Transportation Alternatives / CMAQ Application for FY 2021 and FY 2022 Projects

Southeast Mesa Bike and Ped Path - Phase 3

City of Mesa

APPLICATIONS ARE DUE AT MAG OFFICES BY
Monday, September 25, 2017 at 10:00 a.m.

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

RESOLUTION NO. 11035

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MESA, MARICOPA COUNTY, ARIZONA, AUTHORIZINIG THE SUBMITTAL OF A GRANT APPLICATION FOR THE CONSTRUCTION OF THE MESA SOUTHEASTERN CANAL PHASE 3 SHARED USE PATH, AND AUTHORIZING THE CITY MANAGER TO EXECUTE SUCH DOCUMENTS AS MAY BE NECESSARY TO EVIDENCE AND IMPLEMENT THE GRANT IF AWARDED.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MESA, MARICOPA COUNTY, AS FOLLOWS:

Section 1: That the City of Mesa does hereby approve the submittal of an application for the Grant, and accept all conditions of the Arizona Department of Transportation, Transportation Enhancement Grant, if awarded to the City, including without limitation, the requirement that the City pay all cost in excess of the amount of the Grant, provide matching funds equal to 5.7% of the Grant award (as may be amended or modified from time-to-time), prepare the project for bid and authorize the project for construction within the federal aid fiscal year where the grant is programmed, and agree to maintain the project in perpetuity after its completion.

Section 2: That the City Manager or his designee is hereby authorized to take such actions and to execute such documents as are necessary or appropriate to effectuate the purposes of this Resolution and to implement the Grant, if awarded to the City of Mesa.

PASSED AND ADOPTED by the City Council of the City of Mesa, Maricopa County, Arizona, this 18th day of September, 2017.

APPROVED:

Mayor

ATTEST:

City Clerk

CITY OF MESA CORPORATE SEAL MARICOPA COUNTY, AZ

Southeast Mesa Bike and Ped Path - Phase 3

PART A - CONTACT AND PROJECT DESCRIPTION	
Contact Information	
1. Name of Sponsoring Agency	Mesa
2. Agency Contact Name	Maria Angelica Deeb
3. Phone Number of Agency Contact	(480) 644-2845
4. E-Mail Address of Agency Contact	mariaangelica.deeb@mesaaz.gov
5. Mailing Address of Agency Contact	300 E 6th Street, PO Box 1466 Mesa Arizona 85211-1466
Project Description	
6. Please provide the Project Title.	Southeast Mesa Bike and Ped Path - Phase 3
7. Please provide a concise, specific description of the project (250 character limit):	
The Southeastern (SE) project will design and construct a shared-use pathway along the SR 202L Santan Freeway corridor from Power Road to Hawes Road connecting residential and business areas as well as providing a off-street, lighted recreational pathway for users. The pathway will provide a connection to Gilbert's Santan Freeway Trail, Phoenix-Mesa Gateway Airport, new, existing, and future residential and commercial developments along the corridor. In addition, the pathway will provide connectivity between the Mesa, Gilbert, and Maricopa County's bicycle infrastructure thus making this a regionally significant project. The pathway will be located within the ADOT freeway right-of-way, but away from the travel lanes. The project will design and construct 2.5 miles of shared-use pathway that is 12-foot-wide, ADA accessible, with guardrails, lighting and monument signing at pathway and arterial roads intersections. The pathway will remove the "dead-end barrier" created by the freeway system and allow all users to link to three jurisdictions, four major commercial districts, three entertainment districts and public transportation.	
8. Please provide the project limits:	
Shared use path along the L202 San Tan Freeway corridor from Power Road to Hawes Road.	

Mesa : Southeast Mesa Bike and Ped Path - Phase 3

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.

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

2. What type of project is this? (Check all that apply)

	Bicycle Lane (4' min. w/o curb/gutter)		Shoulder paving is within 4-miles of a PM-10 Monitor
	Bicycle Lane (5' min. with curb/gutter)		Wide Sidewalk (8' min.)
	Buffered Bike Lane		Detached Sidewalk with 4' min. buffer
	Protected Bike Lane	X	Signalized Crossing
X	Shared-use path (10' min.)	Other:	
	Sidewalk (5' min.)	Roosevelt Water Conservation District (RWCD) and East Maricopa Floodway (EMF) facilities, will need to be bridged to the standards of both agencies in order to be in compliance with clearance regulations	
	Planning Study		

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

X	Bridge (overpass)	Other:
	Tunnel (underpass)	Guardrails, lighting and a trailhead at path and arterial roads intersections.
	Signalized midblock crossing/HAWK	
2	Countdown Pedestrian Signal	

4. What amenities are included in this project?

0	Number of Bike racks/lockers	4	Number of Seating/Rest Area(s)
0	Number of Drinking Fountains	3	Number of bicycle/pedestrian counting devices
3	Number of Way-finding Signs	3	Number of bicycle/pedestrian counting devices
10	Number of Trash receptacles		
50	Number of Trees	Other:	
	Number of new openings in street walls		
4	Number of Shade Structures		

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

The construction of the Southeast Mesa Bike and Ped Path (SE) extending from Baseline to Power Roads (phase 1 through 3) will address an identified medium-high need gap identified in the 2012 Mesa Bicycle master plan. The construction of phase 3 specifically will tie in to the existing and on-going shared-use path efforts on the Maricopa County Flood Control - EMF channel and to the existing Town of Gilbert's San Tan Freeway Trail. This pathway will also provide users connectivity to major arterial roads (at Power, Hawes and Warner) and residential and business developments.

