

# Rio Salado Regional Pathway Segment Three



FY2014-FY2018 TIP Modal  
Applications

## PEDESTRIAN, BICYCLE and SHARED-USE FACILITY PROJECT APPLICATION

### General Instructions:

This Excel form is to be used to request federal Congestion Mitigation and Air Quality (CMAQ) funding available through the Maricopa Association of Governments (MAG) for Bicycle Projects to be included in the FY2014-FY 2018 MAG Transportation Improvement Program. Funding is available for Federal Fiscal Year (FFY) 2015, 2016 and 2017.

This application form includes:

- Part A - Contact and Project Description,
- Part B - Segment Description and Proposed Improvements,
- Part C - Total Project Budget and Schedule,
- Part D - Checklist and Signature Page, and Transmittal Instructions and Schedule.

Each part is a separate tab of this excel file. Please complete Parts A - D. Alternative application forms are available upon request.

### Deadlines and Transmittal Instructions:

Two copies of a printed, complete and signed application must be received in the MAG offices by **10:00 a.m. Wednesday, September 19, 2012**. The application is to be submitted electronically and should include ArcGIS shape files depicting the project location if they are available.

**Detailed transmittal instructions are located in a separate tab** in this excel sheet. Late applications **will not be accepted**.

If member agencies need additional information or have questions, they should contact Teri Kennedy or Stephen Tate at (602) 254-6300 or contact them by e-mail at the following addresses:

<mailto:state@azmag.gov>

<mailto:tkennedy@azmag.gov>

<mailto:MDeCindis@azmag.gov>

**All information is required, unless noted by the word - Optional.**

### PART A - CONTACT AND PROJECT DESCRIPTION

Contact Information	
1. Sponsoring Agency	Mesa
2. Contact Name	Jim Hash
3. Phone	480-644-3556
4. E-Mail Address	james.hash@mesaaz.gov
5. Mailing Address	PO Box 1466, Mesa AZ 85211

<b>Project Description</b>	Rio Salado Pathway - Segment 3
6. Please provide the Project Title.	
7. Please provide a general description of the project (Please no more than 200 characters)	
<p>The project will design and construct 4,000 linear feet of a 10-foot concrete shared-use path starting east of the ADOT Segment Two. Segment Three of the pathway will continue along the south bank of the Salt River from the West Mesa City Limits (Loop 202 MP 10) to the current Riverview Park and future home of Wrigleyville West Chicago Cubs Complex (MP 11).</p>	
8. Please attach a map <b>with streets labeled</b> showing the location(s) <b>of the bicycle/shared-use facility</b> .	<b>Please attach map with transmittal</b>

## PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

This part of the form identifies the current characteristics and proposed improvements for each project.

The purpose of Part B is to provide sufficient information to evaluate the cost estimate for the project and to provide assurance that the project will be capable of meeting the ADOT administered federal design review and clearance process. This process requires environmental, ROW and utilities clearances and a bid ready design prior to FHWA approval to encumber federal funding for construction.

### Section 1 - Project Description

1. What is the type of bicycle project? (Check all that apply)

<input type="checkbox"/>	Bicycle lane (4' min. w/o curb/gutter)	<input type="checkbox"/>	Shoulder paving is within 4-miles of a PM-10 monitor
<input type="checkbox"/>	Bicycle lane (5' min. with curb/gutter)	<input type="checkbox"/>	<a href="#">Link MAG Webpage for Map of PM-10 Monitor Locations</a>
<input checked="" type="checkbox"/>	Shared-use path (10' min.)	<input type="checkbox"/>	Signalized crossing
<input type="checkbox"/>	Bridge (overpass)	<input type="checkbox"/>	Signalized midblock crossing/HAWK
<input type="checkbox"/>	Tunnel (underpass)	<input type="checkbox"/>	Mid-block crossing w/ pedestrian refuge
<input type="checkbox"/>	Paved shoulders (5' min.)	<input type="checkbox"/>	Other <input type="text"/>

1a. What is the type of pedestrian project? (Check all that apply)

<input type="checkbox"/>	Sidewalk (5' min.)	<input type="checkbox"/>	Signalized crossing
<input type="checkbox"/>	Wide sidewalk (8' min.)	<input type="checkbox"/>	Signalized midblock crossing/HAWK
<input type="checkbox"/>	Detached sidewalk (4' min. buffer)	<input type="checkbox"/>	Mid-block crossing w/ pedestrian refuge
<input type="checkbox"/>	Bridge (overpass)	<input type="checkbox"/>	Other <input type="text"/>
<input type="checkbox"/>	Tunnel (underpass)		

2. Please describe the facility on which the improvement will be located.

For a linear feature please enter the Facility Name, Starting Limit and Ending Limit. For a point feature (e.g. an intersection or crossing) please enter a Facility Name and a Crossing Feature.

