MERIDIAN ROAD CORRIDOR STUDY

WELCOME!

Access the project website to find more information about the transportation study, participate in a survey, and leave your comments on an interactive map!

azmag.gov/MeridianRoadCorridorStudy

Participating Agencies

Surrounded by Legends

mesa·az

MARICOPA COUNTY

PINAL COUNTY

MARICOPA ASSOCIATION of GOVERNMENTS

PARTNERS WORKING FOR YOU

Public Agencies

Maricopa Association of Governments (MAG)

MAG provides a forum for local governments working together on issues that affect the lives of everyone in the greater Phoenix region.

City of Apache Junction

The City of Apache Junction is responsible for transportation infrastructure within its city limits. This includes land east of the corridor.

City of Mesa

The City of Mesa is responsible for transportation infrastructure within its city limits, which includes the majority of the land west of the corridor.

Maricopa & Pinal Counties

Meridian Road serves as the boundary between Maricopa and Pinal counties. These two counties are responsible for a portion of transportation facilities, not private, that are not located within a city or town.

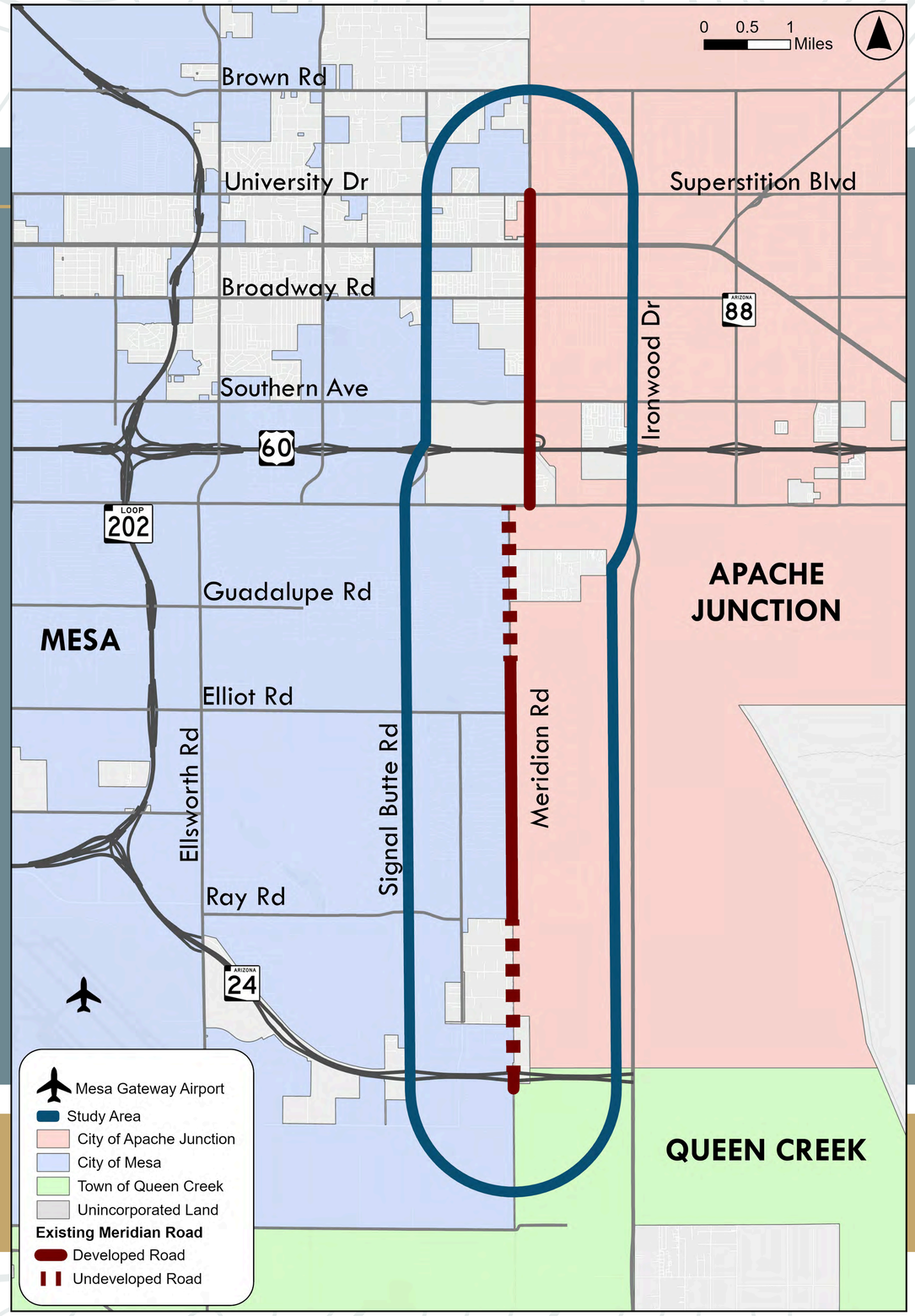
Arizona Department of Transportation (ADOT)

ADOT is responsible for the state freeway system, which includes US 60 and SR 24.

Arizona State Land Department

The Arizona State Land Department manages the lands held in the Arizona State Land trust. State lands border the corridor intermittently from Southern Avenue to SR 24.