Mesa : Southeast Mesa Bike and Ped Path - Phase 3

PART B-DETAILED PROJECT DESCRIPTION

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

This project will construct 2.5 miles of shared-use asphalt path that is 12 foot wide, ADA accessible, with fall protection when required, lighting and a trailhead at path and arterial roads intersections resolving a final missing link in the regional non-motorized system. The path will remove the "dead-end barrier" created by the ADOT freeway system and allow all users to link to three jurisdictions, four major commercial districts, three entertainment districts and public transportation. The SE pathway will begin at Power Road and the SR-202L Freeway. Way finding signage, within City will be provided near the end of the existing Town of Gilbert's San Tan Freeway Trail directing shared use pathway users to the entry point for the new City of Mesa pathway at the northwest corner of the intersection. A new entry feature will welcome users to the 12' wide SE pathway within the SR-202L freeway's north ROW limits, adjacent to the west bound off ramp for Power Road. From Power Road the SE Mesa Shared Use Path will head east towards the RWCD irrigation canal and the immediately adjacent EMF drainage facility. The proposed route employs the use of a pedestrian bridge to span both RWCD and EMF facilities. Bridging these areas allows the pathway to meet both of these agency requirements that this project remain clear of their right-of-way. In addition to being in compliance with their regulations this bridge will allow the pathway to remain open and usable during periods of storm water flows in the EMF and canal maintenance associated with the RWCD facilities. State bridge requirements will be discussed with RWCD and this project will comply to these where feasible. The proposed pedestrian bridge will be accessed utilizing ramps that maintain a gradient of less than 5% and that are built into, and utilize, the existing freeway ramp fill slopes to gain the elevation needed to cross. The associated pedestrian bridge ramp structures would be constructed through the use of retaining walls and control fencing that would be designed to blend with the overall aesthetic of both the SR-202L Freeway and the SE Pathway project. Once across the RWCD and EMF the Southeast Mesa Bike and Ped Path corridor continues east to Sossaman traffic interchange location. The bike routes and pedestrian walkways associated with this major street crossing would also link into the SE corridor. This segment of the corridor is programmed to incorporate a pedestrian node located approximately halfway between the pedestrian bridge crossing and Sossaman Road. This area will allow users an opportunity to rest and take in the landscape of the pathway . This rest area will have a bench, shade structure, bike rack, and trash can. The SE will then continue along the ADOT ROW toward Hawes Road. The construction of both SE Phase 2 (Elliot to Hawes) and Phase 3 (Hawes to Power) are included in Mesa's CIP.

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

This project will serve as an extension/continuation of the existing seven mile San Tan Freeway Trail project that extends through the Town of Gilbert from Lindsay Road to its terminus at Power Road. At Power Road the Southeast Mesa Bike and Ped Path project will connect and extend this existing shared use pathway farther east and north to Baseline Road/SR 202. These developments and others located within close proximity to the corridor will play a major role in connecting this project to the broader community and region while continuing to develop a regionally connected multi -modal network. The linkage of this project to these major thoroughfares provides another interconnection on to bike lanes and sidewalks that are or will be part of these roadway corridors. The pathway will be located within the ADOT freeway right-of-way, but away from the travel lanes.

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
X	Lighting
	Landscape buffer between sidewalk and roadway
	Rectangular Rapid Flash Beacon (RRFB)
	Driver Feedback Sign

Other

Pedestrian bridges, guardrail/fall protection or safety barriers as needed.

Mesa : Southeast Mesa Bike and Ped Path - Phase 3

PART B-DETAILED PROJECT DESCRIPTION

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

X	Yes
	No

Please Explain:

Education in Mesa is a priority. During the bicycle safety education classes the residents are educated on the routes and pathways that they may use, therefore we are providing them with safer alternatives to their mobility

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

This pathway provides off-street facility for bikes and peds to remove them from being directly next to traffic, therefore reducing significantly the conflicts between this modes and vehicles. The pathway crosses the Roosevelt Water Conservation District Canal—owned and operated by Roosevelt Water Conservation District (RWCD), and the East Maricopa Floodway (EMF) drainage channel—owned and operated by the Flood Control District of Maricopa County (FCDMC). The future pathway would provide a new grade separated structure over the Roosevelt Canal and the EMF.

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

This project will design and construct a shared use concrete path that is 12-foot wide and ADA accessible.

Mesa : Southeast Mesa Bike and Ped Path - Phase 3

PART B-DETAILED PROJECT DESCRIPTION

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

The construction of this phase will connect to Phase 1 and Phase 2 of the Southeast Mesa Bike and Ped Path extending from Baseline to Hawes Roads, and provides for a safe crossing at major arterials such as Power, Sossaman and Hawes Roads. Between Guadalupe and Elliot Road the neighborhood located in the west-side have initiated the planning of the Power line pathway, pathway that utilized the ROW for the power lines. It will also connect to the west of Power Road to Gilbert's regional pathway and the business and commercial enterprises located adjacent to it.

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

This Phase will complete the Southeast Mesa Bike and Ped Path corridor. This pathway corridor plays a major role in the City of Mesa's transportation network. This project will complete a 12 -foot wide shared-use pathway project in the East Valley that will be available for use by anyone including, but not limited to: residents, commuters, visitors, and recreational enthusiasts. It will help to facilitate continued development of a linked shared use pathway corridor throughout the East Valley. This project will improve, facilitate, and/or create linkages for shared use pathway users to existing, and planned residential developments, commercial areas, employment centers, shopping areas as well as the Phoenix-Mesa Gateway Airport and several of the City of Mesa recreational facilities in Council District 6 including Mesa's public Augusta Ranch and Monterey Parks. In addition, and most importantly, the Mesa Gateway Shared-Use Pathway project will create another vital link to the City of Mesa and the region's overall recreational shared-use pathway network.

14. Connectivity: (Check all that apply)

X Project fills a gap in the system

Explain:

Identified medium-high need gap identified in the 2012 Mesa Bicycle master plan

X Project connects to other local bikeways

List of connected bikeways:

Existing: Bike lanes along Baseline Road (Horne & Meridian Roads) and Gilbert's San Tan Freeway Trail; In construction: Southeast Mesa Bike and Ped Path (Phase 1): Baseline to Elliot Roads and by 2019 Southeast Mesa Bike and Ped Path (Phase 2): Elliot to Hawes Roads.