Rio Salado Pathway - Segment 3  
The shared-use pathway will be built on the south bank of the Salt River from the west city limits of Mesa beginning at Loop 202 Red Mountain - MP 10 and terminate at MP 11 (Riverview Park/Wrigleyville West).

Federal Functional Classification of the Facility

No Classified

[Link to MAG webpage for Federal Functional Classification Map](#)

Type of Facility the Improvement will be located on

Unpaved Road/Path

0.9 Length (in Miles)

n/a Posted Speed Limit (MPH)

n/a Through Lanes

X The application submission will include ArcGIS shapefiles.

3. Please provide a map, aerial map, graphics and photos that clearly show the segment alignment and features that connect to other bicycle facilities and that cross into or about the alignment such as: washes, canals, railroad crossings, and other crossing features that may affect the project.

4. Please provide a simple diagram of the current typical cross section, including widths, of the segment that shows the right of way limits, sidewalks and shoulders (if any), and the lanes of travel.

**PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS**

5. Please provide an estimated traffic volume (ADT) below.

17,200 ADT Estimate

2010 Date Counted

Name of road the traffic count was taken from

2100 Block of West 8th Street

Description of Methodology used for the ADT Estimate

Biannual data collection. The counts are taken using air tubes placed across the travel lanes.

6. Federal law requires that all federally funded projects comply with a federal environmental clearance. For projects that have a minimum ground disturbance, environmental surveys are required and an environmental document will need to be prepared, which typically requires 12 months to complete. Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.

Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.

Proposed project has been sent to SHPO for preliminary review on December 6, 2011. The response was that "There do not appear to be any historic preservation concerns. Formal Section 106 compliance will be initiated by ADOT, in consultation with SHPO, following the award of FHWA grants."

7. Current ROW: (Check all that apply)

- |                                     |                            |                                     |                                      |
|-------------------------------------|----------------------------|-------------------------------------|--------------------------------------|
| <input checked="" type="checkbox"/> | Agency owns all ROW Needed | <input type="checkbox"/>            | Agency owns easement                 |
| <input type="checkbox"/>            | ROW to be acquired         | <input checked="" type="checkbox"/> | Agency has right-of-use (i.e. canal) |
| <input type="checkbox"/>            | Owners will donate ROW     | <input type="checkbox"/>            | Condemnation may be required         |

8. Please describe any right of way issues associated with the project.

There are no right of way issues associated with this project. All property is owned and maintained by the City of Mesa

9. Current Utilities in or abutting the alignment: (Check all that apply)

- |                                     |   |                                     |                            |
|-------------------------------------|---|-------------------------------------|----------------------------|
| <input type="checkbox"/>            | No Utility in or abutting the alignment | <input checked="" type="checkbox"/> | Pipelines, Sewer and Water |
| <input checked="" type="checkbox"/> | Canals & Drainage                       | <input type="checkbox"/>            | Private Structures         |
| <input type="checkbox"/>            | Power Lines & Cables                    | Other                               |                            |

**PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS**

10. Please describe any utility conflicts that will need to be addressed.

None

**Section 2 - Proposed Improvements**

11. Please describe the work to be performed on the project:

Design and construct a 4,000 linear-foot shared-use concrete path that is 10 foot wide, ADA accessible, with guardrails, lighting and a trail head. Other elements of the project include benches, seat walls, bike racks, trash receptacles, shade structures, drinking fountains, and electrical infrastructure.

12. Guidelines used to develop project: (Check all that apply)

- |                                     |   |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | AASHTO Guide for Bicycle Facilities           |
| <input checked="" type="checkbox"/> | MAG Pedestrian Policies and Design Guidelines |
| <input checked="" type="checkbox"/> | MAG Complete Streets Guide                    |

Other

13. Why is this project an enhancement to the local and/or regional transportation system? Is this a one-time opportunity?

Segment Three is a continuation and completion of a unique and iconic public/private shared use pathway opportunity as the Chicago Cubs are building the trailhead with parking. This is a perfect enhancement project providing a non-motorized connection along a beautiful riparian corridor through one of the busiest freeway interchanges in Arizona where there is no existing connection. This project exemplifies the benefit of multiple jurisdictions and agencies collaborating resources to benefit the greatest number of people and serves as a model of local cooperation.

It completes a missing link within the path system of Maricopa County along the Rio Salado. Once the link is made, Mesa will be connected to the multi-use pathways and destinations of Phoenix, Tempe, and Scottsdale. The proposed path's proximity to low and moderate income housing also provides a connection to these nearby communities. This project serves as a precedent of a shared-use path that navigates under a freeway stack interchange and illustrates a transferable design for other freeway underpass projects.

This project will link more than 75 miles of a regional path system to hundreds of miles of bus system and to 20 miles of the regional Metro Light Rail system. This shared-use paths offer opportunities for commuting that differ qualitatively from on-street riding and mitigate potential traffic hazards associated with the mixing of modes.