✦ CORRIDOR STUDY AREA

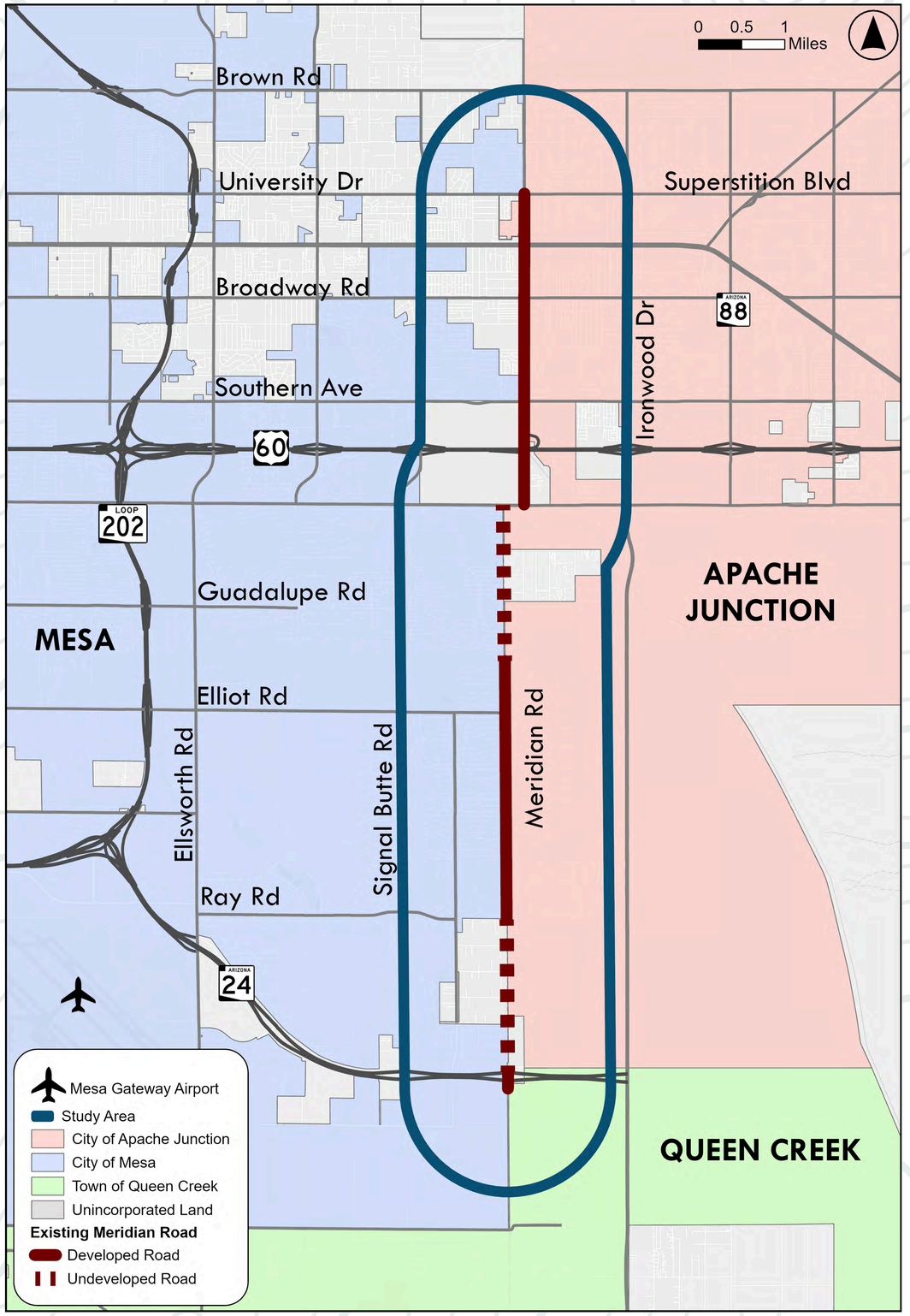


STUDY OVERVIEW

MAG is conducting a corridor study of Meridian Road between Superstition Boulevard and SR 24. The study will develop a vision for future improvements to address existing and future travel needs for residents and businesses, improve connectivity, and enhance safety for drivers, bicyclists, and pedestrians.

The study will:

- Identify the number of lanes, intersection configurations, and pedestrian and bicycle facilities needed to support future travel needs along Meridian Road.
- Consider corridor-wide right-of-way requirements and alignment options between US 60 and SR 24.
- Evaluate how new development will affect Meridian Road and the surrounding transportation system.
- Engage stakeholders and the public to develop consensus on the resulting recommendations.

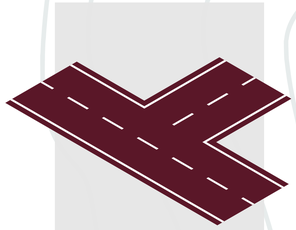


PROJECT PURPOSE

Identify opportunities and constraints within the project study area

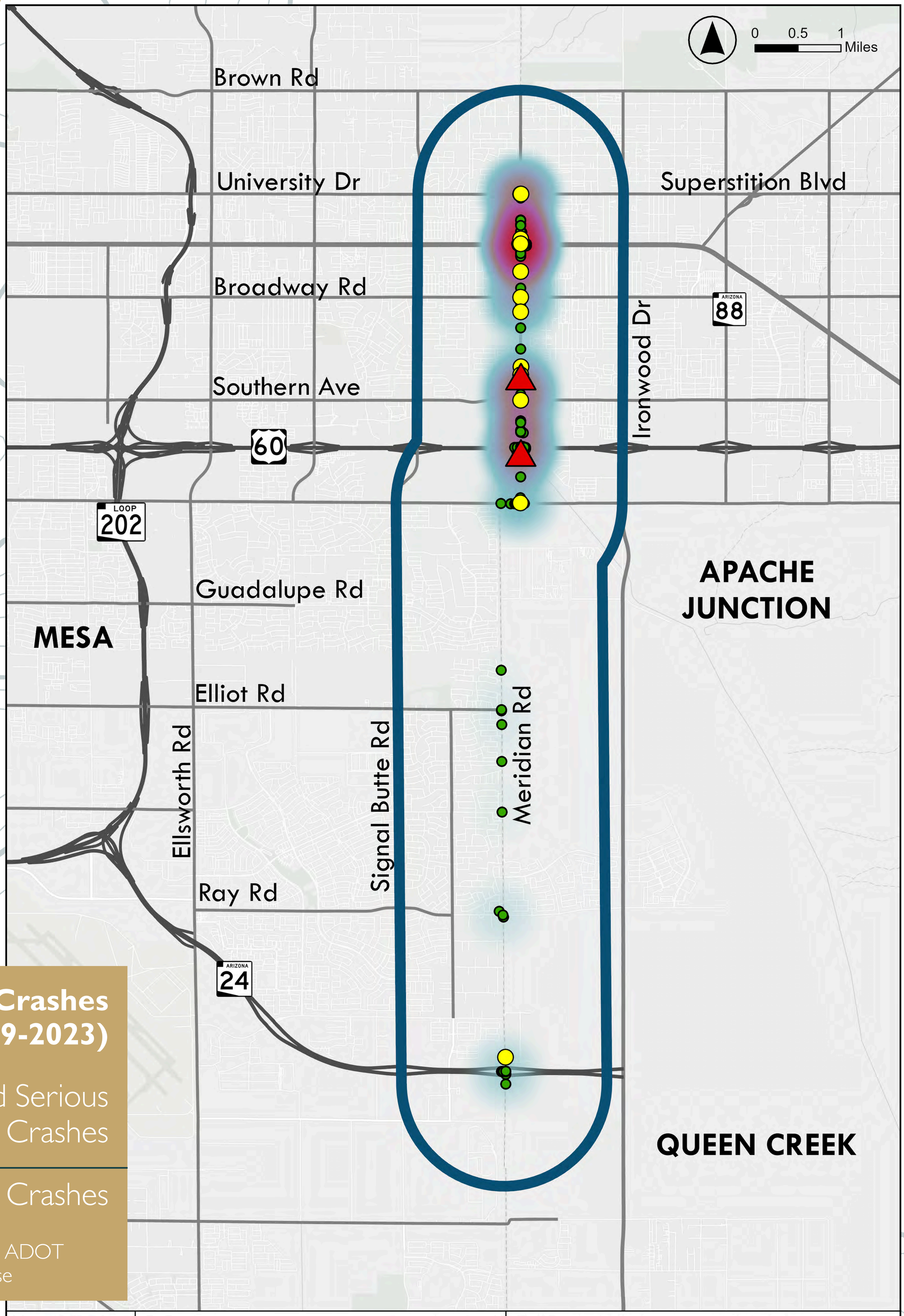
Establish consensus across public agencies and stakeholders on future transportation improvements

