



Transportation Alternatives / CMAQ Application for
FY 2018, 2019, and 2020 Projects

WESTERN POWERLINE TRAIL GRADE SEPARATED BICYCLE/PEDESTRIAN BRIDGE

Town of Gilbert

**APPLICATIONS ARE DUE AT MAG OFFICES BY
Monday, September 21, 2015 at 10:00 a.m.**

(LATE AND/OR INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED)

Gilbert: Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge**PART A - CONTACT AND PROJECT DESCRIPTION****Contact Information**

1. Name of Sponsoring Agency	Gilbert
2. Agency Contact Name	Rob Giles, Parks and Recreation Manager
3. Phone Number of Agency Contact	480-503-6284
4. E-Mail Address of Agency Contact	rob.giles@gilbertaz.gov
5. Mailing Address of Agency Contact	90 East Civic Center Drive Gilbert, AZ 85296

Project Description

6. Please provide the Project Title.	Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge
7. Please provide a concise, specific description of the project (250 character limit):	The Western Powerline Trail is a shared-use path which has termini on either side of the Union Pacific Railroad Mainline. This project will construct a grade-separated bike/ped bridge to provide safe, unobstructed passing for trail users.
8. Please provide the project limits:	The project limit is located within the WPT corridor and extends approximately 500 feet on either side of the UPRR Mainline. The project limit corridor runs along the south side of the Western Canal, with the bridge spanning the entire width of the UPRR right-of-way. The project area is bounded on the north by the Western Canal, an apartment complex, SRP transmission line, and a drainage basin. The area to the south is bounded by the Foxworth-Galbraith Lumber Company and the Gilbert's Vaughn Avenue drainage basin.

Gilbert : Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge

PART B-DETAILED PROJECT DESCRIPTION

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.

NOTE: For Part B, Questions 14-20, the specified distance will vary (and update automatically) depending on the project type identified in Part B, Question 1. Pedestrian-only projects will use a distance of 1/4 mile, while bicycle and Shared-Use projects will use a distance of 1/2 mile.

1. Please select which funding source(s) this project is applying for. Check all that apply.

- Congestion Mitigation and Air Quality (CMAQ)
- Transportation Alternatives (TA)

2. What type of project is this? (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"/> Wide Sidewalk (8' min.) |
| <input type="checkbox"/> Buffered Bike Lane | <input type="checkbox"/> Detached Sidewalk with 4' min. buffer |
| <input type="checkbox"/> Protected Bike Lane | <input type="checkbox"/> Signalized Crossing |
| <input checked="" type="checkbox"/> Shared-use path (10' min.) | Other: |
| <input type="checkbox"/> Sidewalk (5' min.) | <input type="text" value="Bicycle-Pedestrian grade separated bridge over UPRR Mainline"/> |
| <input type="checkbox"/> Planning Study | |

3. What other major elements are included in this project? (Check all that apply)

- | | |
|------------------------------------------------------------|----------------------|
| <input checked="" type="checkbox"/> Bridge (overpass) | Other: |
| <input type="checkbox"/> Tunnel (underpass) | <input type="text"/> |
| <input type="checkbox"/> Signalized midblock crossing/HAWK | |
| <input type="checkbox"/> Countdown Pedestrian Signal | |

4. What amenities are included in this project?

- | | |
|-----------------------------------------------------------------------|------------------------------------------------------------------------------|
| <input type="text" value="2"/> Number of Bike racks/lockers | <input type="text" value="2"/> Number of Seating/Rest Area(s) |
| <input type="text" value="0"/> Number of Drinking Fountains | <input type="text" value="1"/> Number of bicycle/pedestrian counting devices |
| <input type="text" value="2"/> Number of Way-finding Signs | <input type="text"/> |
| <input type="text" value="2"/> Number of Trash receptacles | Other: |
| <input type="text" value="4"/> Number of Trees | <input type="text" value="Trail and bridge lighting"/> |
| <input type="text" value="0"/> Number of new openings in street walls | |
| <input type="text" value="2"/> Number of Shade Structures | |

Gilbert : Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge

PART B-DETAILED PROJECT DESCRIPTION

5. Please describe the existing condition of the project site and any problem(s) being addressed.

The Western Powerline Trail (WPT) is an eight and a half (8.5) mile segment along the Salt River Project's (SRP) Western Canal that is part of the 110-mile Sun Circle Trail that loops around metro Phoenix. It cuts east/west through Gilbert between Guadalupe Road and Elliot Road linking Chandler to the west at N. Hamilton Place and Mesa to the east at Power Road. This corridor intersects the Union Pacific Railroad (UPRR), Heritage Trail/Consolidated Canal, SRP Powerline Trail, Eastern Canal/Santan Vista Trail and Roosevelt Water Conservation District (RWCD) Canal/East Maricopa Floodway/Marathon Trail Corridor (just within Mesa) corridors. Specific to the project limits, the SRP Western Canal is an open unlined channel with direction of flow from east to west. The unimproved roadways north and south of the canal are within SRP Right-of-Way utilized by SRP for operations and maintenance. Throughout sections of the Western Canal, Gilbert has formalized a shared use path for Pedestrians, Bicyclists and Operations and Maintenance uses. The project location has trail termini locations about one-tenth of a mile east and west of the UPRR Mainline, without any legal crossing to be utilized by the trail users, leaving a gap of nearly a quarter mile in the trail network. In acknowledgment of the lack of a legal crossing at the UPRR Mainline; Gilbert has established a detour route that directs users south/north along Neely St, east/west along Elliot Road and north/south on Gilbert Road and back onto the WPT. The primary problem is that the detour route is not effectively being utilized, as access across the UPRR Mainline within the railroad crossing is not physically restricted to pedestrians.

This project addresses several problems and/or areas of concern:

1. Despite heavy bicycle and pedestrian traffic on this segment of the regional trail, there is not a legal crossing at the UPRR Mainline.
2. Alleviate safety concerns for school children from Neely Traditional Academy and Gilbert Elementary crossing the tracks illegally.
3. The unwieldy break in the regional trail and lack of a legal crossing does not appear to substantially deter bicycle and pedestrian traffic from crossing the railroad tracks.
4. Alleviate congestion and air pollution by improving facilities that encourage non-motorized options.
5. Gilbert has established a one-mile detour route in acknowledgement of the lack of a legal crossing at the UPRR Mainline, however, the detour route is not being utilized as access across the UPRR Mainline is not restricted. In addition, the detour route does not have designated bicycle lanes causing riders to either ride on the sidewalk or share the road with motorists. This project would create a safer and much more efficient alternative to both the detour route and the illegal crossing itself. The proposed improvements would create a legal and safe crossing of the UPRR Mainline for all users within this highly utilized trail corridor.

Gilbert : Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge

PART B-DETAILED PROJECT DESCRIPTION

6. Please describe the work being done and improvements being made as part of this project.

The project will consist of constructing a 185 foot single span prefabricated steel truss bicycle-pedestrian bridge over the UPRR Mainline south of the canal with a total structure length including approach ramps of about 1,000 feet. The interior of the truss will be enclosed with an open mesh material to comply with UPRR requirements. The walkway surface will be reinforced with concrete, and climbing deterrents will be installed at the ends to prevent trespassing in UPRR right-of-way, and outside of the structure. The approaches to the structure will be supported by cast-in place concrete retaining walls, and the remaining portion of the ramps will be supported on concrete pier columns. UPRR right-of-way at the Western Canal and at Neely Street will be completely fenced off to bicycle/pedestrian access. The pedestrian crossing will also incorporate trail lighting, utility relocations, and aesthetic/landscape elements incorporated into the design. While the Town owns property on the east side of the Mainline, the west side will require land acquisition from the Foxworth-Galbraith Lumber Company to maintain a true east-west alignment as it intersects the Mainline.

