur along the Dobbins Road corridor and the importance of issues such as maintaining open canals and rural character. Meeting attendees will have an opportunity to learn about the project, view graphics, speak with project representatives and provide input. This meeting will be held in an open house format.

A Dobbins Road design concept was completed in 2003 and the city of Phoenix is currently re-evaluating that original Design Concept. Over the last 13 years, the Dobbins Road area has experienced extensive growth and there has been an increased awareness about drainage and flooding related issues in south Phoenix.

The Dobbins Road Design Concept Update will establish what the ultimate street section will be between 67th Avenue and Central Avenue (e.g. number of traffic lanes, sidewalk, multi-use trail, etc.).

Please Join Us

Tuesday, August 2, 2016
6 p.m. - 8 p.m.
Fire Station 57
1708 W. Dobbins Road

Project Information

DobbinsDCR2016@entellus.com
phoenix.gov/streets/projects



Bicycles

- Please move the bicycle lanes away from the streets. Bicyclists currently ride into traffic along Baseline so they would likely do the same along Dobbins. Please close the canals and utilize the space above them.
- Please put bike lanes off road, next to sidewalk. So many bikers and it will increase and be very unsafe to have on the road. There are tons of bikers along Dobbins which is awesome and it will be great to develop. Will the shared use include horse path? Because this is an area that needs horse paths also. This would be a great way to keep bikes/horses away from Baseline. Also, at one time the South Mountain Freeway 202 was going to have bike and horse paths under but along and around it- great way to connect.
- Dobbins is already heavily trafficked with bicycles going to and from south mountain. It's also widely used by bicyclists because there isn't a lot of vehicular traffic. Because of the proximity to the park, there will never be a need for more than 3 lanes between about 27th and central. However it would be great to see really wide bike lanes in major roads with tall plastic posts protecting the lane. Not enough to stop a car, but to scare it if it goes over too far. It would also act as a traffic calming device to help slow the speed of cars on these newly widened lanes.
- Dobbins is heavily used by bicyclists. We want to continue to encourage healthy activities like this in our rural community. Most bicyclists feel that unprotected bike lanes as depicted in your proposed configuration does nothing to protect them from distracted drivers doing who knows what while they are driving. I ask that the City install protected bike lanes along Dobbins to provide bicyclists with safer travel paths.
- ...if you google images for "Protected Bike Paths" you will see all types of low-cost creative alternatives. Please seriously consider this.

Flooding

- Need drainage south of Dobbins first.
- Storm water runoff from South Mountain floods homes north of Olney and runs into the basin south of the Western Canal. We need storm drain improvements.
- Every time it rains, it freaks out the neighbors...we had 14 homes get flooded the last time.
- Each time it rains, we end up cleaning the city's sewer drains...it gets so bad.
- All of this water floods our subdivisions from different directions.





Safety & Noise

- Please try to keep noise down on Dobbins from motorcycles and an occasional loud truck (Phoenix City buses are better lately).
- I would like to see the speed limit restricted to 35 mph which will promote Baseline and 202 commute and keep Dobbins as a rural road. I also would like to see trees in the median and along curbs to promote a future shade canopy and once again keep a rural feeling. Roundabouts at intersections would also be a plus.
- Do not expand the width of road to enable drivers even more additional room to speed through with reckless abandon. Is the speed limit going to be increased or remain the same?
- The safety of this road is important with all the new development. Why is it stopping at Central? When will the improvement move eastbound? Will the bike lane be connected to bike trail at 16th street?
- There have been a lot of accidents at 19th Avenue near Baseline
- We already have four light back-ups on Dobbins.
- We are worried the noise is going to get worse on Dobbins – you can already hear traffic everywhere in this area.
- Trying to turn into the school is a nightmare.

Canals

- It would seem more efficient to bury the canals, but I guess it should depend on costs.
- By putting the canals underground, it eliminates evaporation. It also expands pedestrian use.
- Keeping the canals open presents a hazard. I feel as if it would be safer to have them underground.
- Prefer to keep the beauty of the canals vs. burying them underground.
- Your drawing shows open canals from about 18th or 17th are west going underground. That's great, but you don't show the canal from 15th avenue to 18th avenue going underground. It should be underground to have space for widening Dobbins to 3 lanes from Central to 51st. Bike lane good and sidewalks good. I don't see in the plans how to handle the flooding when Dobbins becomes a river.
- With my experience on flooding, open canals carry the flood water away.
- Would like irrigation canals to be piped and back filled (safety issues), would like to have stop lights at cross streets.
- It seems that covering the canals would make paths safer for family use.
- Irrigation water runs into Dobbins Road near 37th Avenue. The ditch needs to be tiled and an irrigation box constructed.
- I encourage you to cover all open irrigation canals along this route for the health and safety of our growing community



Baseline Road

- Please widen Baseline between 16th street and 7th street so traffic will not divert to Dobbins (via 16th, 20th, etc.)
- The city needs to direct action to Baseline road rather than Dobbins to keep traffic flowing without congestion on Baseline road and keeping Dobbins a guide road.
- I wish they would shift all of the big traffic changes to Baseline instead of Dobbins.