Develop conceptual plans for future improvements to Meridian Road from Superstition Boulevard to SR 24, when funding becomes available



Define roles and responsibilities for future implementation of recommended improvements and ongoing corridor maintenance

SAFETY FOCUS



328 **Total Crashes (2019-2023)**

13 Suspected Serious Injury Crashes

3 Fatal Crashes

*Crashes taken from ADOT Crash Database

Meridian Road Corridor Study

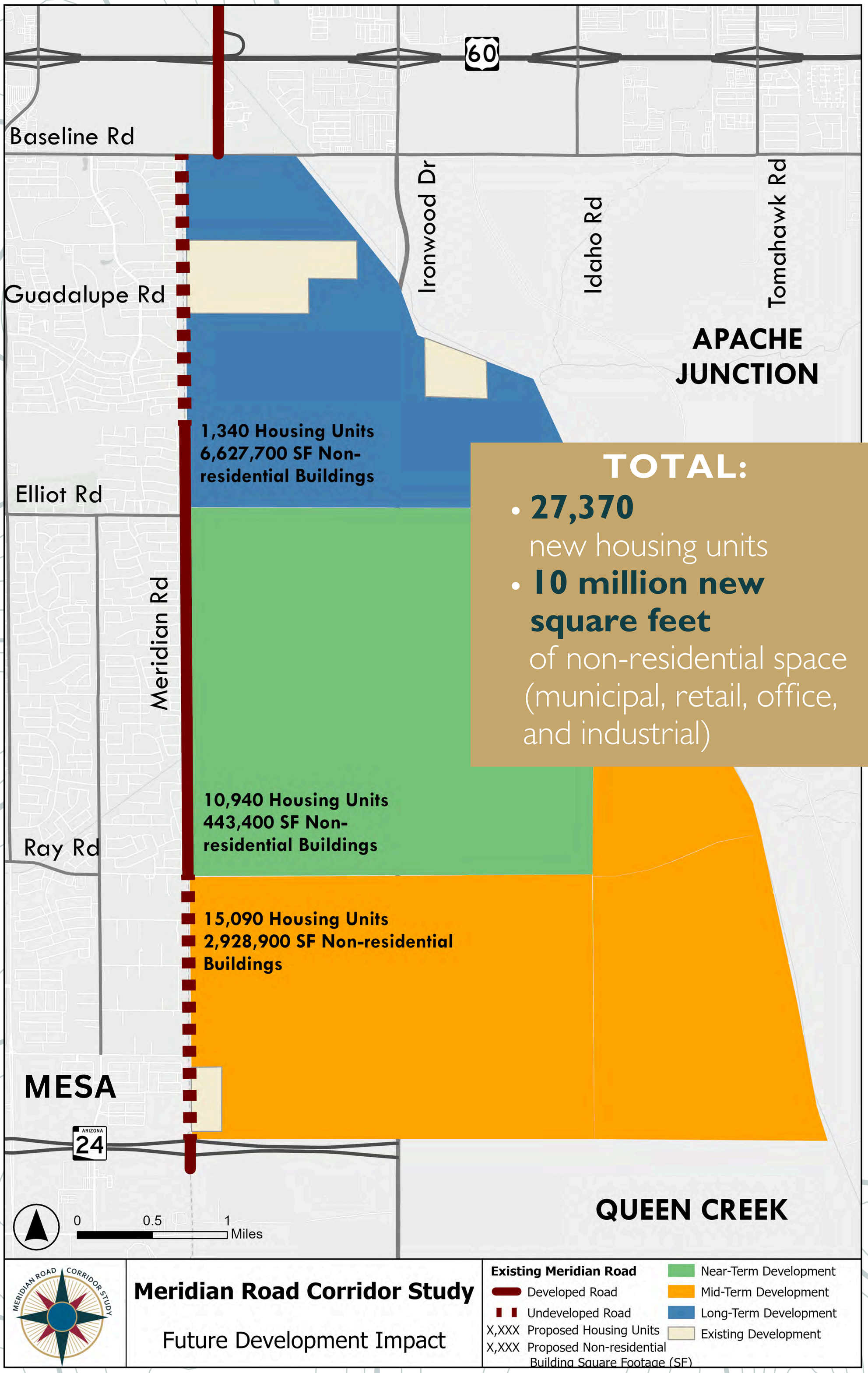
Crash Locations and Density

Mesa Gateway Airport
Study Area

Crash Density
Sparse
Dense

Injury Severity
Fatal Crash
Suspected Serious Injury Crash
All Other Crashes

FUTURE DEVELOPMENT



TOTAL:

- **27,370** new housing units
- **10 million new square feet** of non-residential space (municipal, retail, office, and industrial)

Meridian Road Corridor Study

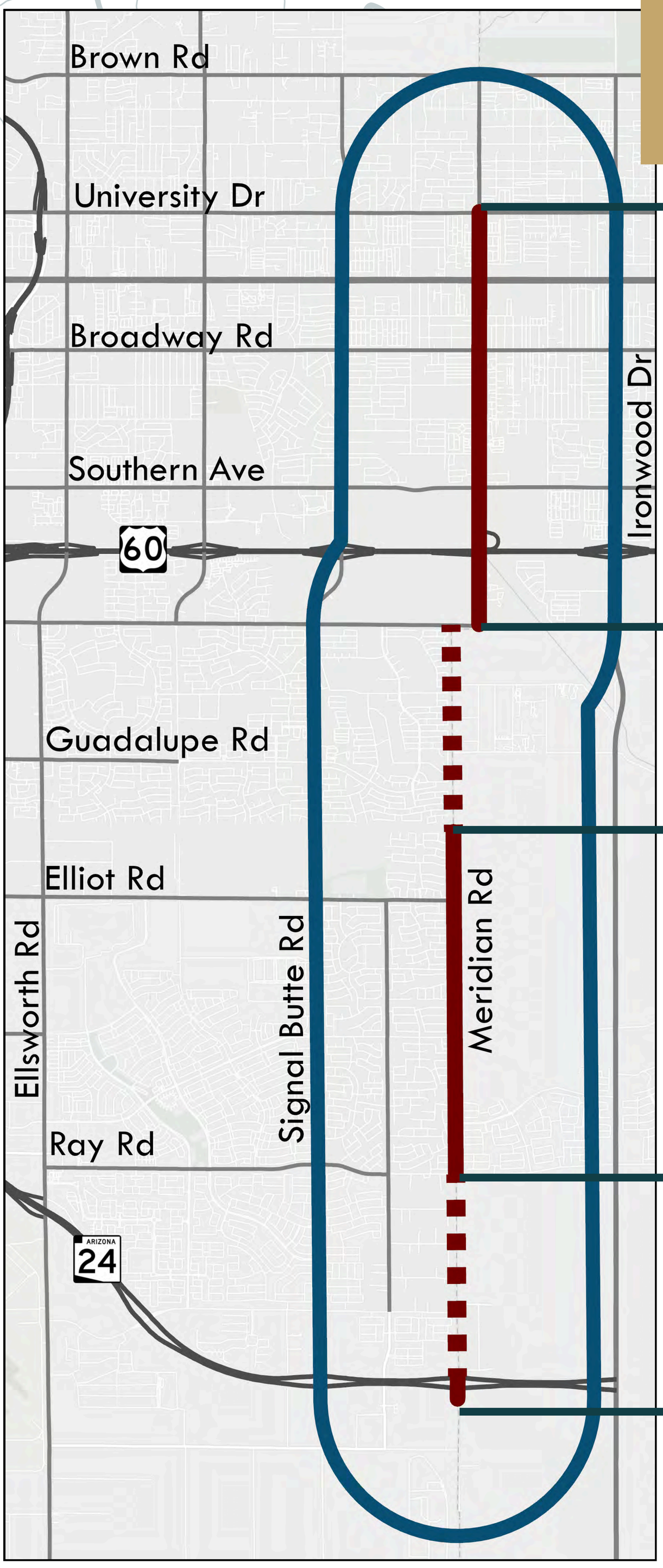
Future Development Impact

Existing Meridian Road
- Developed Road
- Undeveloped Road
- X,XXX Proposed Housing Units
- X,XXX Proposed Non-residential Building Square Footage (SF)

- Near-Term Development
- Mid-Term Development
- Long-Term Development
- Existing Development

TRAFFIC VOLUMES

In the future (20+ years), other nearby north-south corridors such as Signal Butte Road and Ironwood Drive are also expected to serve as many as 60,000 vehicles each day.



FUTURE (20+ years):
9,300 vehicles per day

FUTURE (20+ years):
63,400 vehicles per day

FUTURE (20+ years):
58,200 vehicles per day

FUTURE (20+ years):
40,100 vehicles per day

Traffic volumes taken from 2021
Superstition Vistas
Master Transportation Plan

PROJECT CONSIDERATIONS

Develop an implementation plan for:

- <u>Future</u> construction of missing segments to create a continuous corridor
- <u>Future</u> widening of the roadway to accommodate growth
- Incorporating new pedestrian and bicycle facilities in future projects

D Drainage
G Geotechnical
R Right-of-Way
F FEMA Floodplain

Drainage

- Minimize impact to existing floodplain elevations
- Account for water infiltration via earth fissures
- Accommodate regional drainage between Baseline Road and Guadalupe Road

Geotechnical

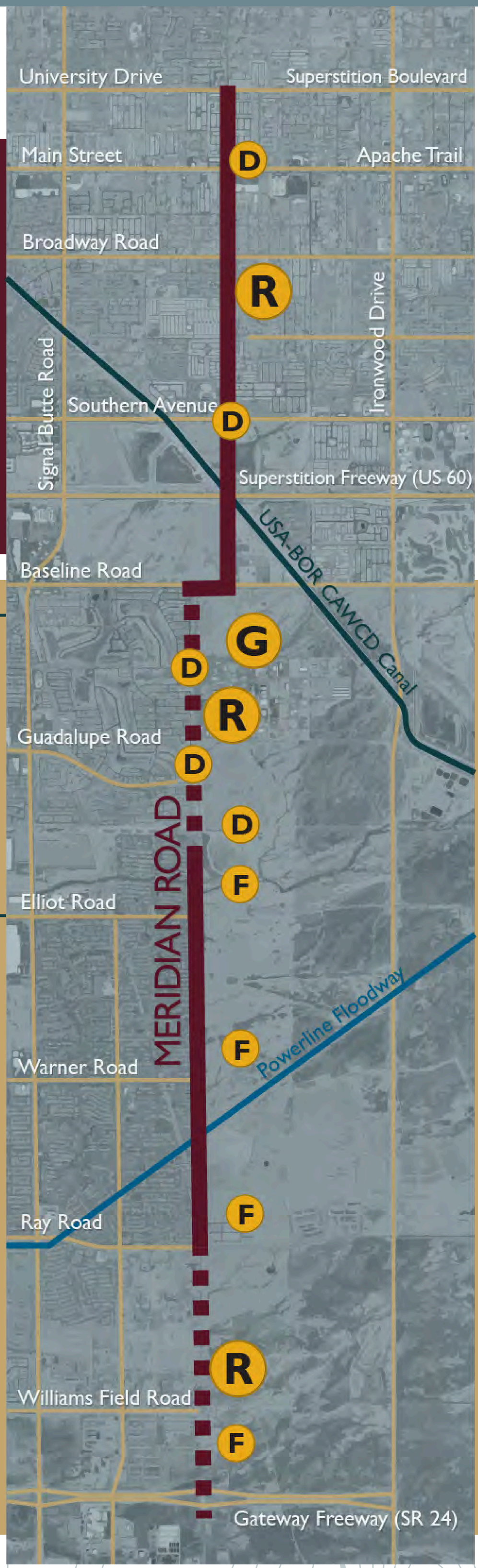
- Account for soil destabilization due to earth fissures