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

List of Participating Jurisdictions:

Town of Gilbert, Flood Control District of Maricopa County, Arizona Department of Transportation

8 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.

2 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.

1 Within 1/2 mile

List routes and frequency:

Route 184 (Power Road)

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

Mesa : Southeast Mesa Bike and Ped Path - Phase 3

PART B-DETAILED PROJECT DESCRIPTION

0 Within 1/2 mile

List:

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

1 Within 1/2 mile

List:

Gilbert's San Tan Freeway Trail

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):

7 Within 1/2 mile

List:

Phoenix Mesa Gateway Airport, ASU Polytechnical, Maricopa Community College, Chandler-Gilbert Community College, Gilbert Gateway Town Center, Toka Stick Golf Center, and Ray Road & Power Regional Commercial Center.

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

0 Within 1/2 mile

List:

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

0 Within 1/2 mile

List:

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):

1 Within 1/4 miles

List:

Target Shopping Center

0 1/4 miles to 1/2 miles

List:

Mesa : Southeast Mesa Bike and Ped Path - Phase 3

PART B-DETAILED PROJECT DESCRIPTION

23. What are the demographics of the area served: MAG Demographic Mapping

589 People Per Square Mile

12 % 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: Southeast Mesa Bike and Ped Path - Power Road to Hawes Road

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

Federal Functional Classification of the Facility:

Not Classified Link to MAG webpage for Federal Functional Classification Map

Type of Facility the Improvement will be located on:

Project is Off-Street

2.5 Length (in Miles)

Posted Speed Limit (MPH)

Number of Travel Lanes Before Project

Number of Travel Lanes After Project

Mesa : Southeast Mesa Bike and Ped Path - Phase 3

PART B-DETAILED PROJECT DESCRIPTION

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

4,307 ADT Estimate

4/14/15 Date Counted

Name of road the traffic count was taken from

Ray Rd. btwn. Sossaman Rd. & Hawes Rd.

Description of Methodology and Source used for the ADT Estimate

Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

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.

This project will be constructed along the ADOT L202 ROW. This ROW has already been studied and environmentally cleared. Sent to SHPO for preliminary review on December 6, 2011. The response was that "There do not appear to be any historic preservation concerns. Formal Section 106 compliance will be initiated by ADOT, in consultation with SHPO,

27. Current ROW: (Check all that apply)

	Agency owns all ROW Needed	X	Agency owns easement
	ROW to be acquired	X	Agency has right-of-use (i.e. canal)
	Owners will donate ROW		Condemnation may be required

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

The facility will be located in ADOT's right-of-way. The City of Mesa has their support and ADOT is receptive to placing the pathway on the SR202 between Elliot and Power Roads; only requiring the development of an IGA/JPA and obtaining a ROW construction permit. The project will be constructed within existing ADOT SR-202L and SR-24 right-of way. Temporary construction easements are not anticipated to be necessary since the project will take place entirely within ADOT right-of-way. No new right-of-way acquisition is anticipated at this time.

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

X Yes

No

Mesa : Southeast Mesa Bike and Ped Path - Phase 3

PART B-DETAILED PROJECT DESCRIPTION

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

	No Utility in or abutting the alignment		Private Structures
X	Canals & Drainage		
X	Power Lines & Cables	Other:	
	Pipelines, Sewer and Water		

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

Mainline and valves will be protected or moved as needed, which can be determined in the design stage. The design of the pathway and its alignment will take in consideration the location of the main line. Pull boxes will be protected per ADOT standards. Additionally any bridge construction performed to allow use of the bridge for pedestrian/bike use will comply with RWCD design criteria. Allowances will be done during design to allow work vehicles traffic.

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

X	AASHTO Guide for Bicycle Facilities	Other:
X	MAG Pedestrian Policies and Design Guidelines	Mesa's Transportation Plan 2040 and Mesa's Bicycle Plan
X	MAG Complete Streets Guide	
X	MAG Designing Transit Accessible Communities	
X	MAG Valley Path Brand & Wayfinding Signage Guidelines	
X	NACTO Urban Bikeway Design Guide	
	RPTA Bus Stop Program and Standards	

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

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

34. The project is: (Check one)

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

List:

Bicycle Master Plan (2012) and CIP (2018)

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

Explain:

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

Explain:

Mesa : Southeast Mesa Bike and Ped Path - Phase 3

PART B-DETAILED PROJECT DESCRIPTION

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

Bicycle Master Plan (2012) http://www.mesaaz.gov/transportation/bikemasterplan.aspx and CIP (2015)

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?

Permanent Eco-Counter Multi will be installed to measure annual trends and counts up to a 15 minute interval that are delivered to the Bicycle and Pedestrian Program Managers Desktop.

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.

This project will include way finding and interpretive aspects that offer educational experience along the path.

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

Yes, the way finding will include 1.Circulation systems elements: The infrastructure that allows people to move around within a space; 2.Spatial cues elements: The observable qualities of a space that help people make sense of their surroundings; and 3.Signage elements: Instructional signs, symbols and iconography to guide people

Part C - Required 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 ON YOUR APPLICATION CD.

Please insert ALL attachments at the end of your printed application, in the order they are listed below. See below for alternate submission requirements for GIS coverage files.

Required Attachments:

1) Please attach a map showing the general location of the proposed project in relation to the region, including a north arrow.

2) Please attach a map with streets labeled showing the detailed location(s) of the proposed project, including a north arrow.

3) Please attach up to four photos indicating existing conditions in the project area (two 4x6 photos per page).

4) Please attach a 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.

OPTIONAL Attachments:

(OPTIONAL) Attach up to two photos showing what the completed project will look like, if available (these can be photoshop, renderings, etc.).

(OPTIONAL) Attach up to three (3) letters of support for the project.

