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March 2, 2010

TO: Members of the MAG Street Committee

FROM: Dan Cook, PE, Chairman

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Tuesday, March 9, 2010 - 1:00 p.m.
MAG Office, Suite 200, Cholla Room
302 North First Avenue, Phoenix

The next meeting of the MAG Street Committee will be held at the time and place noted above. Committee members or their proxies may attend **in person, via videoconference or by telephone conference call**. Those attending video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference call please contact MAG offices for conference call instructions.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Jason Stephens at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

The next meeting of the MAG Street Committee will be held at the time and place noted above. If you have any questions or need additional information, please contact Eric Anderson or Steve Tate at (602) 254-6300.

A Voluntary Association of Local Governments in Maricopa County

City of Apache Junction ▲ City of Avondale ▲ Town of Buckeye ▲ Town of Carefree ▲ Town of Cave Creek ▲ City of Chandler ▲ City of El Mirage ▲ Fort McDowell Yavapai Nation ▲ Town of Fountain Hills ▲ Town of Gila Bend
Gila River Indian Community ▲ Town of Gilbert ▲ City of Glendale ▲ City of Goodyear ▲ Town of Guadalupe ▲ City of Litchfield Park ▲ Maricopa County ▲ City of Mesa ▲ Town of Paradise Valley ▲ City of Peoria ▲ City of Phoenix
Town of Queen Creek ▲ Salt River Pima-Maricopa Indian Community ▲ City of Scottsdale ▲ City of Surprise ▲ City of Tempe ▲ City of Tolleson ▲ Town of Wickenburg ▲ Town of Youngtown ▲ Arizona Department of Transportation

TENTATIVE AGENDA

COMMITTEE ACTION REQUESTED

1. Call to Order

2. Approval of the February 9, 2010 Meeting Minutes

3. Call to the Audience

An opportunity will be provided to members of the public to address the Street Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Street Committee requests an exception to this limit. Please note that those wishing to comment on action agenda items will be given an opportunity at the time the item is heard.

4. Complete Streets Plan

EDAW, Inc. will present the preliminary draft plan of the MAG Complete Streets Plan for committee input.

5. Proposed Project Change for Inclusion in the Draft Fiscal Year (FY) 2011 Arterial Life Cycle Program

The Arterial Life Cycle Program (ALCP) Policies and Procedures (Policies) approved on April 22, 2009 require Lead Agencies to present proposed substitute projects or changes in project scope to MAG Street Committee for a technical review and recommendation for approval through the MAG Committee Process. The City of Chandler is requesting to reprogram the Price Road Extension from Loop 202 to Interstate 10 in the MAG Arterial Life Cycle Program (ALCP). The proposed revisions include deleting Price Rd. as programmed and

2. Review and approve the minutes from the February 9, 2010 meeting.

3. For information.

4. For information and discussion.

5. For information, discussion, and recommendation to approve proposed projects or changes in project scope for inclusion in the Fiscal Year 2010 Arterial Life Cycle Program and the 2007 Update of the Regional Transportation Plan as appropriate

adding substitute projects on Chandler Heights Rd., McQueen Rd., Price Rd., and Ocotillo Rd, as recommended by the City's Transportation Master Plan Update. Please refer to the enclosed materials for additional information.

6. Transportation Programming Manager's Report

The MAG Transportation Programming Manager will review recent transportation planning activities and upcoming agenda items for MAG Committees and other related regional transportation activities.

7. FY 2010 MAG Federal Closeout

Each year MAG closes out the current federal year and provides an opportunity for Member agencies to apply obligation authority left unused by the carryover from the previous fiscal year and the deferral of current year projects. At the meeting, federal funding available for the closeout will be discussed.

8. Distribution of Draft FY 2011 - FY 2015 MAG Transportation Improvement Program (TIP)

Copies of the Draft FY 2011 - FY 2015 MAG Transportation Improvement Program (TIP) will be distributed at the meeting.

9. Member Agency Update

This section of the Agenda will provide Committee members with an opportunity to share information regarding a variety of transportation-related issues and to suggest topics for future Committee meetings.

10. Adjournment

6. For information and discussion.

7. For information and discussion.

8. For information.

9. For information and discussion.

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

February 9, 2010 1:00 p.m.
MAG Offices, Cholla Conference Room
302 North First Avenue, Suite 200
Phoenix, Arizona 85003

MEMBERS ATTENDING

Dan Cook, Chandler, Chairman	Chris Plumb, Maricopa County
Lupe Harriger, ADOT	Ken Hall, Mesa
Charles Andrews, Avondale	* Andrew Cooper, Jr., Paradise Valley
Jose Heredia, Buckeye	Ben Wilson, Peoria
* Lance Calvert, El Mirage	Shane L. Silsby, Phoenix
Sreedevi Samudrala for Tony Rodriguez, Gila River Indian Community	Janet Martin, Queen Creek
Kurt Sharp, Gilbert	* Elaine Cabrera, Salt River Pima-Maricopa Indian Community
Bob Darr for Wade Ansell, Glendale	Phil Kercher for David Meinhart, Scottsdale
Hugh Bigalk, Goodyear	Nicholas Mascia for Robert Maki, Surprise
Gino Turrubiates for Jim Ricker, Guadalupe	Shelly Seyler, Tempe
Paul Ward for Darryl Crossman, Litchfield Park	* Jason Earp, Tolleson Grant Anderson, Youngtown

* Members neither present nor represented by Proxy

OTHERS PRESENT

Mark Hodgins, ADOT	Roger Herzog, MAG
Jennifer Toth, ADOT	Christina Hopes, MAG
Paul Young, Chandler	Roger Roy, MAG
Allan Grover, Glendale	Stephen Tate, MAG
Maureen DeCindis, MAG	

1. Call to Order

Chairman Dan Cook called the meeting to order at 1:00 p.m.

2. Approval of the November 10, 2009 Meeting Minutes

The meeting minutes were approved unanimously.

3. Call to the Audience

There were no members of the public at the meeting who expressed a desire to address the Committee.

4. Transportation Programming Manager's Report

Mr. Stephen Tate indicated that information for this agenda item would be covered in the following agenda items.

5. Distribution of Draft Federal FY 2011 - FY 2015 MAG Transportation Improvement Program (TIP)

Mr. Tate indicated that he was unable to provide the members with a draft Federal FY 2011 - FY 2015 MAG Transportation Improvement Program (TIP) at this time. He went on to indicate that once the data had been fully reviewed, a copy would be provided to members of the Committee.

6. FY 2010 MAG Federal Closeout

Mr. Tate gave a brief presentation on the MAG closeout process. He noted that each year MAG closed out the current federal fiscal year in order to allow member agencies with projects that cannot be obligated to defer them into future years of the TIP and to allow member agencies to reprogram projects to make use of unallocated federal funding.

It was noted that as of the date of the meeting that MAG could not provide member agencies with a preliminary estimate of funding available for the closeout. It was indicated that Arizona Department of Transportation (ADOT) was unable to provide an estimate of federal funding available for MAG. Mr. Tate went on to note that the Department had not been able to provide MAG with financial reports on the status of MAG federal fund balances or the obligation of MAG federally funded projects in sixteen months and that during this period several rescissions of federal transportation funding had occurred.

Based on this uncertainty, it was noted that it may not be feasible for member agencies to defer projects into future years of the TIP and retain federal funding. For the same reason, it was noted that it was unclear whether it would be possible to advance new federally funded projects into the current federal fiscal year. Mr. Tate noted and concluded by noting that ADOT had committed to providing MAG with an estimate of federal funding available by the beginning of March and that until it was clear that there was a lack of funding, MAG intended to proceed with the closeout process.

He noted that the schedule for the MAG closeout called for MAG member agencies to request to defer projects in March and they were due at noon on April 16th, proposals to use unallocated federal funding were due to MAG from member agencies. If a request to defer a project was for the first time, it would be granted automatically. Otherwise, the member agency would need to submit a formal request through the Agency's manager/administrator to MAG to justify the deferment. A sample letter with the required information would be available on the MAG website on March 1, 2010.

To advance a project into the current fiscal year, member agencies will need to meet obligation requirements by the effective close of the federal fiscal year - mid September, 2010. These requirements include the obtaining of environmental, utilities and right-of-way clearances and the completion of a plans, specifications and estimates package for the project. Non self-certified agencies would need ADOT approval for all of these requirements.

Self-certified agencies would need ADOT approval for the environmental clearance. If an agency has not largely completed the technical studies for an environmental clearance for a project by the end of March, it is unlikely that the project will obligate in FY 2010.

A discussion concerning federal funding developed. It was noted that a rescission of federal funding was a withdrawal of amounts appropriated by Congress. Mr. Paul Ward noted that the appropriated amounts typically exceeded obligation levels, resulting in large balances of appropriated funding that cannot be tapped for projects and that these balances are carried over from year to year. As a result, he suggested that it is unlikely that a rescission would impact actual funding levels for projects. The Chairman requested a report on the matter at the next meeting

7. Status Report on American Recovery and Reinvestment Act (ARRA) and Potential Additional Stimulus Legislation

Mr. Tate gave a brief presentation on the status of ARRA projects. Mr. Tate noted that as of January 19, 2010, approximately half of all locally sponsored ARRA projects had obligated and that the other half were expected to obligate by March 1, 2010. All ARRA projects must obligate prior to March 2, 2010.

It was noted that agencies with bid savings from ARRA projects in excess of \$200,000 would be retained by sponsoring agencies to be used on additional ARRA eligible projects that could be obligated by the end of federal fiscal year 2010. Project savings of \$200,000 or less would be returned to a regional fund.

The Chairman clarified that sponsoring agencies could shift bid savings among ARRA projects minimizing any loss to the agencies. Several members concurred.

Mr. Gino Turrubiates asked how the regional fund of project savings would be redistributed. Mr. Tate noted that MAG had not yet established policies for this fund and that it would need to address them soon.

Mr. Tate then briefed the Committee on possible extension of ARRA. He noted that the United States House of Representatives had passed a bill creating a second ARRA program, but that the Senate had yet to act on that bill. The House provisions required that half of ARRA funding be awarded in ninety days after the law came into effect.

Because of the tight time frame and concern about the ability of ADOT to process a new round of ARRA projects, the Regional Council had acted to allocate all future funding from this potential second ARRA program to two freeway design build projects. The projects are located on east/west bound sections of Loop 101 (Agua Fria/Pima) and Loop 202 (Santan).

Mr. Turrubiates expressed concern about the Regional Council decision, noting that many small communities would have like to have access to the potential ARRA funding.

8. Highway Performance Monitoring System (HPMS) Off State Highway System Data Collection

Mr. Mark Hodgins from the Multimodal Planning Division of ADOT gave a brief

presentation. He noted that the HPMS was a large database of roadway information that was extensively used by federal authorities to develop federal transportation policy and legislation and to distribute federal transportation funding to the States. He noted that the database included information on roadways owned both by ADOT and local government agencies. This information is updated each year and that ADOT needed updated HPMS information from MAG member agencies by March 15th concerning roadway facility ownership/maintainer, number of lanes, roadway extent, International Roughness Index (IRI) data, average annual daily traffic and other pavement data. He stressed that ADOT appreciated member agency efforts to provide the data and ADOT would help them in this endeavor.

Mr. Tate noted MAG had routinely provided HPMS data to ADOT and that federal guidance concerning HPMS strongly encouraged state highway agencies to use data readily available from third parties, such as MAG member agencies. However, he noted that state highway agencies have the ultimate responsibility for providing HPMS data and that where it is not available from third parties or does not meet HPMS data quality requirements, it is to be collected by the state highway agency. He also noted that state highway agencies were provided with funding to collect this data. Mr. Hodgins concurred.

Mr. Tate went on to note that HPMS requirements had greatly expanded over the years and expressed concern that ADOT would not be able to meet HPMS requirements for next year's HPMS submission unless action was take this year.

9. Arterial Life Cycle Program Project Changes Technical Review and 10. Proposed Project Change for Inclusion in the Draft Fiscal Year (FY) 2011 Arterial Life Cycle Program

Agenda items #9 and #10 were combined at the request of the chairman.

Ms. Christina Hopes briefed the Committee on the roles and responsibilities of the Committee in reviewing Arterial Life Cycle Program (ALCP) project changes. She noted that policies adopted concerning the ALCP indicated that the Street Committee must approve significant changes in scope or the substitution of projects for the changes or substitutions to move forward through the MAG committee process. The responsibilities of the requesting agency include addressing the congestion and mobility impacts of the changes and feasibility issues that required the changes.