Right-of-Way

- Limited right-of-way
- New right-of-way needed

FEMA Floodplain

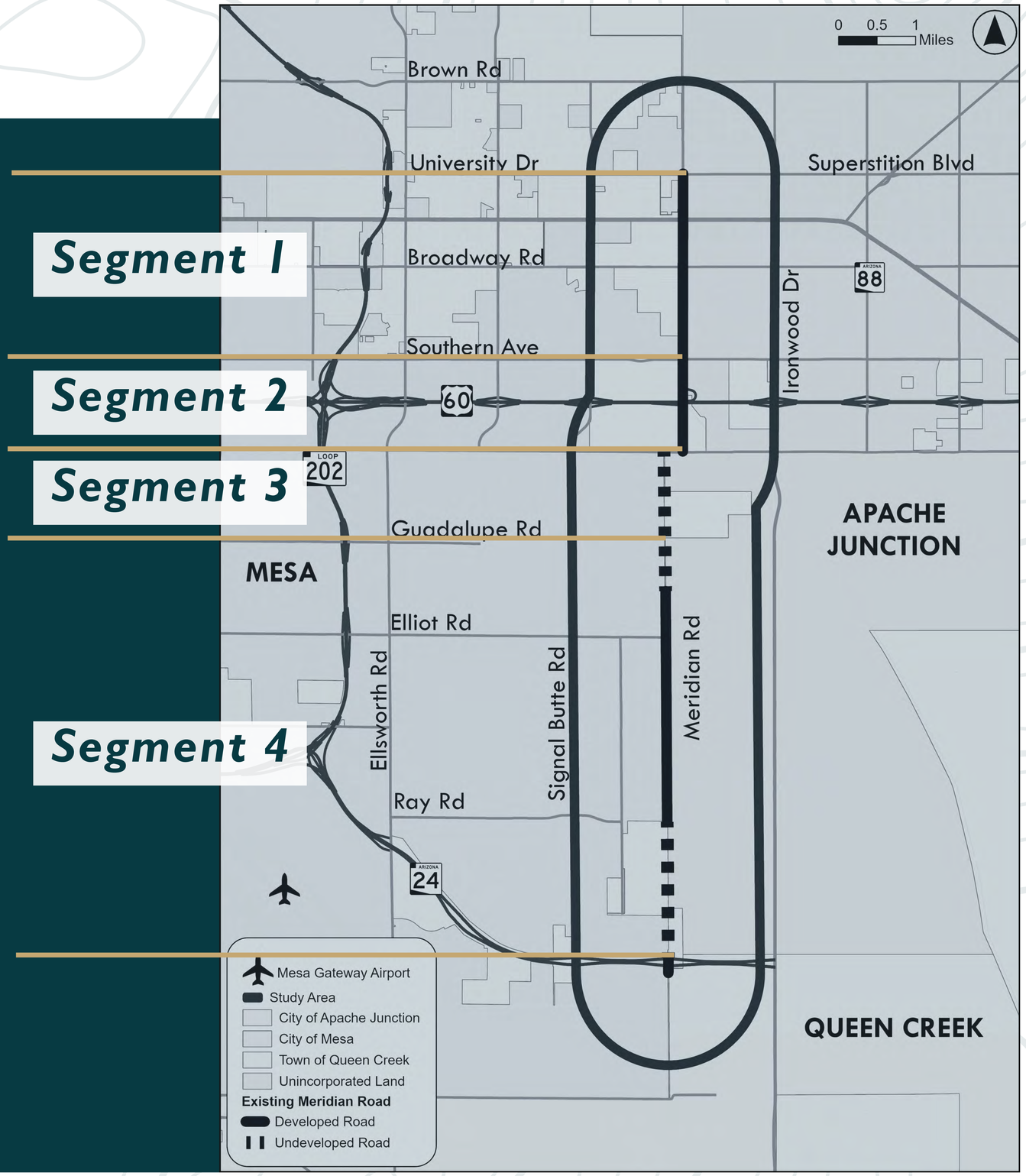
- Account for stormwater flows of existing FEMA floodplain east of Meridian Road