(OPTIONAL) If the applicant will be providing a GIS coverage (shapefile or geodatabase), please see the tab labeled "GIS Transmittal Instructions"

Mesa: Southeast Mesa Bike and Ped Path - Phase 3

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:	

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	$380,000.00	$380,000.00	No	$0.00	$380,000.00	
	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	$5,500.00	$5,500.00	No	$0.00	$5,500.00	
	Subtotal PE (Part B)					**$390,500.00**		**$0.00**	**$390,500.00**	
	Subtotal Preliminary Engineering (Part A + Part B)					**$390,500.00**		**$0.00**	**$390,500.00**	
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	$250,000.00	$250,000.00	No	$0.00	$250,000.00	
	Subtotal Utility Relocation (Part D)					**$250,000.00**		**$0.00**	**$250,000.00**	
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	$65,000.00	$65,000.00	Yes	$61,295.00	$3,705.00	
		Site Preparation	LS	1	$50,000.00	$50,000.00	Yes	$47,150.00	$2,850.00	
		Demolition: Sawcut	LF	50	$25.00	$1,250.00	Yes	$1,178.75	$71.25	
		Demolition: Remove Structures and Obstructions	LS	6	$10,000.00	$60,000.00	Yes	$56,580.00	$3,420.00	
		Demolition: Remove Fencing	LF	1,260	$10.00	$12,600.00	Yes	$11,881.80	$718.20	
		Demolition: Remove Structural Concrete	CY	0	$0.00	$0.00	Yes	$0.00	$0.00	
		Demolition: Remove Asphaltic Concrete Pavement	CY	135	$12.00	$1,620.00	Yes	$1,527.66	$92.34	
		Demolition: Remove Concrete Sidewalks, Slabs	CY	0	$0.00	$0.00	Yes	$0.00	$0.00	
		Hazmat Abatement	LS	0	$0.00	$0.00	Yes	$0.00	$0.00	
		Retaining Wall - Reinforced Concrete Cantilevered	SF	0	$40.00	$0.00	Yes	$0.00	$0.00	
		Earthwork: General Excavation	CY	511	$10.00	$5,110.00	Yes	$4,818.73	$291.27	
		Earthwork: Drainage Excavation	CY	706	$9.00	$6,354.00	Yes	$5,991.82	$362.18	
		Earthwork: Structural Excavation	CY	0	$0.00	$0.00	Yes	$0.00	$0.00	
		Earthwork: Structural Backfill	CY	0	$0.00	$0.00	Yes	$0.00	$0.00	
		Earthwork: Borrow (In Place)	CY	195	$20.00	$3,900.00	Yes	$3,677.70	$222.30	
		Curb & Gutter	LF	70	$20.00	$1,400.00	Yes	$1,320.20	$79.80	
		Aggregate Base	CY	0	$0.00	$0.00	Yes	$0.00	$0.00	
		Pathway Or Sidewalk Materials: Concrete	SY	2,800	$20.00	$56,000.00	Yes	$52,808.00	$3,192.00	
		Pathway Or Sidewalk Materials: Colored Concrete	SF	0	$22.00	$0.00	Yes	$0.00	$0.00	
		Pathway Or Sidewalk Materials: Stamped Color Concrete	SF	0	$0.00	$0.00	Yes	$0.00	$0.00	
		Pathway Or Sidewalk Materials: Precast Concrete Pavers	SF	0	$0.00	$0.00	Yes	$0.00	$0.00	
		Pathway Or Sidewalk Materials: Asphaltic Concrete	SY	17,600	$15.00	$264,000.00	Yes	$248,952.00	$15,048.00	
		Pathway Or Sidewalk Materials: Polymer or Resin Stabilized Surface	SF	0	$0.00	$0.00	Yes	$0.00	$0.00	
		Crosswalk Enhancement: Concrete Pavers	SF	0	$0.00	$0.00	Yes	$0.00	$0.00	
		Crosswalk Enhancement: Stamped Asphalt	SF	50	$28.00	$1,400.00	Yes	$1,320.20	$79.80	
		Crosswalk Enhancement: Stamped Concrete	SF	0	$0.00	$0.00	Yes	$0.00	$0.00	
		Crosswalk Enhancement: Concrete	SF	0	$0.00	$0.00	Yes	$0.00	$0.00	
		Crosswalk Enhancement: Integral Color Concrete	SF	0	$21.00	$0.00	Yes	$0.00	$0.00	
		Pedestrian ADA Ramp	SF	250	$25.00	$6,250.00	Yes	$5,893.75	$356.25	
		Culvert Extensions	LF	0	$0.00	$0.00	Yes	$0.00	$0.00	

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:	

