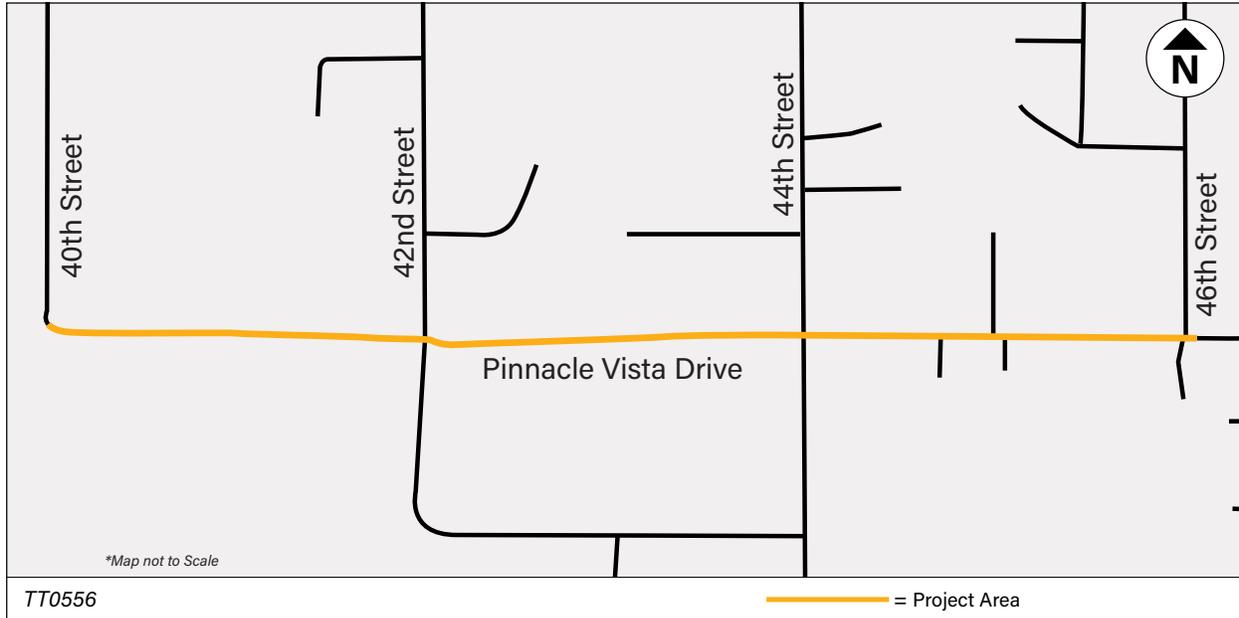




Pinnacle Vista Drive (TT0556) Frequently Asked Questions



General Project

Why is this project needed?

Earlier studies of this area highlighted the need for dust mitigation and some drainage improvements on Pinnacle Vista from 40th Street to 46th St. During the design phase of the project, an interim dust suppressant was applied from 40th Street to 44th Street that helped to reduce dust. Based on feedback from the community, MCDOT developed additional design options that refocus the project improvements to strictly paving updates from 40th Street to 44th Street. Here are descriptions of the three design options.

- **Option 1** would create a road that is up to current MCDOT standards, mitigate water on the road during and after storms, and create a straighter, smoother alignment of the road.
- **Option 2** would focus on paving upgrades from 40th street to 46th street. Under Option 2 the road would be widened near 42nd Street to match the existing roadway width. This change would allow two cars to pass each other. This option would require removal of some existing trees.
- **Option 3** would focus on paving upgrades from 40th street to 46th street. Option 3 would place chip seal along the original roadway without any widening to avoid the existing wash and trees.

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Can the road be designed so there is a wider unpaved shoulder on the opposite side of the road of where the water drainage channel would be in option 1?

Many factors are considered in road design. This aspect of the design was used in order to bring the roadway into alignment, and maintain historical drainage patterns, while affecting the fewest properties.



General Project (Continued)

Is the chip seal proposed in concepts 2 and 3 the same as is currently on Pinnacle Vista?

The paving material currently located from 44th Street to 46th Street is the same chip seal that would be applied to 40th Street to 44th Street. MCDOT is proposing to increase the thickness of the chip seal in options 2 and 3 to improve the roadway life span.

Valley gutters are proposed on options 2 and 3. Can you describe why these are needed and where they will be constructed?

The existing roadway cross-section is what is known as an “inverted crown”. This simply means the roadway is lower in the middle than at the edges. Since water flows “downhill” it naturally ends up in the middle of the roadway due to this inverted crown. Since we are not changing the slope of the existing roadway for options 2 and 3, there needs to be a concrete valley gutter to protect the chip seal from erosion caused by the water. The valley gutter is 6 feet wide and starts approximately 350 feet east of 42nd St and ends 890 feet east of 42nd St (540 feet long).

How will the valley gutters in options 2 & 3 affect driveways?

Valley gutters will not affect driveways.

How much higher would the road be under option 1?

The roadway profile generally matches the profile of the existing roadway. There are two locations where the designed road elevation is greater than the existing road elevation to facilitate better drainage and design criteria for a local road. One area is 2.28' higher and the other is 1.45' higher, both correspond with existing drainage areas.

Will there be any changes to stop signs?

Yes. In design option 1, a stop sign will be installed at 42nd street and the existing stop signs at 46th street and 44th street will be replaced with brand new signs.

