

**FY 2017 Application
Design Assistance Projects
(For Bicycle and Pedestrian Facilities)**



Due: Thursday, June 23, 2016 at 10:00 a.m.
(LATE OR INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED)

Amount Available: \$400,000



MAG DESIGN ASSISTANCE APPLICATION
DESIGN ASSISTANCE Funding Available for Federal Fiscal Year 2017

General Instructions:

This Excel form is to be used to request Design Assistance funding available through the Maricopa Association of Governments (MAG) for Federal Fiscal Year (FFY) 2017.

This application form includes:

- General Instructions
- Project Eligibility
- FHWA Policy for Repayment of Preliminary Engineering (PE) Costs
- MAG Disadvantaged Business Enterprise (DBE) Requirements
- Cover Sheet
- Part A - Contact and Project Overview
- Part B - Project Description
- Part C - Attachments
- Part D - Project Costs
- Part E - Checklist and Signature Page

Each part is a separate tab of this excel file. Please complete the Cover Sheet and Parts A - E.

Deadlines and Transmittal Instructions:

ONE Electronic Copy of the application is due to MAG by **10:00 a.m. Thursday, June 23, 2016**. The electronic application must include the Excel Application and all required/optional attachments. **ZERO (0) paper copies** are required for this application process. FTP Submittal Instructions will be provided upon request by applicants. Please email jstephens@azmag.gov to receive submittal instructions.

- 1) Submit your application via the FTP submittal instructions provided by MAG.
- 2) Send an e-mail to jstephens@azmag.gov to notify MAG that your application has been submitted.
- 3) You will receive an e-mail receipt from MAG notifying you that your application has been received.**

Late or incomplete applications will not be accepted.

If member agencies need additional information or have questions, they should contact Jason Stephens at (602) 452-5004 or by e-mail at jstephens@azmag.gov

MAG DESIGN ASSISTANCE PROJECT ELIGIBILITY

According to the Federal Highway Administration (FHWA), activities to develop the scoping phase/preliminary engineering for a project through the Design Assistance program may include:

- **Projects must be transportation facilities and not recreational facilities (do not use the word "trail")**
- Location, project area, length or size
- What is the need? Who will benefit?
- Design concepts or renderings
- Maps, graphics and photographs
- Coordination with nearby projects, other agencies and stakeholders
- Preliminary estimates of cost
- Preliminary review of environmental issues, impacts or constraints
- Preliminary review of anticipated utility impacts and drainage issues
- Preliminary look at right-of-way both existing and needed

Categories include:

1. Completion of the Regional Shared-Use Path and Canal Network, including:

- Shared-use path crossings or designated school crossing
- Mid-block crossings, not limited to pedestrian refuge islands and HAWK beacons
- Grade-separated crossings, such as underpasses and overpasses
- Facilities to provide access to regional shared-use path network

2. Bicycle and Pedestrian Access to Transit, including:

- Assessment of a one-mile radius around existing transit corridor to identify gaps and propose solutions for pedestrian and bicycle access to the transit facilities
- Assess the feasibility of constructing a bicycle, pedestrian, or shared-use facility

3. Bicycle and Pedestrian Facilities, including:

- Feasibility of constructing a bicycle, pedestrian, or shared-use facility including along the existing regional path and canal network
- Gap filling/creating links, such as cul-de-sac connections and sidewalk easements between isolated neighborhoods
- Sidewalk improvements; bike lanes/paths and shoulders

Studies/Project Assessment/Preliminary Engineering projects will reference the MAG Pedestrian Design Guidelines, the MAG Bikeway Masterplan, the MAG Complete Streets Guide, MAG Regional Bicycle and Pedestrian Pathway-Rail Recommendations, the MAG Valley Path Brand & Wayfinding Signage Guidelines, the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, and American Association of State Highway and Transportation Officials (AASHTO) Standards. Studies will also include pertinent

FHWA POLICY FOR REPAYMENT OF PRELIMINARY ENGINEERING (PE) COSTS

The FHWA must require repayment of all Federal-aid reimbursements for Preliminary Engineering projects, including those authorized under the Advance Construction provision, when either right-of-way acquisition or construction has not started by the close of the 10th fiscal year following the fiscal year when the project was authorized.

The FHWA cannot grant an outright waiver of 23 U.S.C. 102(b). However, the FHWA may approve a State's request for a time extension to complete PE activities on a project that has been delayed for valid reasons.

The FHWA has a longstanding practice of not mandating repayment of PE funds when project termination is directly related to compliance with another Federal law. For instance, repayment of reimbursed PE costs would not be required if the FHWA and a State determine that a project should not be advanced as a result of findings during the National Environmental Policy Act (NEPA) process. To do otherwise could skew the NEPA process by causing a State to favor a "build" alternative to avoid repaying PE costs incurred during the NEPA review.