It will connect Mesa Riverview (1,735 employees) to Tempe Marketplace (1,683 employees), ASU (59,794 students) to Scottsdale's downtown (14,342 employees). The project would be police and fire accessible bringing a safe, accessible, well-lighted and attractive shared-use path to an area currently fenced off.

14. Please describe the current surface condition of the proposed project

Currently the surface conditions of this area are Decomposed granite, graded and used as an access road for vehicle providing maintenance to the retention ponds and salt river.

15a. Safety improvements to be included for bike facilities: (Check all that apply)

**PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS**

<input type="checkbox"/>	Wide bike lanes (6'-7')	Buffer Zone, Width
<input type="checkbox"/>	Grade-separated crossing (overpass or underpass)	<input type="text"/>
<input type="checkbox"/>	Signalized crossing	
<input checked="" type="checkbox"/>	Path lighting	Other
		<input type="text"/>
		Barrier wall and view fencing for fall protection along the river bank.

15b. Safety improvements to be included for pedestrian facilities: (Check all that apply)

<input type="checkbox"/>	Wide sidewalk (8' min.)	Buffer Zone, Width
<input type="checkbox"/>	Grade-separated crossing (overpass or underpass)	<input type="text"/>
<input type="checkbox"/>	Signalized crossing	
<input checked="" type="checkbox"/>	Path lighting	Other
<input checked="" type="checkbox"/>	Shade	<input type="text"/>
		Barrier wall and view fencing for fall protection along the river bank.

**PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS**

16a. Number of convenience improvements to be included for bike facilities:

- Number of Drinking Fountains
- Number of Way-finding Signs
- Number of Bike racks/lockers
- Number of Trash receptacles
- Number of Seating/Rest(s)

Number of Trees/shade structures

Other

16b. Number of convenience improvements to be included for pedestrian facilities:

- Number of Drinking Fountains
- Number of Way-finding Signs
- Number of Trash receptacles
- Number of Seating/Rest(s)

Number of Trees/shade structures

Other

17. How does this project improve upon an existing safety issue?

This area is currently not opened to the public and is a primitively improved access road utilized to conduct maintenance along the retention basins and the salt river. By improving this path to a standard that is ADA accessible the project will receive 100% safety improvements.

18. How does the project improve ADA facilities for persons with disabilities?

This project will provide all improvements that make this pathway fully compliant with current ADA guidelines.

19. Connectivity: (Check all that apply)

- Project fills a gap in the system
- Project connects to other local facilities

- Project is on a regional facility

Regional Facility Name

Rio Salado Pathway

- Multi Jurisdiccional Project

List of Participating Jurisdictions

This is a regional connection that is being constructed between the City of Mesa and the City of Tempe. Agencies Involved Include: ADOT, US Army Corps of Engineers, Maricopa County Transportation and Flood Control, Salt River Pima Maricopa Community, MAG, the cities of Tempe and Mesa.

- Number of transit routes and Park & rides served.

List: route number(s)/park & ride(s) served.

Route 128

20. Total length of facility connected by this project (in miles)

Miles of facilities connected

**PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS**

21. Number of activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

- Within 1/4 mile  
List:
- 1/4 mile to 1/2 mile  
List:
- 1/2 mile to 1 mile  
List:

22. Number of commercial destinations (malls, retail centers, business parks, etc.) and transit services (bus/rail routes, stops, and stations) this project will benefit:

- Within 1/4 mile  
List:
- 1/4 mile to 1/2 mile  
List:
- 1/2 mile to 1 mile  
List:

23. Number of schools (public elementary, middle, and high schools, colleges, and universities) this project will benefit:

- Within 1/4 mile  
List:
- 1/4 mile to 1/2 mile  
List:
- 1/2 mile to 1 mile  
List:

24. What are the demographics of the area served:

- Housing Density (Number of dwelling units per acre) within 1/2 mile
- The project is in a block group where the average household income is less than \$26,000/year (Use blockgroup data from the Census 2010)
- The project is in an area that serves adults over the age of 60 years (Use blockgroup data from the Census 2010)

**PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS**

25. Jurisdiction has the following policies for improved bicycle/shared use facilities:

With new development and capital improvement projects, bike lanes on arterial streets are:	Required
With new development and capital improvement projects, bike lanes on collector streets are:	Recommended
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	Recommended
With new development or during development retrofits, shared-use paths are:	Recommended
Bicycle program implemented, including bike education, safety events, and bike maps	Recommended
Complete Streets Policy	Recommended

26. The project is: (Check one)

- Identified in General Plan, council adopted policy, or Capital Improvements Program  
List:  
CIP, Bicycle Master Plan
- Consistent with general policy/practices, but not formally identified  
Explain  
none
- Not addressed by jurisdiction's plans, policies, or practices

27. Describe how this project will be publicized to the general public.

This Mesa Riverview/ Tempe Rio Salado path connection at the Loops 101 and 202 TI has had an extensive agency and community involvement process for the scoping and concept development phase. As part of design development the project included a stakeholder team of representatives from ADOT, US Army Corps of Engineers, Maricopa County Transportation and Flood Control, Salt River Pima Maricopa Community, MAG, the cities of Tempe and Mesa, and private property owners/developers from Tempe Marketplace and Mesa Riverview and the Chicago Cubs MLB Team. The overall Pathway received a MAG Design Assistance Grant in 2009 for a feasibility study to be conducted and in 2012, Tempe was awarded a State Transportation Enhancement Grant to construct, Segment 1.