Mr. Shane L. Silsby briefed the Committee on the proposed Phoenix changes. He noted that the change eliminated a bridge and interchange from the project and that this was necessary due to uncertainty concerning the scheduling of the I-10 reliever and SR 202/South Mountain and to cost escalation. He noted that the eliminated projects elements were to be replaced with a \$70 million project that fit within available funding. He added that with this change and current facilities in place traffic needs would be addressed.

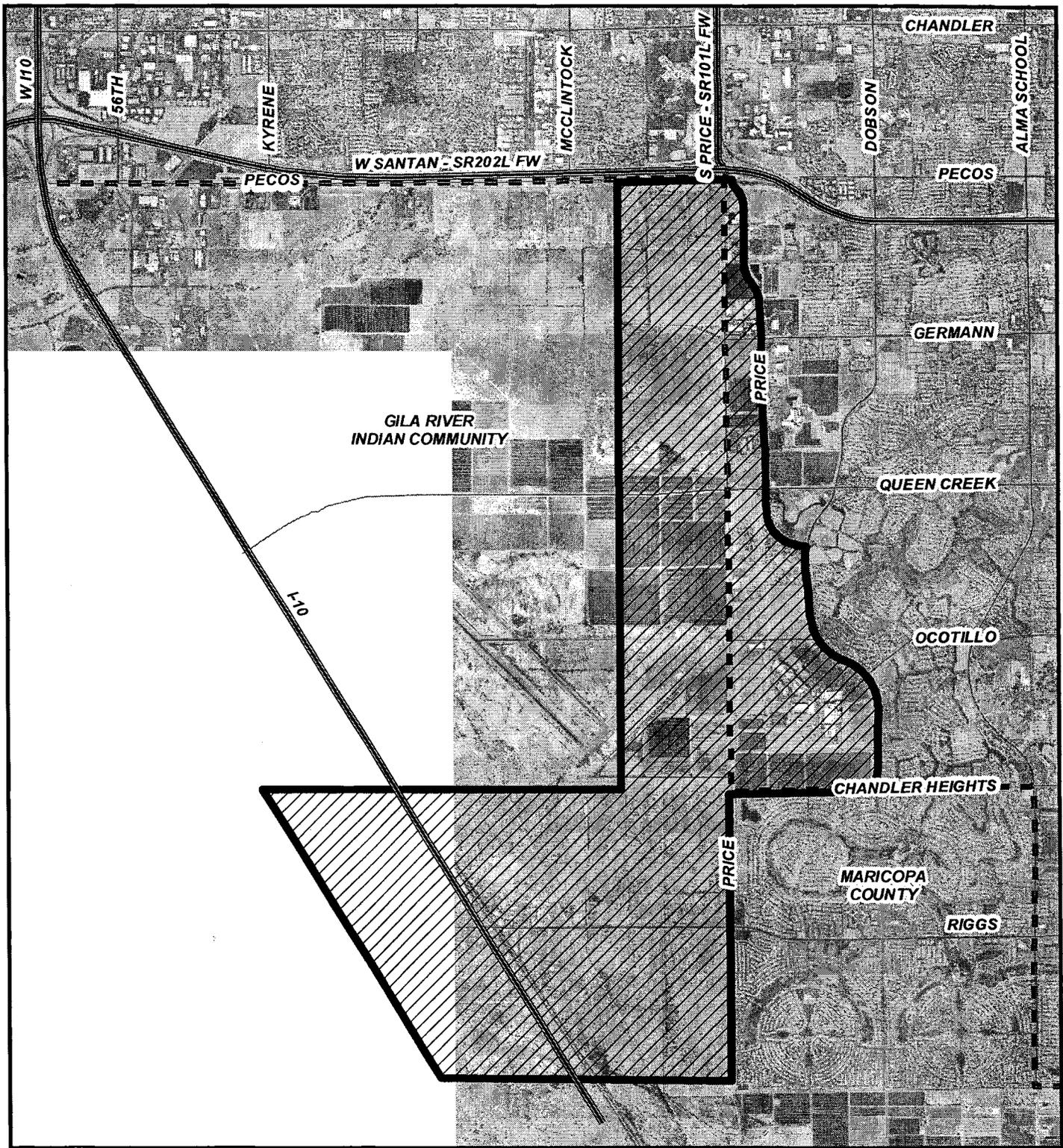
There then followed a series of questions concerning the ability of the proposed changes to address congestion in the area, possible conflicts with future freeway construction and the interaction of the proposed changes with Broadway Road and other roads in the area. Concluding the discussion Mr. Grant Anderson moved to recommend the changes proposed by Phoenix to the Arterial Life Cycle Program. Mr. Bob Darr seconded the motion. The motion carried unanimously.

11. Member Agency Update

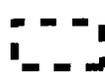
There were no member updates.

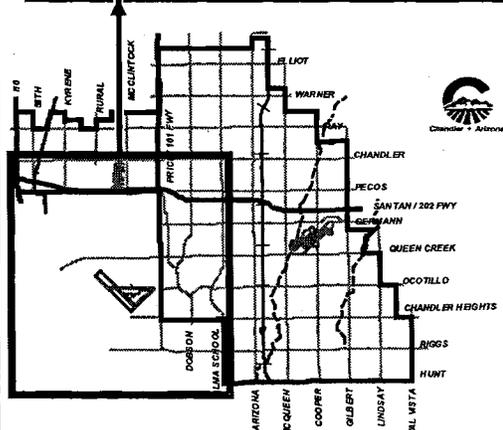
12. Adjournment

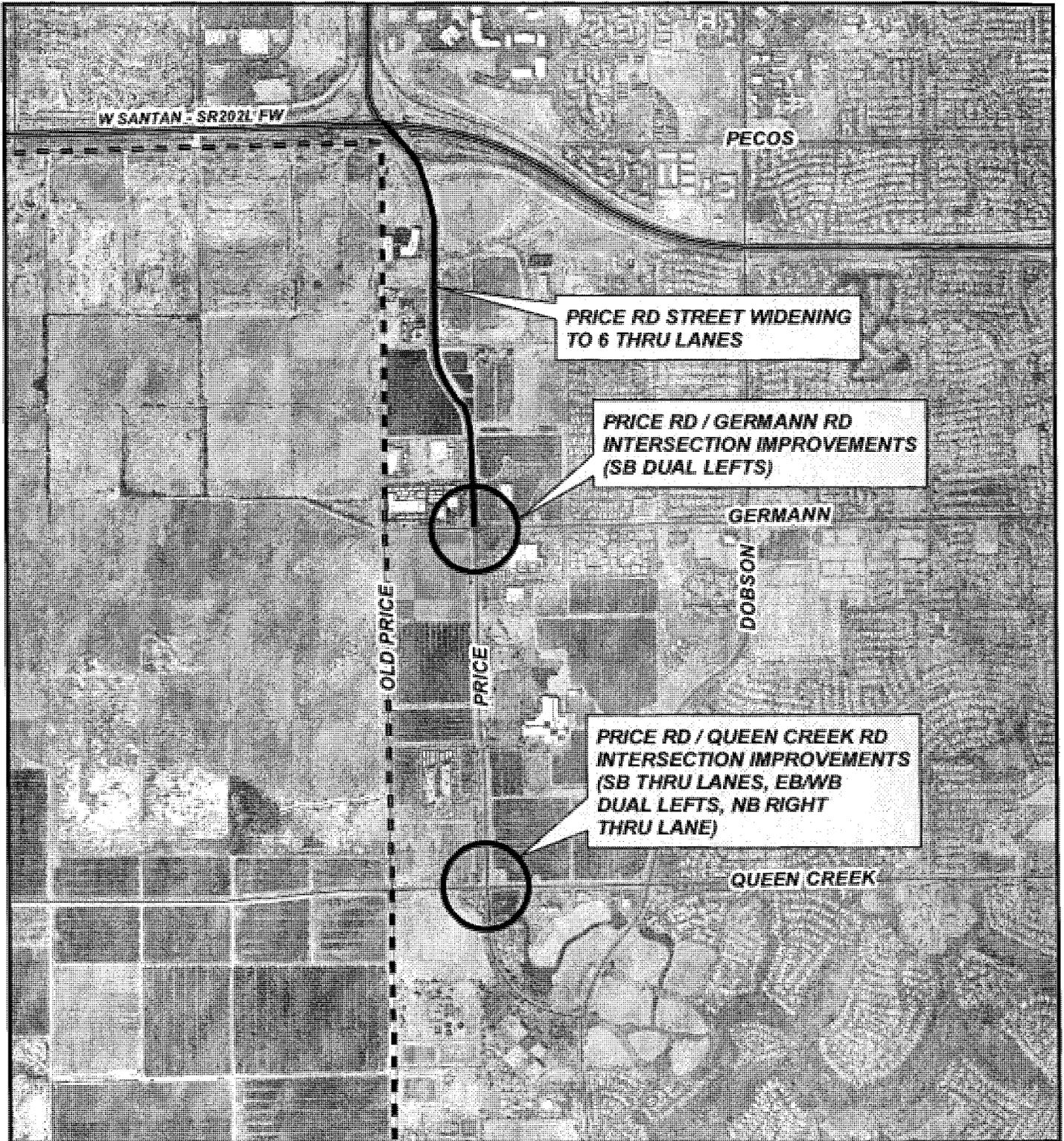
The meeting adjourned at 2:05.



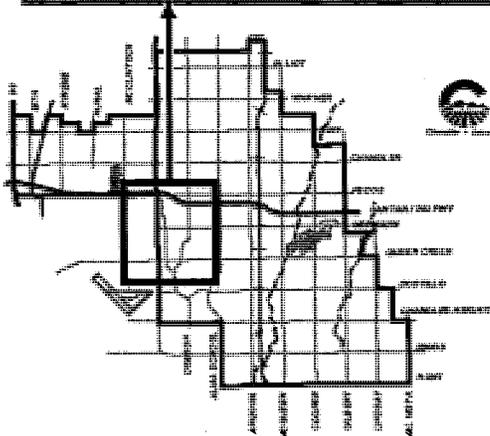
**ORIGINAL PROJECT
STREET WIDENING STUDY AREA
PRICE ROAD (EXTENSION)
SR 202L TO I-10**

-  STUDY AREA
-  FREEWAYS
-  CITY BOUNDARY





**SUBSTITUTE PRICE RD
IMPROVEMENT PROJECTS
STREET WIDENING STUDY AREA
PRICE ROAD (EXTENSION)
SR 202L TO I-10**



 CITY BOUNDARY



**ARTERIAL LIFE CYCLE PROGRAM
REQUEST TO SUBSTITUTE PROJECT OR CHANGE SCOPE OF PROJECT**

Name of Original Project	Price Road (Extension): SR202L to I-10		
Lead Agency	City of Chandler	RTP ID	ACI-PRC-10-03
RTP Project Budget	\$54,818,000 (2009\$)	Date of Request	3/1/2010

Name of Rescoped/Substitute Project	Chandler Heights Road: Arizona Avenue to McQueen Road
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Description of Rescoped/Substitute Project	Arterial roadway widening improvements including addition of thru lanes, turn lanes, bike lanes, storm drain system (for roadway improvements), traffic signals, streetlights, raised median.
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ORIGINAL PROJECT SCHEDULE				
Work Phase	Work Fiscal Year	Reimbursement Fiscal Year	Programmed Reimbursement	Fund Type
Pre-Design				
Design	2016	2017	\$10,964,000	STP-MAG
ROW	2017	2018	\$10,964,000	STP-MAG
Construction	2018	2019	\$16,444,000	STP-MAG
Construction		2019	\$16,446,000	STP-MAG
Total			\$54,818,000	STP-MAG

RESCOPED/SUBSTITUTE PROJECT BUDGET					
Type of Work	Year for Work	Total Cost	Local Share	Regional Share	Regional %
Pre-Design					
Design	2017	\$1,140,000	\$342,000	\$798,000	70.00%
ROW	2017	\$1,500,000	\$450,000	\$1,050,000	70.00%
Construction	2018	\$7,600,000	\$2,280,000	\$5,320,000	70.00%
Total		\$10,240,000	\$3,072,000	\$7,168,000	

CURRENT FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	2	Average Daily Traffic	9,600
North/South Lanes	0	Level of Service	C
East/West Lanes	1/1	V/C Ratio*	0.6
Length of Facility	1 mile	Bus Pullouts	No
		Bicycle Facilities	No

PLANNED FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	4	Bus Pullouts	No
North/South Lanes	0	Bicycle Facilities	Yes
East/West Lanes	2/2	Pedestrian Facilities	Yes
Length of Facility	1 mile	Paved Shoulders/Curbs	Yes

