

May 28, 2014

TO: MAG Transportation Review Committee

FROM: John Bullen, Transportation Planner II

SUBJECT: Agenda Item 7: Draft Fiscal Year 2015 Arterial Life Cycle Program – Additional Attachments

On Friday, May 23 attachments for Agenda Item 7 were sent to the Transportation Review Committee. This supplemental includes the project change requests, which represent the final attachments for this agenda item.

The requests include project change forms and maps for the following:

1. Expansion in Scope of the Mesa Drive at Broadway Road intersection improvement project. The MAG Street Committee reviewed this request on March 18, 2014 and recommended its approval.
2. Replacement of the Price Road at Germann Road, Ray Road at Rural Road, Chandler Boulevard at Kyrene Road, and Kyrene Road at Ray Road intersection improvement projects with the Cooper Road: South of Queen Creek to Riggs Road and Ocotillo Road: Gilbert Road to 128th Street projects. The MAG Street Committee reviewed this request on April 8, 2014 and recommended its approval.
3. Change in scope of the Price Road at Queen Creek Road intersection improvement project to the Old Price Road at Queen Creek Road intersection improvement project. The MAG Street Committee reviewed this request on April 8, 2014 and recommended its approval.

The above requests represent the entirety of the project change requests in the Draft FY 2015 Arterial Life Cycle Program; the summary transmittal did not include the Old Price Road at Queen Creek road request, though it was reviewed and recommended for approval by the MAG Streets Committee. The agenda item will be corrected for Management Committee.

In total, the attachments for this agenda item include the following:

1. Draft FY 2015 Arterial Life Cycle Program Workbook - mailed on May 23, 2014.
2. Modifications to the FY 2014 – 2018 MAG TIP (Table A) - mailed on May 23, 2014.
3. Non-TIP modifications (Table B) – mailed on May 23, 2014.
4. Copies of the project change requests – included with this mail out (May 28, 2014)

Hard copies of all the attachments will be provided as printed handouts at the meeting on May 29, 2014.

Should you have any questions, please feel free to contact me at (602) 254-6300.

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

Name of Original Project	Mesa Drive at Broadway Intersection Improvements
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Lead Agency	City of Mesa	RTP ID	ACI-MES-10-03-B
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RTP Project Budget	\$8,216,554	Request Date	2/13/2014
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Name of Rescoped/ Substitute Project	Mesa Drive Phase II: 8th Avenue to Main Street improvements
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Description of Rescoped/ Substitute Project	<ul style="list-style-type: none"> • At the Broadway Road and Mesa Drive intersection, both Mesa Drive and Broadway Rd will be widened to accommodate dual-left turn lanes on all approaches. No right turn lanes are planned. • The intersection of Broadway Road / Mesa Drive will be reconstructed to install raised medians. • Streetlights in conflict with the proposed improvements will also be replaced. New streetlights will be added to meet current streetlight standards. • Bicycle lanes will be provided; sidewalks and ramps will be ADA compliant. • The existing traffic signals will be replaced, which will include new conduit, conductors and pull boxes, poles, arms, heads, etc. The signal controller will also be replaced. • Existing catch basins in conflict with the improvements will be removed and new catch basins installed and connected to the existing or new storm drains. • All affected appurtenances will be included in the project for replacement or relocation. Barrier walls will be installed, when required. • The limits of the intersection widening project are approximately 1,300 feet north, south, east and west of the center of the intersection. • Mesa Drive, from 8th Avenue to Main Street, will be reconstructed. The reconstruction from 8th Avenue to Main Street will tie into the improvements done for the Mesa Drive: Southern - US 60 improvement project and also tie into the improvements on the intersection of Mesa Drive and Main Street planned for the Light Rail extension.
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ORIGINAL PROJECT SCHEDULE				
WORK PHASE	WORK FISCAL YEAR	REIMBURSEMENT FISCAL YEAR	PROGRAMMED REIMBURSEMENT	CURRENT FUND TYPE
PRE-DES	2010	2010		
DES	2014/2015	2017	\$653,692	RARF
ROW	2015/2016	2017	\$1,854,265	RARF
CONST	2016	2019	\$5,708,597	RARF
TOTALS			\$8,216,554	

RESCOPED/SUBSTITUTE PROJECT BUDGET					
WORK PHASE	WORK FISCAL YEAR	TOTAL COST	LOCAL SHARE	REGIONAL SHARE	REGIONAL %
Mesa Drive: 8th Avenue to Main Street segment improvements					
Pre-Design					
Design		\$ 1,517,285	\$ 863,593	\$ 653,692	43.08%
ROW		\$ 1,830,000	\$ 549,000	\$ 1,281,000	70.00%
Construction		\$ 13,342,853	\$ 7,060,991	\$ 6,281,862	47.08%
SUBTOTAL		\$16,690,138	\$8,473,584	\$8,216,554	49.23%
Total		\$ 16,690,138	\$ 8,473,584	\$ 8,216,554	49.23%

Mesa Drive: 8th Avenue to Main Street segment improvements			
CURRENT FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	4	Average Daily Traffic	33000 (2013 counts)
North/South Lanes	4	V/C Ratio	For the AM, the maximum intersection v/c ratio is 1.05. For the PM it is 1.29. (2007 counts)
East/West Lanes	4	Bus Pullouts	0
Length of Facility	1 mile	Bicycle Facilities	0