CORRIDOR SEGMENTS

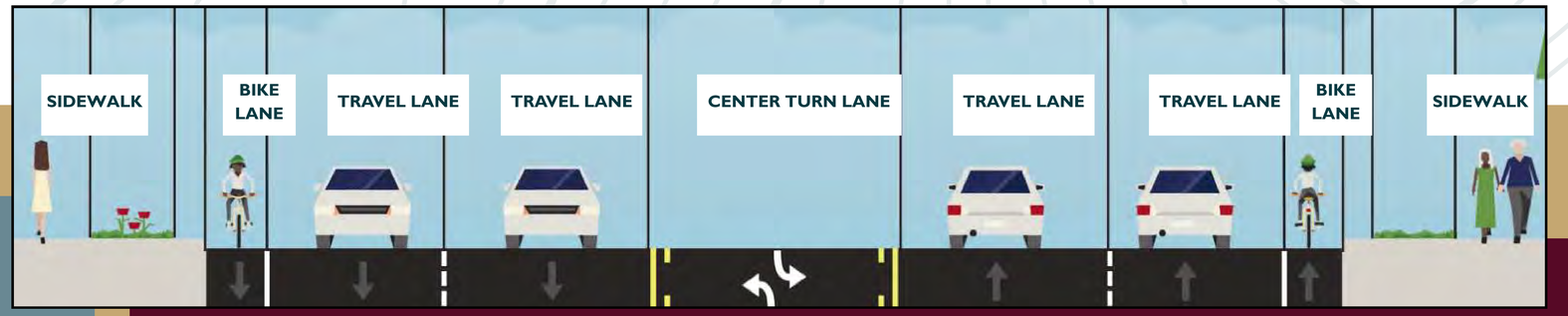
1. **Superstition Boulevard to Southern Avenue**
2. **Southern Avenue to Baseline Road**
3. **Baseline Road to Guadalupe Road**
4. **Guadalupe Road to SR 24**

Design strategies were developed for each segment. For Segment 3, three alignment alternatives are being evaluated



4 LANE CROSS SECTION

Superstition Boulevard to Southern Avenue

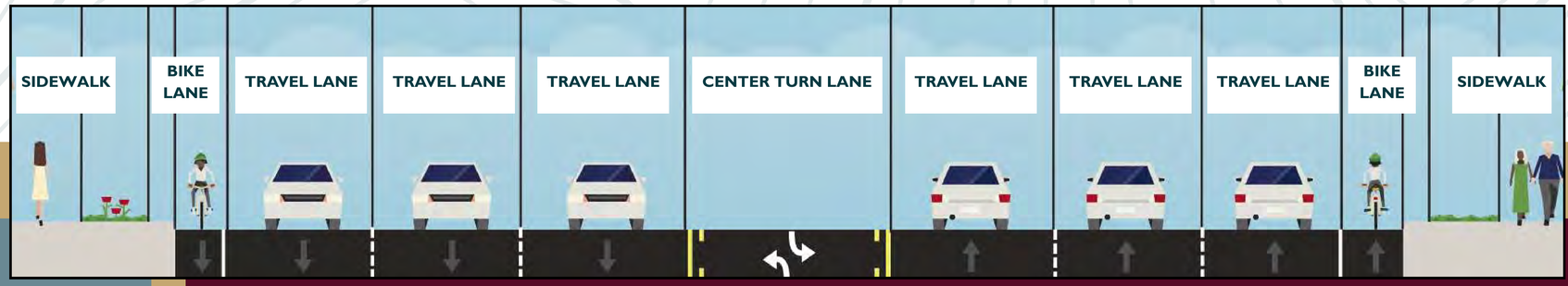


Place a sticky dot in the boxes for the design choices you would most like to see along Meridian Road!

To accommodate future traffic, it is recommended that Segment 1 be **widened** from 2 lanes to 4 lanes, adding bike lanes, sidewalks, and a two-way left turn lane.

2 Lanes per Direction	Center Turn Lane	Bike Lanes	Sidewalks

6 LANE CROSS SECTION | Southern Avenue to SR-24



Place a sticky dot in the boxes for the design choices you would most like to see along Meridian Road!

To accommodate future traffic and new development south of US-60, it is recommended that a **continuous 6-lane** corridor be constructed, adding bike lanes, sidewalks, and a two-way left turn lane. This effort will involve **widening** along Segments 2 and 4, and **new pavement** in Segments 3 and 4.

3 Lanes per Direction	Center Turn Lane	Bike Lanes	Sidewalks

EVALUATION CRITERIA

Each alignment alternative for Segment 3 is evaluated relative to the following seven categories:

Existing & Future Land Use Compatibility	Impacts to Adjacent Land Parcels	Environmental Impacts	Utility Impacts
Does the alternative alignment conflict with existing land uses or land uses planned for vacant adjacent parcels?	What is the magnitude of adjacent developed parcels or structures that are directly impacted by the new roadway footprint?	To what degree does the proposed alignment impact existing environmental features, including natural drainage flows and known fissures?	What is the magnitude of adjacent developed parcels or structures that are directly impacted by the new roadway footprint?