MAG DISADVANTAGED BUSINESS ENTERPRISE (DBE) REQUIREMENTS

Maricopa Association of Governments, as a Sub-recipient of Federal financial assistance, will administer and manage its contracts (from advertising, consultant selection, negotiation, contract execution, processing payment reports and contract modifications and audits) for DBE compliance (e.g., reporting and monitoring)

Maricopa Association of Governments (MAG) has adopted ADOTs DBE program and will ensure compliance with 49 CFR Part 26. It is the policy of ADOT to ensure that DBEs have an equal opportunity to receive and participate in USDOT-assisted contracts. It is also the policy of ADOT:

- To ensure nondiscrimination in the award and administration of USDOT-assisted contracts;
- To create a level playing field on which DBEs can compete fairly for USDOT-assisted contracts;
- To ensure that the DBE program is narrowly tailored in accordance with applicable law;
- To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are counted as DBEs;
- To help remove barriers to the participation of DBEs in USDOT-assisted contracts; and
- To assist in the development of firms that can compete successfully in the market place outside the DBE

Each Design Assistance contract with a Consultant will have DBE component.



**DESIGN ASSISTANCE APPLICATION
for FY 2017**

Pedestrian & Bicycle Facilities at UPRR/SR347 Overpass Project

City of Maricopa

**APPLICATIONS ARE DUE VIA ONLINE SUBMITTAL BY
10:00 AM ON THURSDAY, JUNE 23, 2016**

DESIGN ASSISTANCE FY 2017 APPLICATION

Maricopa (City of): Pedestrian & Bicycle Facilities at UPRR/SR347 Overpass

PART A - CONTACT AND PROJECT DESCRIPTION**Contact Information**

1. Name of Sponsoring Agency	Maricopa (City of)
2. Project Manager Name and Title	Ryan Wozniak, Planner
3. Phone Number of Project Manager	520-316-6933
4. E-Mail Address of Project Manager	ryan.wozniak@maricopa-az.gov
5. Mailing Address of Project Manager	39700 W Civic Center Plaza Maricopa, AZ 85138

Project Description

6. Please provide the Project Title.	Pedestrian & Bicycle Facilities at UPRR/SR347 Overpass
7. Please provide the amount of funding requested:	\$80,000

8. Please provide a specific description of the project (i.e. bike path or sidewalk, width, length, cement or asphalt, etc.) (250 character limit):

ADOT and the City of Maricopa are undertaking a significant redesign of the SR 347/UPRR crossing. The area historically has poor nonmotorized traffic circulation. Enhanced bike lanes and a nonmotorized bridge would be transformative to the area.

9. Please provide the project limits:

Priority 1: North-South Connection bridging over the UPRR tracks alleviates pedestrians and cyclists crossing at-grade.
Priority 2: East-West Connection under the SR 347 overpass with safe and attractive environmental design.

DESIGN ASSISTANCE FY 2017 APPLICATION

Maricopa (City of): Pedestrian & Bicycle Facilities at UPRR/SR347 Overpass

PART B - PROJECT DESCRIPTION

1. What type of project is this?

<input type="checkbox"/>	Bicycle lane (4' min. w/o curb/gutter)	<input type="checkbox"/>	Bike Share
<input checked="" type="checkbox"/>	Bicycle lane (5' min. with curb/gutter)	<input checked="" type="checkbox"/>	Grade-separated crossing
<input type="checkbox"/>	Buffered Bike Lane	<input type="checkbox"/>	Sidewalk (5' min.)
<input type="checkbox"/>	Protected Bike Lane	<input type="checkbox"/>	Wide Sidewalk (8' min.)
<input type="checkbox"/>	Shared-use path (10' min.)	<input type="checkbox"/>	Detached Sidewalk with 4' min. buffer
<input checked="" type="checkbox"/>		<input type="checkbox"/>	Midblock Crossing

2a. Please describe the existing condition of the project site and any problem(s) being addressed.

Over a mile stretch of State Route 347 is under redesign where the road crosses UPRR. Along approximately 600 feet of SR347 exists the at-grade crossing as well as the intersections with Maricopa-Casa Grande Hwy and Honeycutt Road. Additionally, the Amtrak station causes delays with the passenger trains blocking traffic (and emergency responders) as passengers disembark. As these unfavorable conditions are addressed in the redesign of the facilities, it is an opportune time to carefully include bicycle and pedestrian facilities into the redesign. The intensity of motorized traffic creates unfavorable environments for pedestrians and cyclists.

2b. Why is this project important to the community?

Nonmotorist connections throughout this immediate community have not been adequately addressed historically. As the rest of the City's development is much newer, this older portion of the City has not attracted new development projects. This redesign of SR 347 is a major project and opportunity to foster better pedestrian and bicycle connectivity to a population most in need.

3. Connectivity: (Check all that apply)

- Project fills a gap in the regional system
 Explain:
 Historic barriers: UPRR separates north and south. SR347 separates east and west.
- Project connects to other local facilities
 List the connected facilities:
 Project connects schools, jobs, and commercial destinations to community.
- Multi Jurisdictional Project
 List of Participating Jurisdictions:

- 1.2 Total length of facilities connected by this project (in miles)

DESIGN ASSISTANCE FY 2017 APPLICATION

Maricopa (City of): Pedestrian & Bicycle Facilities at UPRR/SR347 Overpass

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

Currently and historically, UPRR and SR347 have been barriers to pedestrians and cyclists in the area. As the overpass design progresses, a plan reviewers at the City are being mindful of how grade separation design naturally lends itself to new barriers for nonmotorized transportation. This request asks for the funds to dedicate the expertise necessary to devote special attention to a complete streets approach to the design to serve the .