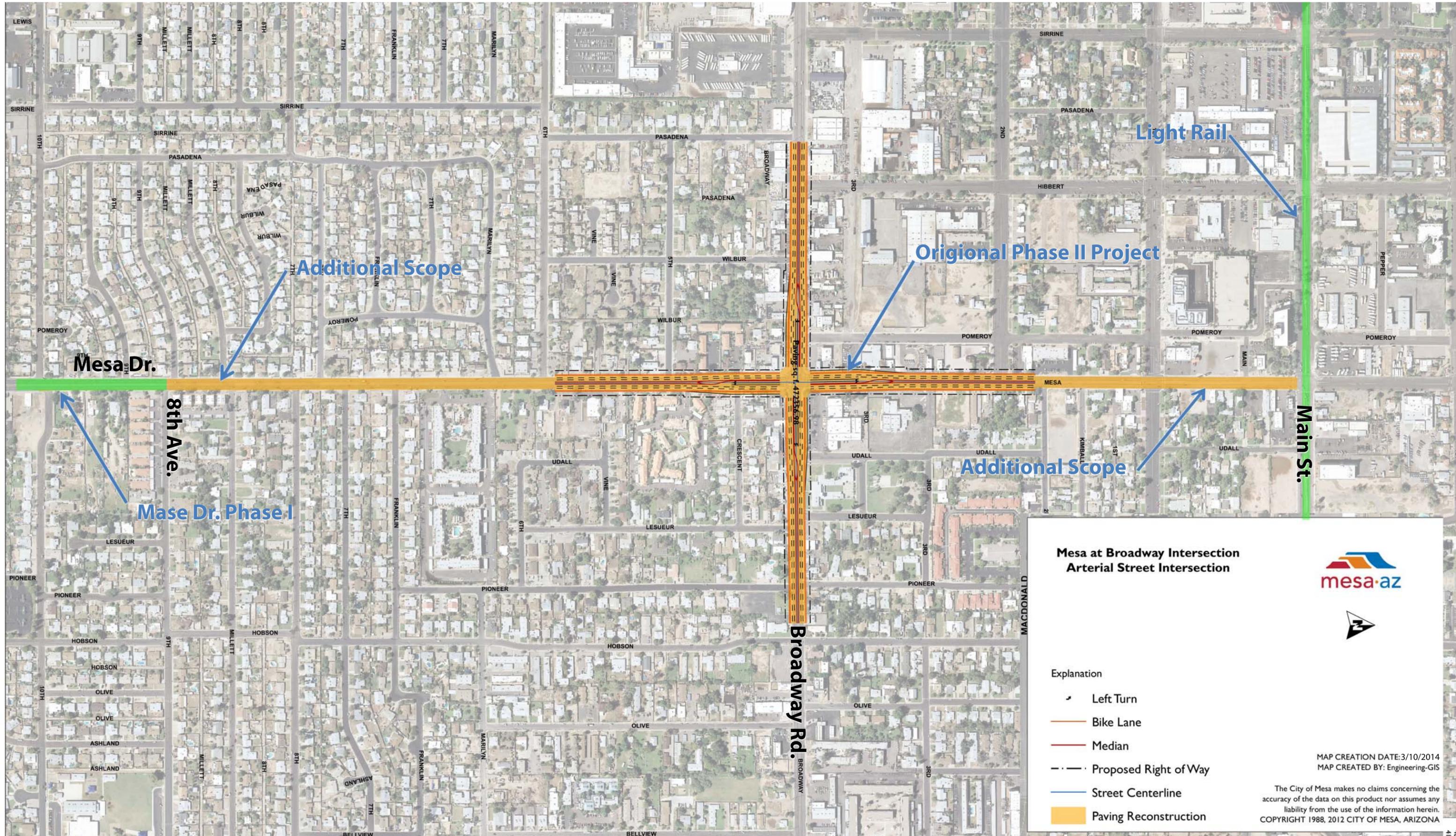
PLANNED FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	4	Bus Pullouts	3 Or 4
North/South Lanes	4	Bicycle Facilities	yes, bike lanes on all legs
East/West Lanes	4	Pedestrian Facilities	sidewalks, driveways and ADA improvements
Length of Facility	1 mile	Paved Shoulders/Curbs	yes