Part	Item Description		Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)
		Pedestrian Lighting Including Conduit And Trenching	Each	80	$4,500.00	$360,000.00	Yes	$339,480.00	$20,520.00	
		Handrail – Standard	LF	0	$0.00	$0.00	Yes	$0.00	$0.00	
		Handrail – Decorative	LF	3,500	$75.00	$262,500.00	Yes	$247,537.50	$14,962.50	
		Subtotal Hardscape Construction				$1,157,384.00		$1,091,413.11	$65,970.89	
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	2. Landscaping & Irrigation Items	Requirements	Each	3	$25,000.00	$75,000.00	Yes	$70,725.00	$4,275.00	
		Trees (15 Gallon Size)	Each	25	$5,000.00	$125,000.00	Yes	$117,875.00	$7,125.00	
		Trees (5 Gallon Size)	Each	25	$1,250.00	$31,250.00	Yes	$29,468.75	$1,781.25	
		Shrubs (5 Gallon Size)	Each	0	$500.00	$0.00	Yes	$0.00	$0.00	
		Shrubs (1 Gallon Size)	Each	0	$250.00	$0.00	Yes	$0.00	$0.00	
		Cactus (5 Gallon Size)	Each	0	$85.00	$0.00	Yes	$0.00	$0.00	
		Mulch – Decomposed Granite	CY	75	$35.00	$2,625	Yes	$2,475	$150	
		Mulch – Organic	CY	90	$20.00	$1,800	Yes	$1,697	$103	
		Topsoil	CY	475	$10.00	$4,750	Yes	$4,479	$271	
		Seeding	Acre	205	$40.00	$8,200	Yes	$7,733	$467	
		Turf Sod	SY	784	$82.00	$64,288	Yes	$60,624	$3,664	
		Boulders	Each	0	$0.00	$0	Yes	$0	$0	
		Irrigation System – Drip	SF	0	$0.00	$0	Yes	$0	$0	
		Irrigation System – Turf	SF	0	$2,000.00	$0	Yes	$0	$0	
		Sleeving For Irrigation System – Directional Bore	LF	0	$0.00	$0	Yes	$0	$0	
		Sleeving For Irrigation System – Cut and Patch	LF	0	$0.00	$0	Yes	$0	$0	
		Landscape Header Curb	LF	132,335	$0.40	$52,934	Yes	$49,917	$3,017	
		Landscape Establishment	LS	80,000	$0.00	$0	Yes	$0	$0	
		Subtotal Landscaping & Irrigation Items				$365,847		$344,994	$20,853	
	3. Site Furnishings	Benches	Each	9	$5,000.00	$45,000	Yes	$42,435	$2,565	
		Seatwalls	LF	0	$12.00	$0	Yes	$0	$0	
		Bike Racks	Each	0	$10,500.00	$0	Yes	$0	$0	
		Trash Receptacles	Each	10	$200.00	$2,000	Yes	$1,886	$114	
		Drinking Fountains	Each	0	$1,500.00	$0	Yes	$0	$0	
		Signage (Standard Traffic Control)	Each	10	$6,000.00	$60,000	Yes	$56,580	$3,420	
		Signage (Wayfinding)	Each	9	$15,000.00	$135,000	Yes	$127,305	$7,695	
		Tree Grates	Each	10	$125.00	$1,250	Yes	$1,179	$71	
		Subtotal Site Furnishings				$243,250		$228,206	$13,794	
	4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)	Bicycle and Pedestrian Counter	Each	3		$0	Yes	$0	$0	
		Strutures, Pedestrain Bridges (two)	LS	1	$3,265,000	$3,265,000	Yes	$3,078,895	$186,105	
		Seating/Nodes	Each	4	$45,000	$180,000	Yes	$169,740	$10,260	
				0		$0	Yes	$0	$0	
				0		$0	Yes	$0	$0	
				0		$0	Yes	$0	$0	
				0		$0	Yes	$0	$0	
				0		$0	Yes	$0	$0	
				0		$0	Yes	$0	$0	
				0		$0	Yes	$0	$0	

Mesa: Southeast Mesa Bike and Ped Path - Phase 3

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:	

Part	Item Description		Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)
		Sutotal Other Construction				$3,445,000		$3,248,635	$196,365	
	5. Mobilization And Administration Costs	Contractor Mobilization	LS	1	$90,000	$90,000	No	$0	$90,000	
		Traffic Control	LS	1	$120,000	$120,000	Yes	$113,160	$6,840	
		Construction Survey & Layout	LS	1	$10,000	$10,000	Yes	$9,430	$570	
		Construction Contingencies	LS	1	$280,000	$280,000	Yes	$264,040	$15,960	
		Construction Administration	LS	1	$160,000	$160,000	Yes	$150,880	$9,120	
		Subtotal Mobilization & Administration Costs				$660,000		$537,510	$122,490	
	Subtotal Construction Or Implementation Cost (Part E)					**$5,871,481**		**$5,450,758**	**$419,473**	
F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)						**$6,511,981**		**$5,450,758**	**$1,059,973**	
G. Adot Fee Review Fee - $10,000 for Certified Accepted agencies, otherwise $30,0000						**$10,000**	No	$0	$10,000	
H. Total Project Cost Including ADOT Fees (Part F + Part G)						**$6,521,981**		**$5,450,758**	**$1,069,973**	

Mesa: Southeast Mesa Bike and Ped Path - Phase 3

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	$10,000	
2. Design	$390,500	
3. Right of way	$0	
4. Utilities	$250,000	
5. Construction	$5,871,481	
6. Contingency	$280,000	No more than 20% of Construction Cost
7. Total Cost	$6,521,981	

8. Will the agency maintain the improvement after it is completed?	Yes
9. Expected Annual Maintenance Cost	3,000
10. Identify Source of Maintenance Funds	1206A - Highway User Revenue Fund

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)	2019	Design Multi-use pathway	Bond Proceeds	$390,500	Not Available	$390,500	100.0%
12. Right of way (Optional)	2020		Bond Proceeds	$0	Not Available	$0	
13. Utilities (Optional)	2020		Bond Proceeds	$250,000	Not Available	$250,000	100.0%
14. Other (Optional)				$0	Not Available	$0	
15. Construction	2021	Construct Multi-use pathway	Bond Proceeds	$430,723	$5,450,758	$5,881,481	7.3%
16. Total Costs				$1,071,223	$5,450,758	$6,521,981	16.4%

PART F - SIGNATURE AND CHECKLIST

Checklist

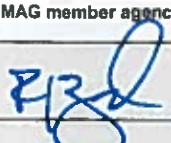
This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed.