New stop signs are not currently included in options 2 and 3. Many factors go into placement of stop signs, including the visibility at an intersection, roadway alignment, and turning environment. MCDOT is currently evaluating the intersection of 42nd street and Pinnacle Vista under options 2 and 3 to see if inclusion new stop signs is warranted.

What is the pavement transition like from Pinnacle Vista onto 44th and 42nd streets?

The roadway elevations will match where Pinnacle Vista Drive meets up with an existing cross street.

Will water meters, electric, and telephone poles need to be moved?

Yes. These items will be moved, or have already been moved, by the various utility companies leading up to construction of the roadway. Water service lines and meters will be adjusted/relocated during construction in coordination with the City of Phoenix.



Drainage

Where will water flow after the project?

None of the three current options will change the historical flow of water in the area. Option 1 would slope the roadway to move water off the roadway and into channels but would not divert the water elsewhere. Historically, the roadway itself acts to convey the water from east to west. The addition of channels along the roadway would continue this same east to west movement of water.

Options 2 and 3 keep the current water flow patterns on the roadway and do not attempt to redirect storm water off the road.

Would residents who live south of Pinnacle Vista still be able to access Pinnacle Vista during a Storm Event?

The historical water flow pattern is maintained in all three options. Access to Pinnacle Vista from the south would remain consistent with what residents currently experience during storm events.

Will you be putting culverts under 44th Street and 42nd Street to continue carrying the water from the drainage channel? If not, where will the water go?

There will be no culverts under 44th St and 42nd St. The channel starts and ends at the intersections in order to maintain the existing drainage patterns. Because there are no culverts at these locations, the water will continue to go where it goes now after construction.

Has FEMA and the Flood Control District of Maricopa County approved the drainage plans?

The Flood Control District of Maricopa County (FCD) has been involved with this project from the start. FCD provided MCDOT with detailed information on the water patterns in the area of the project and provided historical flow data. Road engineers and drainage experts have used available studies from FCD in the design and FCD would review the final option before going to construction.

FEMA has dedicated the Flood Control District of Maricopa County as the agency to review floodplain clearances within Maricopa County.

Channels

What type of materials will be used to construct the drainage channel in option 1?

The channels are lined with concrete and terminate in rip rap. The rip rap slows the velocity of the water and also prevents erosion.

What is the depth and slope of the drainage channel in option 1?

The typical slope from the shoulder to the bottom of channel is a 4 to 1 grade. The typical slope from the bottom of channel to the top of slope on the right-of-way side is a 3 to 1 grade. The channel is designed for water to exit at existing drainage outlets. The slope will flatten, and depth will decrease at these locations.

Will there also be channels on 40th, 42nd, and 44th Streets for drainage?

No. This project focuses on Pinnacle Vista Drive.



Channels *(Continued)*

How deep will the channel be?

A general depth is 1.5 feet, but the depth varies at certain locations. The channel is designed for water to exit at existing drainage outlets. The slope will flatten, and depth will decrease at these locations.

How will the drainage channel in option 1 affect driveways? Who is responsible for the cost?

Driveways on the south side of the road will consist of a driveway with culverts or a low water crossing depending on the location. There is not a cost to the resident.

Maintenance

Who would ensure that the drainage channel is maintained so that it does not get filled with sand or litter?

MCDOT would be responsible for the maintenance of the drainage channel. MCDOT does ongoing inspections of its drainage infrastructure, especially before Monsoon season, and after monsoon storms. We also appreciate residents providing us information of any maintenance that needs to be conducted. You can request maintenance online at <https://mcdot.me/maintenance> or by calling 602-506-8600.

Someone from MCDOT maintenance will call you back within 24-48 hours (during the business week). Someone from MCDOT maintenance will visit the location and assess what equipment and crews will be required. Based on this assessment MCDOT maintenance will prioritize the work to be done accordingly.

If a storm, or other event, has created an emergency situation call 911.

Speeding

What about the speed?

The speed limit will remain 25 miles per hour. A speed study was conducted during the design phase of the project and another speed study will be done after the project is completed. Information gathered from these studies will be used to determine what, if any, speed related measures need to be taken. For speed enforcement issues, contact Maricopa County Sheriff's Office.

What about speed humps?

Due to the types of vehicles traveling on this section of roadway, and other factors, it is unlikely that speed humps would be needed.

Can there be a 4-way stop sign installed to slow down traffic?

Stop signs are not used to deter speed per national engineering standards and best practices. Stop signs are used to regulate traffic. The need for multi-way stop signs is decided by the traffic volume and/or the number of accidents in a 12-month period. Based on the current numbers, a multi-way stop sign is not warranted. This may be reevaluated in the future.



Encroachment Issues

Originally, we had been asked to relocate items encroaching on MCDOT right of way by Nov. 1, 2021. Is that still the case?

Yes, the items are still encroaching in the county's right of way. Landscaping and other improvements within MCDOT right-of-way is an encroachment and needs to be moved prior to commencing construction. This includes dumpsters.

One reason for removing encroachments is to provide space for vehicles, if they leave the roadway so they will not crash into the item encroaching.

Non-Project Issues

Will you be paving the roads south of Pinnacle Vista?

No. The roadways south of Pinnacle Vista are not part of MCDOT's roadway system. Please visit the Roadway Information Tool on MCDOT's website to view the roadways that are within MCDOT's roadway system. Please visit the County's web site for information on County Improvement Districts which includes detailed information on how to request a roadway become part of MCDOT's roadway system.

Are there plans to add shoulders or drainage control to Tatum Blvd?

Tatum Blvd is not a county-maintained roadway. It is maintained and operated by the City of Phoenix.