Please explain the reason for requesting to substitute or rescope the original project.	Enhance safety, mobility, connect to other regional projects (Mesa Dr phase I - to US60) and Light Rail Transit that is to extend along Main Street to Mesa Drive (2016) and extending to Gilbert Road (TBD). The Mesa Drive corridor is important to the City of Mesa because it is the entry way to the City and it is a high traffic volume road (serves 33,000 vehicles - average daily).
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What technical documents and supporting analysis are available to demonstrate the feasibility of the requested project?	The City has: An initial design concept (EPS), special trip counts, and crash data reports. The City of Mesa's Energy Department has identified the Mesa Drive corridor and the intersection of Mesa Drive/Broadway Road as locations where undergrounding service (project assessment by Energy Department at City of Mesa) is to take place. The Police Department has a red light camera at Broadway/Mesa Dr and this particular location is one that is to remain as a location for a camera. The Mesa Drive corridor experienced about 300 crashes in the last 6 years (2008 - 2013) and that the intersection of Mesa Drive and Broadway experienced about 30 left-turn related crashes.
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Description of how the requested project would improve mobility/safety and reduce congestion.	The project includes drainage improvements that address some of the observed drainage related problems. When Mesa Drive was developed, the road was only designed to withstand a 10 year flood event. The project will improve drainage as Right-of-Way allows. The overhead and cross-lane electrical wiring will be undergrounded with this project. Sidewalks and driveways will be improved (i.e. ADA compliance and reduce # driveways). Roadway lighting will be improved.
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Requested Project's Benefit to the MAG Region?	Yes this project benefits the MAG region. The project will improve a high traffic volume corridor, it improves vehicular and other roadway user safety, and will provide connectivity to US60 and light rail.
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Light Rail

Original Phase II Project

Additional Scope

Mesa Dr.

8th Ave.

Mesa Dr. Phase I

Additional Scope

Main St.

Broadway Rd.

Mesa at Broadway Intersection
Arterial Street Intersection



- Explanation
- Left Turn
 - Bike Lane
 - Median
 - Proposed Right of Way
 - Street Centerline
 - Paving Reconstruction

MAP CREATION DATE: 3/10/2014
 MAP CREATED BY: Engineering-GIS
 The City of Mesa makes no claims concerning the accuracy of the data on this product nor assumes any liability from the use of the information herein.
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**ARTERIAL LIFE CYCLE PROGRAM
REQUEST TO SUBSTITUTE PROJECT OR CHANGE SCOPE OF PROJECT**

Name of Original Project	Chandler Blvd at Kyrene Rd: Intersection Improvements Kyrene Rd at Ray Rd: Intersection Improvements Ray Rd at Rural Rd: Intersection Improvements
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Lead Agency	City of Chandler	RTP ID	All-CHN-30-03 All-KYR-10-03 All-Ray-50-03
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RTP Project Budget		Request Date	5/15/2014
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Name of Rescoped/ Substitute Project	Cooper Road South of Queen Creek to Riggs Road
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Description of Rescoped/ Substitute Project	Improvements to Cooper Road will consist of four traffic lanes, bike lanes, sidewalks, curbs and gutters, street lighting, traffic signals, landscaping, right of way acquisition, and utility relocation. Phase 1: 2000' south of Queen Creek to Chandler Heights Phase 2: Chandler Heights to Riggs Rd
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ORIGINAL PROJECT SCHEDULE

WORK PHASE	WORK FISCAL YEAR	REIMBURSEMENT FISCAL YEAR	PROGRAMMED REIMBURSEMENT	CURRENT FUND TYPE
DESIGN (CHANDLER/KYRENE)	2026	2026	UNFUNDED	
ROW(CHANDLER/KYRENE)	2026	2026	UNFUNDED	
CONST(CHANDLER/KYRENE)	2026/27	2026	UNFUNDED	
DESIGN(Kyrene/Ray)	2022	2022	0.181	STP-MAG
ROW(Kyrene/Ray)	2023	2023	0.572	STP-MAG
CONST(Kyrene/Ray)	2024/25	2024	1.511	STP-MAG
CONST(Kyrene/Ray)	2024/25	2025	1.511	STP-MAG
DESIGN	2023	2023	0.191	RARF
ROW	2024	2024	0.546	RART
CONST	2024/25	2025	3.039	STP-MAG

RESCOPED/SUBSTITUTE PROJECT BUDGET

WORK PHASE	WORK FISCAL YEAR	TOTAL COST	LOCAL SHARE	REGIONAL SHARE	REGIONAL %
SEGMENT (1) - Name					
Pre-Design					
Design	2015	\$ 1,108,000	\$ 332,400	\$ 775,600	70.00%
ROW	2015	\$ 970,000	\$ 291,000	\$ 679,000	70.00%
Construction	2019	\$ 4,042,000	\$ 1,212,600	\$ 2,829,400	70.00%
Construction	2020	\$ 1,980,000	\$ 594,000	\$ 1,386,000	70.00%
	SUBTOTAL	\$ 8,100,000	\$ 2,430,000	\$ 5,670,000	70.00%

CURRENT FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)

Total Lanes	2	Average Daily Traffic	8,200
North/South Lanes	2	V/C Ratio	0.58

East/West Lanes	N/A	Bus Pullouts	No
Length of Facility	2.6 miles	Bicycle Facilities	Yes/No
PLANNED FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	4	Bus Pullouts	No
North/South Lanes	4	Bicycle Facilities	Yes
East/West Lanes	N/A	Pedestrian Facilities	Yes
Length of Facility	2.6 miles	Paved Shoulders/Curbs	Curbs
SEGMENT (2) - Name			