Miscellaneous

- Keep the rural scenic feel. Do not encourage thru traffic, 4 way stops, no stop lights 19th avenue to 51st avenue. No commercial 27th to 51st. No multi-family along Dobbins. Max one lane in each direction with turning lane down the center. Turning lane should not be raised and should be alternate material (red brick). Bring the info and presentation to the LCRD.
- ...please preserve the rural character of the Dobbins Road area as much as possible. I have lived down here since 1970 and enjoyed the quiet, rural lifestyle. For years I rode my horse along the canals and in the foothills and on South Mountain.
- I am concerned there is apparently no NEPA (National Environmental Policy Act) for this project. If Federal funds are/or become involved, NEPA compliance is required. Then, it would appear to be pre-decisional rather than using the process. I am concerned about the historic canals and effects to historic buildings. How will they be mitigated? Will archeological and other environmental surveys be done for expanding and improving Dobbins?
- Wish we could have had someone to present this proposal to us followed by questions and suggestions from the audience. It is always good to have discussions so we can learn other information and ideas. Thank you for inviting the public. Look forward to a much improved Dobbins Road.
- The city hasn't funded anything out here.
- Residents are concerned about the commercial development planned for the area.
- Why can't they just leave one corner for open space?
- We deserve community center like all of the other villages
- Is a bus stop planned? We could use one.
- Some of the businesses could go under from all of the planned construction.
- There is a potential historic building close to the existing road around 2900 W. Dobbins. There is also the oldest still working dairy farm located there. If you need to widen the road, it should be to the south where there are just open field, no structures. The large SRP power poles are also to the north. I prefer no open ditches for safety
- Many businesses in this area are preparing for a future increase in traffic.



7. DCR Proposed Conditions





7.1 Proposed ROW

Central Avenue to 7th Avenue

South Side

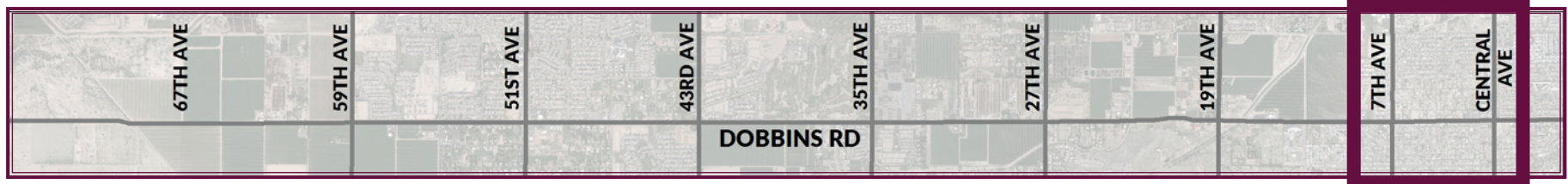
Central Avenue to 7th Avenue is characterized by older single family homes (1950s) with lot sizes of approximately 10,000 square-feet on the south and a few of the buildings are fairly close to the edge of the existing ROW (15-20 feet), which, for the most part is 33 feet. Additionally, Super Sam's convenience store on the southeast corner of 7th Avenue and Dobbins Road has 33 feet of dedicated ROW and the store is built on or within a foot or two of the edge of ROW. Acquiring the additional 7 feet of ROW to have a total of 40 feet to the monument line for this parcel would require the demolition of the convenience store. The additional ROW east of Super Sam's along the south side of Dobbins Road would require the removal of numerous fences, at least one carport and put most homes within 15 feet of the edge of ROW and some within 10 feet.

North Side

The north side of Dobbins Road is mostly one acre lots or larger with 33 feet of dedicated ROW (some have 40 feet). Acquiring additional ROW from the larger lots would not cause setback issues as most houses are setback a considerable distance from the street. The one exception is the Breath of Life International Fellowship Church on 2nd Avenue where the building is setback approximately 25 feet from the edge of the existing ROW.

Proposed ROW

It is proposed that from Central to 7th Avenue the south ROW remain at 33 feet and the north ROW be set at 40 feet for a total ROW width of 73 feet. The proposed three-lane roadway with a two-way left turn, bike lanes and sidewalk would fit within this 73 feet.





7th Avenue to 19th Avenue

South Side

There is 40 feet of dedicated ROW from 7th Avenue past the Southwest Elementary School (about 2000 feet). From here to 15th Avenue, encompassing 5 single family ¾+ acre lots and an undeveloped parcel, there is only 33 feet of dedicated ROW. The Arizona Human Society, west of 15th Avenue has dedicated 45 feet of ROW and the adjacent vacant lot 40 feet of ROW to 17th Avenue. From 17th Avenue to 19th Avenue there is 33 feet of dedicated ROW. This stretch includes 2 homes that are set back from Dobbins Road (there is a canal lateral) and a 48-foot wide parcel owned by the USA just east of 19th Avenue.