7. What do you hope to achieve with this project?

The proposed improvements and purpose of the project is to create a legal and safe grade separated crossing of the UPRR Mainline for the WPT. An overpass bridge minimizes impacts and interruptions to railroad services during construction and accommodates any future UPRR expansion within the current right-of-way. This project will also connect the quarter mile missing segment to have easier access to Gilbert's Heritage District and other downtown amenities. In the past two years, Gilbert has observed increasing users of the trail system and this project will help reduce the gaps within the regional trail system.

8. Safety improvements to be included for this project: (Check all that apply)

- Medians with pedestrian crossing islands
- Roadway Reconfiguration (Road Diet)
- Striping/re-striping to narrow vehicle lanes
- Color pavement or similar treatment
- Lighting
- Landscape buffer between sidewalk and roadway
- Rectangular Rapid Flash Beacon (RRFB)
- Driver Feedback Sign

Other

Providing a safe grade-separated trail crossing over the railroad and fencing off the UPRR right-of-way from at-grade access.

9. Does this project include a road safety education component?

- Yes
- No

Please Explain:

Gilbert plans to hold a project opening ceremony prior to construction. Outreach educating the public on the safety benefits of a grade separated crossing will be accomplished through public meetings, digital media and print materials.

Gilbert : Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge

PART B-DETAILED PROJECT DESCRIPTION

10. How does this project or planning study address safety?

Presently, there is the opportunity for trail users to cross the UPRR Mainline at a location where there is no legal access while disregarding Gilbert's detour route that is in place for this crossing. The UPRR Mainline train speed limit in this area is 60mph with a spur line that is immediately adjacent and provides distribution access to the lumber yard. In addition, the detoured bicyclists are being directed to arterials not signed or marked for bicycles causing bicyclists to either share the roadway or ride on the sidewalk disturbing pedestrians. The proposed project will provide a legal unobstructed crossing at the UPRR Mainline and Western Canal intersection, eliminating the interaction of users crossing the UPRR Mainline and spur tracks, which in turn will reduce the conflict location between bicyclists/pedestrians and street traffic along the detour route. Fundamentally, this project improves upon a very serious existing safety issue by introducing a grade-separated crossing, effectively eliminating the interaction of high-speed trains and pedestrians/bicyclists.

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

In addition to providing adequate lighting and signage, the proposed project will provide safe connectivity within an existing gap along the WPT that will meet the requirements set forth by the Americans with Disabilities Act. The project provides safe access for persons with disabilities to the Gilbert's Heritage District, residential subdivision, commercial and industrial areas, as well as the McQueen Park Activity Center located adjacent to the trail further west of the project.

12. Describe how this project will improve access from nearby neighborhoods and/or adjacent uses:

The WPT is the only trail that runs east-west within Gilbert's trail system. The trail connects to many of the parks and two riparian preserves within the town. Over the past few years, Gilbert has integrated the community to the trail system with enhancements that were designed with recreation, connectivity, and safety in mind. This project will continue to connect the trails and allow easier and safer connection to neighborhoods and the Historic Heritage District of the downtown. As previously mentioned, the WPT has increased usage of approximately 100 users per day over the past two years showcasing Gilbert's effort to provide alternative modes of travel. In addition, the continued growth within area both commercially and residentially will provide additional opportunities for the use of trails over motor vehicles.

13. How does the project create a sense of place?

This project will provide connection to Gilbert's Heritage District and additional public trails throughout Gilbert and the Phoenix Metro area along the east/west corridor. The project is located between two adjacent sections of the WPT that are already well-designed and appealing to the public both in nature and functionality. In addition, the Gilbert's 2014 Parks, Recreation, and Trails Master Plan calls to provide "Best in Class" parks and recreation programs and facilities within the next ten years. Additionally, an action item recommends improvement to the railroad crossing. The proposed project is in line with and maintains the vision of this master plan.

Gilbert : Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge

PART B-DETAILED PROJECT DESCRIPTION

14. Connectivity: (Check all that apply)

Project fills a gap in the system
Explain:

WPT currently terminus on either site of the UPRR near Neely Street. In addition, it will pave 0.22 mile of an unpaved portion of the WPT along this route.

Project connects to other local bikeways
List of connected bikeways:

Sun Circle Trail, Santa Vista Canal Trail, Heritage Trail, and RWCD/East Maricopa (future Marathon Trail)

Multi Jurisdictional Project (please include letter of support (See Part C)
List of Participating Jurisdictions:

125 Total length of bikeways directly connected by this project (in miles)

15. Number of transit stops this project will connect to. Do NOT count major transit facilities (park and rides, transit centers, etc.) in this question. List associated route(s) and their peak frequency, using Valley Metro as the source.

10 Within 1/2 mile

16. Number of transit routes serviced by the transit stops in question 15 that this project will connect to. List associated route(s) and their peak frequency, using Valley Metro as the source.

3 Within 1/2 mile

List routes and frequency:

Route 108: Elliot Road - Weekday every 30 minutes, and Saturdays and Sundays every hour
Route 136: Gilbert Road - Weekday and Saturdays every 30 minutes
Route 531: Mesa/Gilbert Express - Weekday every 30 minutes from 5:29am to 7:24am/4:35pm to 6:20pm

17. Number of major transit facilities (park and rides, transit centers, etc.) served by this project:

1 Within 1/2 mile
List:

Gilbert Park & Ride located on the SE corner of Oak Street and Page Avenue approximately 0.30 mile from project location. There are two routes that connect to the Park & Ride: Routes 136, 531. The frequency of 531 (Mesa/Gilbert Express) is every 20 minutes during the week with only 6 stops in the morning and afternoon. The frequency of 136 is every hour during the week with only 4 stops; two in the morning and two in the afternoon. No buses connect to the Park & Ride on Saturday and Sunday.

18. Number of non-commercial activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

12 Within 1/2 mile
List:

Riparian Preserve at Neely Ranch, Gilbert Community Center, Page Park Center, Water Tower Plaza, Vaughn Avenue Basin Park, Page Park, East Valley Animal Hospital, Emergency Animal Clinic, US Post Office, St. Thomas Byzantine Catholic Church, Sunrise Assembly of God, Boys & Girls Club, and Life Community Church

Gilbert : Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge

PART B-DETAILED PROJECT DESCRIPTION

19. Number of commercial and employment destinations (malls, retail centers, business parks, etc.) this project will benefit (for example, a mall is ONE destination; do NOT count every store in a mall as a separate destination):

Within 1/2 mile

List:

Gilbert Heritage District, Hudson Industrial Park, Golden Key Plaza, The Springs at Gilbert Meadows Apartments, Arbor Walk Community, Ridgewood Industrial Park, and Page Commons

20. Number of K-8 public schools this project will benefit:

Within 1/2 mile

List:

Neely Traditional Academy and Gilbert Elementary School

21. Number of other schools (charter schools, high schools, colleges, and universities) this project will benefit:

Within 1/2 mile

List:

Leading Edge Academy and Saint Xavier University

22. Number of activity centers for air quality cost effectiveness (i.e. bank, church, hospital, health care facility, light rail station, park-and-ride lot, office park, post office, public library, shopping area, grocery store, university or junior college):

Within 1/4 miles

List:

Gilbert Park & Ride, Neely Traditional Academy, Riparian Preserve at Neely Ranch, Vaughn Avenue Basin, The Springs at Gilbert Meadows Apartments, Arbor Walk Community, Emergency Animal Clinic, and Saint Xavier University

1/4 miles to 1/2 miles

List:

Gilbert's Heritage District, Hudson Industrial Park, Golden Key Plaza, Ridgewood Industrial Park, Page Commons, Gilbert Community Center, Page Park Center, Water Tower Plaza, Vaughn Avenue Basin Park, Page Park, East Valley Animal Hospital, US Post Office, St. Thomas Byzantine Catholic Church, Sonrise Assembly of God, Boys and Girls Club, and Life Community Church

Gilbert : Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge

PART B-DETAILED PROJECT DESCRIPTION

23. What are the demographics of the area served: [MAG Demographic Mapping](#)

People Per Square Mile

% Families in Poverty

Use the MPO/COG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reporting," select "Custom Summary." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through all census block groups adjacent to your project, left-clicking where needed to change the direction of the line. Double-click to finish drawing the line. The selected census block groups will become highlighted in blue. A pop-up box will appear with "Results for Selected Block Groups." Select the "Summary Report" tab, and use the data found there. You may export the results to Excel (click the printer icon at the top-right side of the pop-up window) for your records.

24. Please provide the following information on the facility on which the improvement will be located.

For a linear project, please enter the Facility Name, Starting Limit and Ending Limit:

The Gilbert WPT-UPRR Grade Separation Overpass will connect trail termini at Neely Street and the canal crossing east of the UPRR, a length of about 0.22 miles.

For a point project (e.g. an intersection or crossing), please enter a Facility Name and a Crossing Feature:

The bicycle-pedestrian bridge would cross the UPRR Mainline at the SRP Western Canal, approximately 0.50 mile north of Elliot Road and approximately 0.40 mile west of Gilbert Road (Gilbert's Heritage District).

Federal Functional Classification of the Facility:

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

Type of Facility the Improvement will be located on:

Length (in Miles)

Posted Speed Limit (MPH)

Number of Travel Lanes Before Project

Number of Travel Lanes After Project

25. Please provide an estimated traffic volume (ADT) on the nearest parallel arterial.

ADT Estimate

Dates Counted

Name of road the traffic count was taken from

Guadalupe Road, which is located north of the project location, between Cooper Road and Gilbert Road

Description of Methodology and Source used for the ADT Estimate

The data was collected using a MetroCount counter/classifier with pneumatic tubes. The counts are based on a daily average of 48-hours counts and include both eastbound and westbound traffic.

Gilbert : Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge

PART B-DETAILED PROJECT DESCRIPTION

26. 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.

The Western Canal and portion of the URPP right-of-way have been culturally surveyed. The new right-of-way may require a new cultural survey. An evaluation of Section 4(f) properties will be required for potential impacts to Vaughn Avenue Basin, and it is anticipated a de minimis finding will be used. Soil testing may be required as arsenic along the canal bank was found during a project completed in 2006. There are no known biological concerns with the area, and surveys will be completed as part of the environmental process. It is anticipated that a categorical exclusion (programmatic) will be required for the project.

27. Current ROW: (Check all that apply)

- | | | | |
|-------------------------------------|----------------------------|-------------------------------------|--------------------------------------|
| <input type="checkbox"/> | Agency owns all ROW Needed | <input type="checkbox"/> | Agency owns easement |
| <input checked="" 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 checked="" type="checkbox"/> | Condemnation may be required |

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

New right-of-way from the Foxworth-Galbraith Lumber Company would be required for this project. Total area of acquisition is about 38,000 square feet. There is also a 30-foot wide strip of land east of the UPRR noted on the Maricopa County Assessor's website as being owned by the Arizona Cotton Ginning Company impacted by the alignment that would require a partial take of about 6,000 square feet. A total of about 1 acre of right-of-way would be needed for the project. The SRP Power and Irrigation right-of-way through the project limits is approximately 60 feet wide. It accommodates the canal and two high voltage transmission power lines. The UPRR Mainline occupies a right-of-way that is 66 feet wide running in a northwesterly direction through the project limits. The Town of Gilbert owns the parcels north of the canal, east and west of the UPRR and the parcels west of Neely Street where the Town operates the Neely Wastewater Reclamation Facility. The Town also owns a large parcel south of the canal and east of the UPRR where the Vaughn Avenue Basin is located.

29. Please indicate whether all parcels for this project have been inventoried.

- Yes No

30. 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"/> | Private Structures |
| <input checked="" type="checkbox"/> | Canals & Drainage | Other: | |
| <input checked="" type="checkbox"/> | Power Lines & Cables | UPRR | |
| <input checked="" type="checkbox"/> | Pipelines, Sewer and Water | | |

Gilbert : Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge

PART B-DETAILED PROJECT DESCRIPTION

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

Coordination with Gilbert utilities, SRP, UPRR, Century Link and Cox Communication will be required during final design to determine if there are any conflicts with the proposed improvements. Gilbert utility relocations may be required; however, avoidance will be implemented first.

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

- | | | |
|-------------------------------------|-------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> | AASHTO Guide for Bicycle Facilities | Other: |
| <input checked="" type="checkbox"/> | MAG Pedestrian Policies and Design Guidelines | <input type="text" value="AASHTO LRFD Guide Specifications for the Design of Pedestrian Bridges"/> |
| <input type="checkbox"/> | MAG Complete Streets Guide | |
| <input type="checkbox"/> | MAG Designing Transit Accessible Communities | |
| <input checked="" type="checkbox"/> | MAG Valley Path Brand & Wayfinding Signage Guidelines | |
| <input type="checkbox"/> | NACTO Urban Bikeway Design Guide | |
| <input type="checkbox"/> | RPTA Bus Stop Program and Standards | |

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

- | | |
|------------------------------------------------------------------------------------------------|------------------------------------------|
| With new development and capital improvement projects, bike lanes on arterial streets are: | <input type="text" value="Required"/> |
| With new development and capital improvement projects, bike lanes on collector streets are: | <input type="text" value="Required"/> |
| With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are: | <input type="text" value="Required"/> |
| With new development or during development retrofits, shared-use paths are: | <input type="text" value="Recommended"/> |
| Bicycle program implemented, including bike education, safety events, and bike maps | <input type="text" value="Yes"/> |
| Complete Streets Policy | <input type="text" value="No"/> |

34. The project is: (Check one)

- | | |
|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> | Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)
List:
<input type="text" value="The project is listed in Gilbert's FY2016 - FY2025 Capital Improvement Plan under Project number: PR113 / 70120113."/> |
| <input type="checkbox"/> | Consistent with general policy/practices, but not formally identified (provide source)
Explain:
<input type="text"/> |
| <input type="checkbox"/> | Not addressed by jurisdiction's plans, policies, or practices
Explain:
<input type="text"/> |

Gilbert : Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge

PART B-DETAILED PROJECT DESCRIPTION

35. How will the applicant measure the success of this project?

Elimination of pedestrian and bicycle trespass of the UPRR Mainline, thereby allowing for a safe and legal grade-separated crossing of UPRR traffic and higher utilization of the trail that will reduce bicycle traffic on arterials; and with the trail connectivity completed, potential for greater bicycle use that replaces automobile traffic. In addition, Gilbert anticipates more use of the WPT for this segment because it will now be connected from Gilbert Heritage District (east of the project) to the McQueen Park Activity Center (west of the project).