Please explain the reason for requesting to substitute or rescope the original project.	<p>ORIGINAL PROJECT: Intersections ranks low (based on capacity and safety measures) compared to other City intersections in need of upgrading.</p> <p>RESCOPED PROJECT: Cooper Rd is an old two-lane county road in poor condition, and in need of upgrading.</p>
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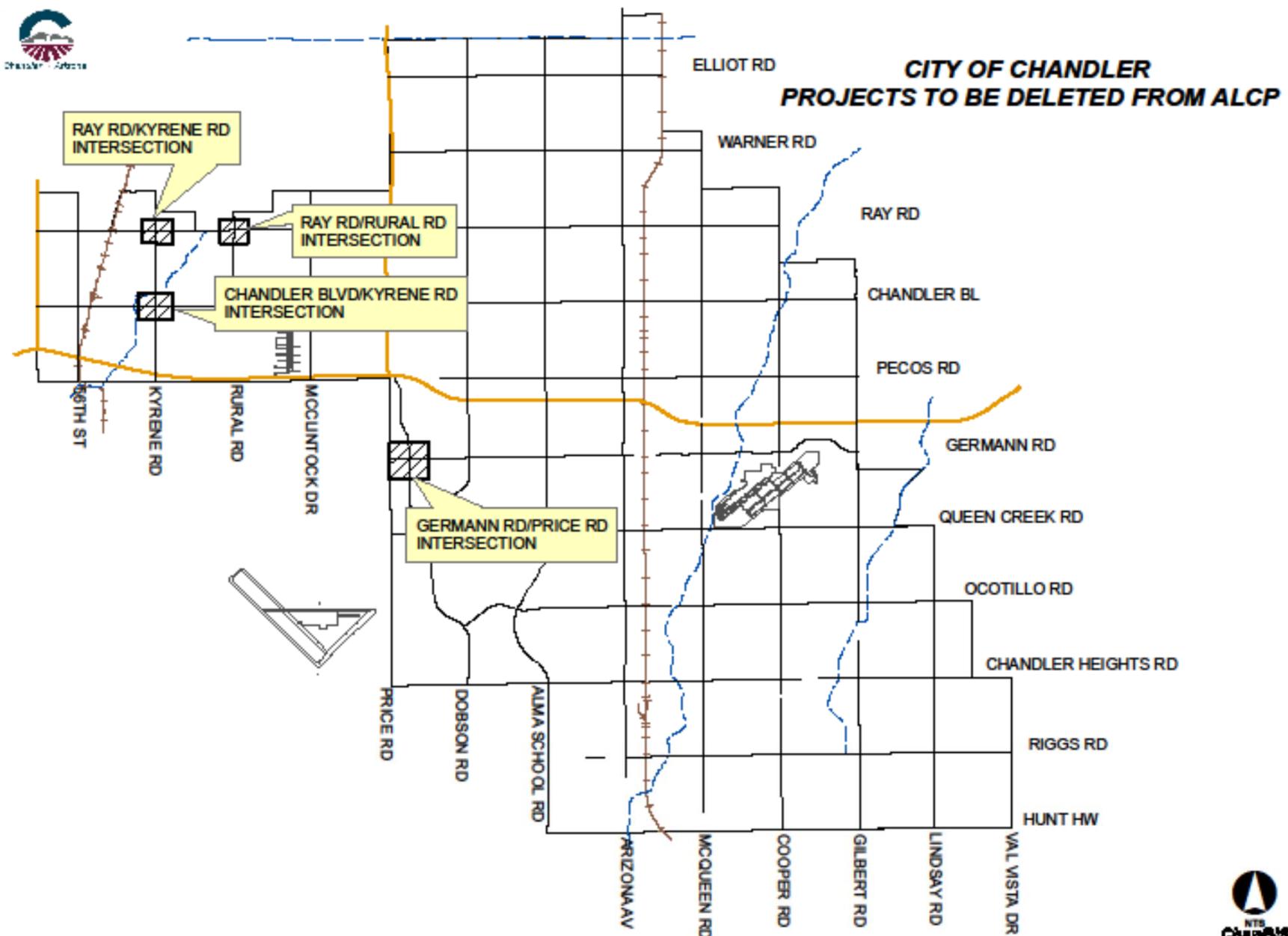
What technical documents and supporting analysis are available to demonstrate the feasibility of the requested project?	Accident studies reveal a number of rear end type accidents from vehicles turning at intersections. Cooper Rd is a heavily scalloped street with many intersections without left or right turn lanes. The widening to four lanes will improve safety by eliminating curves in the roadway, and by providing medians with left and right turn lanes.
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Description of how the requested project would improve mobility/safety and reduce congestion.	A new four-lane road is needed to serve existing developments. Phase one will consist of widening from a point 2000' south of Queen Creek to Chandler Heights. (The segment north of this point is currently under design as part of Queen Creek Rd widening project.) Phase two will consist of widening from Chandler Heights to Riggs Rd.
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Requested Project's Benefit to the MAG Region?	Cooper is classified as an arterial road that serves numerous City and County residential subdivisions.
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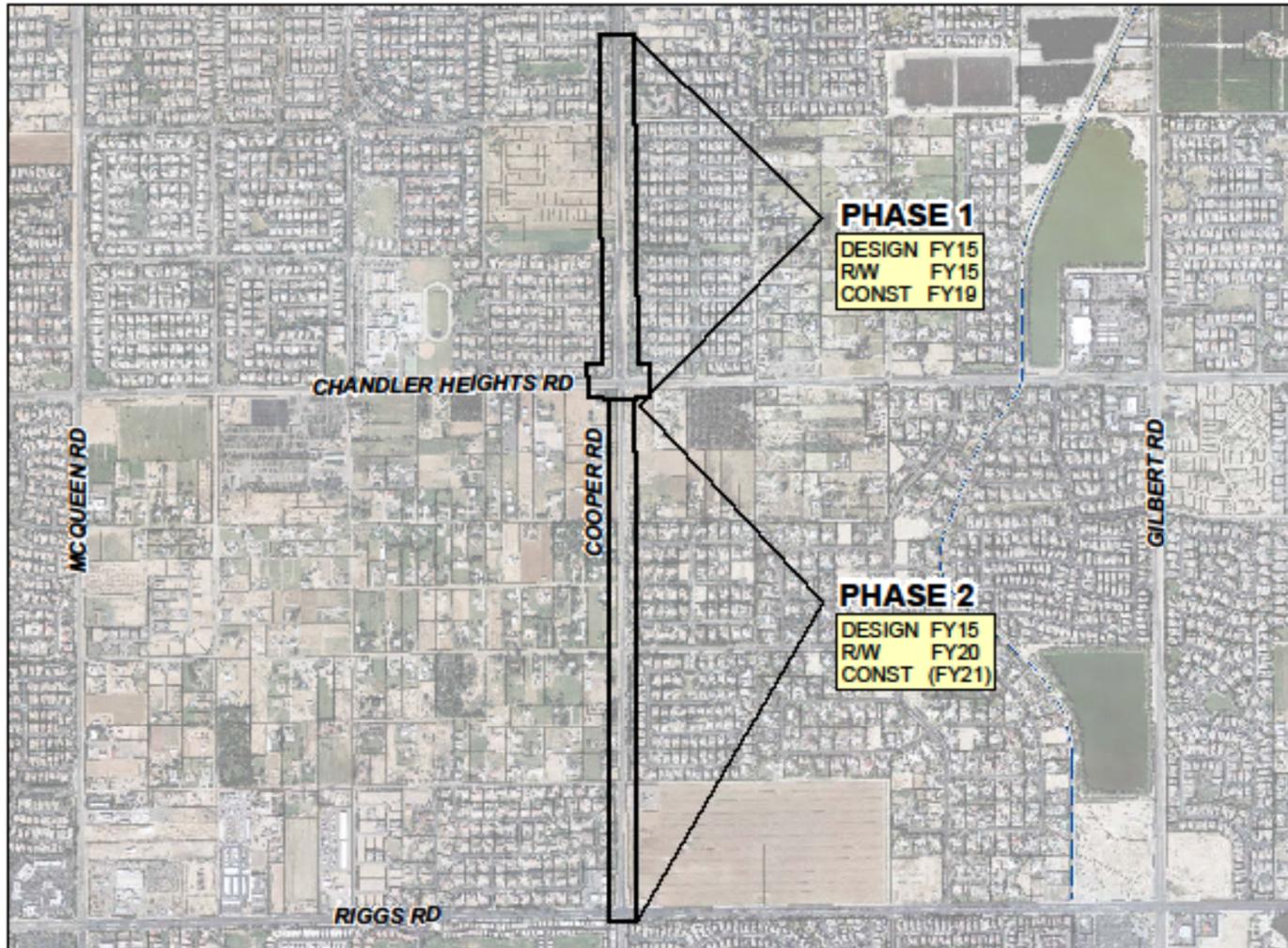
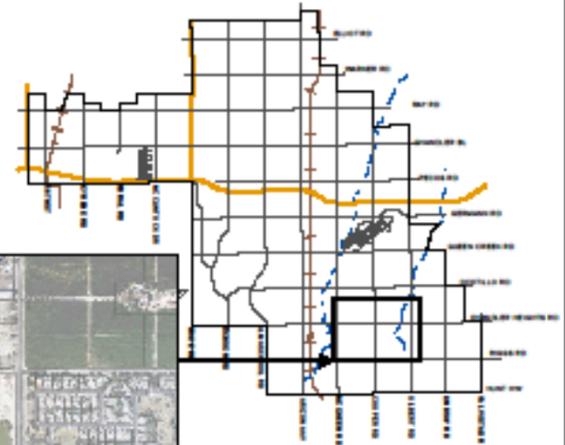