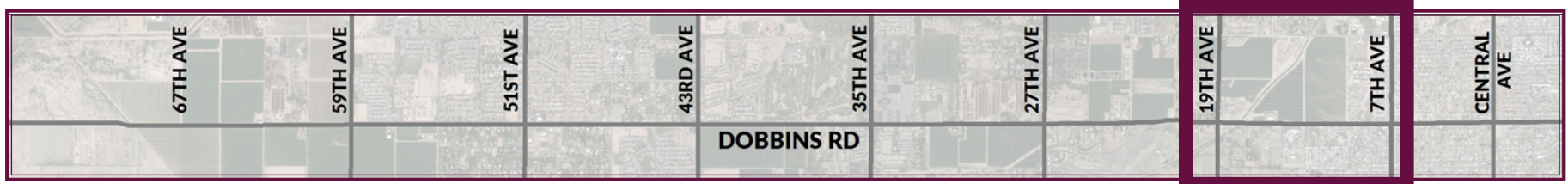
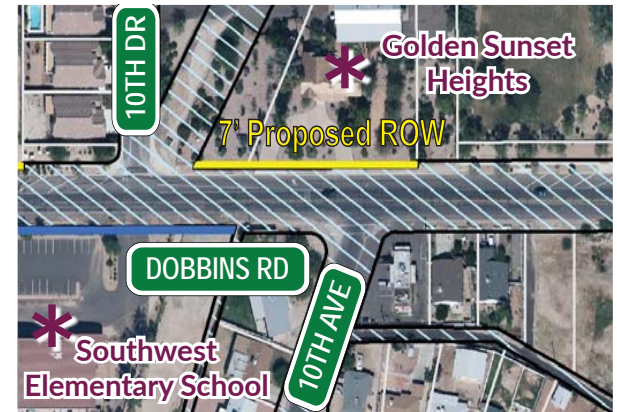
North Side

Just west of 7th Avenue Dobbins Crossing Phase 1 and Phase 3 have dedicated 40 feet of ROW, however in between these two subdivisions the Golden Sunset Heights subdivision (which has a single home along Dobbins Road) has dedicated only 33 feet. To the west there are two agricultural fields with 33 feet of ROW.

There appears to be a discrepancy on the parcel immediately east of the Western Canal as the County Assessor shows there being 33 feet of ROW and the City parcel dataset shows 48 feet. The parcel is a large home set back 50 feet or more from the roadway surrounded by agricultural fields. The parcel just east of 19th Avenue has 33 feet of dedicated ROW.

Proposed ROW

It is proposed that from 7th Avenue to 19th Avenue the ROW be a minimum of 40 feet for the north and south for a total of 80 feet minimum of total ROW.

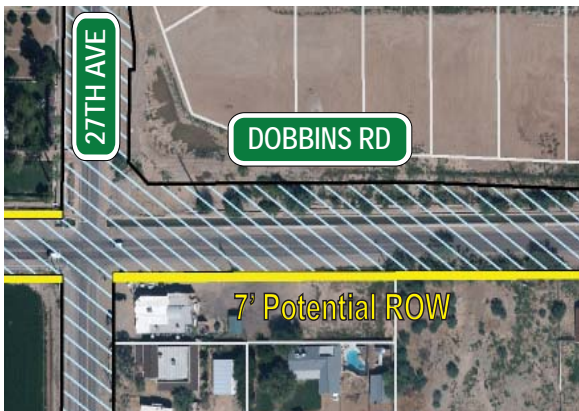




19th Avenue to 27th Avenue

South Side

From 19th Avenue to 23rd Avenue the dedicated ROW varies from 33 to 36 feet and from 23rd Avenue to 27th Avenue the majority of the parcels have dedicated 33 feet of ROW with a few that have dedicated 40 feet of ROW. All buildings are setback considerably to the south from Dobbins Road. The lone exception is the Del Monte Market where there is 33 feet of ROW and the building is approximately 20-25 feet south of the ROW.