Additionally, the project is identified and in concert with Tempe, Mesa, MAG, ADOT and Maricopa County Transportation Plans. In January through May 2011, the project was reviewed by local boards and commissions and citizens groups including Tempe Transportation Commission, Mesa Transportation Advisory Board. Both cities intend to continue public involvement for the project when it moves into a detailed construction document development phase.

Public involvement will include public meetings and/or open houses, online information, and postcards to area stakeholders and neighbors. The project will continue to have stakeholder coordination and extensive ADOT review and ultimately receive city council approval from both communities.

28. How will you determine customer satisfaction/evaluation?

Annual customer service survey's as outlined in the City of Mesa Bicycle Master Plan, as well as continual public input during the design process. These suvery's and comments will be addressed in the bicycle program annual report made to the Transportation Advisory Board.

**PART C - TOTAL PROJECT SCHEDULE AND BUDGET INCLUDING ALL SEGMENTS**

Please provide a cost and programming estimate for the total project (e.g. the cost to complete all planned segment improvements). The design for the project should be programmed at least 1 year, preferably 2 years, prior to construction. Utilities and right of way should be programmed at least 1 year prior to construction, but may occur in the same year as construction depending on utility and right of way concerns that are identified in the segment description(s) in Part B(s).

Cost Estimate for the Project Including ALL Segments	Cost	Optional (Additional Notes)
1. ADOT Fee	26,394	None
2. Design	146,500	None
3. Right of way	0	City of Mesa owns all of the associated right of way
4. Utilities	0	None
5. Construction	994,913	None
6. Contingency	178,287	Mobilization and Administration Costs
7. Total Cost	\$1,346,094.00	None

8. Please attach a detailed cost estimate if available. [Link to MAG Webpage for Bike-Ped Cost Form](#)

9. Will the agency maintain the improvement after it is completed?

10. Expected Annual Maintenance Cost	5,700	The city of Mesa will maintain the path and lighting as part of their ongoing streets and path maintenance program funded by local sales tax funds.
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Requested MAG Programming	Year	Local Funding Source	Local Cost	Federal Cost	Total Cost
11. Design	2013	Bond Proceeds	146,500	Not Available	146,500
12. Right of way and Utilities	2013	Bond Proceeds	0	Not Available	0
13. Construction	2015	Bond Proceeds	199,595	999,999	1,199,594
			346,095	999,999	1,346,094

Pedestrian, Bicycle and Shared-Use Facility Project Application from Mesa for 'Rio Salado Pathway - Segment 3'

**PART D - SIGNATURE AND CHECKLIST**

As the jurisdiction's manager/administrator or designated representative, I certify that this application is accurate and complete and that the project will be included in the sponsoring MAG member agency's local CIP/TIP if the project is selected for federal funding.

Signature: *DK Cleaver*  
 Name: *DANIEL K. CLEAVER*  
 Title: *TRANSPORTATION DEPARTMENT DIRECTOR (CITY OF MESA)*  
 Date: *9/18/12*

**WILL FILL OUT AFTER QUESTIONS APPROVED.**

**Checklist - OPTIONAL**

This check list is optional, but is included to facilitate applicant review and verification that all required fields in the form have been completed.

<b>PART A - Contacts and Project Description Fields</b>	<b>Complete?</b>
Contact Information, fields 1 – 5 are complete	Yes
Project Description, fields 6 - 7 are complete	Yes
Project Description, field 8 – project map is provided in the printed application. Please attach a PDF file in the electronic submittal.	Yes
<b>PART B - Segment Description and Proposed Improvements Fields</b>	<b>Complete?</b>
<b>Project Description, Section 1</b>	
Fields 1 - 2 are complete	Yes
Field 3 – segment alignment map is provided in the printed application. Please attach PDF file in the electronic submittal.	Yes
Field 4 - please check box if included and provided in the printed application. Please attach PDF file in the electronic submittal.	Yes
Fields 5 – 10 are complete	Yes
<b>Proposed Improvements, Section 2</b>	
Fields 11 – 28 are complete	Yes
<b>PART C - Total Project Schedule and Budget Including All Segment Fields</b>	<b>Complete?</b>
Fields 1 – 7 are complete	Yes
Field 8 - please check box if included and provided in the printed application. Please attach PDF file in the electronic submittal.	Yes
Field 9 - 10 are complete	Yes
Fields 11 – 13 Years are complete	Yes
Fields 11 – 13 Local Funding Sources are complete	Yes
Fields 11 – 13 Local Costs are complete	Yes
Field 11 - 13 Federal Costs are complete	Yes
<b>PART D - Signature Page Fields</b>	<b>Complete?</b>
Form is signed	Yes
Name, title and date fields are completed.	Yes