5. Describe how this project will improve access to transit:

A transit station and/or Park-and-Ride has historically existed in the area. It is anticipated the the project will incorporate some modal connections. One better defined aspect to the project is the Amtrak station, which is the only Amtrak station serving the Phoenix Metro area. This station can have regional significance upon improving the station's connection to other forms of public transportation (and the pedestrian connections between).

6. Describe how this project will address bike/vehicle or pedestrian/vehicle conflicts:

Priority 1, of creating a bridge over UPRR for nonmotorized traffic with convenient access points, can improve the potential conflict between the nonmotorized and the growing number of trains traveling UPRR. Priority 2, of creating an inviting connections between neighborhoods either side of SR347, can provide safety features to cross roads at strategic locations to best serve the population of the area. Both of these design challenges involve serving populations with the least access to a personally owned automobile and students attending the nearby schools.

7. What are the demographics of the area served:

[MAG Demographic Mapping](#)

People Per Square Mile

% Families in Poverty

% Age 65 Plus

Use the MAG Demographic Mapping link above. Zoom in to your project area. On 1.6 the right-hand side of the screen, under "Reports," select "Custom Summary." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through 7.1 all census blocks 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 blocks will become highlighted in blue. A pop-up box will appear with "Report 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 Excel icon at the top right side of the pop-up window) for your records.

8. How will this project benefit families in poverty?

Census Tract 17.07 is home to the highest concentration of families in poverty per square mile. This Tract is among the most impacted by the SR347 overpass design and, potentially, the most served by improve nonmotorized facility design.

DESIGN ASSISTANCE FY 2017 APPLICATION

Maricopa (City of): Pedestrian & Bicycle Facilities at UPRR/SR347 Overpass

9. How will this project benefit minority residents?

The project would benefit a significantly higher number of Black, Native American, and Asian populations in comparison to the City as a whole. The area is generally consistent with the City-wide make up of hispanic population.

10. How will this project benefit elderly residents?

Maricopa has a significant elderly population who live outside the immediate influence of the SR347 redesign. However, the area still is composed of 11.4% of residents 60 and over (1,417 total). Since the project promotes pedestrian connectivity, any increase of pedestrian opportunities to the elderly to help alleviate their dependence on driving is a significant improvement to their mobility (as driving becomes more difficult). One vocal resident, who is over 80 years old, makes his daily trip to his favorite breakfast destination by motorized wheel chair across the railroad tracks.

11. How will this project benefit school children?

With improved connectivity across UPRR and under SR347, school age children would benefit with access to schools. The Highschool serves students from either side of UPRR. The elementary schools serve students either side of SR347. The immediately affected areas have 21.8% of the population that is of school age.

12. Please list any schools within 1/4 mile of the project:

Maricopa High School, Butterfield Elementary School.

13. How does the project benefit persons with disabilities?

The anticipated designs will reduce at-grade intersections with signals. The overarching goals of the SR347 overpass project has a priority for moving motorized traffic with minimal delays. The lack of intersections will leave few locations for safe crossing of certain segments of the redesigned roadways. Properly designed HAWK signal(s) would be a great feature to include in the redesign. And back to Priority #1, a bridge that creates the opportunity for the disabled to cross UPRR would be a much improved safety feature than the existing at-grade crossing.

DESIGN ASSISTANCE FY 2017 APPLICATION

Maricopa (City of): Pedestrian & Bicycle Facilities at UPRR/SR347 Overpass

14. The project is: (Check one)

- Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)
List:
Support in General Plan, City of Maricopa RDA Plan, CIP Funds for the area in FY2017 and FY2018.
- Consistent with general policy/practices, but not formally identified (provide source)
Explain:
RDA Plan has concerns of cohesiveness and bicycle and pedestrian connectivity. Zoned for Mixed Use.
- Not addressed by jurisdiction's plans, policies, or practices
Explain:

15. List the community partners that will be supporting the development and promotion of this project. Include city departments that will also be supporting the project.

ADOT, Heritage District Citizen Advisory Committee, Development Services Department, Public Works Department, Community Services Department.

16. Does the jurisdiction have a dedicated staff person to manage the project? Which city department will be responsible to provide information to the consultant?

The Public Works Department has an in-house consultant on who manages projects like this. Public Works will provide information to the consultant hired for design assistance with Development Services provide support as well.

17. Does the jurisdiction have base information available (topo survey, aerial photography, ALTA survey in electronic/digital format, easement information, utility placement information)?

An Environmental Assessment was completed for the SR 347 Overpass project headed by ADOT. The City has access to the findings of this work.

Part C - Attachments

Listed below are the required attachments for this project application. These attachments are intended to demonstrate the need of the project. They should clearly show the segment alignment and features that connect to other bicycle, pedestrian, and/or shared-use facilities, as well as washes, canals, railroad crossings, and other crossing features that may affect the project.

