



Pedestrian Enhancements at Greenway Road and Thompson Ranch Road

CITIES OF SURPRISE AND EL MIRAGE

**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)

Surprise: Pedestrian Enhancements at Greenway Road and Thompson Ranch Road**PART A - CONTACT AND PROJECT DESCRIPTION****Contact Information**

1. Name of Sponsoring Agency	Surprise
2. Agency Contact Name	Martin Lucero
3. Phone Number of Agency Contact	623-222-3142
4. E-Mail Address of Agency Contact	martin.lucero@surpriseaz.gov
5. Mailing Address of Agency Contact	Community Development Department 16000 N. Civic Center Plaza Surprise, AZ 85374

Project Description

6. Please provide the Project Title.	Pedestrian Enhancements at Greenway Road and Thompson
7. Please provide a concise, specific description of the project (250 character limit):	
<p>This joint project between the Cities of Surprise and El Mirage proposes to install a pedestrian crossing at or near the existing paved intersection of Greenway Road and Thompson Ranch Road/El Mirage Road.</p>	
8. Please provide the project limits:	
<p>The crossing would span either Thompson Ranch Road or El Mirage Road within approximately 350 feet, north or south, of the intersection with Greenway Road.</p>	

Surprise : Pedestrian Enhancements at Greenway Road and Thompson Ranch Road

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 checked="" type="checkbox"/> Signalized Crossing |
| <input type="checkbox"/> Shared-use path (10' min.) | Other: |
| <input type="checkbox"/> Sidewalk (5' min.) | <input style="width: 100%; height: 20px;" type="text"/> |
| <input type="checkbox"/> Planning Study | |

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

- | | |
|---|---|
| <input type="checkbox"/> Bridge (overpass) | Other: |
| <input type="checkbox"/> Tunnel (underpass) | <input style="width: 100%; height: 20px;" type="text"/> |
| <input checked="" type="checkbox"/> Signalized midblock crossing/HAWK | |
| <input type="checkbox"/> Countdown Pedestrian Signal | |

4. What amenities are included in this project?

- | | |
|---|--|
| <input type="text" value="0"/> Number of Bike racks/lockers | <input type="text" value="0"/> Number of Seating/Rest Area(s) |
| <input type="text" value="0"/> Number of Drinking Fountains | <input type="text" value="0"/> Number of bicycle/pedestrian counting devices |
| <input type="text" value="0"/> Number of Way-finding Signs | <input type="text" value="0"/> Number of bicycle/pedestrian counting devices |
| <input type="text" value="0"/> Number of Trash receptacles | Other: |
| <input type="text" value="0"/> Number of Trees | <input style="width: 100%; height: 20px;" type="text"/> |
| <input type="text" value="0"/> Number of new openings in street walls | |
| <input type="text" value="0"/> Number of Shade Structures | |

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

Greenway Road intersects Thompson Ranch Road/El Mirage Road at a curve in the roadway. The curve severely limits the line of sight for drivers as they approach Greenway Road. Greenway Road is controlled by a STOP sign, while traffic on Thompson Ranch Road/El Mirage Road is uncontrolled. This is an especially dangerous intersection for school children who live in the Original Town Site of Surprise and attend Thompson Ranch Elementary School in El Mirage. Children must cross the road at this location to access the sidewalk on the east side of Thompson Ranch Road.

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PART B-DETAILED PROJECT DESCRIPTION

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

The project will install pedestrian landing, improved curb ramps, and a HAWK signal.

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

Arizona state law requires motorists to yield and give the right of way to pedestrians legally within crosswalks. Few drivers are willing to yield to pedestrians in the crosswalk. The HAWK signal has been found to significantly increase motorist awareness and produce compliance rates as high as 97%. The Cities of Surprise and El Mirage believe the HAWK signal is a good solution to improve pedestrian safety at locations where a conventional signal is not a good fit.