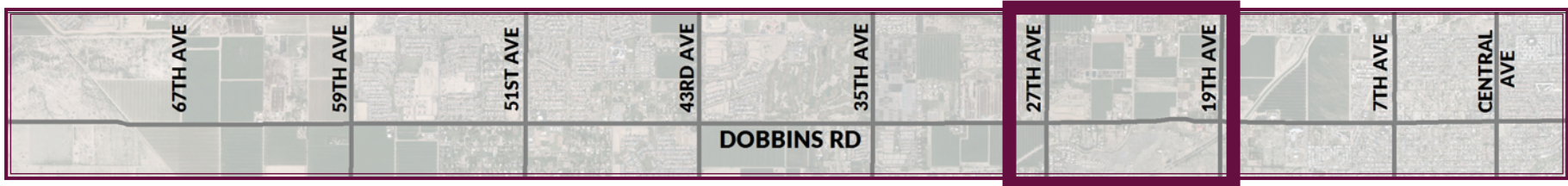
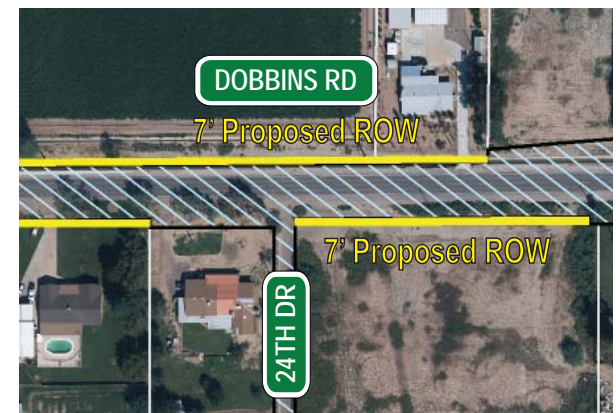
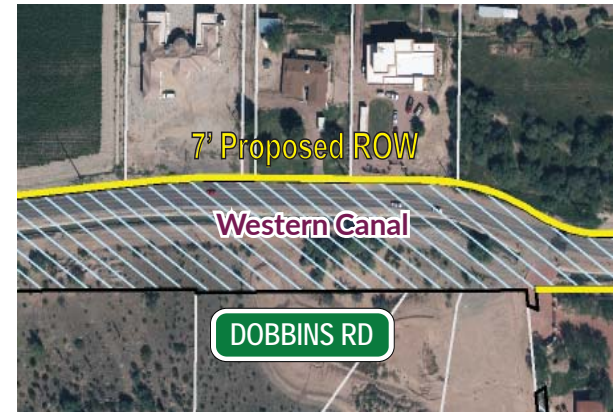


North Side

The alignment of Dobbins Road curves and is offset to the north between 19th Avenue and 23rd Avenue paralleling the Western Canal. From 19th Avenue to the beginning of the curve there is 33 feet of ROW. The ROW varies from 33 feet east of the curve to over 120 feet through the curve and returning to 33 feet near 23rd Avenue. The ROW varies from 23rd Avenue to the west from 33 feet to 66.5 feet until the Tristanos development where 48 feet has been dedicated on the east portion of the development tapering up to approximately 67 feet at 27th Avenue.

Proposed ROW

It is proposed that for 19th Avenue to 27th Avenue the ROW be a minimum of 40 feet for the north and south for a total of 80 feet minimum of total ROW. The one deviation may be for the Del Monte Market on the southeast corner of Dobbins and 27th Avenue due to its historic status.





27th Avenue to 35th Avenue

South Side

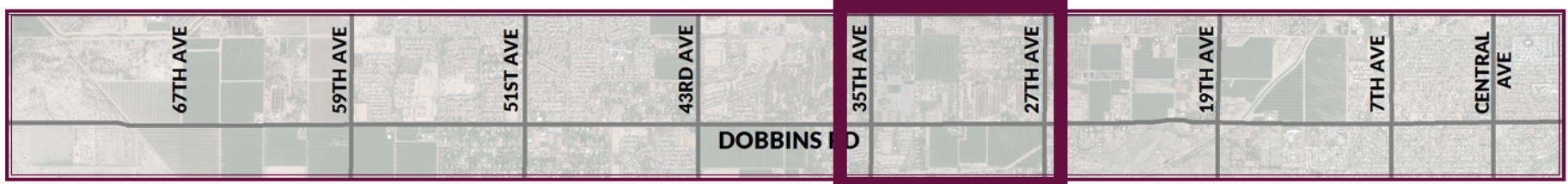
Dedicated ROW is a consistent 33 feet from 27th Avenue to 33rd Avenue where it is characterized by agricultural fields and a few large lot homes. At 33rd Avenue the Dobbins Place subdivision has dedicated a total of 52 feet of ROW all the way to 35th Avenue. Several parcels east of 33rd Avenue are located within Maricopa County, outside of the City of Phoenix limits.

North Side

There is 33 feet of ROW dedicated for the entire stretch of Dobbins Road from 27th Avenue to 35th Avenue. The lots that front Dobbins Road are large lot homes, a plant nursery, feed lots and an SRP substation. With the exception of the northeast corner of 35th Avenue and Dobbins Road, the entire north side of Dobbins Road is located within Maricopa County, outside of the City of Phoenix limits.

Proposed ROW

It is proposed that for 27th Avenue to 35th Avenue the ROW be a minimum of 55 feet for the north and south for a total of 110 feet minimum of total ROW with the exception being that no additional ROW is required from the Dobbins Place Subdivision.