CITY OF CHANDLER PROJECTS TO BE DELETED FROM ALCP





**COOPER RD 3500' N OF CHANDLER HTS RD TO
CHANDLER HTS RD - PHASE 1
COOPER RD - CHANDLER HTS RD TO RIGGS RD - PHASE 2**



PROJECT LOCATION



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

Name of Original Project	Price Rd at Germann Rd: Intersection Improvements
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Lead Agency	City of Chandler	RTP ID	ACI-PRC-10-03-F
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RTP Project Budget	\$3,177,000	Request Date	3/10/2014
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Name of Rescoped/ Substitute Project	Ocotillo Rd (Gilbert Rd to 148th Street)
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Description of Rescoped/ Substitute Project	Arterial street improvements utilizing impact fees are needed to provide for increasing traffic volumes. Improvements to Ocotillo Road will consist of four traffic lanes, bike lanes, sidewalks, curbs and gutters, street lighting, traffic signals, landscaping, right of way acquisition, and utility relocation.
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ORIGINAL PROJECT SCHEDULE				
WORK PHASE	WORK FISCAL YEAR	REIMBURSEMENT FISCAL YEAR	PROGRAMMED REIMBURSEMENT	CURRENT FUND TYPE
DESIGN	2019	2019	\$364,000	STP-MAG
ROW	2020	2020	\$511,000	STP-MAG
CONST	2020	2020	\$1,333,000	STP-MAG
CONST	2020/21	2021	\$969,000	STP-MAG
TOTALS			\$3,177,000	