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

- | | | |
|-------------------------------------|---|-----------------------------------|
| <input type="checkbox"/> | Medians with pedestrian crossing islands | Other
HAWK, Pedestrian Landing |
| <input type="checkbox"/> | Roadway Reconfiguration (Road Diet) | |
| <input type="checkbox"/> | Striping/re-striping to narrow vehicle lanes | |
| <input type="checkbox"/> | Color pavement or similar treatment | |
| <input checked="" type="checkbox"/> | Lighting | |
| <input type="checkbox"/> | Landscape buffer between sidewalk and roadway | |
| <input type="checkbox"/> | Rectangular Rapid Flash Beacon (RRFB) | |
| <input type="checkbox"/> | Driver Feedback Sign | |

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

- Yes
 No

Please Explain:
 The City of Surprise is working with Dysart School district through the Safe Routes to School program to help educate all elementary school age children in the proper rules of road safety. The City is also working with PD to help educate drivers of the rules of the road.

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

The existing conditions at this intersection is extremely dangerous for pedestrians and bicyclists, especially children, who wish to cross Thompson Ranch Road/El Mirage Road due to the curve in the road that severely limits line of sight for drivers as they approach Greenway Road. This project would construct a signalized crossing that would stop vehicular traffic while providing a signal phase for pedestrians and bicyclists.

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

Persons with disabilities have no safe way to cross Thompson Ranch Road/El Mirage Road in the current condition. This project would construct a signalized ADA crossing, including sidewalk ramps, for persons with disabilities and all other pedestrians and bicyclists.

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PART B-DETAILED PROJECT DESCRIPTION

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

The proposed pedestrian crossing enhancement would drastically improve safety conditions by providing advanced warnings, alerting drivers to the potential presence of pedestrians and increasing the visibility of the crossing itself, none of which are currently in place. Pedestrians will be directed to a specified location that will be designed according to the needs of this particular location. The crossing provides a designated path for the numerous K-8 students that walk to

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

This project helps to further establish importance of pedestrian safety in the original town site of Surprise. This area of Surprise has always been focused on a close knit neighborhood that utilizes other modes of transportation.

14. Connectivity: (Check all that apply)

Project fills a gap in the system

Explain:

Project connects to other local bikeways

List of connected bikeways:

Multi Jurisdictional Project (please include letter of support (See Part C)

List of Participating Jurisdictions:

City of El Mirage

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.

Within 1/4 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.

Within 1/4 mile

List routes and frequency:

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

Within 1/4 mile

List:

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

Within 1/4 mile

List:

[Empty list box]

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 1/4 mile

List:

[Empty list box]

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

Within 1/4 mile

List:

[Empty list box]

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

Within 1/4 mile

List:

Jumpstart Childcare and Learning Center

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:

Jerusalem Missionary Baptist Church,

1/4 miles to 1/2 miles

List:

Northside Market, Bubba's Drive-Thru, Cindy's Market #2, Iglesia Baustista Misionera, Assembly of God Church, Lifehouse Community Church, Surprise Library, Senior Center, Community Center, Great Explorers Childcare,

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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:

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

Intersection of Greenway Road and Thompson Ranch Road/El Mirage Road

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

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

ADT Estimate

Date Counted

Name of road the traffic count was taken from

Description of Methodology and Source used for the ADT Estimate

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.

27. Current ROW: (Check all that apply)

Agency owns all ROW Needed
 ROW to be acquired
 Owners will donate ROW

Agency owns easement
 Agency has right-of-use (i.e. canal)
 Condemnation may be required

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

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

Yes

No

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

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

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

none

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

<input checked="" type="checkbox"/>	AASHTO Guide for Bicycle Facilities	<input type="text"/>
<input type="checkbox"/>	MAG Pedestrian Policies and Design Guidelines	
<input type="checkbox"/>	MAG Complete Streets Guide	
<input type="checkbox"/>	MAG Designing Transit Accessible Communities	
<input 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="Not Addressed"/>
Bicycle program implemented, including bike education, safety events, and bike maps	<input type="text" value="No"/>
Complete Streets Policy	<input type="text" value="Yes"/>

34. The project is: (Check one)

Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)
List:

Consistent with general policy/practices, but not formally identified (provide source)
Explain:

Not addressed by jurisdiction's plans, policies, or practices
Explain:

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

The reductions of pedestrian conflicts and accidents.

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?

none

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.

The City has held and will hold community meetings for this corridor. The City is committed to raising the awareness for this corridor and will continue to host committee meetings and publish events on its website.