Please explain the reason for requesting to substitute or rescope the original project.	The Price Road (Extension) was intended to be a street extension/connection between Loop 202 (Santan Freeway) and I-10. Since the project was not fully defined in the original ALCP, additional study was needed to develop the scope. As part of the City's 2009 Transportation Master Plan Update, the City investigated the needs of the Price Road corridor. The following needs were determined: Price Road (Loop 202 (Santan Freeway) to Germann Road) street widening; Price Road/Germann Road & Price Road/Queen Creek Road intersection improvements. Beyond this scope no other improvements are necessary. Queen Creek Road (I-10 to Price Road) is a MCDOT roadway that already has adequate capacity. Adjacent arterial roadways including Dobson Road, Pecos Road, Germann Road, and Queen Creek Road (Price Road to McQueen Road) have already been widened to meet existing and future transportation needs. The substitute project, Chandler Heights Road (Arizona Avenue to McQueen Road),
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What technical documents and supporting analysis are available to demonstrate the feasibility of the requested project?	Technical documents supporting the street widening improvements include the following: City of Chandler Transportation Master Plan Update, 2009; City of Chandler Bike Plan Update, October 1999; and City of Chandler Transit Plan Update, November 2002. Per the Transportation Master Plan Update, the future 2030 ADT is 23,000 (Figure 4-10). For a 4-lane street, this will provide a LOS D or better (Table 4-6, Transportation Master Plan) in 2030. Additionally, the Bike Plan recommends bike lanes for this segment.
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Description of how the requested project would improve mobility/safety and reduce congestion.	The existing facility is an unimproved street with 2 thru lanes. The addition of thru lanes; turn lanes; raised median; bicycle lanes; and sidewalks will increase capacity, improve access control, and enhance bicycle & pedestrian access.
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Requested Project's Benefit to the MAG Region?	Chandler Heights Road connects to Arizona Avenue (State Route 87) and Gilbert Road. Arizona Avenue and Gilbert Road are included in MAG's Roads of Regional Significance (Figure 4-1, Transportation Master Plan Update). Ultimately these streets connect Loop 202 (Santan Freeway) and US Highway 60 (Superstition Freeway). The street provides a link for the traveling public to commute throughout the MAG Region.
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Please attach the following documentation when submitting the request to MAG Staff:

- A map of the original project
- A map of the substitute or rescoped project
- Corridor Studies and/or other plan documents
- Technical analysis conducted (ie. level of service, modeling)

*The capacity of each segment obtained from the City of Chandler Transportation Master Plan Update 2009, Table 4-6 LOS ADT Thresholds. LOS F ADT for 2-lane is 16,100; 4-lane is 33,900; & 6-lane is 50,900

**ARTERIAL LIFE CYCLE PROGRAM
REQUEST TO SUBSTITUTE PROJECT OR CHANGE SCOPE OF PROJECT**

Name of Original Project	Price Road (Extension): SR202L to I-10		
Lead Agency	City of Chandler	RTP ID	ACI-PRC-10-03
RTP Project Budget	\$54,818,000 (2009\$)	Date of Request	3/1/2010

Name of Rescoped/Substitute Project	Chandler Heights Road: McQueen Road to Gilbert Road
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Description of Rescoped/Substitute Project	Arterial roadway widening improvements including addition of thru lanes, turn lanes, bike lanes, storm drain system (for roadway improvements), traffic signals, streetlights, raised median.
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ORIGINAL PROJECT SCHEDULE				
Work Phase	Work Fiscal Year	Reimbursement Fiscal Year	Programmed Reimbursement	Fund Type
Pre-Design				
Design	2016	2017	\$10,964,000	STP-MAG
ROW	2017	2018	\$10,964,000	STP-MAG
Construction	2018	2019	\$16,444,000	STP-MAG
Construction		2019	\$16,446,000	STP-MAG
Total			\$54,818,000	STP-MAG

RESCOPED/SUBSTITUTE PROJECT BUDGET					
Type of Work	Year for Work	Total Cost	Local Share	Regional Share	Regional %
Pre-Design					
Design	2019	\$1,680,000	\$504,000	\$1,176,000	70.00%
ROW	2020	\$4,100,000	\$1,230,000	\$2,870,000	70.00%
Construction	2020	\$11,200,000	\$3,855,543	\$7,344,457	65.58%
Total		\$16,980,000	\$5,589,543	\$11,390,457	

CURRENT FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	2	Average Daily Traffic	9,025
North/South Lanes	0	Level of Service	C
East/West Lanes	1/1	V/C Ratio*	0.56
Length of Facility	4 mile	Bus Pullouts	No
		Bicycle Facilities	No

PLANNED FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	4	Bus Pullouts	No
North/South Lanes	0	Bicycle Facilities	Yes
East/West Lanes	2/2	Pedestrian Facilities	Yes
Length of Facility	4 mile	Paved Shoulders/Curbs	Yes

Please explain the reason for requesting to substitute or rescoped the original project.	The Price Road (Extension) was intended to be a street extension/connection between Loop 202 (Santan Freeway) and I-10. Since the project was not fully defined in the original ALCP, additional study was needed to develop the scope. As part of the City's 2009 Transportation Master Plan Update, the City investigated the needs of the Price Road corridor. The following needs were determined: Price Road (Loop 202 (Santan Freeway) to Germann Road) street widening; Price Road/Germann Road & Price Road/Queen Creek Road intersection improvements. Beyond this scope no other improvements are necessary. Queen Creek Road (I-10 to Price Road) is a MCDOT roadway that already has adequate capacity. Adjacent arterial roadways including Dobson Road, Pecos Road, Germann Road, and Queen Creek Road (Price Road to McQueen Road) have already been widened to meet existing and future transportation needs. The substitute project, Chandler Heights Road (McQueen Road to Gilbert Road), remains to be widened.
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What technical documents and supporting analysis are available to demonstrate the feasibility of the requested project?	Technical documents supporting the street widening improvements include the following: City of Chandler Transportation Master Plan Update, 2009; City of Chandler Bike Plan Update, October 1999; and City of Chandler Transit Plan Update, November 2002. Per the Transportation Master Plan Update, the future 2030 ADT is 25,500 (Figure 4-10). For a 4-lane street, this will provide a LOS D or better (Table 4-6, Transportation Master Plan) in 2030. Additionally, the Bike Plan recommends bike lanes for this segment.
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Description of how the requested project would improve mobility/safety and reduce congestion.	The existing facility is an unimproved street with 2 thru lanes. The addition of thru lanes; turn lanes; raised median; bicycle lanes; and sidewalks will increase capacity, improve access control, and enhance bicycle & pedestrian access.
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Requested Project's Benefit to the MAG Region?	Chandler Heights Road connects to Arizona Avenue (State Route 87) and Gilbert Road. Arizona Avenue and Gilbert Road are included in MAG's Roads of Regional Significance (Figure 4-1, Transportation Master Plan Update). Ultimately these streets connect Loop 202 (Santan Freeway) and US Highway 60 (Superstition Freeway). The street provides a link for the traveling public to commute throughout the MAG Region.
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Please attach the following documentation when submitting the request to MAG Staff:

- A map of the original project
- A map of the substitute or rescope project
- Corridor Studies and/or other plan documents
- Technical analysis conducted (ie. level of service, modeling)

*The capacity of each segment obtained from the City of Chandler Transportation Master Plan Update 2009, Table 4-6 LOS ADT Thresholds. LOS F ADT for 2-lane is 16,100; 4-lane is 33,900; & 6-lane is 50,900

**ARTERIAL LIFE CYCLE PROGRAM
REQUEST TO SUBSTITUTE PROJECT OR CHANGE SCOPE OF PROJECT**

Name of Original Project	Price Road (Extension): SR202L to I-10		
Lead Agency	City of Chandler	RTP ID	ACI-PRC-10-03
RTP Project Budget	\$54,818,000 (2009\$)	Date of Request	3/1/2010

Name of Rescoped/Substitute Project	McQueen Road: Ocotillo Road to Riggs Road
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Description of Rescoped/Substitute Project	Arterial roadway widening improvements including addition of thru lanes, turn lanes, bike lanes, storm drain system (for roadway improvements), traffic signals, streetlights, raised median.
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ORIGINAL PROJECT SCHEDULE				
Work Phase	Work Fiscal Year	Reimbursement Fiscal Year	Programmed Reimbursement	Fund Type
Pre-Design				
Design	2016	2017	\$10,964,000	STP-MAG
ROW	2017	2018	\$10,964,000	STP-MAG
Construction	2018	2019	\$16,444,000	STP-MAG
Construction		2019	\$16,446,000	STP-MAG
Total			\$54,818,000	STP-MAG

RESCOPED/SUBSTITUTE PROJECT BUDGET					
Type of Work	Year for Work	Total Cost	Local Share	Regional Share	Regional %
Pre-Design					
Design	2014	\$1,133,333	\$340,000	\$793,333	70.00%
ROW	2015	\$2,600,000	\$780,000	\$1,820,000	70.00%
Construction	2015	\$4,467,752	\$2,045,477	\$2,422,275	54.22%
Construction	2015	\$3,832,248	\$1,754,523	\$2,077,725	54.22%
Total		\$12,033,333	\$4,920,000	\$7,113,333	

CURRENT FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	2	Average Daily Traffic	10,250
North/South Lanes	1/1	Level of Service	C
East/West Lanes	0	V/C Ratio*	0.64
Length of Facility	2 miles	Bus Pullouts	No
		Bicycle Facilities	No

PLANNED FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	4	Bus Pullouts	No
North/South Lanes	2/2	Bicycle Facilities	Yes
East/West Lanes	0	Pedestrian Facilities	Yes
Length of Facility	2 miles	Paved Shoulders/Curbs	Yes