36. Will bicycle/pedestrian count technology be incorporated? Will the devices broadcast automatic updates or require manual data collection? If manual, how will the agency identify staff resources to dedicate to collecting the data?

Devices will be installed on the completed grade separation structure. The anonymous re-identification devices (ARID) will be solar-powered and transmit wirelessly.

37. Will the project include an education/marketing component upon completion of construction, to publicize the project and increase citizen awareness of the project impact and benefits? If yes, please describe below.

There will be a project ceremony prior to construction. The public outreach will include public meetings, mailings, digital media and publication on Gilbert's website. All the public outreach will include information about the overall safety benefits of the project and connecting the WPT trail in the area.

38. Will the project include wayfinding signage elements? If yes, please describe below.

Wayfinding signage will be added at current trail termini to direct trail users desiring to cross the UPRR mainline to do so using the grade separation structure (bridge).

Gilbert: Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM														
Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.														
Sponsoring Agency:		Gilbert		Project Title:		Gilbert Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge		Application Date:		21-Sep-15				
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)	1. SITE TOPOGRAPHIC SURVEY			LS	1	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00	Supplemental point survey			
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN			LS	1	\$7,500.00	\$7,500.00	No	\$0.00	\$7,500.00	Final Structure Selection			
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)			LS	1	\$20,000.00	\$20,000.00	No	\$0.00	\$20,000.00	Environmental Clearances			
	4. HAZMAT ASSESSMENT			LS	1	\$1,000.00	\$1,000.00	No	\$0.00	\$1,000.00				
	Subtotal Scoping (Part A)						\$33,500.00		\$0.00	\$33,500.00				
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.			LS	1	\$160,000.00	\$160,000.00	No	\$0.00	\$160,000.00	Includes UPRR Review Fees			
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report			LS	1	\$10,000.00	\$10,000.00	No	\$0.00	\$10,000.00				
	3. DRAINAGE REPORT			LS	1	\$10,000.00	\$10,000.00	No	\$0.00	\$10,000.00				
	4. SWPPP			LS	1	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00				
	Subtotal PE (Part B)						\$185,000.00		\$0.00	\$185,000.00				
Subtotal Preliminary Engineering (Part A + Part B)							\$218,500.00		\$0.00	\$218,500.00				
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition			LS	1	\$85,000.00	\$85,000.00	No	\$0.00	\$85,000.00				
Subtotal Right-of-Way Acquisition (Part C)							\$85,000.00		\$0.00	\$85,000.00				
D. Utility Relocation	1. Utility Relocation			LS	0		\$0.00	No	\$0.00	\$0.00				
Subtotal Utility Relocation (Part D)							\$0.00		\$0.00	\$0.00				
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	1. Hardscape Construction			Installation Of SWPP Measures			LS	1	\$15,000.00	\$15,000.00	Yes	\$14,145.00	\$855.00	
				Site Preparation			LS	1	\$10,000.00	\$10,000.00	Yes	\$9,430.00	\$570.00	
	Demolition			Sawcut			LF	0		\$0.00	Yes	\$0.00	\$0.00	
				Remove Structures and Obstructions			LS	0		\$0.00	Yes	\$0.00	\$0.00	
				Remove Fencing			LF	1,500	\$5.00	\$7,500.00	Yes	\$7,072.50	\$427.50	
				Remove Structural Concrete			CY	0		\$0.00	Yes	\$0.00	\$0.00	
				Remove Asphaltic Concrete Pavement			CY	0		\$0.00	Yes	\$0.00	\$0.00	
	Hazmat Abatement			Remove Concrete Sidewalks, Slabs			CY	0		\$0.00	Yes	\$0.00	\$0.00	
							LS	0		\$0.00	Yes	\$0.00	\$0.00	
	Retaining Wall - Reinforced Concrete Cantilevered			SF	0		\$0.00	Yes	\$0.00	\$0.00				
	Earthwork			General Excavation			CY	0		\$0.00	Yes	\$0.00	\$0.00	
				Drainage Excavation			CY	0		\$0.00	Yes	\$0.00	\$0.00	
				Structural Excavation			CY	970	\$15.00	\$14,550.00	Yes	\$13,720.65	\$829.35	
				Structural Backfill			CY	1,170	\$15.00	\$17,550.00	Yes	\$16,549.65	\$1,000.35	
	Borrow (In Place)			CY	0		\$0.00	Yes	\$0.00	\$0.00				
	Curb & Gutter			LF	0		\$0.00	Yes	\$0.00	\$0.00				
	Aggregate Base			SY	180	\$5.00	\$900.00	Yes	\$848.70	\$51.30	Subbase for Trail			
	Pathway Or Sidewalk Materials			Concrete			SF	1,600	\$6.00	\$9,600.00	Yes	\$9,052.80	\$547.20	10-foot Wide Trail
				Colored Concrete			SF	0		\$0.00	Yes	\$0.00	\$0.00	
				Stamped Color Concrete			SF	0		\$0.00	Yes	\$0.00	\$0.00	
				Precast Concrete Pavers			SF	0		\$0.00	Yes	\$0.00	\$0.00	
				Asphaltic Concrete			Ton	0		\$0.00	Yes	\$0.00	\$0.00	
	Polymer or Resin Stabilized Surface			SF	0		\$0.00	Yes	\$0.00	\$0.00				
	Crosswalk Enhancement			Concrete Pavers			SF	0		\$0.00	Yes	\$0.00	\$0.00	
				Stamped Asphalt			SF	0		\$0.00	Yes	\$0.00	\$0.00	
				Stamped Concrete			SF	0		\$0.00	Yes	\$0.00	\$0.00	
				Concrete			SF	0		\$0.00	Yes	\$0.00	\$0.00	
	Integral Color Concrete			SF	0		\$0.00	Yes	\$0.00	\$0.00				
Pedestrian ADA Ramp			SF	0		\$0.00	Yes	\$0.00	\$0.00					
Culvert Extensions			LF	0		\$0.00	Yes	\$0.00	\$0.00					
Pedestrian Lighting Including Conduit And Trenching			Each	1	\$15,000.00	\$15,000.00	Yes	\$14,145.00	\$855.00	Bridge and Trail Lighting				
Handrail			Standard			LF	0		\$0.00	Yes	\$0.00	\$0.00		
			Decorative			LF	0		\$0.00	Yes	\$0.00	\$0.00		
Subtotal Hardscape Construction							\$90,100.00		\$84,964.30	\$5,135.70				