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

n/a

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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:	Project Title:	Application Date:
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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		\$0.00	No	\$0.00	\$0.00		
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	1		\$0.00	No	\$0.00	\$0.00		
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)	LS	1		\$0.00	No	\$0.00	\$0.00		
	4. HAZMAT ASSESSMENT	LS	1		\$0.00	No	\$0.00	\$0.00		
	Subtotal Scoping (Part A)					\$0.00		\$0.00	\$0.00	
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$25,000.00	\$25,000.00	No	\$0.00	\$25,000.00		
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1		\$0.00	No	\$0.00	\$0.00		
	3. DRAINAGE REPORT	LS	1	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00		
	4. SWPPP	LS	1	\$2,000.00	\$2,000.00	No	\$0.00	\$2,000.00		
	Subtotal PE (Part B)					\$32,000.00		\$0.00	\$32,000.00	
Subtotal Preliminary Engineering (Part A + Part B)					\$32,000.00		\$0.00	\$32,000.00		
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition	LS	1		\$0.00	No	\$0.00	\$0.00		
Subtotal Right-of-Way Acquisition (Part C)					\$0.00		\$0.00	\$0.00		
D. Utility Relocation	1. Utility Relocation	LS	1		\$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		\$0.00	Yes	\$0.00	\$0.00
		Site Preparation		LS	1		\$0.00	Yes	\$0.00	\$0.00
		Demolition	Sawcut	LF	1		\$0.00	Yes	\$0.00	\$0.00
			Remove Structures and Obstructions	LS	1		\$0.00	Yes	\$0.00	\$0.00
			Remove Fencing	LF	1		\$0.00	Yes	\$0.00	\$0.00
			Remove Structural Concrete	LS	1	\$5,000.00	\$5,000.00	Yes	\$4,715.00	\$285.00
			Remove Asphaltic Concrete Pavement	CY	200	\$10.00	\$2,000.00	Yes	\$1,886.00	\$114.00
			Remove Concrete Sidewalks, Slabs	CY	1		\$0.00	Yes	\$0.00	\$0.00
		Hazmat Abatement		LS	1		\$0.00	Yes	\$0.00	\$0.00
		Retaining Wall - Reinforced Concrete Cantilevered		SF	1		\$0.00	Yes	\$0.00	\$0.00
		Earthwork	General Excavation	CY	1		\$0.00	Yes	\$0.00	\$0.00
			Drainage Excavation	CY	1		\$0.00	Yes	\$0.00	\$0.00
			Structural Excavation	CY	1		\$0.00	Yes	\$0.00	\$0.00
			Structural Backfill	CY	1		\$0.00	Yes	\$0.00	\$0.00
			Borrow (In Place)	CY	1		\$0.00	Yes	\$0.00	\$0.00
		Curb & Gutter		LF	1		\$0.00	Yes	\$0.00	\$0.00
		Aggregate Base		CY	1		\$0.00	Yes	\$0.00	\$0.00
		Pathway Or Sidewalk Materials	Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
			Colored Concrete	SF	1,900	\$6.50	\$12,350.00	Yes	\$11,646.05	\$703.95
			Stamped Color Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
			Precast Concrete Pavers	SF	1		\$0.00	Yes	\$0.00	\$0.00
			Asphaltic Concrete	Ton	1		\$0.00	Yes	\$0.00	\$0.00
			Polymer or Resin Stabilized Surface	SF	1		\$0.00	Yes	\$0.00	\$0.00
		Crosswalk Enhancement	Concrete Pavers	SF	1		\$0.00	Yes	\$0.00	\$0.00
			Stamped Asphalt	SF	1		\$0.00	Yes	\$0.00	\$0.00
			Stamped Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
			Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
		Integral Color Concrete		SF	1		\$0.00	Yes	\$0.00	\$0.00
		Pedestrian ADA Ramp		Each	2	\$5,000.00	\$10,000.00	Yes	\$9,430.00	\$570.00
		Culvert Extensions		LF	1		\$0.00	Yes	\$0.00	\$0.00
Pedestrian Lighting Including Conduit And Trenching		Each	1		\$0.00	Yes	\$0.00	\$0.00		
Handrail	Standard	LF	1		\$0.00	Yes	\$0.00	\$0.00		
	Decorative	LF	1		\$0.00	Yes	\$0.00	\$0.00		
Subtotal Hardscape Construction					\$29,350.00		\$27,677.05	\$1,672.95		

Surprise: Pedestrian Enhancements at Greenway Road and Thompson Ranch Road

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	\$32,000	
3. Right of way	\$0	
4. Utilities	\$0	
5. Construction	\$207,150	
6. Contingency	\$18,000	No more than 20% of Construction Cost
7. Total Cost	\$287,150	