RESCOPED/SUBSTITUTE PROJECT BUDGET					
WORK PHASE	WORK FISCAL YEAR	TOTAL COST	LOCAL SHARE	REGIONAL SHARE	REGIONAL %
SEGMENT (1) - Name					
Pre-Design					
Design	2019	\$ 1,589,000	\$ 476,700	\$ 1,112,300	
ROW	2022	\$ 1,280,000	\$ 384,000	\$ 896,000	
CONST	2025	\$ 8,535,000	\$ 2,560,500	\$ 5,974,500	
SUBTOTAL		\$11,404,000	\$3,421,200	\$7,982,800	70.00%

SEGMENT (1) - Name			
CURRENT FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	2	Average Daily Traffic	4,800
North/South Lanes	N/A	V/C Ratio	0.72
East/West Lanes	2	Bus Pullouts	No
Length of Facility	1.5 miles	Bicycle Facilities	No
PLANNED FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)			
Total Lanes	4	Bus Pullouts	No
North/South Lanes	N/A	Bicycle Facilities	Yes
East/West Lanes	4	Pedestrian Facilities	Yes
Length of Facility	1.5 miles	Paved Shoulders/Curbs	Curbs

Please explain the reason for requesting to substitute or rescope the original project.	<p>ORIGINAL PROJECT: Traffic volumes on Germann Rd have fallen short of expectations. Project should be moved beyond the 10-year plan.</p> <p>RESCOPED PROJECT: Ocotillo Rd is an old two-lane county road in poor condition, and in need of upgrading.</p>