Please explain the reason for requesting to substitute or rescope the original project.	The Price Road (Extension) was intended to be a street extension/connection between Loop 202 (Santan Freeway) and I-10. Since the project was not fully defined in the original ALCP, additional study was needed to develop the scope. As part of the City's 2009 Transportation Master Plan Update, the City investigated the needs of the Price Road corridor. The following needs were determined: Price Road (Loop 202 (Santan Freeway) to Germann Road) street widening; Price Road/Germann Road & Price Road/Queen Creek Road intersection improvements. Beyond this scope no other improvements are necessary. Queen Creek Road (I-10 to Price Road) is a MCDOT roadway that already has adequate capacity. Adjacent arterial roadways including Dobson Road, Pecos Road, Germann Road, and Queen Creek Road (Price Road to McQueen Road) have already been widened to meet existing and future transportation needs. The substitute project, McQueen Road (Ocotillo Road to Riggs Road), remains to be widened.
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What technical documents and supporting analysis are available to demonstrate the feasibility of the requested project?	Technical documents supporting the street widening improvements include the following: City of Chandler Transportation Master Plan Update, 2009; City of Chandler Bike Plan Update, October 1999; and City of Chandler Transit Plan Update, November 2002. Per the Transportation Master Plan Update, the future 2030 ADT is 30,000 (Figure 4-10). For a 4-lane street, this will provide a LOS D or better (Table 4-6, Transportation Master Plan) in 2030. Additionally, the Bike Plan recommends bike lanes for this segment.
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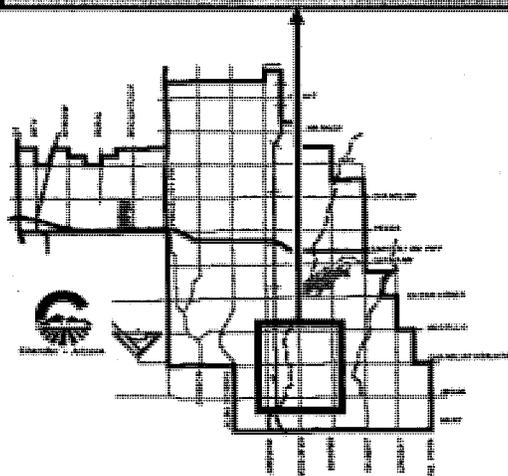
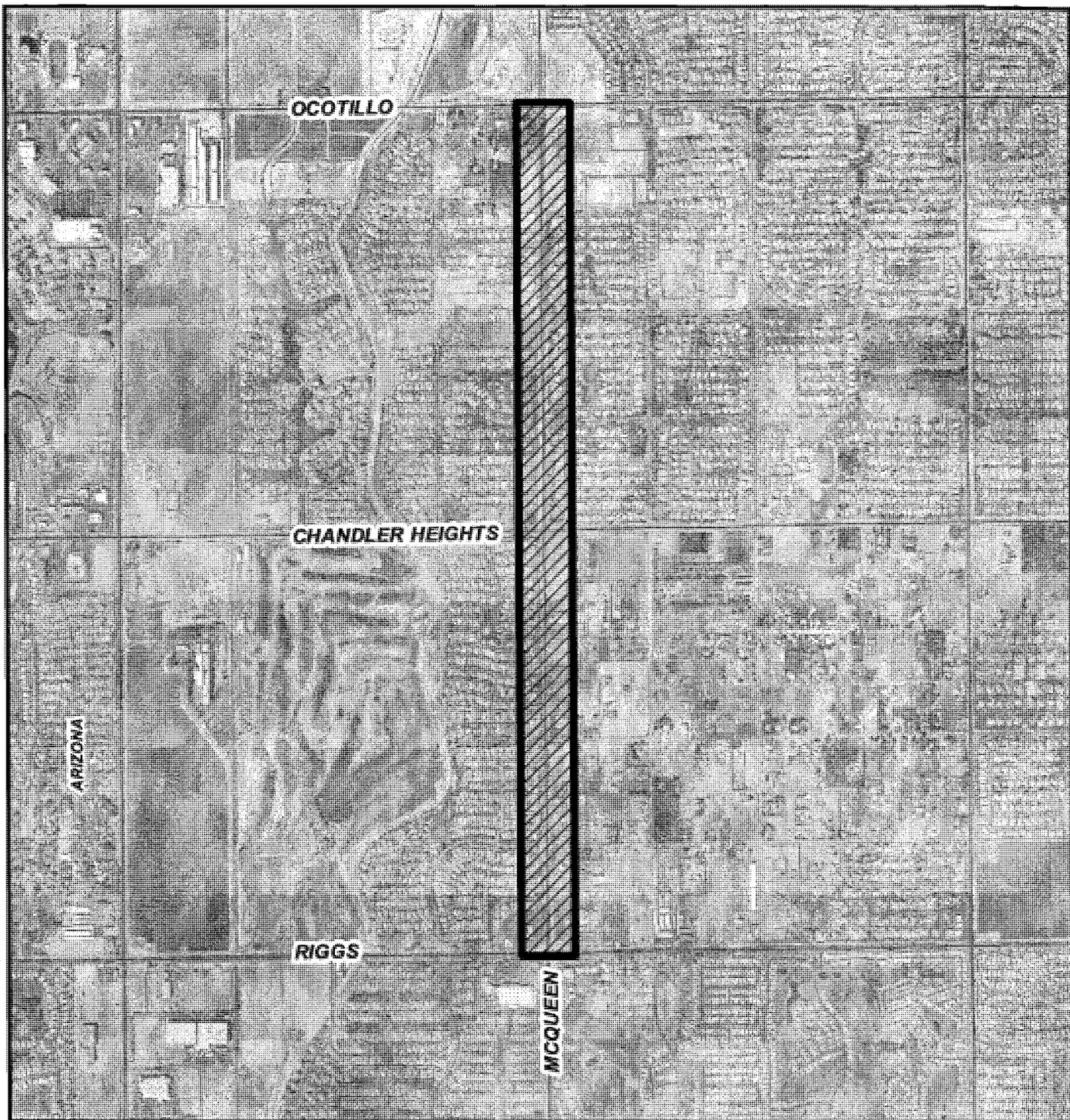
Description of how the requested project would improve mobility/safety and reduce congestion.	The existing facility is an unimproved street with 2 thru lanes. The addition of thru lanes; turn lanes; raised median; bicycle lanes; and sidewalks will increase capacity, improve access control, and enhance bicycle & pedestrian access.
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Requested Project's Benefit to the MAG Region?	McQueen Road connects to Loop 202 (Santan Freeway). The Loop 202 (Santan Freeway) is included in MAG's Roads of Regional Significance (Figure 4-1, Transportation Master Plan Update). The street provides a link for the traveling public to commute throughout the MAG Region.
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Please attach the following documentation when submitting the request to MAG Staff:

- A map of the original project
- A map of the substitute or rescope project
- Corridor Studies and/or other plan documents
- Technical analysis conducted (ie. level of service, modeling)

*The capacity of each segment obtained from the City of Chandler Transportation Master Plan Update 2009, Table 4-6 LOS ADT Thresholds. LOS F ADT for 2-lane is 16,100; 4-lane is 33,900; & 6-lane is 50,900



**SUBSTITUTE PROJECT
 McQUEEN RD
 FROM OCOTILLO RD TO RIGGS RD
 STREET WIDENING**

 **PROJECT AREA**

EXISTING 2 THRU LANES

**FUTURE 4 THRU LANES
 WITH BIKE LANES**



**ARTERIAL LIFE CYCLE PROGRAM
REQUEST TO SUBSTITUTE PROJECT OR CHANGE SCOPE OF PROJECT**

Name of Original Project	Price Road (Extension): SR202L to I-10		
Lead Agency	City of Chandler	RTP ID	ACI-PRC-10-03
RTP Project Budget	\$54,818,000 (2009\$)	Date of Request	3/1/2010

Name of Rescoped/Substitute Project	Ocotillo Road: Arizona Avenue to McQueen Road
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Description of Rescoped/Substitute Project	Arterial roadway widening improvements including addition of thru lanes, turn lanes, bike lanes, storm drain system (for roadway improvements), traffic signals, streetlights, raised median.
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ORIGINAL PROJECT SCHEDULE				
Work Phase	Work Fiscal Year	Reimbursement Fiscal Year	Programmed Reimbursement	Fund Type
Pre-Design				
Design	2016	2017	\$10,964,000	STP-MAG
ROW	2017	2018	\$10,964,000	STP-MAG
Construction	2018	2019	\$16,444,000	STP-MAG
Construction		2019	\$16,446,000	STP-MAG
Total			\$54,818,000	STP-MAG

RESCOPED/SUBSTITUTE PROJECT BUDGET					
Type of Work	Year for Work	Total Cost	Local Share	Regional Share	Regional %
Pre-Design					
Design	2014	\$725,000	\$217,500	\$507,500	70.00%
ROW	2014	\$1,900,000	\$570,000	\$1,330,000	70.00%
Construction	2015	\$5,714,286	\$1,714,286	\$4,000,000	70.00%
Construction	2015	\$2,285,714	\$1,993,334	\$292,380	12.79%
Total		\$10,625,000	\$4,495,120	\$6,129,880	

CURRENT FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	2	Average Daily Traffic	9,700
North/South Lanes	0	Level of Service	C
East/West Lanes	1/1	V/C Ratio*	0.6
Length of Facility	1 miles	Bus Pullouts	No
		Bicycle Facilities	No

PLANNED FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	4	Bus Pullouts	No
North/South Lanes	0	Bicycle Facilities	Yes
East/West Lanes	2/2	Pedestrian Facilities	Yes
Length of Facility	1 miles	Paved Shoulders/Curbs	Yes

Please explain the reason for requesting to substitute or rescope the original project.	The Price Road (Extension) was intended to be a street extension/connection between Loop 202 (Santan Freeway) and I-10. Since the project was not fully defined in the original ALCP, additional study was needed to develop the scope. As part of the City's 2009 Transportation Master Plan Update, the City investigated the needs of the Price Road corridor. The following needs were determined: Price Road (Loop 202 (Santan Freeway) to Germann Road) street widening; Price Road/Germann Road & Price Road/Queen Creek Road intersection improvements. Beyond this scope no other improvements are necessary. Queen Creek Road (I-10 to Price Road) is a MCDOT roadway that already has adequate capacity. Adjacent arterial roadways including Dobson Road, Pecos Road, Germann Road, and Queen Creek Road (Price Road to McQueen Road) have already been widened to meet existing and future transportation needs. The substitute project, Ocotillo Road (Arizona Avenue to McQueen Road), remains to be widened.
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What technical documents and supporting analysis are available to demonstrate the feasibility of the requested project?	Technical documents supporting the street widening improvements include the following: City of Chandler Transportation Master Plan Update, 2009; City of Chandler Bike Plan Update, October 1999; and City of Chandler Transit Plan Update, November 2002. Per the Transportation Master Plan Update, the future 2030 ADT is 18,000 (Figure 4-10). For a 4-lane street, this will provide a LOS D or better (Table 4-6, Transportation Master Plan) in 2030. Additionally, the Bike Plan recommends bike lanes for this segment.
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Description of how the requested project would improve mobility/safety and reduce congestion.	The existing facility is an unimproved street with 2 thru lanes. The addition of thru lanes; turn lanes; raised median; bicycle lanes; and sidewalks will increase capacity, improve access control, and enhance bicycle & pedestrian access.
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Requested Project's Benefit to the MAG Region?	Ocotillo Road connects to Arizona Avenue (State Route 87) and Gilbert Road. Arizona Avenue and Gilbert Road are included in MAG's Roads of Regional Significance (Figure 4-1, Transportation Master Plan Update)). Ultimately these streets connect Loop 202 (Santan Freeway) and US Highway 60 (Superstition Freeway). The street provides a link for the traveling public to commute throughout the MAG Region.
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Please attach the following documentation when submitting the request to MAG Staff:

- A map of the original project
- A map of the substitute or rescope project
- Corridor Studies and/or other plan documents
- Technical analysis conducted (ie. level of service, modeling)

*The capacity of each segment obtained from the City of Chandler Transportation Master Plan Update 2009, Table 4-6 LOS ADT Thresholds. LOS F ADT for 2-lane is 16,100; 4-lane is 33,900; & 6-lane is 50,900



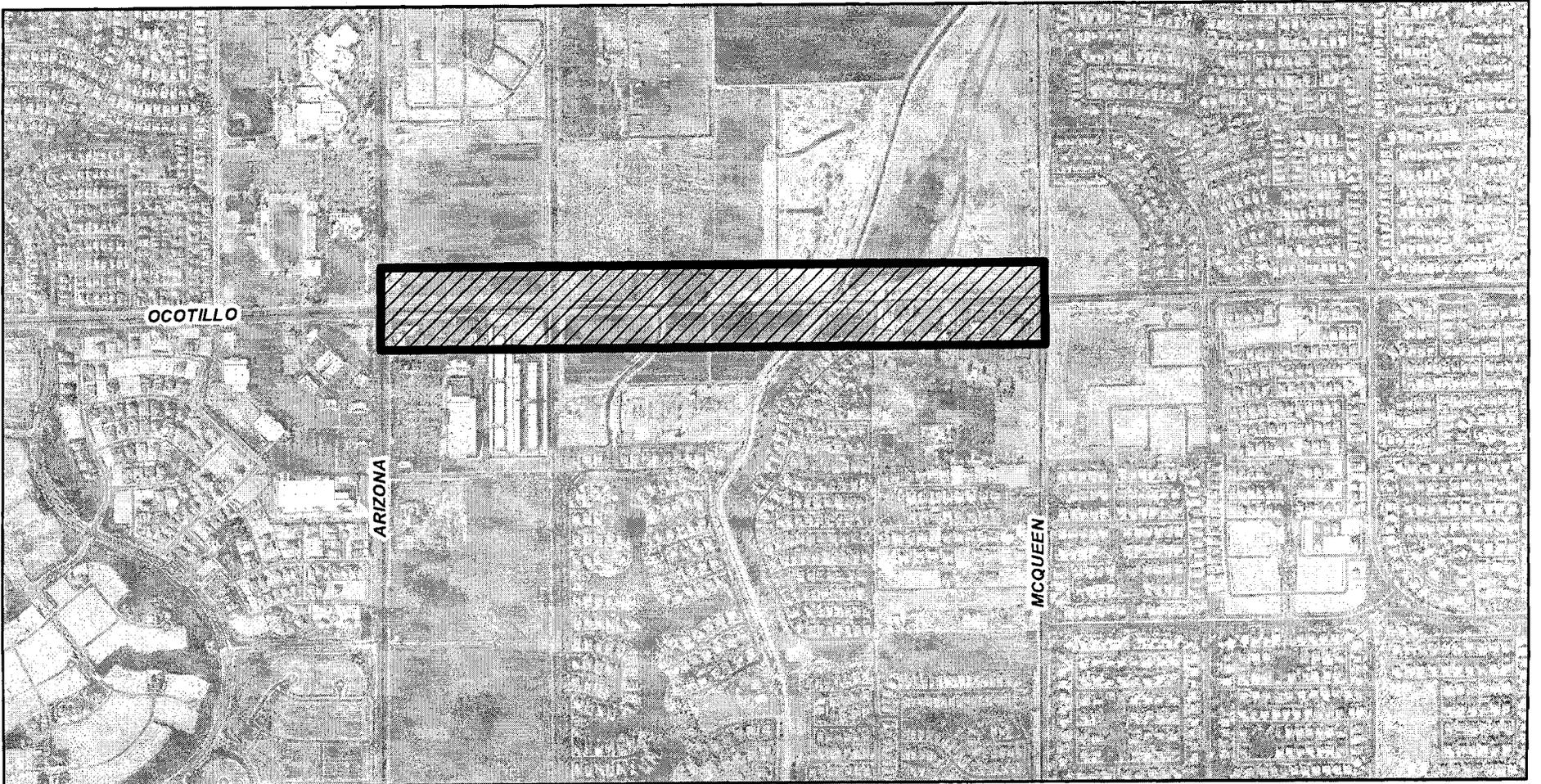
SUBSTITUTE PROJECT OCOTILLO RD FROM ARIZONA AVE TO McQUEEN RD STREET WIDENING



PROJECT AREA

EXISTING 2 THRU LANES

**FUTURE 4 THRU LANES
WITH BIKE LANES**



**ARTERIAL LIFE CYCLE PROGRAM
REQUEST TO SUBSTITUTE PROJECT OR CHANGE SCOPE OF PROJECT**

Name of Original Project	Price Road (Extension): SR202L to I-10		
Lead Agency	City of Chandler	RTP ID	ACI-PRC-10-03
RTP Project Budget	\$54,818,000 (2009\$)	Date of Request	3/1/2010