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.	No
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:	RS Zeder
Title:	Transportation Department Director
Date:	9/21/17

Demographic data

Selected Block Groups ACS 2011-2015 ACS 5-Year Estimates		
Topic	**Estimate**	**Percent**
Gender and Age		
Total Population	***16,597***	**-**
Gender		
Male	8,326	50.2%
Female	8,271	49.8%
Age		
Under 5 years	2,023	12.2%
5 to 9 years	1,852	11.2%
10 to 14 years	1,440	8.7%
15 to 19 years	1,287	7.8%
20 to 24 years	806	4.9%
25 to 34 years	2,911	17.5%
35 to 44 years	3,068	18.5%
45 to 54 years	1,304	7.9%
55 to 59 years	601	3.6%
60 to 64 years	455	2.7%
65 to 74 years	677	4.1%
75 to 84 years	164	0%
85 years and over	9	0.1%
18 years and over	10,665	64.3%
21 years and over	9,866	59.4%
62 years and over	1,097	6.6%
65 years and over	850	5.1%
Race and Ethnicity		
Total Population	***16,597***	**-**
Hispanic	2,617	15.8%
White, Non-Hispanic	11,359	68.4%
Black, Non-Hispanic	551	3.3%
Native American, Non-Hispanic	38	0.2%
Asian, Non-Hispanic	1,506	9.1%
Pacific Islander, Non-Hispanic	0	0%
Other, Non-Hispanic	0	0%
Two or More, Non-Hispanic	526	3.2%
Minority (1)	5,238	31.6%
Educational Attainment		
Population 25 years and over	***9,189***	**-**
Less than 9th Grade	222	2.4%
9th to 12th Grade, No Diploma	204	2.2%
High School Graduate (includes equivalency)	1,707	18.6%
Some College, No Degree	2,588	28.2%
Associate Degree	825	9.0%
Bachelor's Degree	2,390	26.0%
Graduate or Professional Degree	1,253	13.6%

Ability to Speak English		
Population 5 years and over	***14,574***	**-**
Speak Only English	12,059	82.7%
Speak Other Languages	2,515	17.3%
Speak English ''very well''	1,867	-
Persons with Limited English Proficiency (LEP)	648	-
Speak English ''well''	452	-
Speak English ''not well''	166	-
Speak English ''not at all''	30	-
Veterans Status		
Civilian Population 18 years and over	***10,655***	**-**
Civilian veterans	592	5.6%
Male	512	-
Female	80	-
Veterans by Age		
18 to 34 years	80	-
35 to 54 years	206	-
55 to 64 years	73	-
65 to 74 years	141	-
75 years and over	92	-
Households		
Total Households	***5,043***	**-**
Family Households (Families)	4,069	80.7%
Married-couple family	2,980	-
Female Householder, no husband present	847	-
with own children under 18 years	577	-
Nonfamily Households	974	19.3%
Householder living alone	771	-
Household Income (in 2015 inflation-adjusted dollars)		
Total Households	***5,043***	**-**
Less than $10,000	230	4.6%
$10,000 to $14,999	145	2.9%
$15,000 to $24,999	252	5.0%
$25,000 to $34,999	477	9.5%
$35,000 to 49,999	713	14.1%
$50,000 to $74,999	925	18.3%
$75,000 to $99,999	739	14.7%
$100,000 to $149,999	1,059	21.0%
$150,000 to $199,999	319	6.3%
$200,000 or more	184	3.6%

Poverty Status in the Past 12 Months		
Persons for whom poverty status is determined	***16,175***	**-**
Persons with income below poverty level	1,936	12.0%
Persons with income below 150% of poverty level	2,552	15.8%
Persons with income below 200% of poverty level	4,517	27.9%
Poverty Status for Families in the Past 12 Months		
Total Families	***4,069***	**-**
Families with income below poverty level	402	9.9%
Married-couple family	173	-
with related children under 18 years	163	-
Female householder, no husband present	192	-
with related children under 18 years	184	-
Male householder, no wife present	37	-
with related children under 18 years	24	-
Commuting to Work		
Workers 16 years and over	***7,157***	**-**
Car or Truck - drive alone	5,471	76.4%
Car or Truck - carpool	985	13.8%
Public Transportation	39	0.5%
Bicycle	67	0.9%
Walked	123	1.7%
Other means (taxicab, motorcycle, etc.)	110	1.5%
Work at home	362	5.1%
Occupation		
Civilian employed population 16 years and over	***7,408***	**-**
Management, business, science, and arts occupati	3,403	45.9%
Management, business, and financial occupatior	1,060	-
Management occupations	707	-
Business and financial operations occupations	353	-
Computer, engineering, and science occupations	470	-
Computer and mathematical occupations	175	-
Architecture and engineering occupations	219	-
Life, physical, and social science occupations	76	-
Education, legal, community service, arts, and m	1,250	-
Community and social service occupations	388	-
Legal occupations	50	-
Education, training, and library occupations	591	-
Arts, design, entertainment, sports, and media	221	-
Healthcare practitioners and technical occupatio	623	-
Health diagnosing and treating practitioners ar	521	-
Health technologists and technicians	102	-
Service occupations	1,312	17.7%
Healthcare support occupations	173	-
Protective service occupations	300	-
Firefighting and prevention, and other protecti	254	-
Law enforcement workers including supervisor	46	-
Food preparation and serving related occupatior	296	-

Building and grounds cleaning and maintenance	368	-
Personal care and service occupations	175	-
Sales and office occupations	1,535	20.7%
Sales and related occupations	623	-
Office and administrative support occupations	912	-
Natural resources, construction, and maintenance	462	6.2%
Farming, fishing, and forestry occupations	84	-
Construction and extraction occupations	222	-
Installation, maintenance, and repair occupation	156	-
Production, transportation, and material moving c	696	9.4%
Production occupations	252	-
Transportation occupations	391	-
Material moving occupations	53	-
Housing		
Total Housing Units	***5,778***	**-**
Units in Structure		
1, detached	4,911	85.0%
1, attached	424	7.3%
2 to 9	68	1.2%
10 or more	216	3.7%
Mobile Home	159	2.8%
Boat, RV, van, etc.	0	0%
Occupancy, Tenure, Value, and Rent		
Occupied Housing Units	***5,043***	**-**
Owner Occupied Housing Units	3,190	63.3%
Renter Occupied Housing Units	1,853	36.7%
Median Rent (dollars)	$ 6,780	-
Vacant Housing Units	735	12.7%
For seasonal, recreational, or occasional use	104	-
All other vacant	631	-
Vehicles Available		
Occupied Housing Units	***5,043***	**-**
No vehicle available	193	3.8%
1 vehicle available	1,447	28.7%
2 vehicles available	2,808	55.7%
3 or more vehicles available	595	11.8%
Area		