35th Avenue to 43rd Avenue

South Side

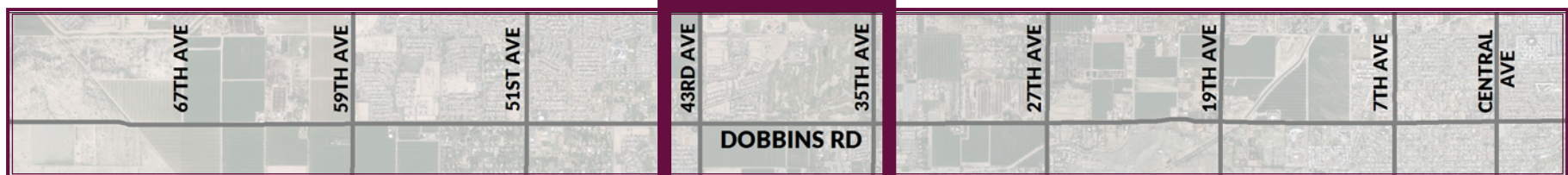
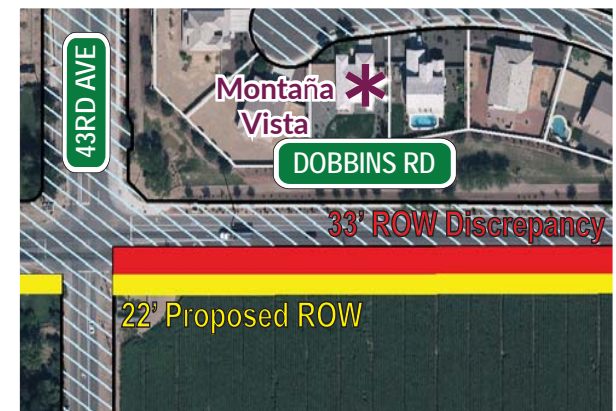
The Dobbins Corner subdivision just west of 35th Avenue has dedicated 55 feet of ROW. This is followed by several large lot parcels (all located within Maricopa County and outside of the City of Phoenix limits) and agricultural fields with 33 feet of ROW. The next subdivision to the west is Dobbins Village where there is 55 feet of dedicated ROW. There is a discrepancy in the ROW on the agricultural field on the southeast corner of 43rd Avenue and Dobbins Road. The Maricopa County assessor reports 33 feet of ROW and the City of Phoenix parcel dataset shows no ROW to the monument line of Dobbins Road.

North Side

There appears to be a discrepancy in the ROW for the easternmost parcel of the Aguila Golf Course on the northwest corner of 35th Avenue and Dobbins Road. The County Assessor reports 40 feet of ROW while the City parcel dataset only shows 33 feet of ROW. Both data sources show 33 feet for the adjacent western golf course parcel. The Montaña Vista Subdivision on the northeast corner of 43rd Avenue has dedicated between 51 and 53 feet of ROW along Dobbins Road and they have incorporated a trail within a Montaña Vista HOA tract.

Proposed ROW

It is proposed that for 35th Avenue to 43rd Avenue the ROW be a minimum of 55 feet for the north and south for a total of 110 feet minimum of total ROW with the exception being that no additional ROW is required from the Montaña Vista Subdivision.





43rd Avenue to 51st Avenue

South Side

The southwest corner of Dobbins Road and 43rd Avenue is a 9-acre parcel with 33 feet of dedicated ROW. The Dobbins Point subdivision to the west has dedicated 55 feet of ROW along Dobbins Road as has the Laveen Estates East subdivision. The Laveen Estates East is located within Maricopa County, outside of the City of Phoenix limits. The South Mountain Community College Laveen Center has dedicated 33 feet of ROW and is located within Maricopa County, also outside of City limits; however, a portion of the dedicated ROW is within the City limits. The southeast corner of 51st Avenue has 55 feet of dedicated ROW and is also outside of the City limits.

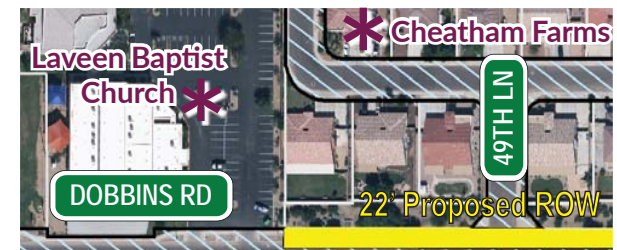
North Side

From 43rd Avenue, there is 55 feet of ROW until approximately 47th Avenue where the ROW reduces to 33 feet. This reduced ROW continues for the Cheatham Farms subdivision.

However, there are two parcels parallel to Dobbins Road of 22 feet and 30 feet owned by New Era Sunset LLC and Silverado Ranch HOA respectively. The 22-foot parcel includes the Dobbins Road sidewalk and a portion of the roadway and the plat states that this “parcel is future USA easement with license for roadway and landscape purposes.” West of Cheatham Farms there is 55 feet of ROW with the exception being the Laveen Baptist Church which has a portion at 45 feet and their structure is near the edge of this ROW. Only the Cheatham Farms subdivision is within the City of Phoenix limits, all other parcels are within Maricopa County.

Proposed ROW

It is proposed that for 43rd Avenue to 51st Avenue the ROW be a minimum of 55 feet for the north and south for a total of 110 feet minimum of total ROW with the exception being that no additional ROW is proposed from the Laveen Baptist Church.