Name of Rescoped/Substitute Project	Ocotillo Road: Cooper Road to Gilbert Road
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Description of Rescoped/Substitute Project	Arterial roadway widening improvements including addition of thru lanes, turn lanes, bike lanes, storm drain system (for roadway improvements), traffic signals, streetlights, raised median.
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ORIGINAL PROJECT SCHEDULE				
Work Phase	Work Fiscal Year	Reimbursement Fiscal Year	Programmed Reimbursement	Fund Type
Pre-Design				
Design	2016	2017	\$10,964,000	STP-MAG
ROW	2017	2018	\$10,964,000	STP-MAG
Construction	2018	2019	\$16,444,000	STP-MAG
Construction		2019	\$16,446,000	STP-MAG
Total			\$54,818,000	STP-MAG

RESCOPED/SUBSTITUTE PROJECT BUDGET					
Type of Work	Year for Work	Total Cost	Local Share	Regional Share	Regional %
Pre-Design					
Design	2017	\$1,815,000	\$544,500	\$1,270,500	70.00%
ROW	2017/18	\$4,400,000	\$1,320,000	\$3,080,000	70.00%
Construction	2019	\$12,100,000	\$3,630,000	\$8,470,000	70.00%
Total		\$18,315,000	\$5,494,500	\$12,820,500	

CURRENT FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	2	Average Daily Traffic	5,700
North/South Lanes	0	Level of Service	C
East/West Lanes	1/1	V/C Ratio*	0.35
Length of Facility	2.5 mile	Bus Pullouts	No
		Bicycle Facilities	No

PLANNED FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	4	Bus Pullouts	No
North/South Lanes	0	Bicycle Facilities	Yes
East/West Lanes	2/2	Pedestrian Facilities	Yes
Length of Facility	2.5 mile	Paved Shoulders/Curbs	Yes

Please explain the reason for requesting to substitute or rescope the original project.	The Price Road (Extension) was intended to be a street extension/connection between Loop 202 (Santan Freeway) and I-10. Since the project was not fully defined in the original ALCP, additional study was needed to develop the scope. As part of the City's 2009 Transportation Master Plan Update, the City investigated the needs of the Price Road corridor. The following needs were determined: Price Road (Loop 202 (Santan Freeway) to Germann Road) street widening; Price Road/Germann Road & Price Road/Queen Creek Road intersection improvements. Beyond this scope no other improvements are necessary. Queen Creek Road (I-10 to Price Road) is a MCDOT roadway that already has adequate capacity. Adjacent arterial roadways including Dobson Road, Pecos Road, Germann Road, and Queen Creek Road (Price Road to McQueen Road) have already been widened to meet existing and future transportation needs. The substitute project, Ocotillo Road (Cooper Road to Gilbert Road), remains to be
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What technical documents and supporting analysis are available to demonstrate the feasibility of the requested project?	Technical documents supporting the street widening improvements include the following: City of Chandler Transportation Master Plan Update, 2009; City of Chandler Bike Plan Update, October 1999; and City of Chandler Transit Plan Update, November 2002. Per the Transportation Master Plan Update, the future 2030 ADT is 20,000 (Figure 4-10). For a 4-lane street, this will provide a LOS D or better (Table 4-6, Transportation Master Plan) in 2030. Additionally, the Bike Plan recommends bike lanes for this segment.
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Description of how the requested project would improve mobility/safety and reduce congestion.	The existing facility is an unimproved street with 2 thru lanes. The addition of thru lanes; turn lanes; raised median; bicycle lanes; and sidewalks will increase capacity, improve access control, and enhance bicycle & pedestrian access.
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Requested Project's Benefit to the MAG Region?	Ocotillo Road connects to Arizona Avenue (State Route 87) and Gilbert Road. Arizona Avenue and Gilbert Road are included in MAG's Roads of Regional Significance (Figure 4-1, Transportation Master Plan Update). Ultimately these streets connect Loop 202 (Santan Freeway) and US Highway 60 (Superstition Freeway). The street provides a link for the traveling public to commute throughout the MAG Region.
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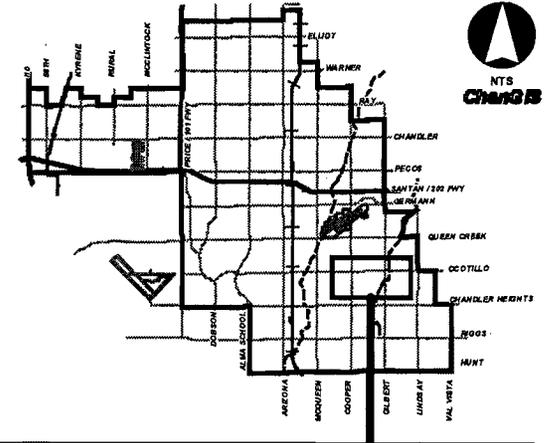
Please attach the following documentation when submitting the request to MAG Staff:

- A map of the original project
- A map of the substitute or rescoped project
- Corridor Studies and/or other plan documents
- Technical analysis conducted (ie. level of service, modeling)

*The capacity of each segment obtained from the City of Chandler Transportation Master Plan Update 2009, Table 4-6 LOS ADT Thresholds. LOS F ADT for 2-lane is 16,100; 4-lane is 33,900; & 6-lane is 50,900



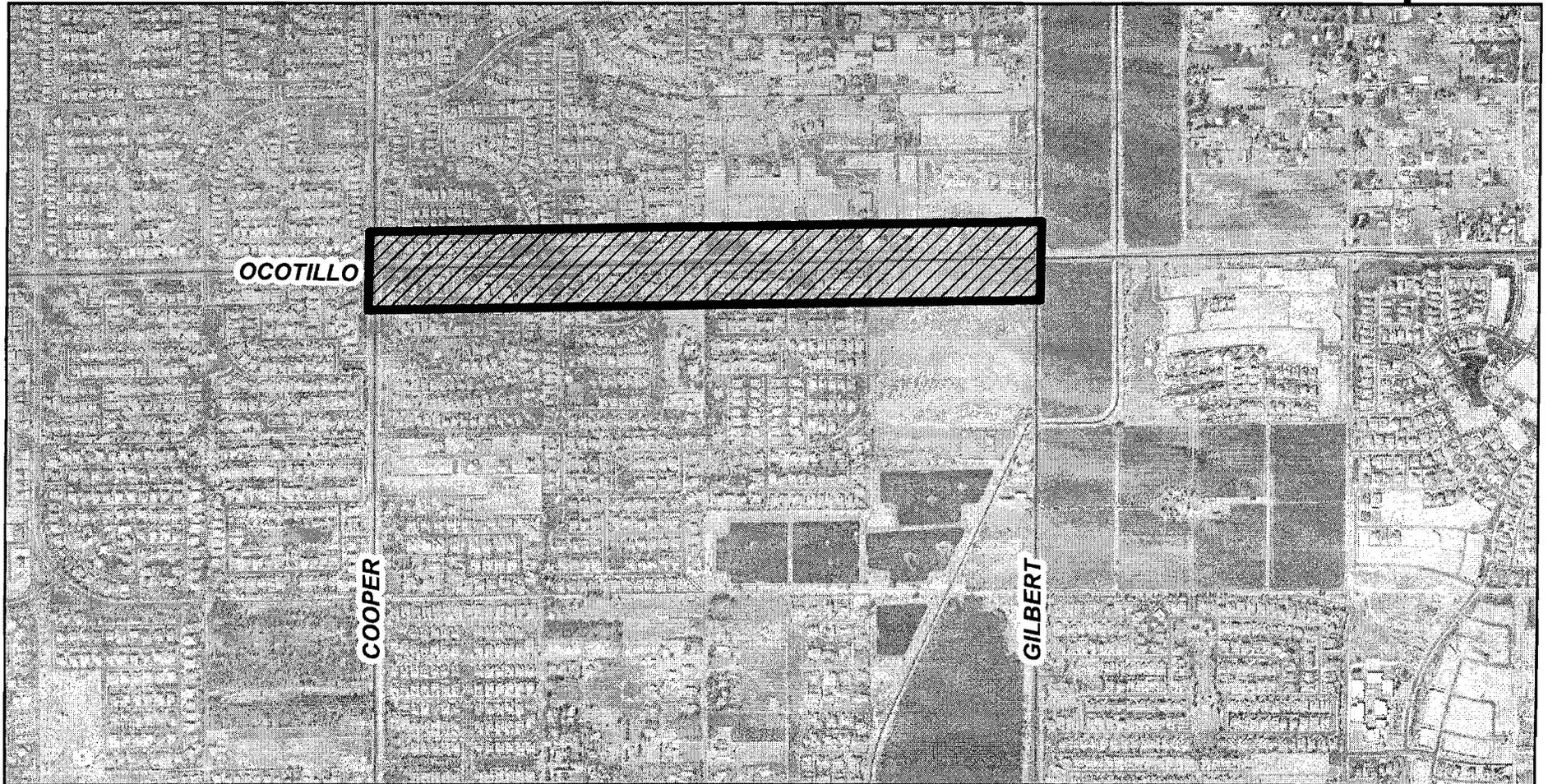
SUBSTITUTE PROJECT OCOTILLO RD COOPER RD TO GILBERT RD STREET WIDENING



 PROJECT AREA

EXISTING 2 THRU LANES

FUTURE 4 THRU LANES WITH BIKE LANES



**ARTERIAL LIFE CYCLE PROGRAM
REQUEST TO SUBSTITUTE PROJECT OR CHANGE SCOPE OF PROJECT**

Name of Original Project	Price Road (Extension): SR202L to I-10		
Lead Agency	City of Chandler	RTP ID	ACI-PRC-10-03
RTP Project Budget	\$54,818,000 (2009\$)	Date of Request	3/1/2010

Name of Rescoped/Substitute Project	Price Road, Loop 202 (Santan Freeway) to Germann Road
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Description of Rescoped/Substitute Project	Arterial roadway widening improvements including addition of thru lanes, turn lanes, bike lanes, storm drain system (for roadway improvements), traffic signals, streetlights, raised median.
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ORIGINAL PROJECT SCHEDULE				
Work Phase	Work Fiscal Year	Reimbursement Fiscal Year	Programmed Reimbursement	Fund Type
Pre-Design				
Design	2016	2017	\$10,964,000	STP-MAG
ROW	2017	2018	\$10,964,000	STP-MAG
Construction	2018	2019	\$16,444,000	STP-MAG
Construction		2019	\$16,446,000	STP-MAG
Total			\$54,818,000	STP-MAG

RESCOPED/SUBSTITUTE PROJECT BUDGET					
Type of Work	Year for Work	Total Cost	Local Share	Regional Share	Regional %
Pre-Design					
Design	2005	\$467,932	\$140,380	\$327,552	70.00%
ROW	2007	\$100,000	\$30,000	\$70,000	70.00%
Construction	2008	\$3,700,000	\$1,110,000	\$2,590,000	70.00%
Total		\$4,267,932	\$1,280,380	\$2,987,552	

CURRENT FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	4	Average Daily Traffic	40,000 (2007 volume)
North/South Lanes	2/2	Level of Service	F
East/West Lanes		V/C Ratio*	1.18
Length of Facility	1.25 miles	Bus Pullouts	Yes
		Bicycle Facilities	No