Gilbert: Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

Sponsoring Agency:	Gilbert	Project Title:	Gilbert Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge	Application Date:	21-Sep-15
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Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)		
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	2. Landscaping & Irrigation Items	Trees Above 15 Gallon In Size As Required Per Local Code Or Special Design Requirements		Each	1	\$25,000.00	\$25,000.00	Yes	\$23,575.00	\$1,425.00	Allowance for Landscape and Irrigation
		Trees (15 Gallon Size)	Each	0		\$0.00	Yes	\$0.00	\$0.00		
		Trees (5 Gallon Size)	Each	0		\$0.00	Yes	\$0.00	\$0.00		
		Shrubs (5 Gallon Size)	Each	0		\$0.00	Yes	\$0.00	\$0.00		
		Shrubs (1 Gallon Size)	Each	0		\$0.00	Yes	\$0.00	\$0.00		
		Cactus (5 Gallon Size)	Each	0		\$0.00	Yes	\$0.00	\$0.00		
		Mulch	Decomposed Granite	CY	100	\$10	\$1,000	Yes	\$943	\$57	2-foot strips outside of concrete trail
			Organic	CY	0		\$0	Yes	\$0	\$0	
		Topsoil	CY	0		\$0	Yes	\$0	\$0		
		Seeding	Acre	0		\$0	Yes	\$0	\$0		
		Turf Sod	SY	0		\$0	Yes	\$0	\$0		
		Boulders	Each	0		\$0	Yes	\$0	\$0		
		Irrigation System	Drip	SF	0		\$0	Yes	\$0	\$0	
			Turf	SF	0		\$0	Yes	\$0	\$0	
		Sleeving For Irrigation System	Directional Bore	LF	0		\$0	Yes	\$0	\$0	
			Cut and Patch	LF	0		\$0	Yes	\$0	\$0	
		Landscape Header Curb	LF	0		\$0	Yes	\$0	\$0		
		Landscape Establishment	LS	0		\$0	Yes	\$0	\$0		
	Subtotal Landscaping & Irrigation Items					\$26,000		\$24,518	\$1,482		
	3. Site Furnishings	Benches	Each	0		\$0	Yes	\$0	\$0		
		Seatwalls	LF	0		\$0	Yes	\$0	\$0		
		Bike Racks	Each	0		\$0	Yes	\$0	\$0		
		Trash Receptacles	Each	0		\$0	Yes	\$0	\$0		
		Drinking Fountains	Each	0		\$0	Yes	\$0	\$0		
		Signage (Standard Traffic Control)	Each	0		\$0	Yes	\$0	\$0		
		Signage (Wayfinding)	Each	2	\$500	\$1,000	Yes	\$943	\$57		
		Tree Grates	Each	0		\$0	Yes	\$0	\$0		
		Subtotal Site Furnishings					\$1,000		\$943	\$57	
		4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)	Bicycle and Pedestrian Counter	Each	0		\$0	Yes	\$0	\$0	
	Structural Concrete, Class AA		CY	1,200	\$350	\$420,000	Yes	\$396,060	\$23,940	Pedestrian Bridge approach ramps	
	Reinforcing Steel		Lbs	230,000	\$1.50	\$345,000	Yes	\$325,335	\$19,665		
	Structural Steel (Pedestrian Truss Bridge)		Lbs	78,000	\$10	\$780,000	Yes	\$735,540	\$44,460	185' Span Truss Bridge	
	Pedestrian Fencing		LF	1,950	\$150	\$292,500	Yes	\$275,828	\$16,673	Bridge-Mounted	
	6-foot High Chain Link Fence		LF	1,820	\$20	\$36,400	Yes	\$34,325	\$2,075	Along UPRR R/W	
				0		\$0	Yes	\$0	\$0		
				0		\$0	Yes	\$0	\$0		
	Subtotal Other Construction					\$1,873,900		\$1,767,088	\$106,812		
	5. Mobilization And Administration Costs	Contractor Mobilization	LS	1	\$220,000	\$220,000	Yes	\$207,460	\$12,540	7.5% of Construction	
		Traffic Control	LS	1	\$100,000	\$100,000	Yes	\$94,300	\$5,700	UPRR Flagger	
		Construction Survey & Layout	LS	1	\$60,000	\$60,000	Yes	\$56,580	\$3,420	2% of Construction	
		Construction Contingencies	LS	1	\$220,000	\$220,000	Yes	\$207,460	\$12,540	7.5% of Construction	
		Construction Administration	LS	1	\$450,000	\$450,000	Yes	\$386,630	\$63,370	10% ADOT PCD; 5% TOG	
Subtotal Mobilization & Administration Costs					\$1,010,000		\$952,430	\$57,570			
Subtotal Construction Or Implementation Cost (Part E)					\$3,001,000		\$2,829,943	\$171,057			
F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)					\$3,304,500		\$2,829,943	\$474,557			
G. Adot Fee Review Fee - \$10,000 for Certified Accepted agencies, otherwise \$30,0000					\$30,000	No	\$0	\$30,000			
H. Total Project Cost Including ADOT Fees (Part F + Part G)					\$3,334,500		\$2,829,943	\$504,557			

PART E - TOTAL PROJECT SCHEDULE AND BUDGET

Please verify that the cost and programming estimates for the total project are correct below. The numeric values on this sheet (in GREY) are automatically populated from the cost estimate sheet (Part D) and cannot be modified. If there are any errors in the numeric values on this sheet, please verify and correct the numbers you have entered into the cost estimate sheet (Part D). You MUST fill in the GREEN portions of Part E manually.

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 questions 24-27 in Part B.

Cost Estimate for the Project Including ALL Segments	Cost	Additional Notes (if needed)
1. ADOT Fee	\$30,000	
2. Design	\$218,500	
3. Right of way	\$85,000	
4. Utilities	\$0	
5. Construction	\$2,781,000	
6. Contingency	\$220,000	
7. Total Cost	\$3,114,500	The total cost is not adding because the formula is Number 7 is not adding in Number 6 - Contingency. If that was adding correctly, the total cost would be \$3,334,500

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

9. Expected Annual Maintenance Cost

10. Identify Source of Maintenance Funds

Requested MAG Programming	Year	Short Work Description (E.g. Construct Multiuse Path)	Local Funding Source	Local Cost	Federal Cost	Total Cost	Local Share
11. Design (Optional)	2017	Final Design of Grade Separated Bike/Ped Bridge	Bond Proceeds	\$218,500	Not Available	\$218,500	100.0%
12. Right of way (Optional)	2017	Obtain right-of-way	Bond Proceeds	\$85,000	Not Available	\$85,000	100.0%
13. Utilities (Optional)				\$0	Not Available	\$0	
14. Other (Optional)	2017	ADOT Review Fees	Bond Proceeds	\$30,000	Not Available	\$30,000	100.0%
15. Construction	2019	Construct Grade Separated Bike/Ped Bridge	Bond Proceeds	\$171,057	\$2,829,943	\$3,001,000	5.7%
16. Total Costs				\$504,557	\$2,829,943	\$3,334,500	15.1%

PART F - SIGNATURE AND CHECKLIST	
<h1>Checklist</h1>	
This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed.	
COVER SHEET	Complete?
Cover Sheet is completely filled out	Yes
PART A - Contacts and Project Description Fields	Complete?
Contact Information, fields 1 – 5 are complete	Yes
Project Description, fields 6 - 8 are complete	Yes
PART B - Project Description	Complete?
Fields 1 - 14 (Project Description) are complete	Yes
Fields 15 - 17 (Transit) are complete	Yes
Fields 18 – 22 (Attractors and Demographics) are complete	Yes
Fields 23 – 30 (Traffic, Environmental, ROW, and Utilities) are complete	Yes
Fields 31 – 33 (Guidelines, Policies, and Plans) are complete	Yes
Fields 34 – 37 (Maintenance, Performance Measurement, and Wayfinding) are complete	Yes
PART C - Required Attachments	Complete?
Field 1 - Map showing the general location of the proposed project in relation to the region, including a north arrow provided in the printed application and the PDF application.	Yes
Field 2 - Map with streets labeled showing the detailed location(s) of the proposed project, including a north arrow provided in the printed application and the PDF application.	Yes
Field 3 - Up to four (4) photos of existing conditions are provided in the printed application and the PDF application (two 4x6 per page).	Yes
Field 4 - Simple diagram of the current typical cross section of the segment, that shows the right of way limits, widths, sidewalks and shoulders (if any), and the lanes of travel in the printed application and the PDF application.	Yes
(OPTIONAL)- Up to two (2) photos/renderings of the completed project are provided in the printed application and the PDF application.	Yes
(OPTIONAL) - Up to three (3) letters of support for the project are provided in the printed application and the PDF application.	Yes
(OPTIONAL) - GIS coverage (shapefile or geodatabase) is provided on the CD with the application.	Yes
PART D - Cost Estimate Worksheet	Complete?
Sponsoring Agency, Project Title, and Application Date are complete	Yes
Part A - Scoping is complete	Yes
Part B - Final Preliminary Engineering Design is complete	Yes
Part C - Right-of-Way Acquisition is complete	Yes
Part D - Utility Relocation is complete	Yes
Part E - Construction or Implementation is complete	Yes
Parts F, G, and H - Costs are complete and accurate	Yes
PART E - Total Project Schedule and Budget Including All Segment Fields	Complete?
Fields 1 – 7 are complete and costs are accurate	Yes
Field 8 - 10 are complete	Yes
Fields 11 – 15 Years are complete	Yes
Fields 11 – 15 Local Funding Sources are complete	Yes
Fields 11 – 15 Local Costs are complete and accurate	Yes