51st Avenue to 59th Avenue

South Side

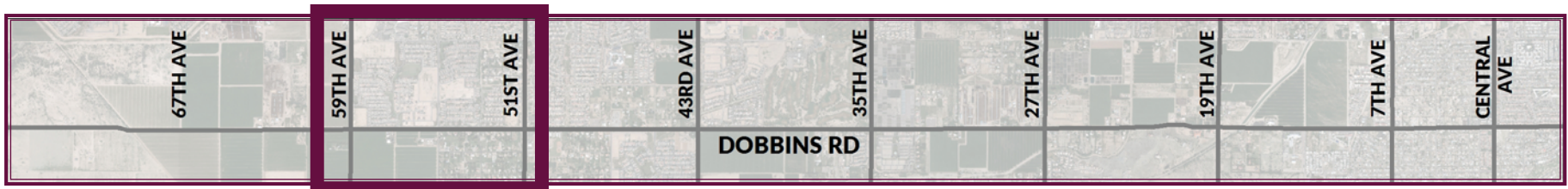
The parcel on the southwest corner of 51st Avenue has 55 feet of ROW and the next six parcels to 53rd Avenue have 50 feet of dedicated ROW. From 53rd to 55th Avenue all parcels have 55 feet of ROW. The remaining parcels (mostly agriculture) have 33 feet of dedicated ROW.

North Side

The commercial parcel on the northwest corner has 55 feet of ROW and the adjacent Dobbins Ranch subdivision also has 55 feet of ROW and an additional varied 25 to 30 feet multi-use trail easement. 55 feet of ROW with a multi-use trail easement is continued for the subsequent two subdivisions: Laveen Commons and Paseo Pointe. The ROW increases to 60 feet at the west end of Paseo Pointe as the monument line of the roadway shifts to the south slightly. The vacant northeast corner of 59th Avenue has 33 feet of dedicated ROW.

Proposed ROW

It is proposed that for 51st Avenue to 59th Avenue the ROW be a minimum of 55 feet for the north and south for a total of 110 feet minimum of total ROW. This would allow for a two-12' thru lanes and 6' bike lane in each direction, a 10' two-way left turn lane, sidewalks. Additionally, the multi-use trail easement should be continuous on the north side of Dobbins from 51st Avenue to 59th Avenue.





59th Avenue to 67th Avenue

South Side

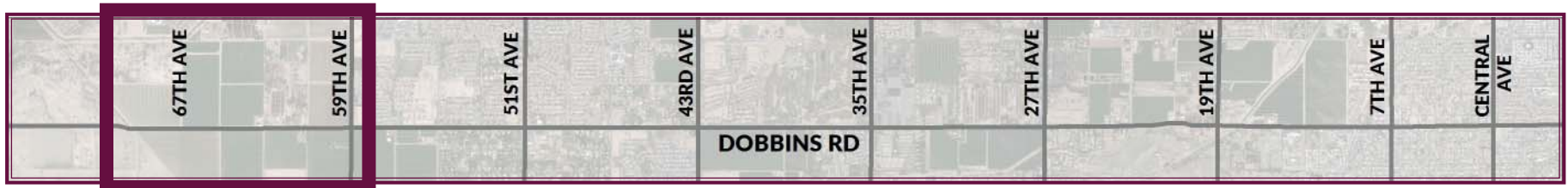
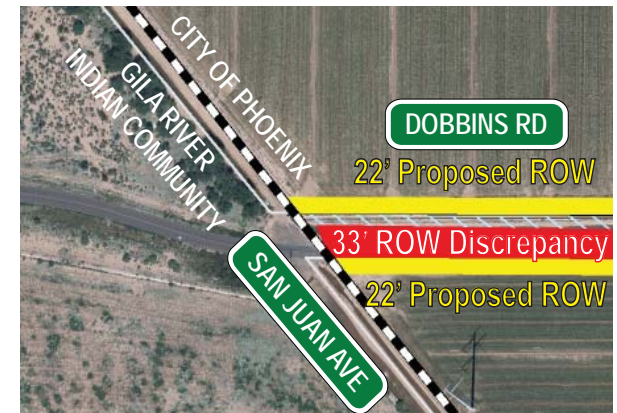
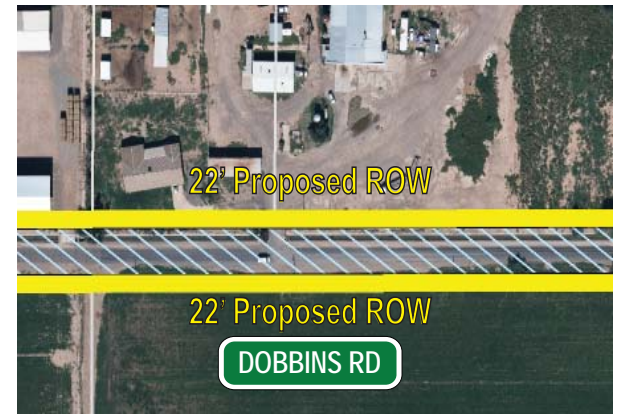
There is a continuous 33 feet of ROW from 59th Avenue to the City limits past 67th Avenue on the south side of 67th Avenue. There is a discrepancy in ROW for the west-most parcel in the City where the County Assessor indicates there is no ROW but the City parcel dataset shows 33 feet.

North Side

The north side also has 33 feet of continuous ROW from 59th Avenue to the City limits. There is a discrepancy on the north as there is a missing parcel from the City dataset approximately 800 feet from the City limits.