PLEASE INCLUDE EACH ATTACHMENT AS A SEPARATE .JPEG OR .PDF FILE IN YOUR ELECTRONIC SUBMITTAL.

1. Please attach a map with street names clearly showing the project area boundaries and surrounding land uses, including a north arrow.

2. Please attach up to 2 aerial photos, if available (two 4x6 photos per page).

3. Please attach up to 4 photographs with captions of the study area showing the problems/issue (two 4x6 photos per page).

4. If the applicant is not the owner(s) of the project area, a letter of support and cooperation from the property owner(s) is required. This letter shall state that the property owner(s) agree to participate in the development of preliminary plans, and to permit improvements that may be identified as a result of this program.

5. (OPTIONAL) Up to 3 letters of support for the project.

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Maricopa (City of): Pedestrian & Bicycle Facilities at UPRR/SR347 Overpass

PART D - PROJECT COSTS

1. What is the approximate cost for 15% preliminary plans* for this project? Estimate cost for each task below:

\$4,000	Scope of Work
\$16,000	Stakeholder and Core Team Meetings
\$8,000	Data Collection
\$8,000	Data Analysis
\$20,000	Project Assessment Report (Draft)
\$16,000	Project Assessment Report (Final)
\$8,000	Executive Summary and Regional Significance Report
\$80,000	TOTAL COST ESTIMATE FOR 15% PRELIMINARY PLANS (SHOULD MATCH PART A, #7)

*15% Preliminary Plans generally include:

- Project Information (location, description, map)
- Background data including the need for the project
- Project Scope (length, type of work, how it is to be constructed)
- Project Development
- Environmental overview
- Geotechnical and drainage requirements
- Critical outside agency involvement
- Preliminary Right-of-Way requirements
- Preliminary Utility relocation requirements
- Preliminary Traffic requirements
- Seasonal consideration
- Design Criteria
- Itemized Cost Estimate
- Schedule
- Preliminary Plans
- Preliminary Pathway Horizontal Layout
- Typical Sections
- Preliminary Aesthetic Concept
- Information on potential funding sources
- Executive Summary

2. What is the anticipated cost for the whole project (please break down costs by design, environmental, ROW, utilities, construction, etc)?

Bridge: \$300,000 design; \$2,000,000 construction; \$50,000 environmental
Striping: \$50,000 design; \$100,000 construction
HAWKS: \$100,000 design; \$350,000 construction

3. Are there designated funds for construction of this project? If yes, what funding sources have been identified?

City has contributed \$15M toward the overpass solution. The scope of the project is still to be determined for striping and HAWK pedestrian signals. The pedestrian bridge across UPRR is expected to be designed and constructed as a separate project.

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Maricopa (City of): Pedestrian & Bicycle Facilities at UPRR/SR347 Overpass

4. If funding has NOT been identified for construction of the project, what efforts have been made to identify funds that could be used for this project?

Bridge: Union Pacific grant (working relationship established), Ak-Chin Grants, Other Tribal Prop 202 funding, USDA Rural Economic Development grants, Additional MAG grants, FHA grants, Fed Ex Charitable Foundation, Operation Lifesaver.
Striping and HAWKS: Council has approved updates to the General Plan and Area Transportation Plan that include multi-modal streets. The City has a funded program in place for existing streets

5. Are there funds for maintenance? Who has the responsibility for maintenance?

Maintenance is funded through HURF monies. The City of Maricopa has prioritized multimodal projects by incorporating striping designs into annual streets maintenance by retrofitting streets with new striping. Streets programed for seal coating receive an updated striping design to incorporate multimodal facilities such as bike lanes and crosswalks. Each street is analyzed for additional maintenance costs which gets incorporated into the annual maintenance budget.

6. Is an easement required for this project? If YES, please attach a Property Owner Letter of Support.

Pedestrian bridge will require easement with UPRR. Per attached email, "UP will allow a pedestrian bridge in the vicinity of SR 347... as long as grade crossings specifications are being followed"

Striping and HAWK signals will be within the limits of the SR347 overpass project and City right of way. No additional easements will be required.

DESIGN ASSISTANCE FY 2017 APPLICATION

Maricopa (City of): Pedestrian & Bicycle Facilities at UPRR/SR347 Overpass

PART E - SIGNATURE AND CHECKLIST

Checklist

This check list is included to facilitate applicant review and verification that all required fields in the form have been completed. **Incomplete applications will not be accepted.**

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 - 9 are complete	Yes
PART B - Project Description	Complete?
Fields 1 - 17 are complete	Yes
PART C - Attachments	Complete?
Attachment 1 - Map with street names	Yes
Attachment 2 - Aerial photos (if available)	Yes
Attachment 3 - Photographs with captions of the study area showing the problems/issues	Yes
Attachment 4 - Letter of Support and Cooperation from Property Owner (if required)	Yes
Attachment 5 - Up to 3 Letters of Support (OPTIONAL)	Yes
PART D - Project Costs	Complete?
Fields 1-6 are complete	Yes
PART E - Signature and Checklist	Complete?
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager or administrator.	Yes
Name, title and date fields under the signature are completed.	Yes