Field 11 - 15 Federal Costs are complete and accurate	Yes
Field 16 Total Costs are complete and accurate	Yes
PART F - Signature and Checklist	Complete?
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager/administrator or designated representative.	Yes
Name, title and date fields under the signature are completed.	Yes

SIGNATURE(S):

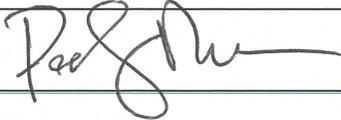
As the MAG member agency's *manager/administrator or designated representative*, I certify that this application is accurate and complete and that the project will be included in the sponsoring MAG member agency's local CIP/TIP if the project is selected for federal funding.

Signature:	
Name:	Patrick Banger
Title:	Town Manager
Date:	Sept. 16, 2015

Field 11 - 15 Federal Costs are complete and accurate	Yes
Field 16 Total Costs are complete and accurate	Yes
PART F - Signature and Checklist	Complete?
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager/administrator or designated representative.	Yes
Name, title and date fields under the signature are completed.	Yes

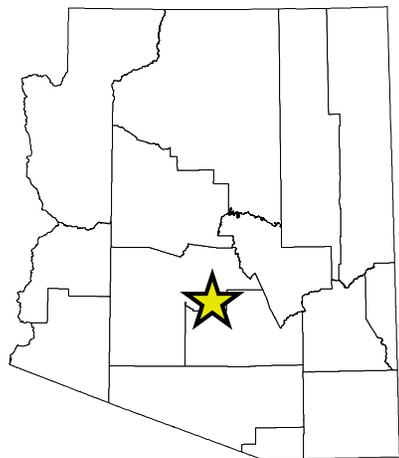
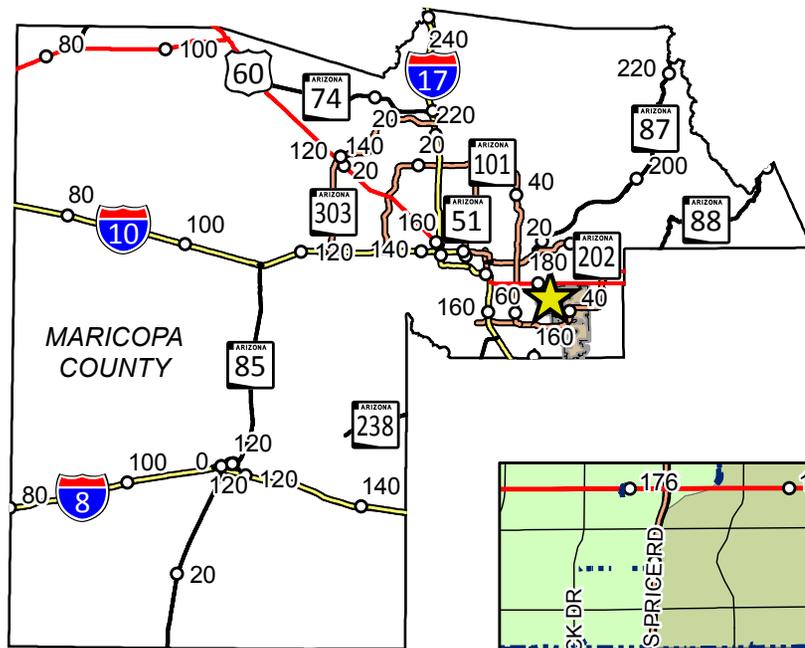
SIGNATURE(S):

As the MAG member agency'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.

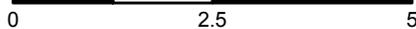
Signature:	
Name:	Patrick Banger
Title:	Town Manager
Date:	Sept. 16, 2015