Total Area in Acres	18,049.7	-
Total Area in Square Miles	28.2	-

Source: United States Census Bureau, American Community Survey 2011-2015 5yr

Source: U.S. Census Bureau, 2011-2015 American Community Survey (ACS) 5-Year Estimates. ACS data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate is represented through the use of a margin of error (MOE). In addition to sampling variability, the ACS estimates are subject to nonsampling error. The MOE and effect of nonsampling error is not represented in these tables. Supporting documentation on subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website (www.census.gov/acs) in the Data and Documentation section. Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website (www.census.gov/acs) in the Methodology section. The MOE for individual data elements can be found on the American FactFinder website (factfinder2.census.gov). Note: Although the ACS produces population, demographic and housing unit estimates, the 2010 Census provides the official counts of the population and housing units for the nation, states, counties, cities and towns. Prepared by: Maricopa Association of Governments, www.azmag.gov, (602) 254-6300

Letters of Support

ADOT

An Arizona Management System Agency

Infrastructure Delivery and Operations

Douglas A. Ducey, Governor
John S. Halikowski, Director
Dallas Hammit, State Engineer
Steve Boschen, Division Director

September 20, 2017

Maricopa Association of Governments
302 N. 1st Avenue, Suite 300
Phoenix, AZ 85003

Subject: City of Mesa application to Transportation Alternative and Congestion Mitigation and Air Quality Program FY 2021 and FY2022 Projects
Southeast Pathway (Phase 3): Hawes Road to Power Road

To Whom It May Concern:

I am writing to provide this letter of support for City of Mesa's application under the Transportation Alternatives (TA) and Congestion Mitigation and Air Quality (CMAQ) Programs. It is my understanding that the TA and CMAQ funding will be utilized to construct a 3.5 mile, 12-foot shared use path and comfort amenities such as lighting, nodes, trailhead signs and way findings along the Arizona Department of Transportation's (ADOT) Loop 202 San Tan Freeway Right of Way.

ADOT supports development of the Southeast Pathway 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 City of Mesa to implement this project and enhancing regional connectivity.

Please feel free to contact me at (602) 712-8965 or ramavisca@azdot.gov if I may be of further assistance.

Sincerely,

Raul G. Amavisca, PE
District Maintenance Engineer

mesa·az
PARKS, RECREATION AND COMMUNITY FACILITIES
mesaaz.gov

200 S Center St Building 1
PO Box 1466
Mesa, Arizona 85211-1466

September 12, 2017

Maricopa Association of Governments
302 N. 1st Avenue, Suite 300
Phoenix, AZ 85003

Subject: City of Mesa application to Transportation Alternative and Congestion Mitigation and Air Quality Program FY 2021 and FY2022 Projects Southeast Pathway (Phase 3): Hawes Road to Power Road

Dear MAG:

I am pleased to provide this letter of support for City of Mesa's application under the Transportation Alternatives (TA) and Congestion Mitigation and Air Quality (CMAQ) Programs. It is my understanding that the TA and CMAQ funding will be utilized to construct a 3.5 mile, 12-foot shared use path and comfort amenities such as lighting, nodes, trailhead signs and way findings along the Arizona Department of Transportation's (ADOT) Loop 202 San Tan Freeway Right of Way.

The Mesa Parks, Recreation and Community Facilities Department fully supports development of the Southeast Pathway 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 City of Mesa to implement this project and enhancing regional connectivity.

Please feel free to contact me at (480) 644-2667 or marc.heirshberg@mesaaz.gov if I may be of further assistance.

Sincerely,

Marc Heirshberg
Director

480 644 2352 (tel)
480 644 4656 (fax)

GILBERT
ARIZONA

September 14, 2017

Maricopa Association of Governments
302 N. 1st Avenue, Suite 300
Phoenix, AZ 85003

Subject: City of Mesa application to Transportation Alternative and Congestion Mitigation and Air Quality Program FY 2021 and FY2022 Projects
Southeast Pathway (Phase 3): Hawes Road to Power Road

Dear MAG Selection Committee Members:

The City of Mesa is taking an active position in working to improve intermodal transportation corridors in the East Valley. With a growing population and demands for new commute, lifestyle and recreation routes, being able to interconnect our resources is vital. In that vein, the Town of Gilbert fully supports the City of Mesa's application under the Transportation Alternatives (TA) and Congestion Mitigation and Air Quality (CMAQ) Programs for this shared use pathway project. This funding will construct a 3.5 mile, 12-foot shared use path with comfort amenities such as lighting, nodes, trailhead and way finding signs along the Loop 202 San Tan Freeway Right of Way.

The Town of Gilbert will be actively involved and looks forward to working with the City of Mesa to implement this project to enhance regional connectivity. Please feel free to contact me at (480) 503-6844 or david.fabiano@gilbertaz.gov if I may be of further assistance.

Sincerely,

David S. Fabiano, PE, PWLF
Town Engineer

Town of Gilbert: Engineering Services
90 E. Civic Center Drive Gilbert, AZ 85234 Phone: 480-503-6919 Fax: 480-503-6401 www.gilbertaz.gov

Maps

Mesa's Southeastern Canal SUP Alignment (previously known as Gateway SUP)

Phase 1: Baseline Road to Elliot Road (full design, construction phased).