SIGNATURE:

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

Signature:	(See attached)
Name:	Martin Scribner
Title:	Director of Development Services
Date:	6/23/2016

DESIGN ASSISTANCE FY 2017 APPLICATION

Maricopa (City of): Pedestrian & Bicycle Facilities at UPRR/SR347 Overpass

PART E - SIGNATURE AND CHECKLIST

Checklist

This check list is included to facilitate applicant review and verification that all required fields in the form have been completed. **Incomplete applications will not be accepted.**

COVER SHEET	Complete?
Cover Sheet is completely filled out	✓
PART A - Contacts and Project Description Fields	Complete?
Contact Information, fields 1 – 5 are complete	✓
Project Description, fields 6 - 9 are complete	✓
PART B - Project Description	Complete?
Fields 1 - 17 are complete	✓
PART C - Attachments	Complete?
Attachment 1 - Map with street names	✓
Attachment 2 - Aerial photos (if available)	✓
Attachment 3 - Photographs with captions of the study area showing the problems/issues	✓
Attachment 4 - Letter of Support and Cooperation from Property Owner (if required)	✓
Attachment 5 - Up to 3 Letters of Support (OPTIONAL)	✓
PART D - Project Costs	Complete?
Fields 1-6 are complete	✓
PART E - Signature and Checklist	Complete?
Entire checklist is completed.	✓
Form is signed by MAG member agency's manager or administrator.	✓
Name, title and date fields under the signature are completed.	✓

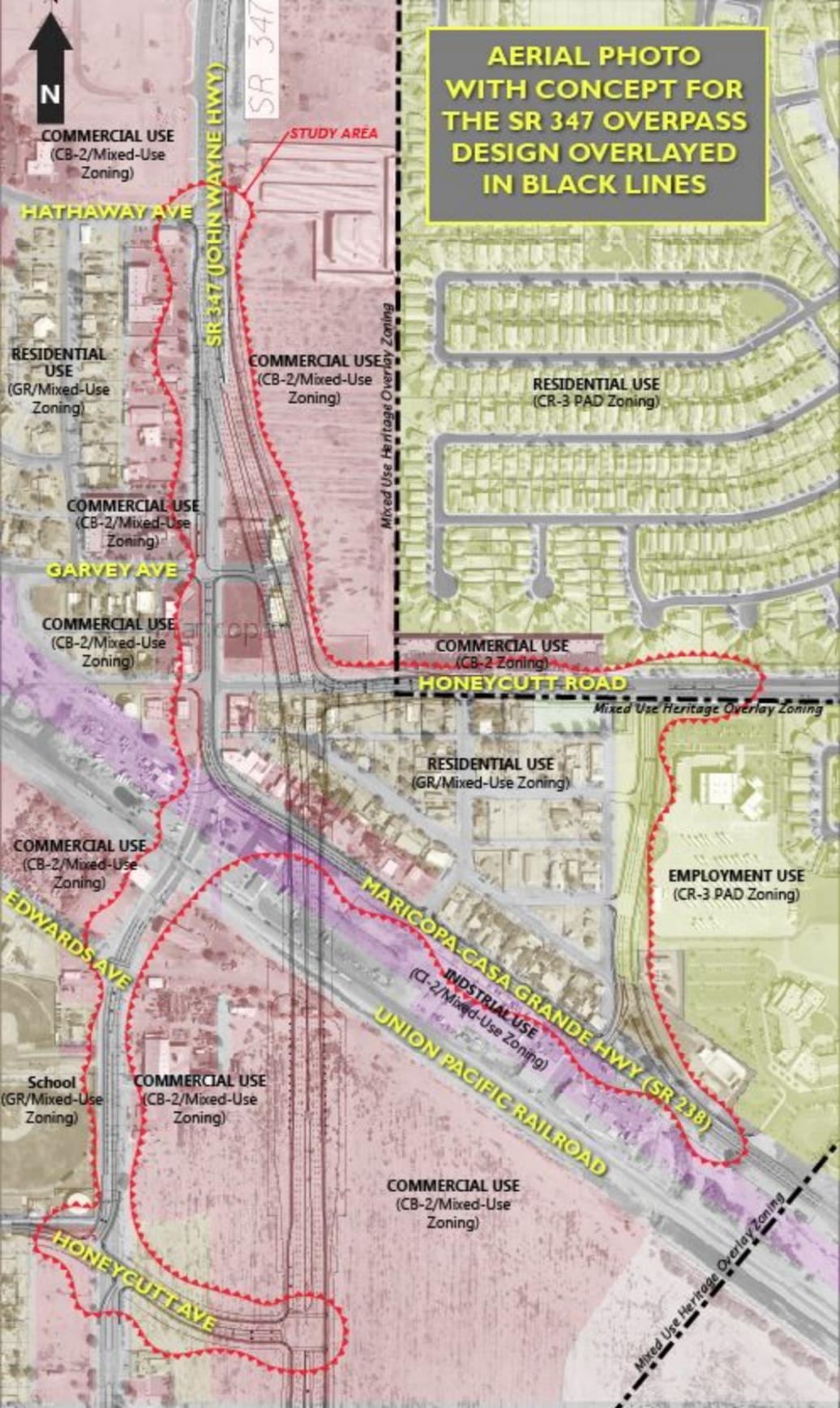
SIGNATURE:

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

Signature:	
Name:	Martin Scribner
Title:	Director of Development Services
Date:	6/23/2016



AERIAL PHOTO WITH CONCEPT FOR THE SR 347 OVERPASS DESIGN OVERLAYED IN BLACK LINES



SR 347

STUDY AREA

COMMERCIAL USE
(CB-2/Mixed-Use Zoning)

HATHAWAY AVE

SR 347 (JOHN WAYNE HWY)

RESIDENTIAL USE
(GR/Mixed-Use Zoning)

COMMERCIAL USE
(CB-2/Mixed-Use Zoning)

Mixed Use Heritage Overlay Zoning

RESIDENTIAL USE
(CR-3 PAD Zoning)

COMMERCIAL USE
(CB-2/Mixed-Use Zoning)

GARVEY AVE

COMMERCIAL USE
(CB-2/Mixed-Use Zoning)

COMMERCIAL USE
(CB-2 Zoning)

HONEYCUTT ROAD

Mixed Use Heritage Overlay Zoning

COMMERCIAL USE
(CB-2/Mixed-Use Zoning)

EDWARDS AVE

RESIDENTIAL USE
(GR/Mixed-Use Zoning)

EMPLOYMENT USE
(CR-3 PAD Zoning)

MARICOPA-CASA GRANDE HWY (SR 238)

INDUSTRIAL USE
(CI-2/Mixed-Use Zoning)

School
(GR/Mixed-Use Zoning)

COMMERCIAL USE
(CB-2/Mixed-Use Zoning)

COMMERCIAL USE
(CB-2/Mixed-Use Zoning)

HONEYCUTT AVE

Mixed Use Heritage Overlay Zoning



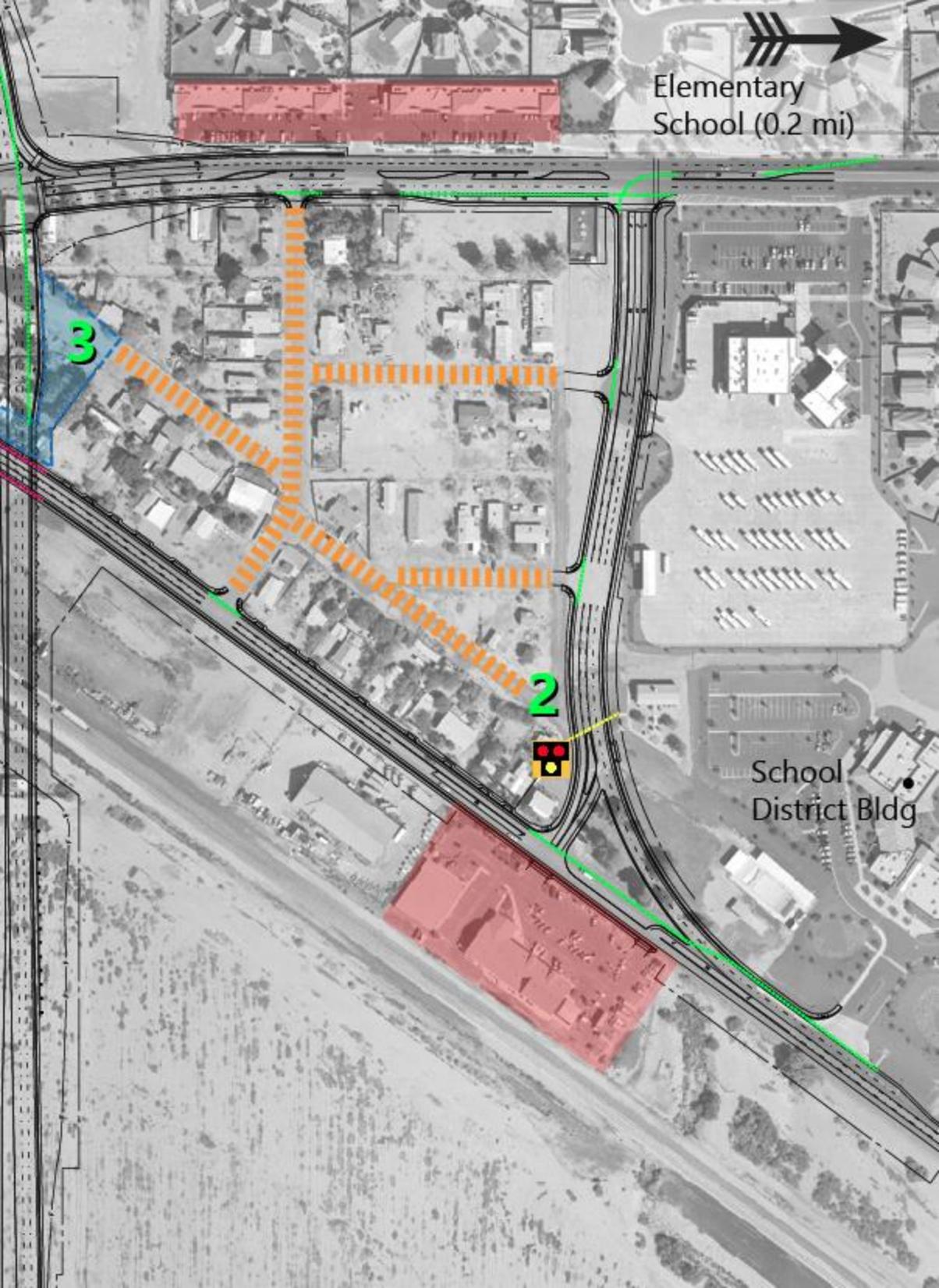
Elementary
School (0.2 mi)