Part C General Location Map Western Trail UPRR Grade Separation Overpass

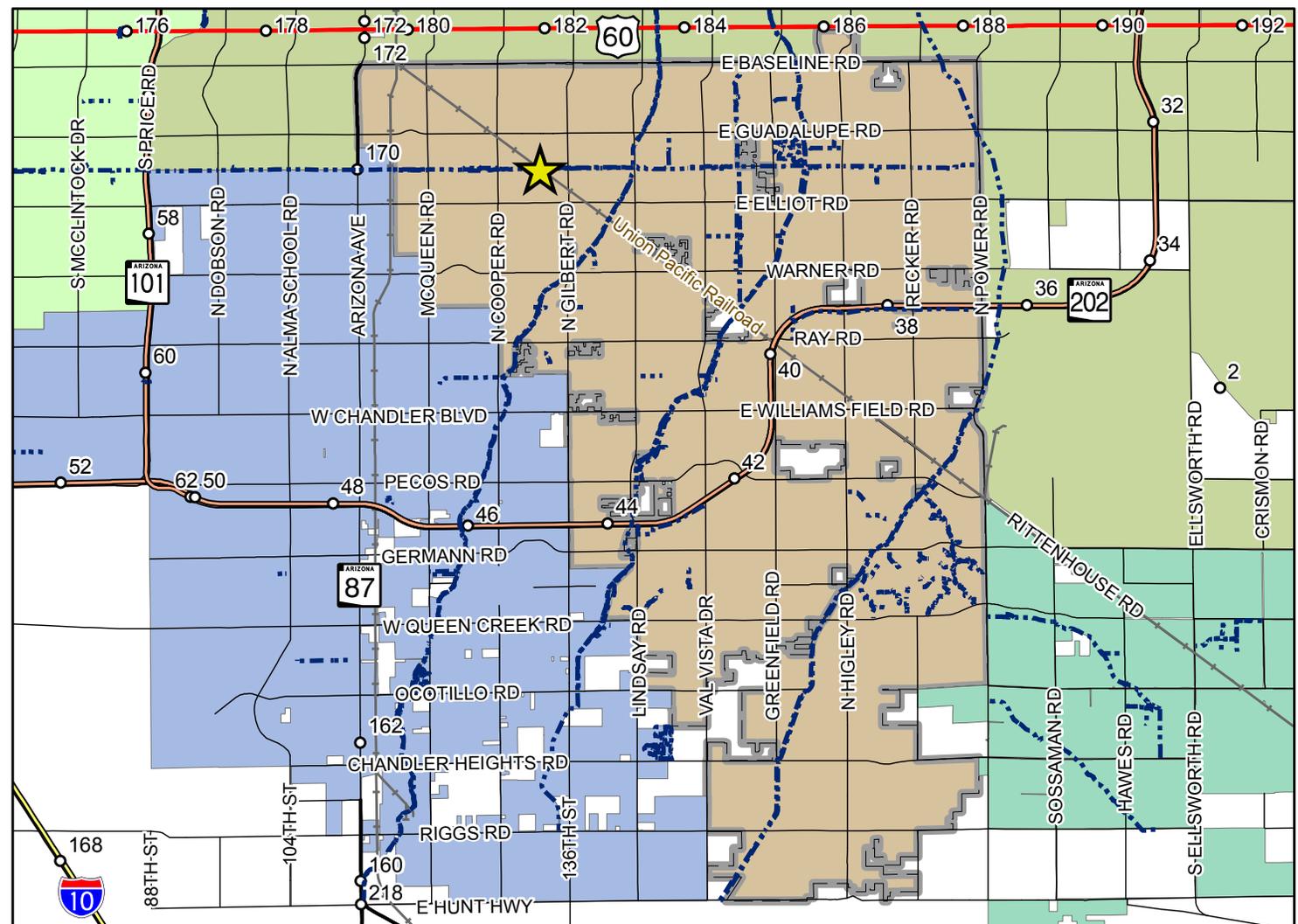


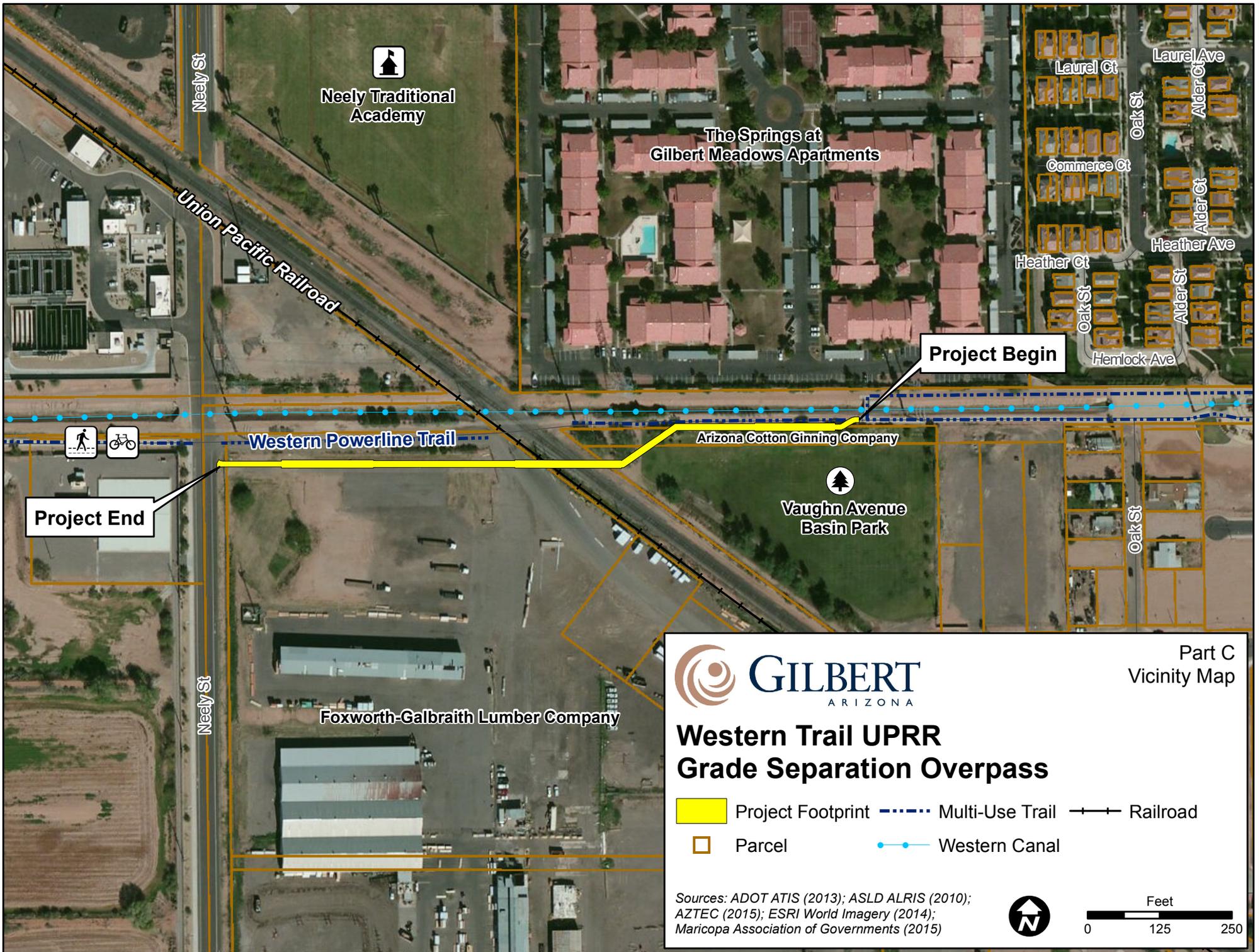
Miles



Sources: ADOT ATIS (2013);
ASLD ALRIS (2010); AZTEC (2015);
Maricopa Association of Governments (2015)

- Mileposts
- ★ Project Location
- Multi-Use Trails
- City of Mesa
- City of Gilbert
- City of Chandler
- City of Queen Creek
- City of Tempe





Part C
Vicinity Map

GILBERT
ARIZONA

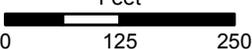
**Western Trail UPRR
Grade Separation Overpass**

 Project Footprint	 Multi-Use Trail	 Railroad
 Parcel	 Western Canal	

Sources: ADOT ATIS (2013); ASLD ALRIS (2010); AZTEC (2015); ESRI World Imagery (2014); Maricopa Association of Governments (2015)



Feet



0 125 250



Photograph 1. Existing condition of unpaved trail showing termini east of Mainline where trail users cross illegally