PLANNED FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	6	Bus Pullouts	Yes
North/South Lanes	3/3	Bicycle Facilities	Yes
East/West Lanes		Pedestrian Facilities	Yes
Length of Facility	1.25 miles	Paved Shoulders/Curbs	Yes

Please explain the reason for requesting to substitute or rescope the original project.	The Price Road (Extension) was intended to be a street extension/connection between Loop 202 (Santan Freeway) and I-10. Since the project was not fully defined in the original ALCP, additional study was needed to develop the scope. As part of the City's 2009 Transportation Master Plan Update, the City investigated the needs of the Price Road corridor. The following needs were determined: Price Road (Loop 202 (Santan Freeway) to Germann Road) street widening; Price Road/Germann Road & Price Road/Queen Creek Road intersection improvements. Beyond this scope no other improvements are necessary. Queen Creek Road (I-10 to Price Road) is a MCDOT roadway that already has adequate capacity. The intent is to re-program Price Road. One of the recommended Price Road corridor projects, Price Road (Loop 2020 (Santan Freeway) to Germann Road) was already widened in 2008.
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What technical documents and supporting analysis are available to demonstrate the feasibility of the requested project?	Technical documents supporting the street widening improvements include the following: City of Chandler Transportation Master Plan Update, 2009; City of Chandler Bike Plan Update, October 1999; and City of Chandler Transit Plan Update, November 2002. Per the Transportation Master Plan Update, the 6-lane facility will provide a LOS D or better (Table 4-6, Transportation Master Plan) in 2030. Additionally, per the Bike Plan bike lanes for this segment were added.
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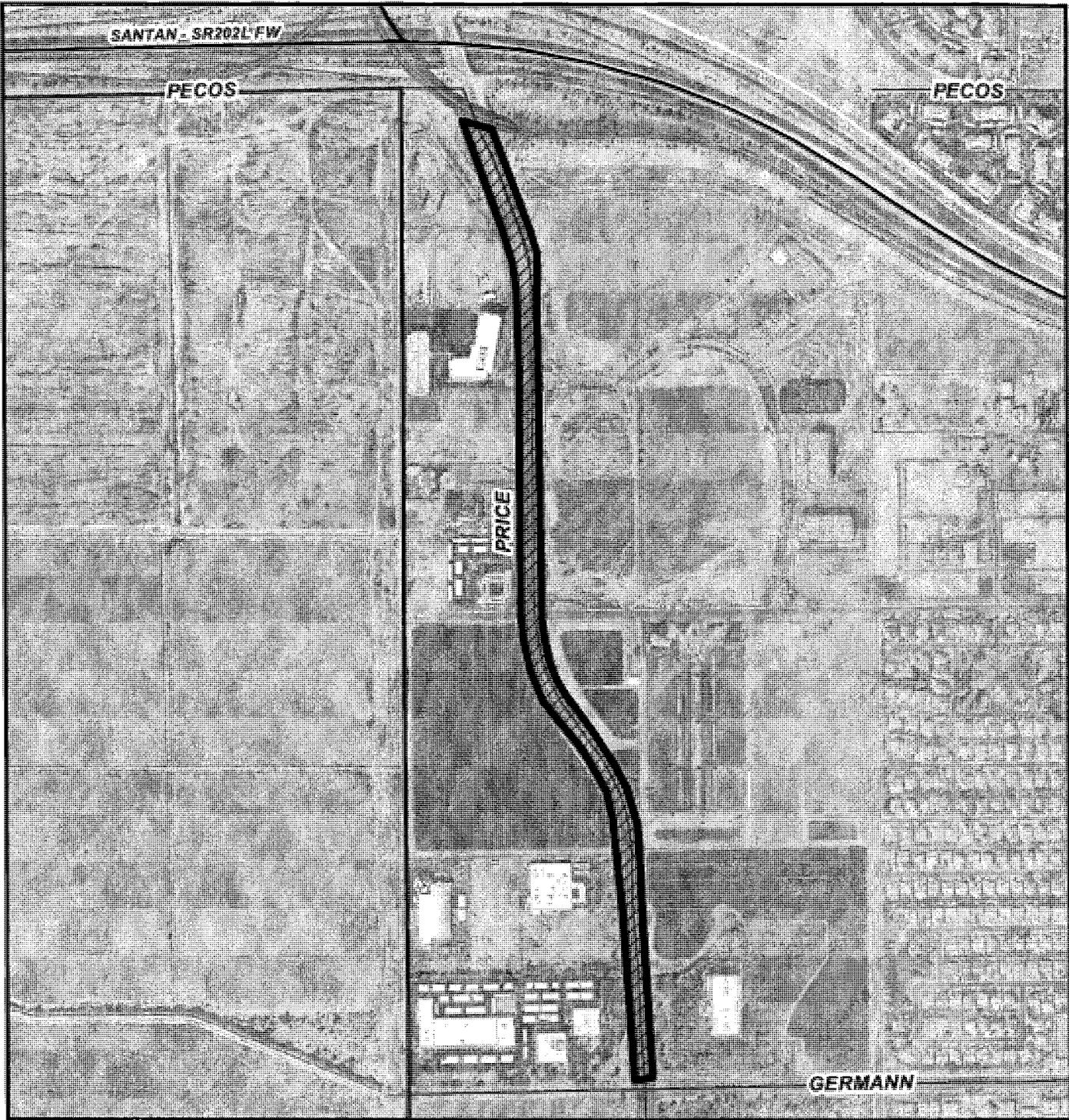
Description of how the requested project would improve mobility/safety and reduce congestion.	Prior to construction in 2008, Price Road was a 4-lane facility. The addition of thru lanes; turn lanes; raised median; bicycle lanes; and sidewalks has increased capacity, improved access control, and enhanced bicycle & pedestrian access.
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Requested Project's Benefit to the MAG Region?	Price Road connects to Loop 101 (Price Freeway), Loop 202 (Santan Freeway), and Queen Creek Road . Each of these are included in MAG's Roads of Regional Significance (Figure 4-1, Transportation Master Plan Update). This street segment provides a thru point for the traveling public to commute throughout the MAG Region.
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Please attach the following documentation when submitting the request to MAG Staff:

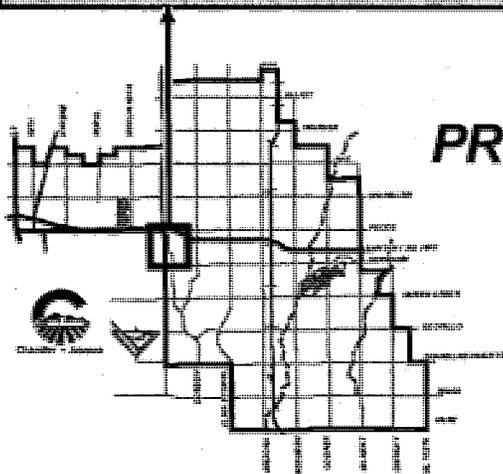
- A map of the original project
- A map of the substitute or rescope project
- Corridor Studies and/or other plan documents
- Technical analysis conducted (ie. level of service, modeling)

*The capacity of each segment obtained from the City of Chandler Transportation Master Plan Update 2009, Table 4-6 LOS ADT Thresholds. LOS F ADT for 2-lane is 16,100; 4-lane is 33,900; & 6-lane is 50,900



SUBSTITUTE PROJECT PRICE RD / LOOP 202 (SANTAN FWY) TO GERMANN RD

WIDEN FROM 4 THRU LANES TO
6 THRU LANES WITH BIKE LANES



 PROJECT AREA



**ARTERIAL LIFE CYCLE PROGRAM
REQUEST TO SUBSTITUTE PROJECT OR CHANGE SCOPE OF PROJECT**

Name of Original Project	Price Road (Extension): SR202L to I-10		
Lead Agency	City of Chandler	RTP ID	ACI-PRC-10-03
RTP Project Budget	\$54,818,000 (2009\$)	Date of Request	3/1/2010

Name of Rescoped/Substitute Project	Price Road/Germann Road Intersection Improvements
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Description of Rescoped/Substitute Project	Arterial intersection roadway widening improvements that includes SB dual left turn lanes at Price Road/Germann Road. Additionally, improvements include storm drain system (for roadway improvements), new traffic signals, and new streetlights.
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ORIGINAL PROJECT SCHEDULE				
Work Phase	Work Fiscal Year	Reimbursement Fiscal Year	Programmed Reimbursement	Fund Type
Pre-Design				
Design	2016	2017	\$10,964,000	STP-MAG
ROW	2017	2018	\$10,964,000	STP-MAG
Construction	2018	2019	\$16,444,000	STP-MAG
Construction		2019	\$16,446,000	STP-MAG
Total			\$54,818,000	STP-MAG

RESCOPED/SUBSTITUTE PROJECT BUDGET					
Type of Work	Year for Work	Total Cost	Local Share	Regional Share	Regional %
Pre-Design					
Design	2019	\$520,500	\$156,150	\$364,350	70.00%
ROW	2019	\$730,000	\$219,000	\$511,000	70.00%
Construction	2020	\$3,470,000	\$1,041,000	\$2,429,000	70.00%
Total		\$4,720,500	\$1,416,150	\$3,304,350	

CURRENT FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	6 (Price), 2 (Germann)	Average Daily Traffic	22,800
North/South Lanes	3/3	Level of Service	B (overall), C (SB left)
East/West Lanes	1/1	V/C Ratio	0.76 (overall), 0.89 (SB left)
Length of Facility	0.8 mile	Bus Pullouts	Yes
		Bicycle Facilities	Yes

PLANNED FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	6 (Price), 2 (Germann)	Bus Pullouts	Yes
North/South Lanes	3/3	Bicycle Facilities	Yes
East/West Lanes	1/1	Pedestrian Facilities	Yes
Length of Facility	0.8 mile	Paved Shoulders/Curbs	Yes

Please explain the reason for requesting to substitute or rescoped the original project.	The Price Road (Extension) was intended to be a street extension/connection between Loop 202 (Santan Freeway) and I-10. Since the project was not fully defined in the original ALCP, additional study was needed to develop the scope. As part of the City's 2009 Transportation Master Plan Update, the City investigated the needs of the Price Road corridor. The following needs were determined: Price Road (Loop 202 (Santan Freeway) to Germann Road) street widening; Price Road/Germann Road & Price Road/Queen Creek Road intersection improvements. Beyond this scope no other improvements are necessary. Queen Creek Road (I-10 to Price Road) is a MCDOT roadway that already has adequate capacity. The intent is to re-program Price Road. The substitute project, Price Road/Germann Road, remains to be widened.
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What technical documents and supporting analysis are available to demonstrate the feasibility of the requested project?	Technical documents supporting the intersection widening improvements include the following: City of Chandler Transportation Master Plan Update, 2009; City of Chandler Bike Plan Update, October 1999; and City of Chandler Transit Plan Update, November 2002. The future estimated 2030 ADT approach volume is 41,100. The planned intersection improvements (addition of SB dual left turn lanes) will provide a LOS D or better in 2030.
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Description of how the requested project would improve mobility/safety and reduce congestion.	The addition of SB dual left turn lanes will increase capacity of the intersection.
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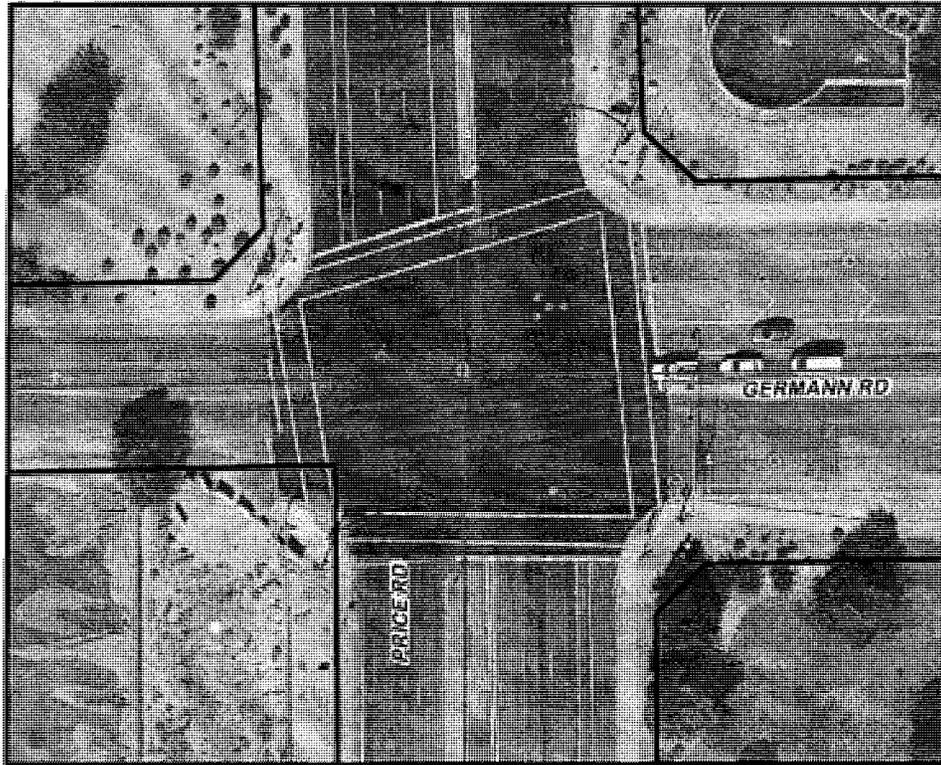
Requested Project's Benefit to the MAG Region?	The Price Road/Germann Road intersection connects to Loop 101 (Price Freeway), Loop 202 (Santan Freeway), and Queen Creek Road . Each of these are included in MAG's Roads of Regional Significance (Figure 4-1, Transportation Master Plan Update). The intersection provides a thru point for the traveling public to commute throughout the MAG Region.
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Please attach the following documentation when submitting the request to MAG Staff:

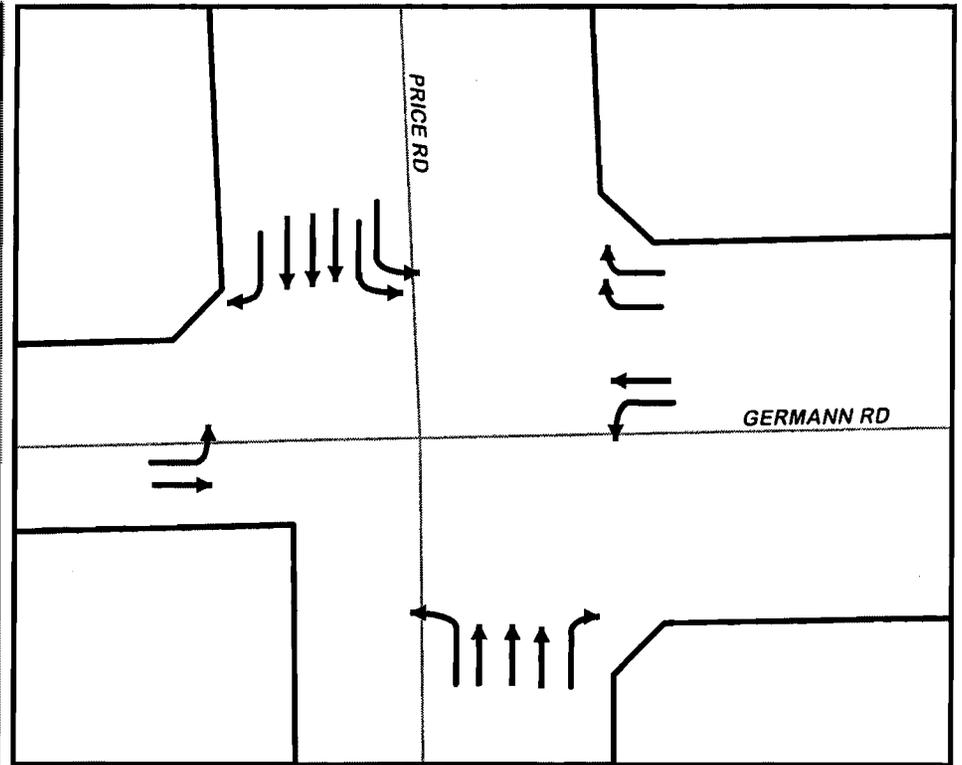
- A map of the original project
- A map of the substitute or rescoped project
- Corridor Studies and/or other plan documents
- Technical analysis conducted (ie. level of service, modeling)



SUBSTITUTE PROJECT PRICE RD / GERMANN RD INTERSECTION IMPROVEMENTS



EXISTING



**PROPOSED
BIKE LANES INCLUDED**



**ARTERIAL LIFE CYCLE PROGRAM
REQUEST TO SUBSTITUTE PROJECT OR CHANGE SCOPE OF PROJECT**

Name of Original Project	Price Road (Extension): SR202L to I-10		
Lead Agency	City of Chandler	RTP ID	ACI-PRC-10-03
RTP Project Budget	\$54,818,000 (2009\$)	Date of Request	3/1/2010

Name of Rescoped/Substitute Project	Price Road/Queen Creek Road Intersection Improvements
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Description of Rescoped/Substitute Project	Arterial intersection roadway widening improvements including EB & WB dual left turn lanes, NB right turn lane, and SB thru lane. Additionally, improvements include storm drain system (for roadway improvements), new traffic signals, and new streetlights.
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ORIGINAL PROJECT SCHEDULE				
Work Phase	Work Fiscal Year	Reimbursement Fiscal Year	Programmed Reimbursement	Fund Type
Pre-Design				
Design	2016	2017	\$10,964,000	STP-MAG
ROW	2017	2018	\$10,964,000	STP-MAG
Construction	2018	2019	\$16,444,000	STP-MAG
Construction		2019	\$16,446,000	STP-MAG
Total			\$54,818,000	STP-MAG

RESCOPED/SUBSTITUTE PROJECT BUDGET					
Type of Work	Year for Work	Total Cost	Local Share	Regional Share	Regional %
Pre-Design					
Design	2019	\$739,500	\$221,850	\$517,650	70.00%
ROW	2020	\$1,630,000	\$489,000	\$1,141,000	70.00%
Construction	2020	\$4,930,000	\$1,479,000	\$3,451,000	70.00%
Total		\$7,299,500	\$2,189,850	\$5,109,650	

CURRENT FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	5 (Price), 6 (Queen Creek)	Average Daily Traffic	29,900
North/South Lanes	3/2	Level of Service	C (overall)
East/West Lanes	3/3	V/C Ratio	0.80 (overall)
Length of Facility	0.8 mile	Bus Pullouts	No
		Bicycle Facilities	Yes

PLANNED FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	6 (Price), 6 (Queen Creek)	Bus Pullouts	Yes (Queen Creek)
North/South Lanes	3/3	Bicycle Facilities	Yes
East/West Lanes	3/3	Pedestrian Facilities	Yes
Length of Facility	0.8 mile	Paved Shoulders/Curbs	Yes

Please explain the reason for requesting to substitute or rescope the original project.	The Price Road (Extension) was intended to be a street extension/connection between Loop 202 (Santan Freeway) and I-10. Since the project was not fully defined in the original ALCP, additional study was needed to develop the scope. As part of the City's 2009 Transportation Master Plan Update, the City investigated the needs of the Price Road corridor. The following needs were determined: Price Road (Loop 202 (Santan Freeway) to Germann Road) street widening; Price Road/Germann Road & Price Road/Queen Creek Road intersection improvements. Beyond this scope no other improvements are necessary. Queen Creek Road (I-10 to Price Road) is a MCDOT roadway that already has adequate capacity. The intent is to re-program Price Road. The substitute project, Price Road/Queen Creek Road, remains to be widened.
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What technical documents and supporting analysis are available to demonstrate the feasibility of the requested project?	Technical documents supporting the intersection widening improvements include the following: City of Chandler Transportation Master Plan Update, 2009; City of Chandler Bike Plan Update, October 1999; and City of Chandler Transit Plan Update, November 2002. The future estimated 2030 ADT approach volume is 54,000. The planned intersection improvements will provide a LOS D or better in 2030.
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Description of how the requested project would improve mobility/safety and reduce congestion.	The addition of thru lanes and turn lanes will increase capacity of the intersection.
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Requested Project's Benefit to the MAG Region?	The Price Road/Queen Creek Road intersection connects to Loop 101 (Price Freeway), Loop 202 (Santan Freeway), and Queen Creek Road. Each of these are included in MAG's Roads of Regional Significance (Figure 4-1, Transportation Master Plan Update). The intersection provides a thru point for the traveling public to commute throughout the MAG Region.
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Please attach the following documentation when submitting the request to MAG Staff:

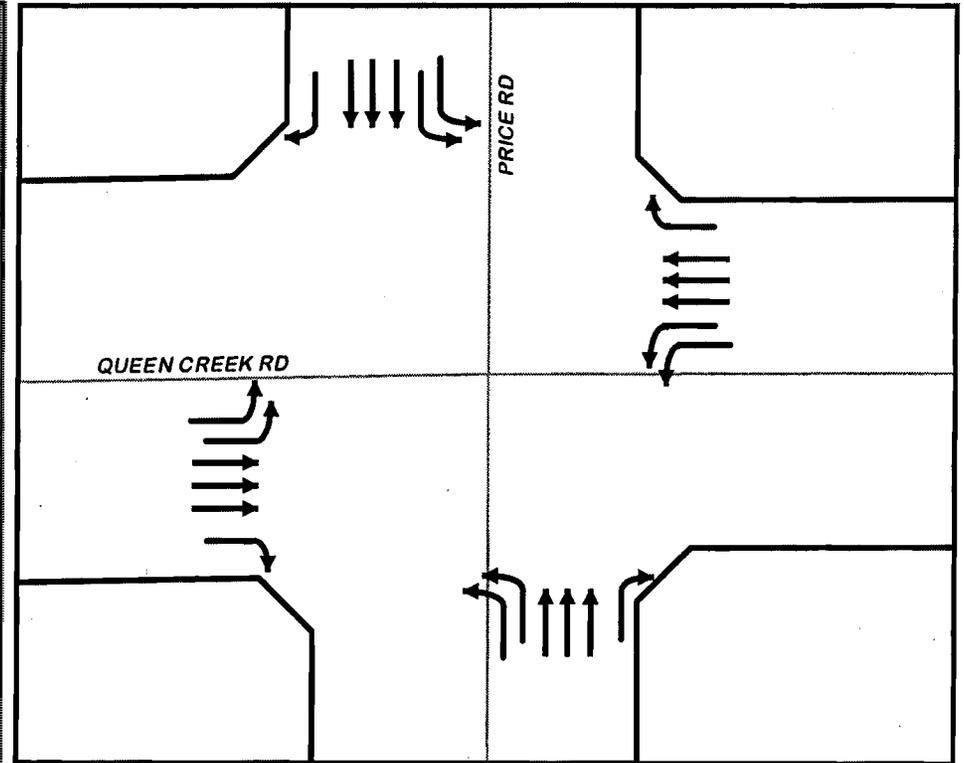
- A map of the original project
- A map of the substitute or rescope project
- Corridor Studies and/or other plan documents
- Technical analysis conducted (ie. level of service, modeling)



SUBSTITUTE PROJECT PRICE RD / QUEEN CREEK RD INTERSECTION IMPROVEMENTS



EXISTING



**PROPOSED
BIKE LANES INCLUDED**



**ARTERIAL LIFE CYCLE PROGRAM
REQUEST TO SUBSTITUTE PROJECT OR CHANGE SCOPE OF PROJECT**

Name of Original Project	Queen Creek Road: McQueen Road to Lindsay Road		
Lead Agency	City of Chandler	RTP ID	ACI-QNC-10-03-B
RTP Project Budget	\$54,818,000 (2009\$)	Date of Request	3/1/2010

Name of Rescoped/Substitute Project	Queen Creek Road: McQueen Road to Gilbert Road
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Description of Rescoped/Substitute Project	Arterial roadway widening improvements including addition of thru lanes, turn lanes, bike lanes, storm drain system (for roadway improvements), traffic signals, streetlights, raised median.
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ORIGINAL PROJECT SCHEDULE				
Work Phase	Work Fiscal Year	Reimbursement Fiscal Year	Programmed Reimbursement	Fund Type
Pre-Design				
Design	2012	2014	\$412,000	RARF
ROW	2012/2013	2015	\$3,048,000	RARF
Construction	2014	2015	\$6,692,000	RARF
Total			\$10,152,000	RARF

RESCOPED/SUBSTITUTE PROJECT BUDGET					
Type of Work	Year for Work	Total Cost	Local Share	Regional Share	Regional %
Pre-Design					
Design	2019	\$1,635,000	\$490,000	\$1,145,000	70.03%
ROW	2020	\$2,200,000	\$660,000	\$1,540,000	70.00%
Construction	2020	\$8,042,900	\$2,412,900	\$5,630,000	70.00%
Construction	2020	\$2,857,100	\$857,100	\$2,000,000	70.00%
Total		\$14,735,000	\$4,420,000	\$10,315,000	