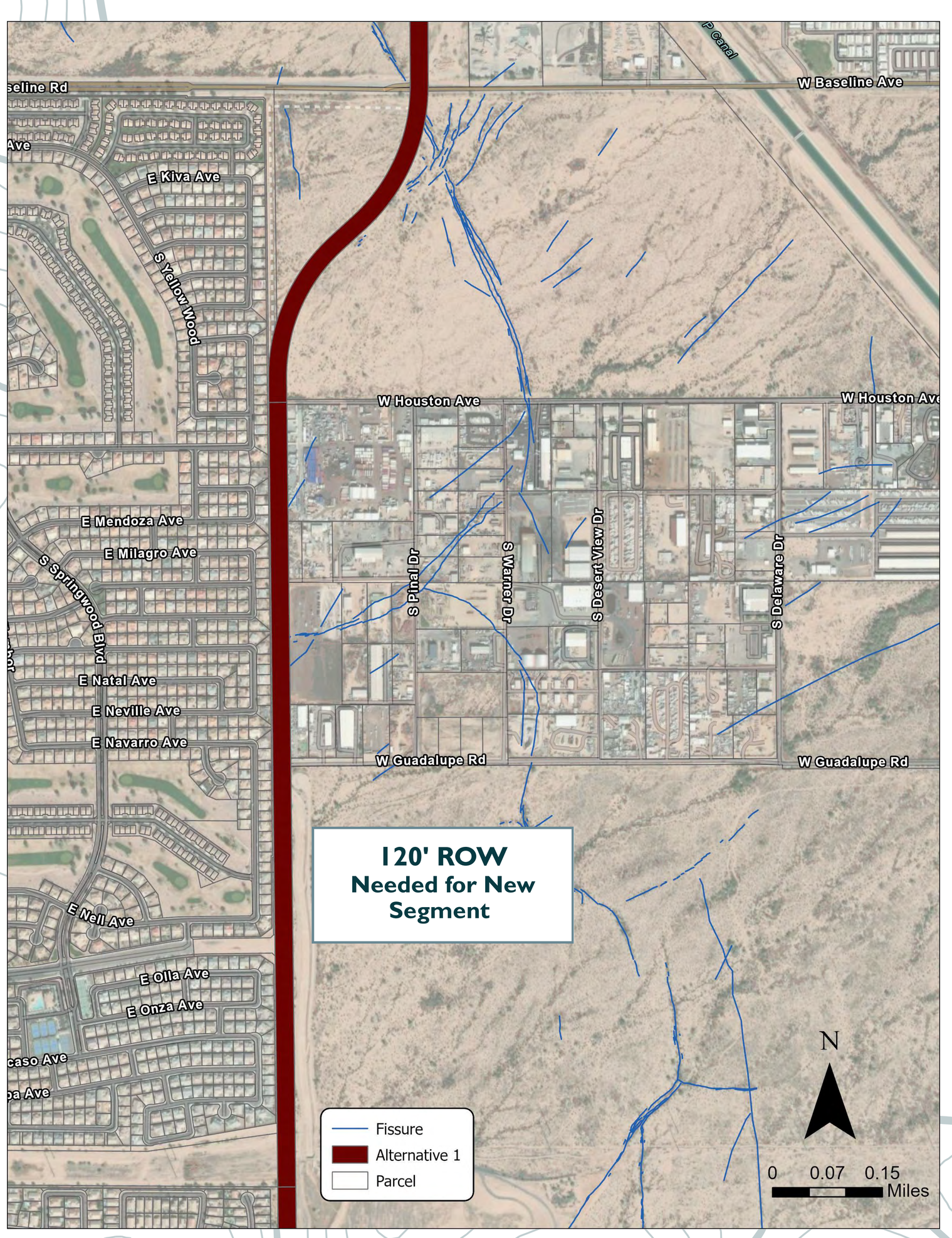
Public & Stakeholder Feedback	Travel Time	Cost
What feedback has been received indicating support of the proposed alternative relative to other proposed alternatives?	To what degree does the proposed alternative result in out of direction travel or design exceptions that would require reduced speed limits that could increase travel times?	What is the estimated cost relative to other proposed alternatives?

SEGMENT 3 - ALT 1

Alternative 1 proposes a curved alignment change between Baseline Road and Houston Avenue.

Alternative 1 Evaluation	Alternative Evaluation Criteria
Existing & Future Land-Use Compatibility	
Impacts to Adjacent Parcels	
Environmental Impacts	
Utility Impacts	
Travel Times	
Cost	
Public & Stakeholder Feedback	?

Good **Fair** **Poor**

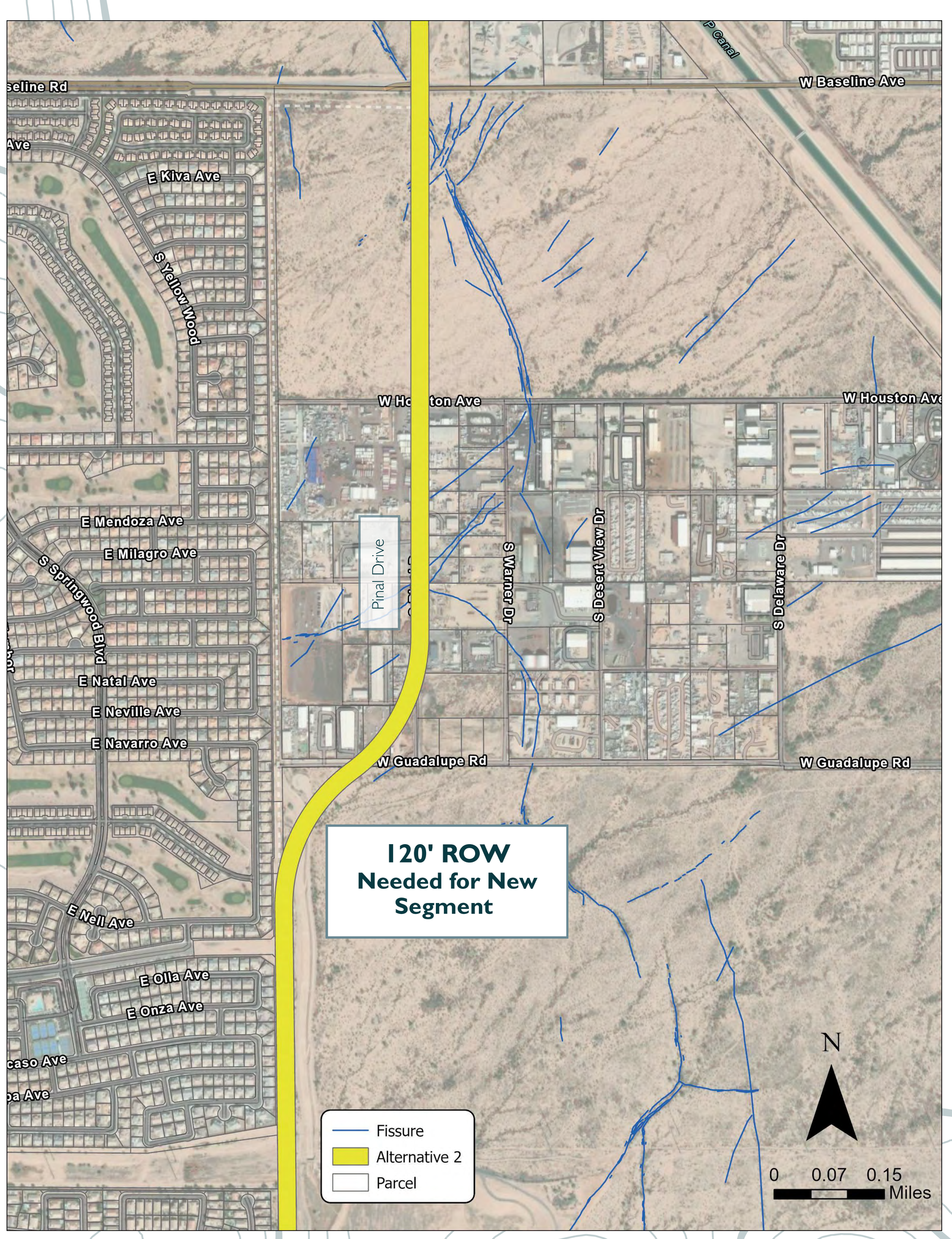


SEGMENT 3 - ALT 2

Alternative 2 proposes an alignment change on Pinal Drive, shifting west to Meridian Road just north of Guadalupe Road.