Pedestrian, Bicycle and Shared-Use Facility Project Application from Mesa for 'Rio Salado Pathway - Segment 3'

# Pedestrian/Bicycle Cost Estimation Form

Design Funding	Locally Funded									
Part	Item Description									
	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)		
A. Scoping (15% Preliminary Engineering Design)	LS	1	\$7,500.00	\$7,500.00	FALSE	\$0.00	\$7,500.00			
	LS	1	\$20,000.00	\$20,000.00	FALSE	\$0.00	\$20,000.00			
	LS	1	\$15,000.00	\$15,000.00	FALSE	\$0.00	\$15,000.00			
	LS	1	\$4,000.00	\$4,000.00	FALSE	\$0.00	\$4,000.00			
	<b>Subtotal Scoping (Part A)</b>									
	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00	\$46,500.00		
	LS	1	\$50,000.00	\$50,000.00	FALSE	\$0.00	\$50,000.00	\$0.00		
	LS	1	\$20,000.00	\$20,000.00	FALSE	\$0.00	\$20,000.00	\$0.00		
	LS	1	\$30,000.00	\$30,000.00	FALSE	\$0.00	\$30,000.00	\$0.00		
	LS	1	\$10,000.00	\$10,000.00	FALSE	\$0.00	\$10,000.00	\$0.00		
<b>Subtotal PE (Part B)</b>										
C. Construction Or Implementation For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4	LS	1	\$15,000.00	\$15,000.00	TRUE	\$14,145.00	\$855.00			
	LS	1	\$15,000.00	\$15,000.00	TRUE	\$14,145.00	\$855.00			
	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	LF	3,500	\$4.00	\$14,000.00	TRUE	\$13,202.00	\$798.00			
	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	SF	40,000	\$8.00	\$320,000.00	TRUE	\$301,760.00	\$18,240.00			
	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	Ton	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00			
SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00				
SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00				
SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00				
SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00				
SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00				
SF	4	\$4,000.00	\$16,000.00	TRUE	\$15,088.00	\$912.00				
LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00				
Each	30	\$4,000.00	\$120,000.00	TRUE	\$113,160.00	\$6,840.00				
LF	4,000	\$50.00	\$200,000.00	TRUE	\$188,600.00	\$11,400.00				
LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00				
<b>Subtotal Hardscape Construction</b>										
				<b>\$707,500.00</b>		<b>\$667,172.50</b>	<b>\$40,327.50</b>			

2. Landscaping & Irrigation Items	Trees Above 15 Gallon In Size As Required Per Local Code Or Special Design Requirements	Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Trees (15 Gallon Size)	Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Trees (5 Gallon Size)	Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Shrubs (5 Gallon Size)	Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Shrubs (1 Gallon Size)	Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Cactus (5 Gallon Size)	Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Mulch	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Topsoil	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Seeding	Acre	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Turf Sod	SY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Boulders	Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Irrigation System	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Sleeving For Irrigation System	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Directional Bore Cut and Patch	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Landscape Header Curb	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Landscape Establishment	LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Subtotal Landscaping & Irrigation Items				\$0.00		\$0.00	\$0.00	\$0.00
	Benches	Each	1	\$700.00	\$700.00	TRUE	\$660.10	\$39.90	\$0.00
	Seatwalls	LF	35	\$200.00	\$7,000.00	TRUE	\$6,601.00	\$399.00	\$0.00
	Bike Racks	Each	10	\$200.00	\$2,000.00	TRUE	\$1,886.00	\$114.00	\$0.00
	Trash Receptacles	Each	4	\$500.00	\$2,000.00	TRUE	\$1,886.00	\$114.00	\$0.00
	Drinking Fountains	Each	1	\$10,000.00	\$10,000.00	TRUE	\$9,430.00	\$570.00	\$0.00
	Signage (Standard Traffic Control)	Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Tree Grates	Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Subtotal Site Furnishings				\$21,700.00		\$20,463.10	\$1,236.90	\$0.00
	Landscape Lighting		1	\$20,000.00	\$20,000.00	TRUE	\$18,860.00	\$1,140.00	\$0.00
	CSA Lighting safety		1	\$80,000.00	\$80,000.00	TRUE	\$75,440.00	\$4,560.00	\$0.00
	Custom Shade Structures		50,000	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Electrical Service		1	\$15,000.00	\$15,000.00	TRUE	\$14,145.00	\$855.00	\$0.00
	Landscape and Irrigations		19,800	\$5.00	\$99,000.00	TRUE	\$93,357.00	\$5,643.00	\$0.00
			1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
			1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
			1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
			1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
			1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
			1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
			1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Subtotal Other Construction				\$214,000.00		\$201,802.00	\$12,198.00	\$0.00
	Contractor Mobilization	LS	1	\$20,000.00	\$20,000.00	FALSE	\$0.00	\$20,000.00	\$0.00
	Traffic Control	LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	\$0.00
	Construction Survey & Layout	LS	1	\$20,000.00	\$20,000.00	TRUE	\$18,860.00	\$1,140.00	\$0.00
	Construction Contingencies	LS	1	\$110,000.00	\$110,000.00	TRUE	\$103,730.00	\$6,270.00	\$0.00
	Construction Administration	LS	1	\$70,000.00	\$70,000.00	TRUE	\$66,010.00	\$3,990.00	\$0.00
	Subtotal Mobilization & Administration Costs				\$220,000.00		\$188,600.00	\$31,400.00	\$0.00
	Subtotal Construction Or Implementation Cost (Part C)				\$1,163,200.00		\$1,078,037.60	\$85,162.40	\$0.00
	D. Total Scoping, PE and Construction (Part A, B, and C)				\$1,319,700.00		\$1,078,037.60	\$263,940.00	\$0.00
	E. Adot Fee For Pe Reviews And Staff Charges (The higher of \$20,000 or 2% of Total Cost (Part D))				\$26,394.00	FALSE	\$0.00	\$26,394.00	\$0.00
	F. Total Project Cost Including ADOT Fees (Part D + Part E)				\$1,346,094.00		\$1,078,037.60	\$263,940.00	\$158,056.40