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)				\$0	Not Available	\$0	
12. Right of way (Optional)				\$0	Not Available	\$0	
13. Utilities (Optional)				\$0	Not Available	\$0	
14. Other (Optional)				\$0	Not Available	\$0	
15. Construction	2019		General Fund	\$83,698	\$203,452	\$287,150	29.1%
16. Total Costs				\$83,698	\$203,452	\$287,150	29.1%

Surprise: Pedestrian Enhancements at Greenway Road and Thompson Ranch Road

PART F - SIGNATURE AND CHECKLIST**Checklist**

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

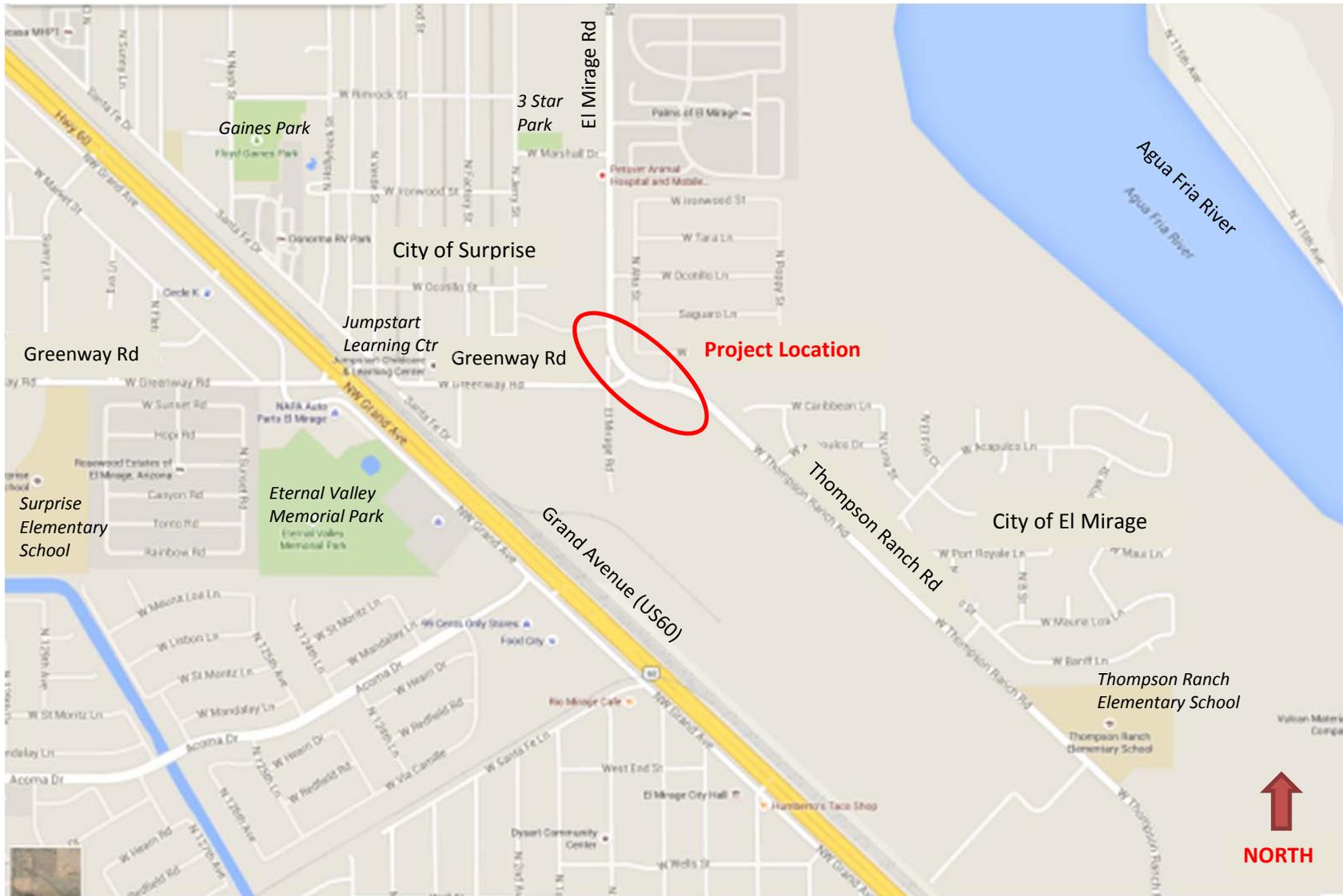
Field 11 - 15 Federal Costs are complete and accurate	Yes
Field 16 Total Costs are complete and accurate	Yes
PART F - Signature and Checklist	Complete?
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager/administrator or designated representative.	Yes
Name, title and date 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:	Bob Wingeroth
Title:	City Manager
Date:	9-18-15