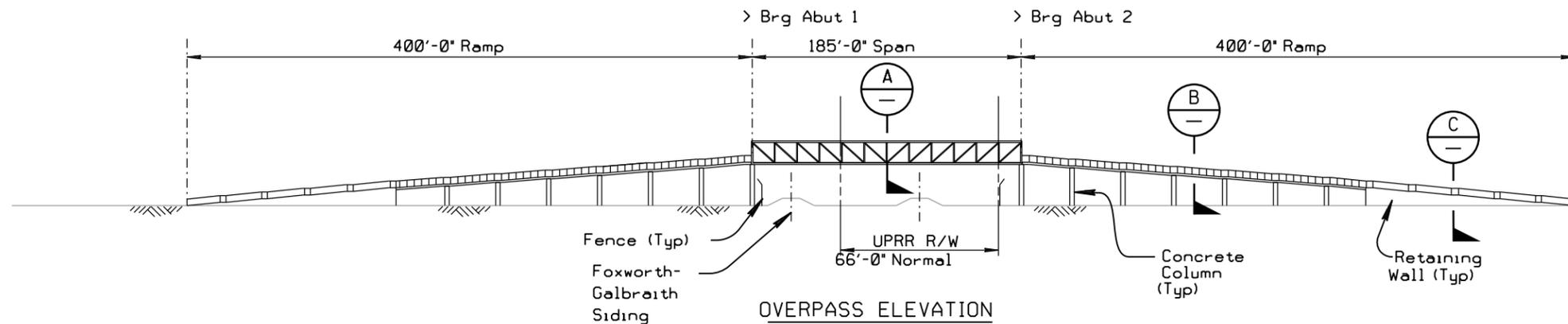
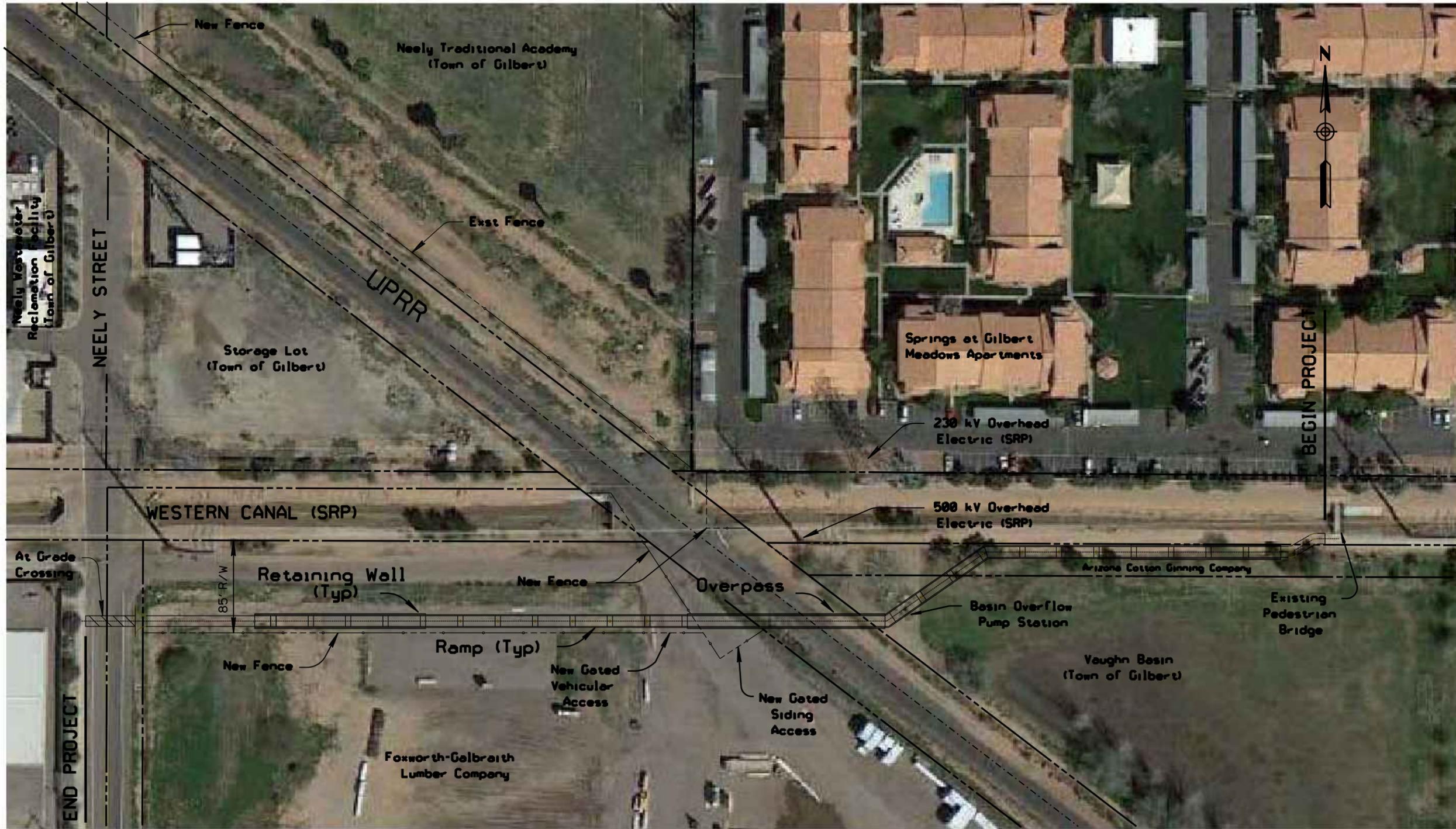
Photograph 2. Existing condition of unpaved trail that terminates west of Mainline where trail users cross illegally.



Photograph 3. Facing south towards lumber yard, showing distribution spur line and Mainline.



Photograph 4. Wayfinding sign at eastern trail terminus near showing detour route that is approximately 1 mile in length and often ignored.



GEOMETRIC LAYOUT

WPT/UPRR
GRADE SEPARATION OVERPASS
PLAN AND ELEVATION
ATTACHMENT C- 4a



GEOMETRIC LAYOUT



WPT/UPRR
GRADE SEPARATION OVERPASS

OPTIONAL ATTACHMENT - 1
RENDERING - LOOKING SOUTHWEST



GEOMETRIC LAYOUT
 GILBERT ARIZONA
WPT/UPRR GRADE SEPARATION OVERPASS
OPTIONAL ATTACHMENT - 2 RENDERING - LOOKING EAST

Superintendent
Christina M. Kishimoto,
Ed.D.

**GPS Governing
Board**

President

Lily N. Tram

Clerk

Jill Humpherys

Members

Daryl Colvin

J. Charles Santa Cruz, Ed.D.

Julie Smith

September 14, 2015

Dear Members of the Bicycle & Pedestrian Selection Committee,

I am writing to urge your support of the Town of Gilbert's application for Transportation Alternatives/CMAQ funding for the Western Powerline Trail Grade Separated Bicycle/Pedestrian Bridge.

If awarded funding, this project would construct a bridge at the intersection of the Western Powerline Trail and the Union Pacific Railroad mainline allowing for safe and continuous passage for trail users and others in Gilbert's downtown Heritage District. Located just north of this crossing is Neely Traditional Academy and Gilbert Elementary, both Gilbert Public Schools, approximately one-half mile south. While a safe passageway to the entrance of the schools exist, unfortunately due to the close proximity of the rail line, unregulated and illegal crossing of the tracks by the school children is a significant safety matter. If awarded funding, this bicycle/pedestrian bridge would give children from those schools and others that use the trail system a safe and unobstructed opportunity to cross the railroad tracks.

Again, I strongly urge you to award full funding to the Western Powerline Trail Grade Separated bicycle/pedestrian bridge. Should you have any questions, please do not hesitate to contact me at (480) 497-3342.

Sincerely,



Dr. Christina M. Kishimoto
Superintendent, Gilbert Public Schools



P.O. Box 52025
Mail Station: PAB106
Phoenix, Arizona 85072-2025
(602) 236-5900
www.srpnet.com

September 16, 2015

Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

Subject: Town of Gilbert application to Maricopa Association of Governments
Western Power Line Trail Shared Use Path – Grade Separated Bicycle and Pedestrian
Bridge

Dear MAG:

I am pleased to provide this letter of support for the Town of Gilbert's application for funds to the MAG Bicycle/Pedestrian Committee. It is my understanding the funding will be utilized to design and construct a grade-separated bicycle/pedestrian bridge over the UPRR tracks crossing the SRP Western Canal.

SRP fully supports development of the grade separated bridge and plans to be actively involved in the design review and approval process as well as with utility coordination. We look forward to working with the Town of Gilbert to implement this important project which will create greater safety and regional connectivity for recreational users.

Please feel free to contact me at (602) 236-5380 or jim.duncan@srpnet.com if I may be of further assistance.

Sincerely,

A handwritten signature in blue ink that reads "Jim Duncan". The signature is fluid and cursive, with the first name "Jim" and last name "Duncan" clearly legible.

Jim Duncan
Principal Engineering Analyst

rjr