Alternative 2 Evaluation	Alternative Evaluation Criteria
Existing & Future Land-Use Compatibility	
Impacts to Adjacent Parcels	
Environmental Impacts	
Utility Impacts	
Travel Times	
Cost	
Public & Stakeholder Feedback	?

Good **Fair** **Poor**

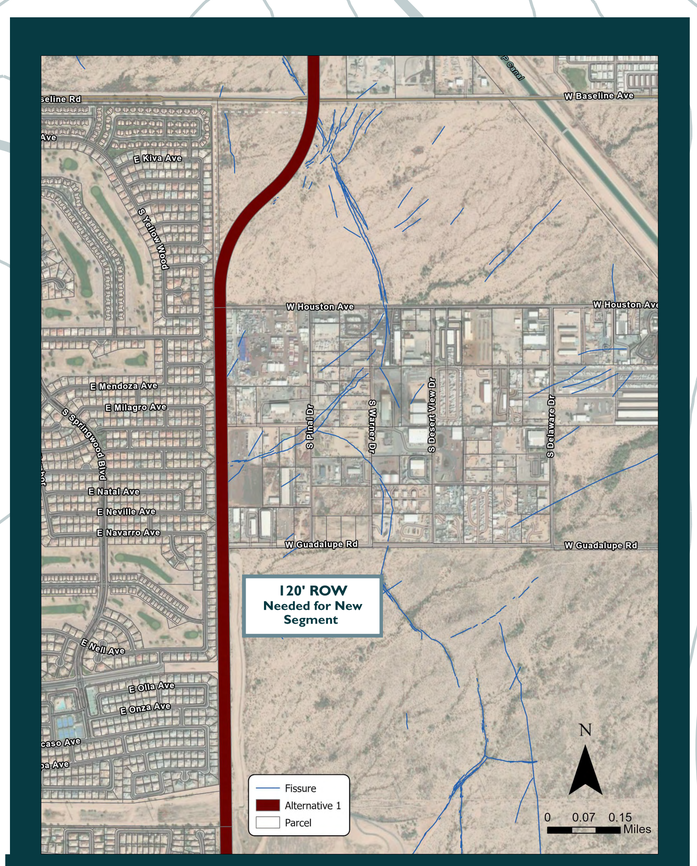


SEGMENT 3 - ALT 3

Alternative 3 proposes an alignment change to align with Delaware Road between Baseline Road and Houston Avenue.

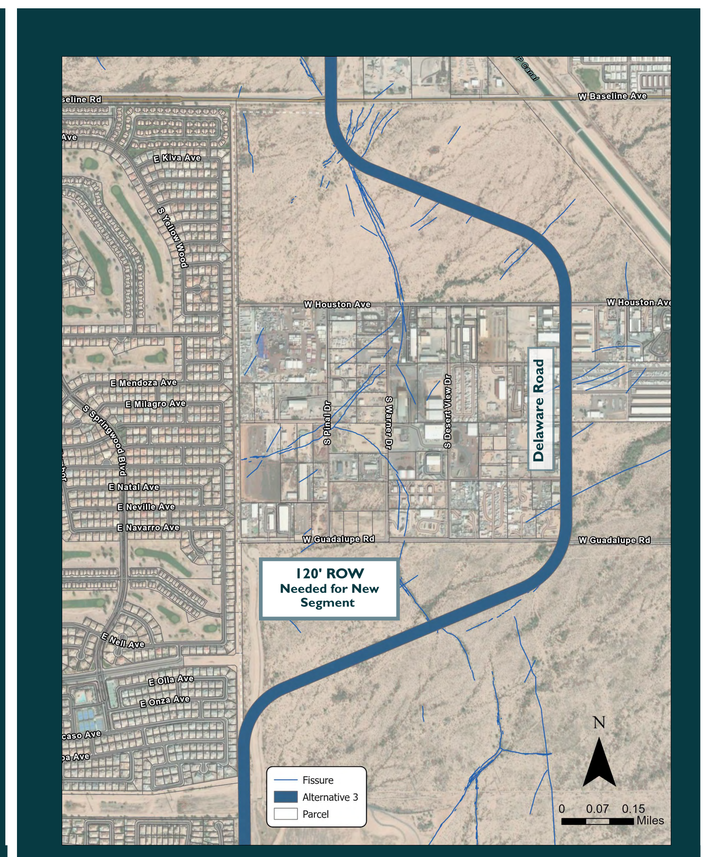
Alternative 3 Evaluation	Alternative Evaluation Criteria
	Good / Fair / Poor
Existing & Future Land-Use Compatibility	●
Impacts to Adjacent Parcels	◐
Environmental Impacts	○
Utility Impacts	◐
Travel Times	○
Cost	○
Public & Stakeholder Feedback	?

SEGMENT 3 EVALUATION



Alternative 1

Alternative 2



Alternative 3

	Alternative 1	Alternative 2	Alternative 3
Existing & Future Land-Use Compatibility	◓	◓	◓
Impacts to Adjacent Parcels	◓	○	◓
Environmental Impacts	●	◓	○
Utility Impacts	●	○	◓
Travel Times	●	●	○
Cost	●	◓	○
Public & Stakeholder Feedback	?	?	?

POTENTIAL COSTS

Arizona 2025
Construction Unit Cost

Approximate cost of construction for **one mile of sidewalk** is **$1-2 Million**

Approximate cost of construction for **one mile of lighting** is **$1-2 Million**

Approximate cost of construction for **one mile of new roadway** is **$8-10 Million**

Approximate cost of construction for **one mile of a new lane** is **$2-3.5 Million**

NEXT STEPS

Timeline

Agency Leadership Meetings

September - October 2025

Public Meeting and Comment Period

October 2025

Identify Recommended Alternative, Implementation Strategy, Draft Plan

November 2025