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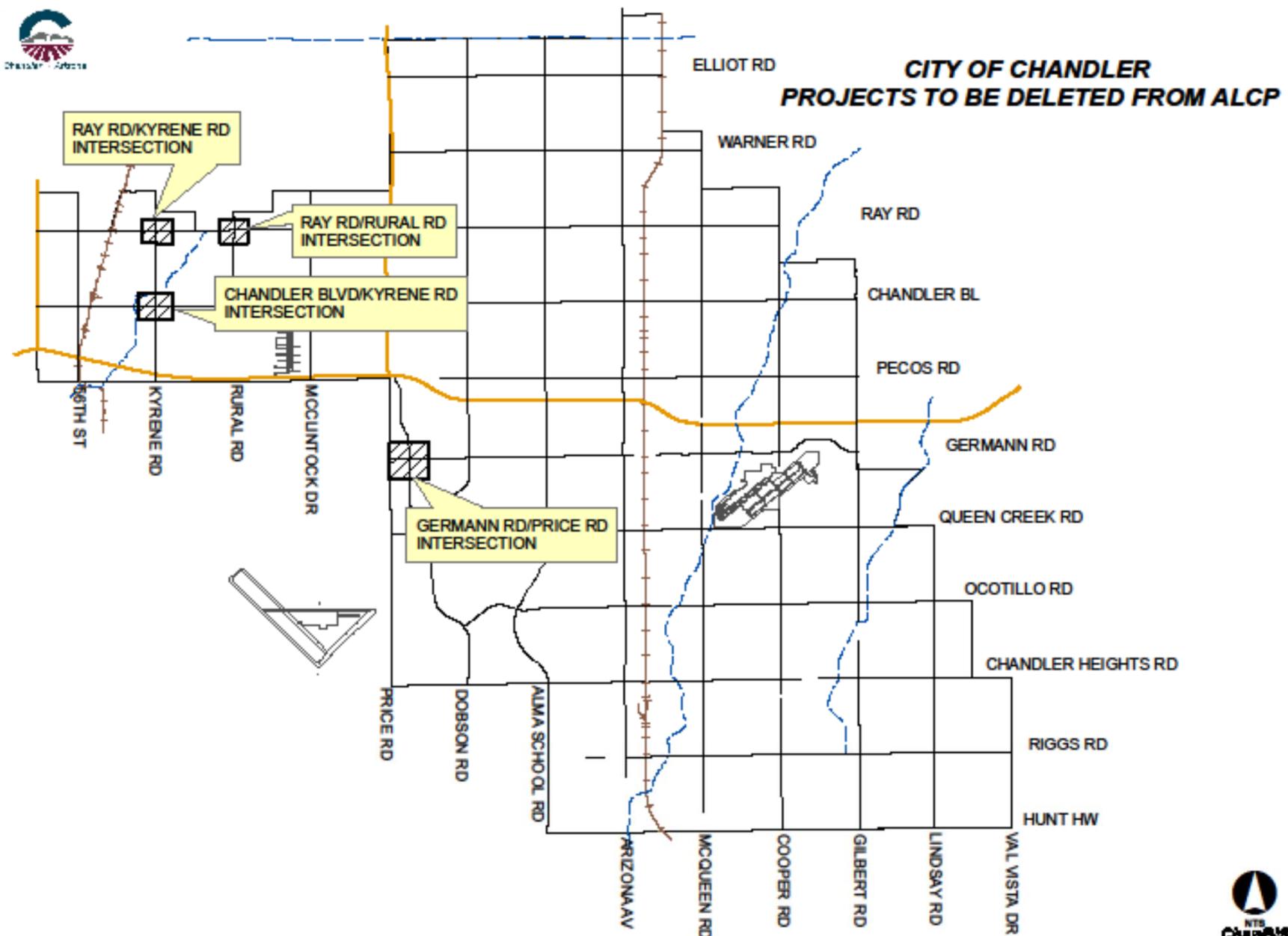
What technical documents and supporting analysis are available to demonstrate the feasibility of the requested project?	Ocotillo Rd is identified in the Transportation Master Plan as requiring widening to four lanes, with a projected traffic volume of 20,000 veh/day.
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Description of how the requested project would improve mobility/safety and reduce congestion.	A new four-lane road to City standards is needed to serve new residential developments under construction in this area.
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Requested Project's Benefit to the MAG Region?	Ocotillo is an arterial road that borders the Town of Gilbert. The construction of this segment of Ocotillo will facilitate access to the Santan Fwy by sending traffic to the interchanges at Gilbert Rd or at Val Vista Rd. (There is no interchange on Lindsay.)
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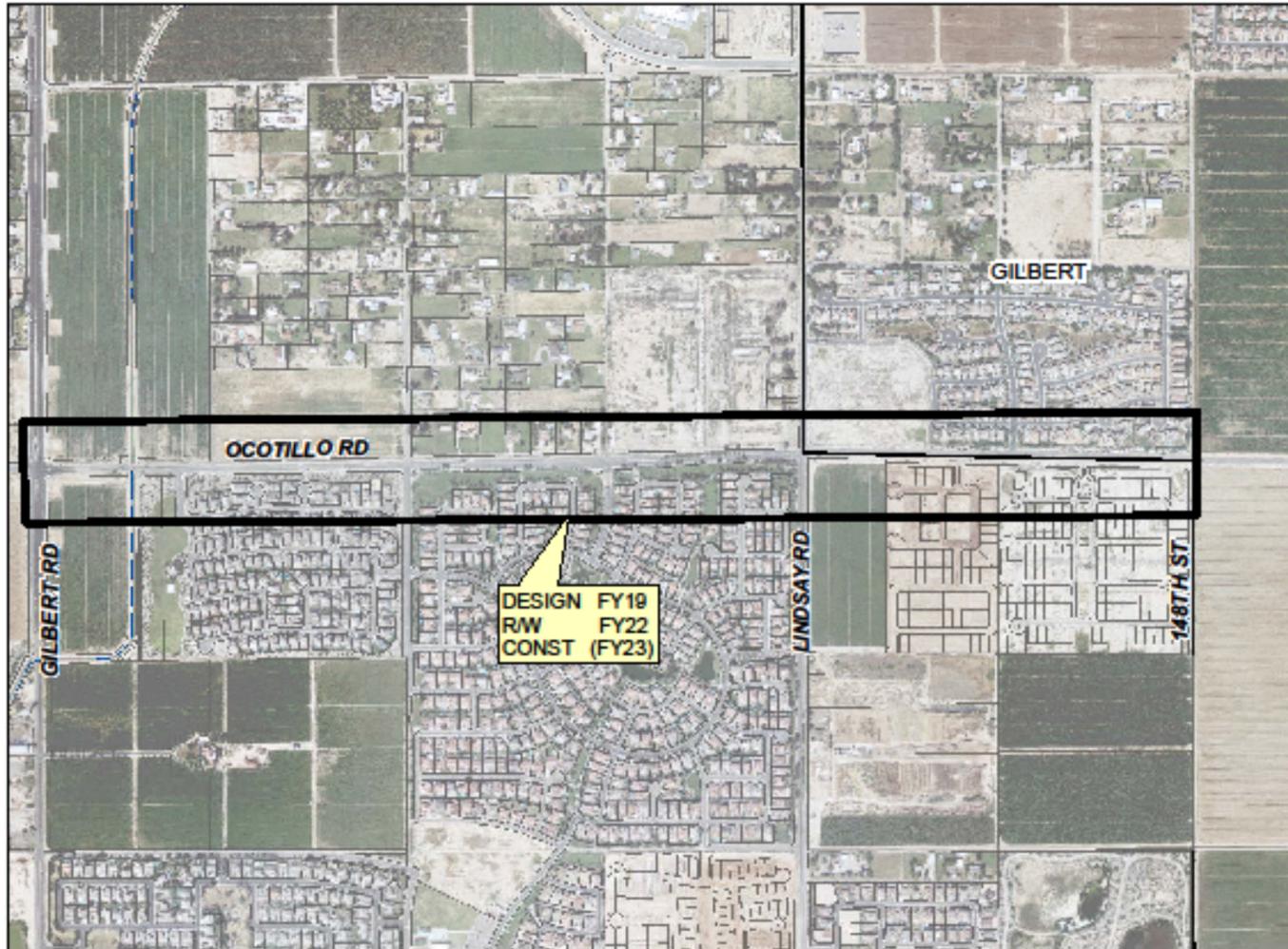
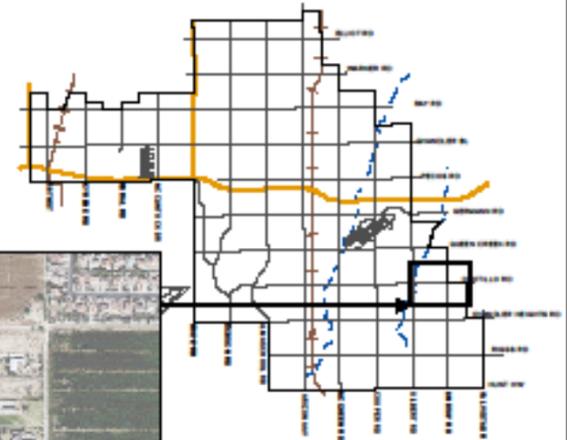


