

To: National Park Services
Montezuma Castle National Monument
Richard Goepfrich, Facility Manager

From: Multicultural Technical Engineers

Date: Thursday March 29th, 2018

Subject: 60% Traffic Report

2.5.1 Parking Lot Design

The parking lot design was chosen to be user friendly, aesthetic, and low in construction cost. The design wanted to optimize efficiency while minimizing costs associated with construction and maintenance. The chosen final design has a footprint with very minimal change in topography, which will reduce the costs associated with cut and fill of material to the site. This final design can be seen in **appendix x**. The site very gradually slopes southward, which will assist in drainage (**refer to section XX**). The parking lot has two proposed landscape areas that will have native plants and serve as detention basins. There are proposed pedestrian facilities from the new lot to the park entrance, as seen on the plans.

2.5.2 Site Layout & Site Signage Plan

To further the design process of the existing and proposed parking lots, a site layout equipped with an adequate signage plan was developed. The construction document containing the Site Layout & Site Signage Plan is available in **Appendix**. Regarding specific elements of the lot, certain design aspects were implemented in order to keep traffic flowing and avoid congestion. In the existing parking lot, the current bus parking has been converted into a 15-minute maximum loading and unloading zone. This will alleviate traffic build up from busses who will now be required to park in the new proposed lot. The currently roadway to the proposed lot currently restricts all access to the public. This restricted access will be eliminated so that all visitors can utilize the roadway to access the new parking lot.

The new parking facility was designed to be one way only, similar to the existing lot. There are two rows of passenger car parking and two separate areas designated for bus and RV parking only. There is one spot for motorcycle parking only. Visitors of Montezuma Castle National Monument will enter the newly designed lot from the south side and will exit from the north side. Refer to **appendix X** for the signage plan and associated traffic flow.

There will be two “Restricted Area” signs that only permit employee access beyond those points so that the road can continue to maintain functionality for its existing purpose. There is an

existing stop sign that will serve as sufficient intersection control. Larger vehicles have a much larger turning radii, therefore most of the large vehicles cannot safely navigate the right turn to return back up the main road to exit the property. Therefore, these vehicle types will be restricted from turning right to ensure safety of other vehicles. They will be required to turn left, travel through the existing parking lot, then continue straight to exit the monument.

Some of the existing signs will be kept such as, the speed limit of 15 MPH, and the “No Parking Anytime” signs that are placed on the sides of the main road. There are four existing ADA Spots in the existing lot. Four of the current passenger car parking spots in the existing lot will be converted into additional ADA spots in compliance with FHA Design Codes, resulting in minor restriping of the existing lot and eight total ADA spots at the front entrance.