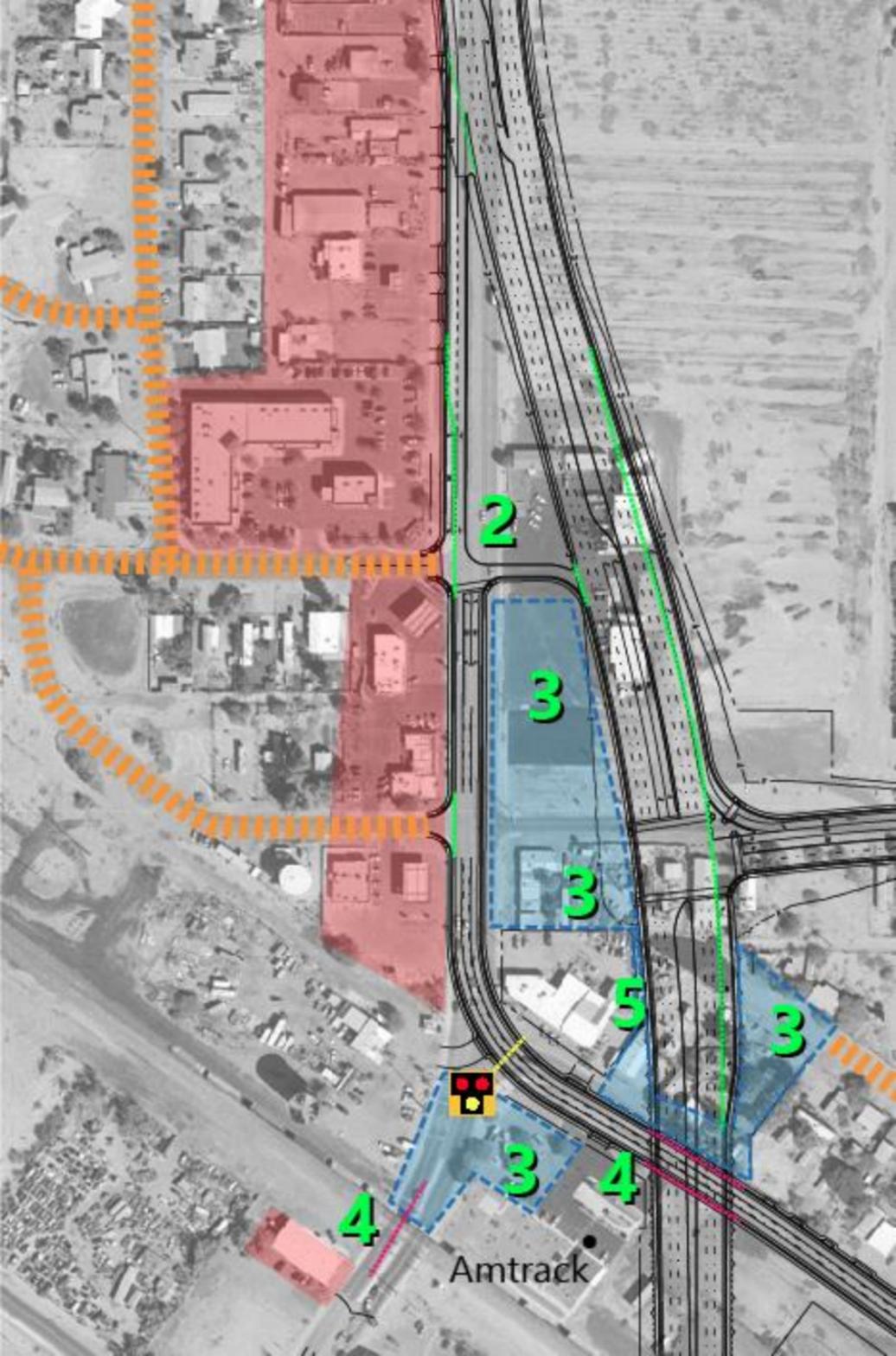
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2