CITY OF CHANDLER PROJECTS TO BE DELETED FROM ALCP





CITY OF CHANDLER OCOTILLO RD FROM GILBERT RD TO 148TH ST PROPOSED ALCP PROJECT



 PROJECT LOCATION



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

Name of Original Project	Price Rd at Queen Creek Rd: Intersection Improvements
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Lead Agency	City of Chandler	RTP ID	ACI-PRC-10-03-G
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RTP Project Budget	\$5,221,528	Request Date	3/10/2014
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Name of Rescoped/ Substitute Project	<u>OLD</u> Price Rd at Queen Creek Rd: Intersection Improvements
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Description of Rescoped/ Substitute Project	Street improvements are needed to provide for increasing traffic volumes and improvements to land access. The City had agreed to improve Old Price Road at Queen Creek Road as part of the development of the new Wells Fargo Center. This improvement will also relieve some traffic from Price Road, and provide improved access to Intel. The improvements to this section of Old Price Road will include the construction of through lanes, turn lanes, curbs and gutters, traffic signal re-phase, street lighting, storm drainage, and utility relocation.
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ORIGINAL PROJECT SCHEDULE				
WORK PHASE	WORK FISCAL YEAR	REIMBURSEMENT FISCAL YEAR	PROGRAMMED REIMBURSEMENT	CURRENT FUND TYPE
DESIGN	2019	2019	332,500	STP-MAG
ROW	2020	2020	504,000	STP-MAG
CONST	2020/2021	2021	2,583,000	STP-MAG
SAVE		2019	185,150	STP-MAG
SAVE		2020	637,000	STP-MAG
SAVE		2021	979,878	STP-MAG
TOTALS			\$5,221,528	

RESCOPED/SUBSTITUTE PROJECT BUDGET					
WORK PHASE	WORK FISCAL YEAR	TOTAL COST	LOCAL SHARE	REGIONAL SHARE	REGIONAL %
SEGMENT (1) - Old Price Rd at Queen Creek Rd: Intersection Improvements					
Pre-Design					
Design	2014	\$ 169,600	\$ 50,880	\$ 118,720	
Construction	2014	\$ 1,923,400	\$ 577,020	\$ 1,346,380	
SUBTOTAL		\$2,093,000	\$627,900	\$1,465,100	70.00%
SEGMENT (1) - Old Price Rd at Queen Creek Rd: Intersection Improvements					
CURRENT FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)					
Total Lanes	6	Average Daily Traffic		15000	
North/South Lanes	2	V/C Ratio		1.0 (during Intel construction)	
East/West Lanes	4/6	Bus Pullouts		No	
Length of Facility	0.5 miles	Bicycle Facilities		Yes	
PLANNED FACILITY FEATURES (RESCOPED/SUBSTITUTE PROJECT)					
Total Lanes	6	Bus Pullouts		No	
North/South Lanes	4	Bicycle Facilities		Yes	
East/West Lanes	4/6	Pedestrian Facilities		Yes	
Length of Facility	0.5 miles	Paved Shoulders/Curbs		Curbs/Shoulders	

Please explain the reason for requesting to substitute or rescope the original project.	Intersection improvement is being shifted one-quarter mile west to the intersection of Queen Creek & Old Price Rd. Old Price serves as an alternate access to the Intel plant and connects to the same 5,000+ stall parking lots as the Price Rd access.
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What technical documents and supporting analysis are available to demonstrate the feasibility of the requested project?	Traffic impact studies were completed for both Intel and Wells Fargo, that document the need for widening Old Price & Queen Creek.
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Description of how the requested project would improve mobility/safety and reduce congestion.	Improvements to Old Price will provide greater benefits for access to Intel than Price Rd.
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Requested Project's Benefit to the MAG Region?	Corporations such as Intel and Wells Fargo are critical to the economic vitality of Chandler and the MAG region. Necessary transportation improvements are an important aspect of ensuring the success of these Chandler facilities.
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