Proposed ROW

It is proposed that for 59th Avenue to the City limits the ROW be a minimum of 55 feet for the north and south for a total of 110 feet minimum of total ROW. This would allow for a two-12' thru lanes and 6' bike lane in each direction, a 10' two-way left turn lane, sidewalks and potentially a multi-use path for the entire stretch.





7.2 Proposed Drainage Improvements

In addition to the completed and on-going drainage improvements in the Dobbins Road area, there are several planned projects that will affect drainage. These drainage improvements were identified in the drainage master plans for the area and were refined as part of a joint effort between the City of Phoenix and the FCDMC following the Monsoon floods of 2014. The following sections detail some of the planned drainage improvements.

23rd & Olney Avenue Detention Basin

A proposed detention basin is planned that is immediately upstream of the Highline Canal east of the Southern Highlands subdivision and south of Dobbins Road. This detention basin would potentially reduce the volume and flow of runoff reaching Dobbins Road between 19th Avenue and 27th Avenue.

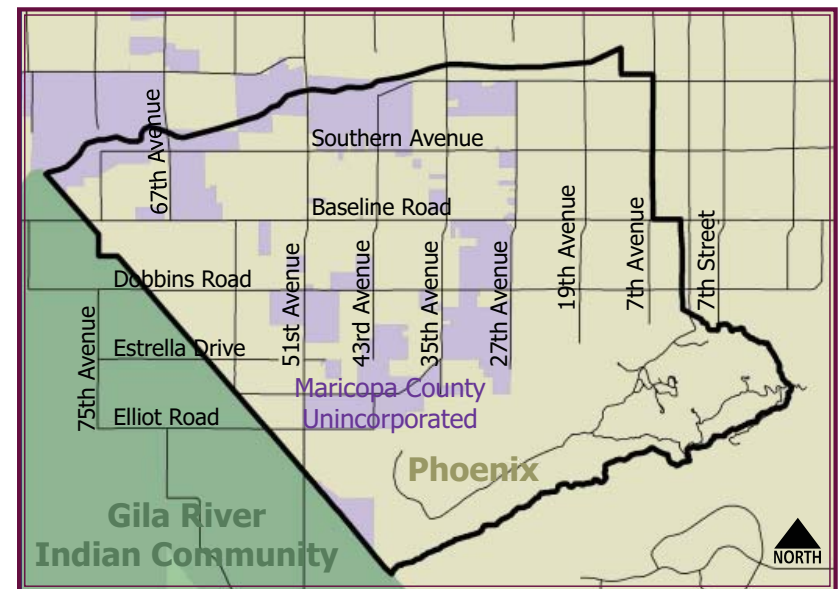
Western & Highline Canal Undergrounding/Tiling

The City of Phoenix submitted a request to SRP in June 2015 to utilize aesthetic funds for canal tiling. The City is exploring tiling portions of the Western and Highline Canals between approximately 19th Avenue and 27th Avenue. Tiling would prevent overtopping of the canal embankments and make flow patterns at Dobbins Road more predictable.

Laveen Area Drainage Master Plan Update Improvements

The Laveen ADMPU is an on-going project that, once complete, may identify several additional drainage improvements in the Dobbins Road corridor that will help to alleviate existing drainage issues. The study limits of the Laveen ADMPU are shown below.

Several previously proposed drainage projects in the area are no longer feasible due to various reasons.





8. Conclusions

Proposed Roadway Section

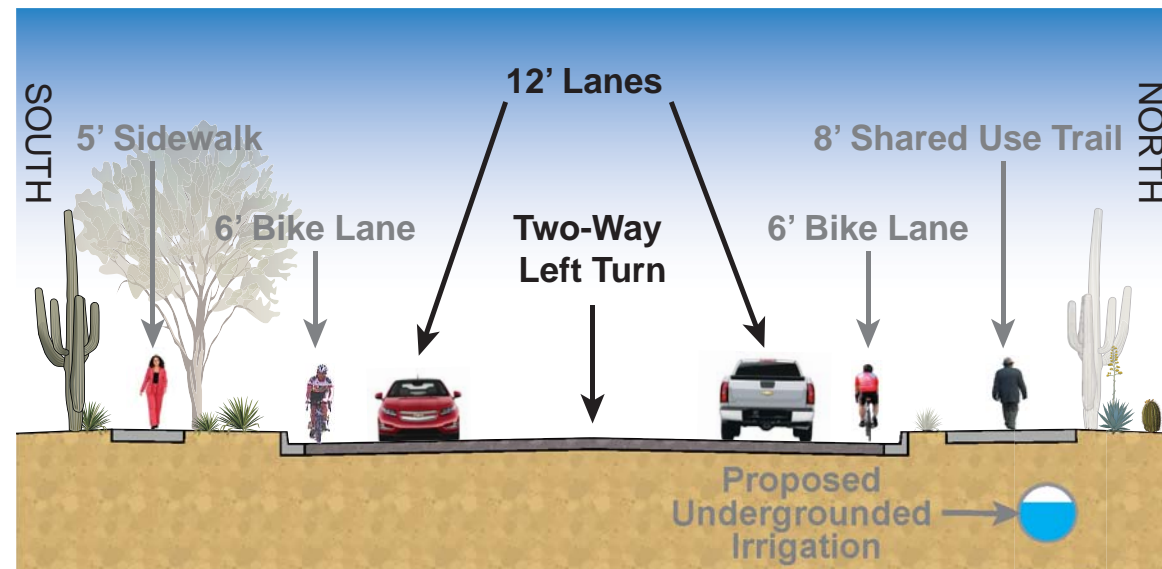
There are several factors that have influenced the proposed Dobbins Road roadway section including existing traffic volumes, the future construction of the Loop 202 South Mountain Freeway, development patterns, existing Right-of-Way (ROW) and the rural character of the area. With these factors in mind the following roadway sections are recommended for the Dobbins Road corridor.