School
District Bldg





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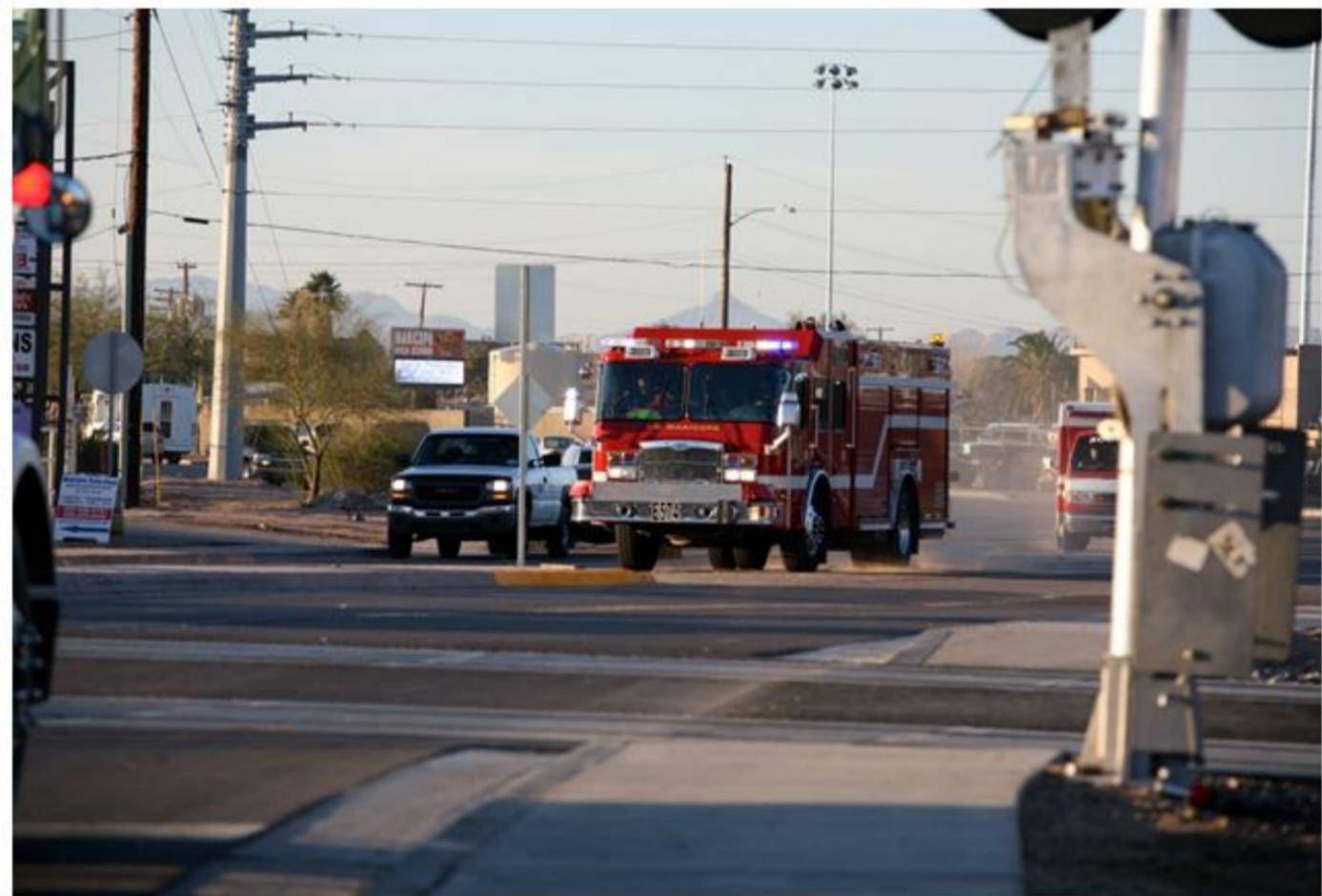
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4

Amtrack



Pedestrians have to cross UPRR at SR 347 at grade. The grade separated project headed by ADOT will start grade separation at approximately 1/3 of a mile north and south of UPRR. The additional distance to use the automotive-oriented overpass bridge is viewed as substandard.



Emergency response will be improved greatly by the SR 347 overpass project.



Maricopa High School (located just south of UPRR) serves students on both sides of the tracks.



The automotive-oriented nature of the area that bisects a planned Mixed-Use pedestrian-oriented development is a significant design challenge the City faces. These existing conditions have multiple intersections that slow down traffic. Given the stated goals of the SR 347 overpass, the conditions can become more hostile to pedestrians and cyclists.

From: Alexander Popovici [<mailto:APOPOVIC@UP.COM>]
Sent: Tuesday, June 21, 2016 5:49 PM
To: Josh Plumb
Subject: Re: Pedestrian bridge over UPRR

Josh,

I am unsure what you mean by UP being agreeable for the City to use our property for this bridge. If you mean to ask if UP will allow a pedestrian bridge in the vicinity of SR 347, the answer is Yes, as long as grade crossings specifications are being followed - standard for any structure crossing the railroad.

I hope this helps, feel free to get back to me if I am mistaken on what you meant
Thanks

Alexander Popovici
Manager Industry & Public Projects - UPRR
631 S. 7 St.
Phoenix AZ, 85034
Office 602 322 2510

When making a submittal to UPRR ensure that the following information is in the email subject or your plan will be rejected.

Project type, % Plans, City, State, Street, Milepost, Subdivision, DOT# and Lat/Long