# Rio Salado Pathway - Segment Three



**LEGEND**

- Rest Areas
- Rio Salado Pathway
- Bass Pro Trailhead
- Cubs Trailhead

0 810 1,620 Feet

1:9,411

# Segment 3 Project Vicinity Map

## Mesa Rio Salado Pathway



# Segment 3 Project Vicinity Map

## Mesa Rio Salado Pathway







Exiting the trailhead at Wrigleyville West you can begin to experience the unique riparian area heading towards the Cities of Tempe and Scottsdale.



# In the News!

TEMPE NEWS

7:00 FRIDAY, SEPTEMBER 23, 2011 3

## Mayors support ASU-Cubs baseball deal

By Gary Nelson  
The Republic | azcentral.com

### Cubs ask ASU to practice at Mesa spring training facility

By Garin Groff  
The Chicago Cubs have an unconventional tenant in mind for their new training and entertainment complex in Mesa: Arizona State University's Sun Devil.

The Cubs have asked the Devil to move their training and practices to the Mesa site in a deal that so far seems to work for everybody.

The Cubs want the Wrigley West entertainment district to be lively all year. The Devil would add a \$10 million event space every year. And ASU figures it eventually shell out \$10 million to \$25 million to repaving Packard Stadium.

The Cubs approached Mesa a few months ago, and ASU's Director Eric Lopez floated the idea in a to season ticketholder concept seems to be in forward, said Virgil R. ASU's vice president of athletic affairs.

"There are a lot of things that have to be worked out," he said. "Right haven't heard from an ASU representative since."

said the two sides must have made some progress in talks for ASU to send a public letter. He's not privy to all the details and said the city only learned of the ASU angle when reviewing the Cubs' latest plans.

"All of a sudden, a seventh field shows up on the site plan, and that raised the issue, Why is there an extra field here?" he said. "That's when the Cubs

"We're in discussions and we're excited about the possibility," he said. The Devil would pay the Cubs about \$2 million for their own field and clubhouse. ASU wouldn't pay rent if ticket sales are below \$11 million a year; ASU would split revenue after that. Now, annual sales are about \$500,000, Renuzzi said.

Several Tempe elected officials said they like the development potential despite losing the team, Renuzzi said. The Devil would likely move in 2014 if the deal is consummated.

The city and Cubs are finalizing their agreement and also plan this summer for the \$90 million complex at the southeast corner of the Loop 101 and

EastValleyTribune.com  
Stay connected to the East Valley

Waveyard developers quiet, but many others seek projects near Cubs facility

By Garin Groff  
TRIBUNE  
Mesa hasn't heard much

acted of both up to 16 years and retained an attorney.

### Cubs, Mesa OK deadline as sides finalize details

City requires team to add 10,000 square feet of shops every 18 months

By Garin Groff  
TRIBUNE

Mesa will require the Chicago Cubs to open a restaurant at the team's new spring training complex by the first day of spring training.

The deadline is one of several the team and Mesa have agreed on as they get closer to finalizing details of a 50-year lease on a \$99 million baseball and entertainment complex.