Attachment 1



Attachment 2





This intersection is dangerous for pedestrians, especially school children, because traffic on El Mirage Road/Thompson Ranch Road is uncontrolled, and visibility is limited due to a curve in the roadway.



Visibility of the Greenway Road intersection is limited due to a curve in the roadway. Picture taken facing South on El Mirage Road.



Children who live in Surprise Original Town Site and attend Thompson Ranch Elementary School must cross this intersection everyday. This intersection lacks any improvements to protect pedestrians. Picture taken facing northwest of Thompson Ranch Road.



Greenway Road is stop controlled, while El Mirage Road/Thompson Ranch Road is uncontrolled. Speed limit on El Mirage Road is 35 mph; and 40 mph on Thompson Ranch Road.

Attachment 4

Typical Cross Section of El Mirage Road/Thompson Ranch Road





Development & Community Services

12145 NW Grand Avenue, El Mirage 85335
623-972-8116; Fax 623-933-8418; TDD 623-933-3258
www.cityofelmirage.org

September 21, 2015

Teri Kennedy
Transportation Improvement Program Manager
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, AZ 85003

RE: Greenway Rd and El Mirage Rd/Thompson Ranch Rd School Crossing

Dear Ms. Kennedy:

The City of El Mirage fully supports the Transportation Alternatives application now being submitted by the City of Surprise. We believe the proposed project will greatly benefit the community by providing safe pedestrian crossing at the Greenway and El Mirage/Thompson Ranch roads intersection.

Both cities will work together to ensure walking and bicycling is safe along the route to and from the Thompson Ranch Elementary school. I eagerly anticipate collaborating on this project.

Thank you for your consideration. Should you have any questions, you can contact me or Jose Macias at 623-876-2996.

Sincerely,

Jorge Gastelum, P.E.
Director of Development and Community Services/City Engineer
City of El Mirage

cc: Jose Macias, Development Services Coordinator / GIS



Office of the Mayor and Council
City of Surprise
16000 North Civic Center Plaza
Surprise, Arizona 85374
623.222.1300

June 15, 2015

Alex Oreschak
Transportation Planner II
Maricopa Association of Governments
302 North First Avenue, Suite 300
Phoenix, Arizona 85003

RE: Greenway Road and El Mirage Road/Thompson Ranch Road

Dear Mr. Oreschak,

As an elected City Councilmember for the City of Surprise and the District 4 Original Town Site representative, I would like to formally express my support for the joint City of Surprise and City of El Mirage Pedestrian Design grant application. I have lived in the Original Town Site for more than 30 years and believe that this grant funding will have a tremendous impact on the safety of residents that use this intersection to reach life sustaining activities such as work, school, lifelong learning college, senior center socialization activities, congregate meals, physical activities, public pool amenities, library services, doctor appointments, grocery shopping and more.

The cities of El Mirage and Surprise are eager to work on a design that will allow minorities, youth, and older adults to reach their destination in a safe manner. The Original Town Site is the oldest developed areas for both cities and is also home to the most vulnerable populations. The Original Town Site is approximately one square mile and is home to more than 52% of the area's minority population; which is 10% more than Maricopa County. The poverty rate is 16% making it four percent more than the entire county (MAG Interactive Mapping Tool Census 2010 and ACS 2009-2013). HUD has labeled the area as a Zero Vehicle location; thereby confirming that walking and biking are the primary means of transportation.

The City of El Mirage and the City of Surprise are looking forward to working together on a way to provide safe pedestrian and biking options for residents with limited means of transportation. Please consider this letter of support as my earnest request for grant funding to start making a difference.

Sincerely,

A handwritten signature in blue ink that reads "Rachel Villanueva".

Rachel Villanueva
City of Surprise
Council Member, District 4