Central Avenue to 27th Avenue

The proposed roadway section for Central Avenue to 27th Avenue is a three-lane roadway (one through lane in each direction and a two-way left turn lane). The proposed roadway section includes 6-foot bike lanes, a five-foot sidewalk, and an 8-foot shared use trail. It is proposed that 80 feet of ROW be acquired throughout this segment. This matches the current City of Phoenix Street Classification Map.

27th Avenue to 51st Avenue

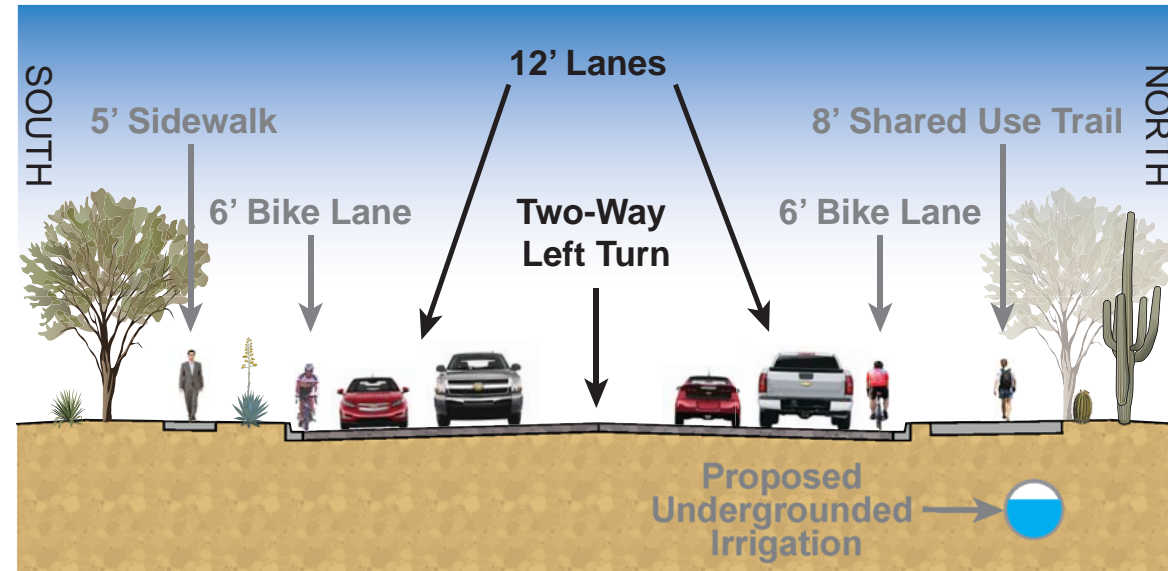
The proposed roadway section for 27th Avenue to 51st Avenue is a continuation of the proposed roadway section from Central Avenue to 27th Avenue. This section is a three-lane roadway (one through lane in each direction and a two-way left turn lane). The proposed roadway section includes 6-foot bike lanes, a five-foot sidewalk, and an 8-foot shared use. It is proposed that 110-feet of ROW be acquired throughout this segment as this would allow for a consistent ROW width throughout the roadway segment.





51st Avenue to 67th Avenue

With the future construction of the Loop 202 South Mountain Freeway connecting near the 59th Avenue and Dobbins Road intersection the proposed roadway section for 51st Avenue to 67th Avenue is a five-lane roadway (two through lanes in each direction and a two-way left turn lane). The proposed roadway section includes 6-foot bike lanes, a five-foot sidewalk, and an 8-foot shared use trail. It is proposed that 110 feet of ROW be acquired throughout this segment. This matches the current City of Phoenix Street Classification Map.



Dobbins Road Cost Estimate

The cost of construction can be affected by a multitude of factors including utility relocations, ROW acquisitions, drainage infrastructure, local accommodations, new development, and recently constructed improvements to name a few. This Dobbins Road corridor includes approximately 5.5 miles of three-lane roadway and 2.25 miles of five-lane roadway with accompanying sidewalk and trail. Portions of this roadway corridor have been completed to differing degrees, and portions of the roadway are aging and in need of full replacement. A detailed cost estimate was not completed as part of this project, but it is estimated that the cost to complete the Dobbins Road corridor roadway improvements will range from \$22 million to \$28 million. This does not include the cost to underground/tile the Western Canal from 17th Ave to 23rd Ave.

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