Mesa will require the team to add at least 10,000 square feet of shops, hotels or restaurants every 18 months as the

city pushes to develop a 6-acre entertainment complex. This Wrigleyville West area will be the gateway to the stadium and entered through a path, which Mesa sometimes calls a paseo.

"We'll push for urban densities up in the paseo area," said Scott Rigby, an economic development specialist. "We're thinking anywhere between three and six stories, if the development demands that."

Mesa is looking for a restaurant like the Captain Morgan Club at the Wrigley Stadium in Chicago, Rigby said. Mayor Scott Smith likened the space to the TGIFriday's at Chase Field, where patrons in the restaurant can see into the stadium.

The team would pay a \$250,000 penalty if the restaurant isn't open for year-round

use on opening day, which could be in 2013 or 2014. The penalty buys the team another 18 months to develop commercial space.

After that, the city would be able to sell the space to another developer.

Mesa will offer other land for sale only as the Cubs build more amenities, Smith said. The team will have to give up the land if it doesn't open developments within 24 months of starting a project.

"If the development doesn't happen, we still control the land," Smith said.

At a Thursday briefing with the Mesa City Council, Rigby said the agreement should be finished in a few days. Other details of the emerging agreement:

• Mesa will lease the stadium to the Cubs at \$9 per square

foot.

• The Cubs have options to purchase up to 6 acres at \$9 a square foot, a value negotiated after the team and the city performed independent studies on fair market value.

• Some deadlines and terms for the entertainment district are still under discussion.

• The Cubs cannot buy land and keep it vacant more than 18 months. After that period, the city gets the land back and can seek other buyers.

• The Cubs have naming rights on the stadium and collect parking fees on 2,500 spaces.

• The team has exclusive use of the stadium, with the city having options of up to 10 events a year.

• Mesa will get a 30-person suite.

• Contact writer: (480) 896-6548 or ggroff@evtrib.com

The team would pay a \$250,000 penalty if the restaurant isn't open for year-round use on opening day, which could be in 2013 or 2014. The penalty buys the team another 18 months to develop commercial space.



20 E Main St Suite 750  
PO Box 1466  
Mesa, Arizona 85211-1466

mesaaz.gov

December 15, 2011

Arizona Department of Transportation  
Transportation Enhancement Review Committee  
206 S. 17<sup>th</sup> Avenue, Mail Drop 609E  
Phoenix, Arizona 85007

RE: Riverview Rio Salado Shared Use Path Project

Dear Review Committee:

On behalf of the City of Mesa, I am very pleased to support the Riverview Rio Salado Shared Use Path Project. Our City has long supported bicycle and pedestrian projects as a way to encourage healthier lifestyles and provide safe continuous pathways. The City of Mesa recognizes this particular path project as a critical link in a regional bicycle system.

We feel that the Riverview Rio Salado Shared Use Path Project will offer needed transportation and recreational facilities, an enhanced outdoor experience and improved safety for all users. It will provide a link between Tempe and Mesa and connect to a larger path system along the Rio Salado that connects to Phoenix, the Salt River Pima Maricopa Indian Community, the Indian Bend Wash in Scottsdale and the Consolidated Canal path system with access to Gilbert and Chandler.

Thank you for this opportunity to voice our support for this worthwhile regional project.

Sincerely,

Scott Smith  
Mayor

Dave Richins  
Councilmember, District 1



**Shana Ellis**  
Councilmember

Arizona Department of Transportation  
Transportation Enhancement Review Committee  
206 S. 17<sup>th</sup> Avenue, Mail Drop 609E  
Phoenix Arizona 85007

RE: Mesa Riverview/Tempe Rio Salado Multi-use Path

Dear Review Committee:

On behalf of the City of Tempe, I am very pleased to support the Mesa Riverview/Tempe Rio Salado Multi-use Path Project. Our City has long supported bicycle and pedestrian projects as a way to encourage a healthier region and more accessible bicycle facilities. The City of Tempe recognizes this particular path project as a critical link in a regional bicycle system and supports making our local freeways more bicycle and pedestrian friendly.

We feel that the Mesa Riverview/Tempe Rio Salado Multi-use Path Project has the benefit of providing transportation and recreational facilities, beautification and improved safety in the entire region. It will provide a linkage between Tempe and Mesa and to a larger path system along the Rio Salado that connects to Phoenix, the Salt River Pima Maricopa Community, the Indian Bend Wash in Scottsdale, and the Consolidated Canal path system that provides access to the Cities of Gilbert and Chandler.

Thank you for this opportunity to voice our support for this worthwhile regional project.

Sincerely,

A handwritten signature in black ink that reads 'Shana L. Ellis'.