CURRENT FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	2	Average Daily Traffic	10,400
North/South Lanes	0	Level of Service	C
East/West Lanes	1/1	V/C Ratio*	0.65
Length of Facility	3 mile	Bus Pullouts	No
		Bicycle Facilities	No

PLANNED FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	6	Bus Pullouts	No
North/South Lanes	0	Bicycle Facilities	Yes
East/West Lanes	3/3	Pedestrian Facilities	Yes
Length of Facility	3 mile	Paved Shoulders/Curbs	Yes

Please explain the reason for requesting to substitute or rescope the original project.	The project scope is proposed to remain the same, i.e. arterial street widening improvements to 6-thru lanes with bike lanes. However, the Gilbert Road to Lindsay Road portion has recently been completed primarily by adjacent developments. The proposal is to re-define the project limits to McQueen Road to Gilbert Road.
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What technical documents and supporting analysis are available to demonstrate the feasibility of the requested project?	Technical documents supporting the street widening improvements include the following: City of Chandler Transportation Master Plan Update, 2009; City of Chandler Bike Plan Update, October 1999; and City of Chandler Transit Plan Update, November 2002. Per the Transportation Master Plan Update, the future 2030 ADT is 32,000 (Figure 4-10). For a 6-lane street, this will provide a LOS D or better (Table 4-6, Transportation Master Plan) in 2030. Additionally, the Bike Plan recommends bike lanes for this segment.
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Description of how the requested project would improve mobility/safety and reduce congestion.	The existing facility is an unimproved street with 2 thru lanes. The addition of thru lanes; turn lanes; raised median; bicycle lanes; and sidewalks will increase capacity, improve access control, and enhance bicycle & pedestrian access.
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Requested Project's Benefit to the MAG Region?	Queen Creek Road connects to Arizona Avenue (State Route 87) and Gilbert Road. Arizona Avenue and Gilbert Road are included in MAG's Roads of Regional Significance (Figure 4-1, Transportation Master Plan Update). Ultimately these streets connect Loop 202 (Santan Freeway) and US Highway 60 (Superstition Freeway). The street provides a link for the traveling public to commute throughout the MAG Region.
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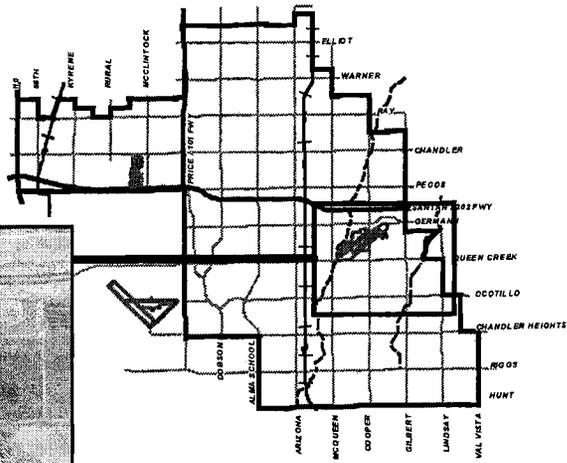
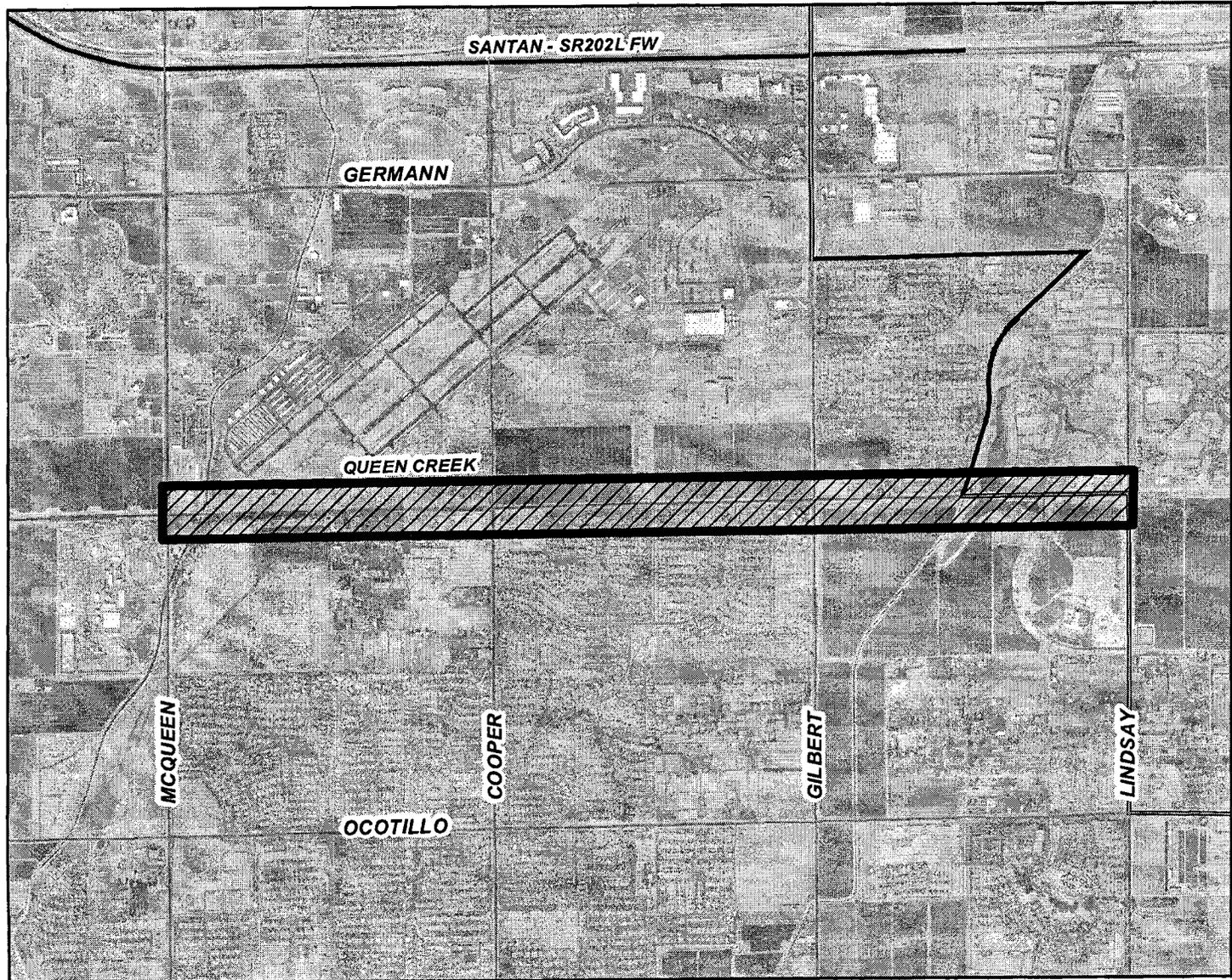
Please attach the following documentation when submitting the request to MAG Staff:

- A map of the original project
- A map of the substitute or rescope project
- Corridor Studies and/or other plan documents
- Technical analysis conducted (ie. level of service, modeling)

*The capacity of each segment obtained from the City of Chandler Transportation Master Plan Update 2009, Table 4-6 LOS ADT Thresholds. LOS F ADT for 2-lane is 16,100; 4-lane is 33,900; & 6-lane is 50,900



ORIGINAL PROJECT STREET WIDENING QUEEN CREEK ROAD FROM McQUEEN ROAD TO LINDSAY ROAD



 PROJECT AREA

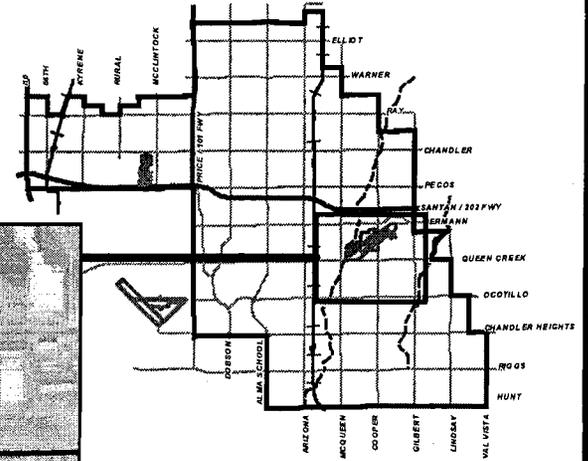
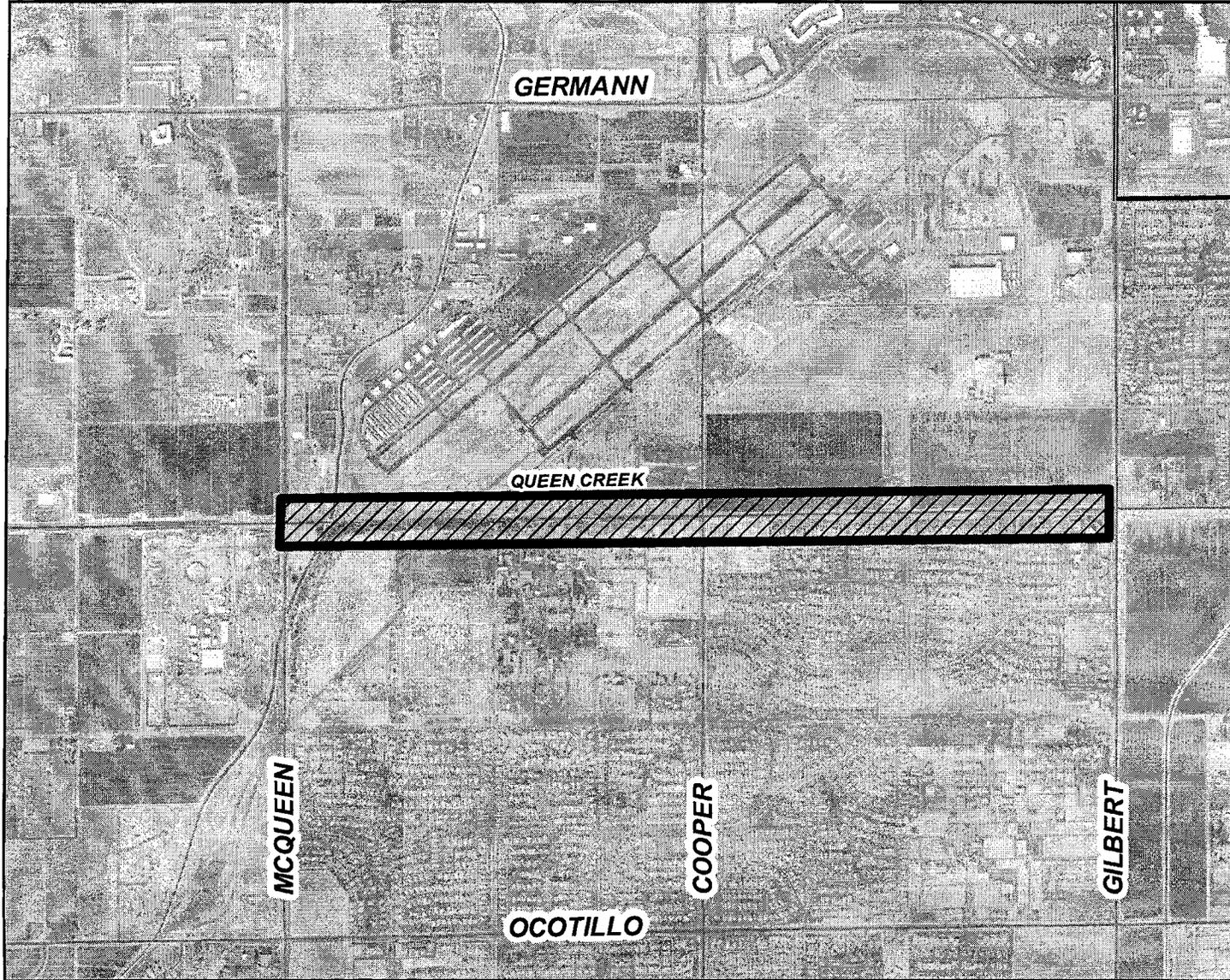
EXISTING 2 THRU LANES

FUTURE 6 THRU LANES
WITH BIKE LANES





SUBSTITUTE PROJECT STREET WIDENING QUEEN CREEK ROAD FROM McQUEEN ROAD TO GILBERT ROAD



 **PROJECT AREA**

EXISTING 2 THRU LANES

**FUTURE 6 THRU LANES
WITH BIKE LANES**

