



## Chapter 8 Infrastructure

### 8-1 Streets

The Falcon Field Sub-Area is presently served by an established arterials network and region serving freeways. With the exception of Higley Road and McDowell Road, the majority of arterial mileage in the Sub-Area during 2005 has two lanes in each direction. Higley Road is six-lanes and McDowell Road is wider adjacent to the airport. The arterial network interfaces with the Red Mountain Freeway (Loop 202) with interchanges at Val Vista Drive, Greenfield Road, Higley Road, and Recker Road. Figure 8-1 is a map showing the existing number of lanes for all Sub-Area arterials during 2005.

Programmed improvements in the Sub-Area will primarily involve road widening as demand warrants. McKellips Road is presently included in the 2005 – 2010 Capital Improvement Program for widening to three lanes in each direction, providing needed capacity enhancements. However, the associated intersection improvements will be made on McKellips Road prior to expansion to evaluate the need for the additional lanes. No other improvements are presently programmed.

With the region serving nature of the airport and area businesses, connectivity to outlying areas is vital. Red Mountain Freeway (Loop 202) has brought much needed accessibility. The extension of Loop 202 will be completed in 2008. The completion of this Loop will dramatically enhance the connectivity to the Sub-Area from the South, and provide a valuable connection to US-60.

A street network needs to be planned for the State Trust Land north of Loop 202 to encourage the timely and sound development of this land. That planning effort requires coordination with the State Land Department.

### 8-2 Water and Sewer

City Water and Sewer services are established throughout developed portions of the Sub-Area. Extensions would be made in conjunction with future development of vacant land. Due to the level of development of the existing system, extensions are

reasonably accessible throughout the overwhelming majority of the Sub-Area.

Water and wastewater master plans anticipate build-out conditions. These master plans provide for the appropriate sizes and locations of mains and laterals for these conditions. These plans anticipate a need for some mains with a larger capacity than those presently installed. The most significant water main capacity enhancement is anticipated along Higley and McDowell adjacent to the airport. Portions of this main are included in the 2005 – 2010 Capital Improvement Program. The most significant sewer main capacity enhancement is planned along Greenfield Road.

Water and sewer master plans will potentially need to be revised in response to the land use changes incorporated in this planning effort. Ideally, planned improvements will be expeditiously extended to the Thomas Road alignment to encourage the timely development of State Trust Lands north of Loop 202.

### 8-3 Summary of Issues and Opportunities

- A street network needs to be planned on State Trust Land north of Loop 202 to encourage timely and sound development of this land.
- Water and sewer master plans need to be updated to incorporate any effect of changes to Land Use Plans by this planning effort.
- Build-out water and sewer infrastructure should be expeditiously extended to the Thomas Road alignment to encourage the timely development of State Trust Lands north of Loop 202.





Figure 8-1

Number of Lanes for Arterial Streets within the Falcon Field Sub-Area