Shana Ellis  
Tempe City Councilmember



December 6, 2011

Arizona Department of Transportation  
Transportation Enhancement Review Committee  
206 S. 17<sup>th</sup> Avenue, Mail Drop 609E  
Phoenix Arizona 85007

RE: Mesa Riverview/ Tempe Rio Salado Multi-Use Path

Dear Review Committee:

On behalf of Arizona State University, I am very pleased to support the Mesa Riverview/ Tempe Rio Salado Multi-use Path Project. Our University has long supported bicycle and pedestrian projects as a way to encourage a healthier region and more accessible bicycle facilities. The University recognizes this particular path project as a critical link in a regional bicycle system and supports making our local freeways more bicycle and pedestrian friendly.

We feel that the Riverview/Rio Salado Shared-Use Path Project has the benefit of providing transportation and recreational facilities, beautification and improved safety in the entire region. It will provide a linkage between Tempe and Mesa and to a larger path system along the Rio Salado that connects to Phoenix, the Salt River Pima Maricopa Community, the Indian Bend Wash in Scottsdale, and the Consolidated Canal path system that provides access to the Cities of Gilbert and Chandler, and Arizona State University.

Thank you for this opportunity to voice our support for this worthwhile Regional project!

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Stanley".

Richard H. Stanley  
Senior Vice President and University Planner

# Mesa Grande

Community Alliance

TO: The Arizona Department of Transportation, Transportation Enhancement Review Committee

FROM: Mesa Grande Community Alliance neighborhood coalition, West Mesa

SUBJECT: Grant Application for Mesa Rio Salado Project

Please accept this as our letter of support for the Mesa Rio Salado Project grant application, which would significantly impact the West Mesa area where the neighborhoods in the MGCA coalition are working diligently to continue to reinvent this pivotal gateway area of Mesa.

MGCA was a leader in supporting the ballot measures which allowed the development of the Mesa Riverview regional shopping center and which approved the northwest Mesa location of a new Chicago Cubs multi-purpose stadium/entertainment center west of Riverview. In keeping with that support, we now stand behind the proposal for this project, which would greatly enhance our residents' access to a beautiful riparian corridor via a multi-use, alternate mode pathway which would connect the Mesa Riverview/Cubs stadium area with Tempe Marketplace and Arizona State University. The pathway, when completed, would fill in a 'missing link' in the regional non-motorized system which we all have worked on for so many years.

To the thousands of residents living in northwest Mesa – and all other parts of the East Valley, as well – this project represents yet another positive step towards the realization of a true multi-modal connection to Tempe, Scottsdale and Phoenix. In addition to its function as a 'local' walking/biking destination in a beautiful setting along the Salt River (Rio Salado) bank, the path will provide pedestrians and bicyclists with a direct link to more than 75 miles of additional pathways, 20 miles of Metro light rail, and the entire regional bus system. MGCA sees that as a significant quality-of-life asset for the residents of our area, as well as for all those in the East Valley.

We are gratified to see the support for this project thus far from private enterprise – the Chicago Cubs and the Riverview commercial center and its prime tenant, Bass Pro Shops. We believe even more private business participation – as well as vocal, positive public support -- will be forthcoming when the project gets under way. We respectfully request your approval for the grant which will make it all possible.

Sincerely, the members of the Mesa Grande Community Alliance Steering Committee

*Stephanie Wright and Tanya Collins, co-chairs*

*Dennis & Linda Lloyd, Larry Young, Owen Layton, Dea Montague, Robert Meyers, David Montague  
Caroline Crandell, Lynn Burnham, Augie Gastelum, Heather Scantlebury, and Ben Layton*



**Valley Forward Association**  
3800 North Central Avenue, Suite 220  
Phoenix, Arizona 85012  
p: 602.240.2408  
f: 602.240.2407  
www.valleyforward.org

December 1, 2011

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Allan Yang  
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To: ADOT Transportation Enhancement Peer Review Committee

RE: TCSP Grant for Mesa Rio Salado Multi-Use Corridor Project

Dear Committee:

Valley Forward Association strongly supports the ADOT/Mesa Rio Salado Multi-Use Corridor Project and urges you to fund this important and worthy initiative. We are a 42-year-old business-based environmental public interest organization representing a diverse roster of large corporations and small companies, as well as state and local jurisdictions of government.

This particular path segment is specifically identified as part of a future link for regional connectivity in "The Valley's Pedestrian Freeway – A Priceless Necklace of Trails and Gems," which defines our vision for a regional trails system in and around Maricopa County. The project will link to more than 75 miles of pathway, 20 miles of Metro Light Rail and to our region's bus system. It will significantly enhance the livability and sustainability of the metropolitan community.

It is the mission of Valley Forward to bring business and civic leaders together to convene thoughtful dialogue on regional issues and to improve the environmental quality of our metroplex. We encourage and support projects of this significance.

The Mesa Rio Salado Multi-Use Corridor Project serves as a model of regional, state and local cooperation and addresses transportation, community and system preservation. Valley Forward wholeheartedly believes it is a project worthy of funding.

Sincerely,

Diane Brossart  
President