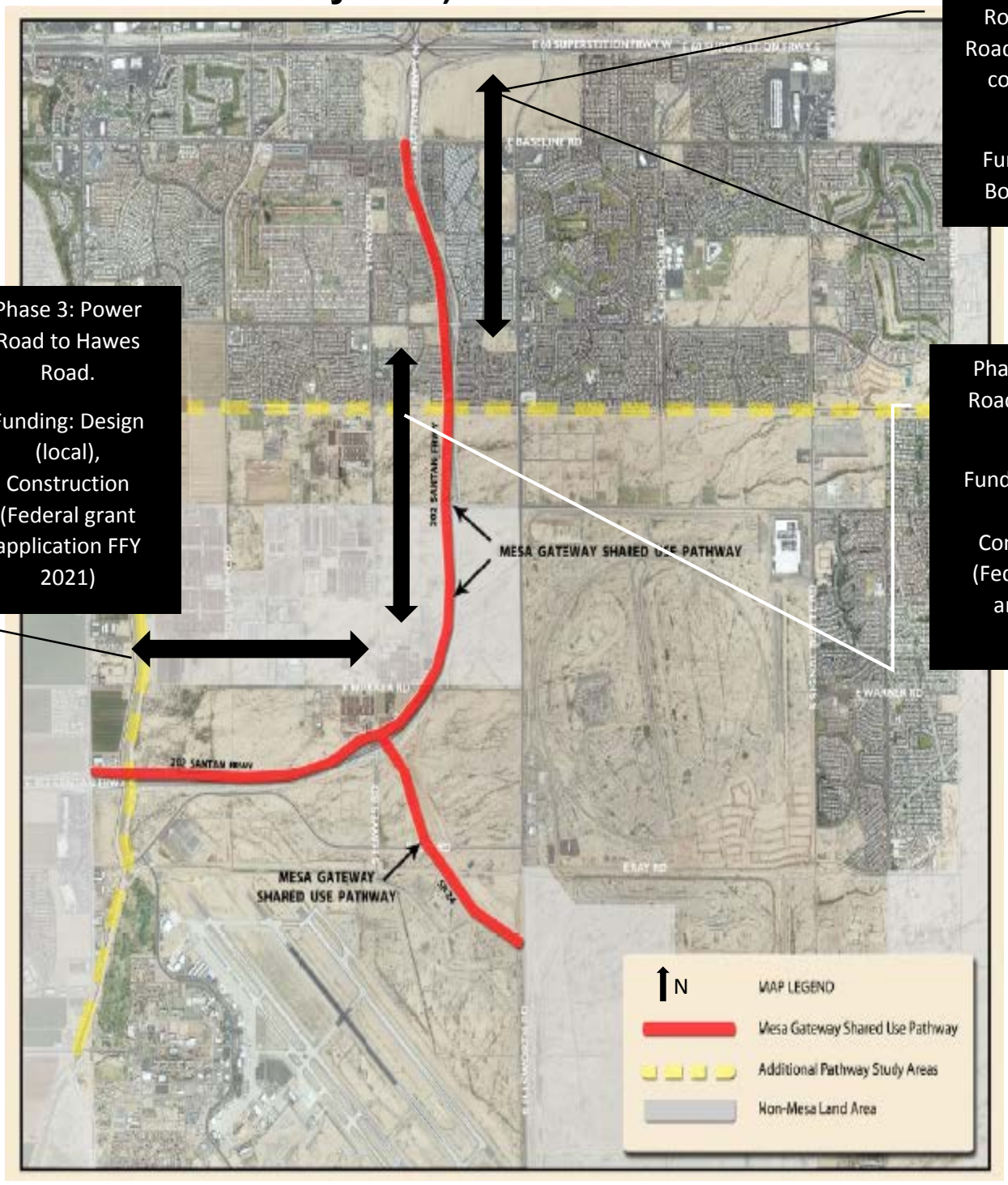
Funding: Park Bonds (2008)

Phase 3: Power Road to Hawes Road.

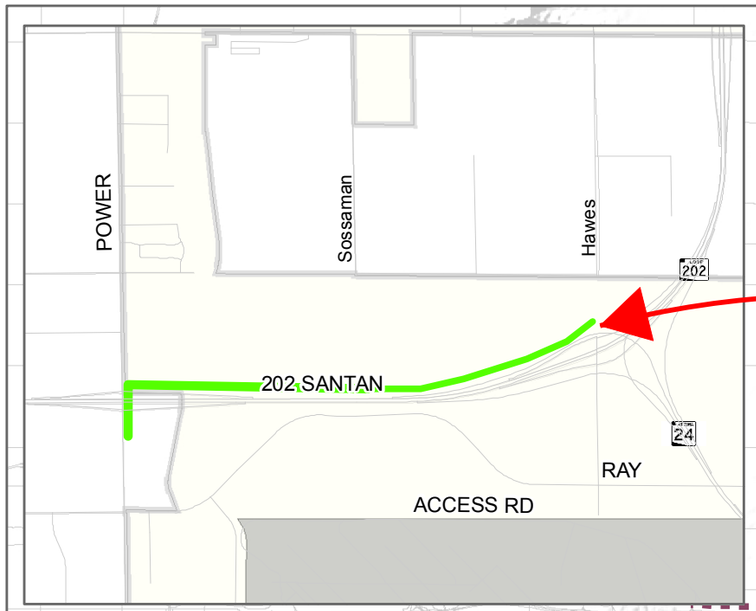
Funding: Design (local), Construction (Federal grant application FFY 2021)

Phase 2: Elliot Road to Hawes Road.

Funding: Design (local), Construction (Federal grant and LSST)



Southeast Mesa Shared Use Pathway
Hawes Road to Power Road



Fountain Hills

Gilbert

Chandler

Queen Creek

LOOP 101
LOOP 202
60

THOMAS RD
MCDOWELL RD
MCKELLIPS RD
BROWN RD
UNIVERSITY DR
MAIN ST
BROADWAY RD
SOUTHERN AVE
BASELINE RD
GUADALUPE RD
ELLIOT RD
WARNER RD
RAY RD
WILLIAMS FIELD RD
PECOS RD
GERMANN RD

DOBSON RD
ALMA SCHOOL RD
COUNTRY CLUB DR
MESA DR
STAPLEY DR
GILBERT RD
LINDSAY RD
VAL VISTA DR
GREENFIELD RD
HIGLEY RD
RECKER RD
POWER RD
SOSSAMAN RD
HAWES RD
ELLSWORTH RD
CRISMON RD
SIGNAL BUTTE RD
MERIDIAN RD

Phoenix Mesa Gateway Airport

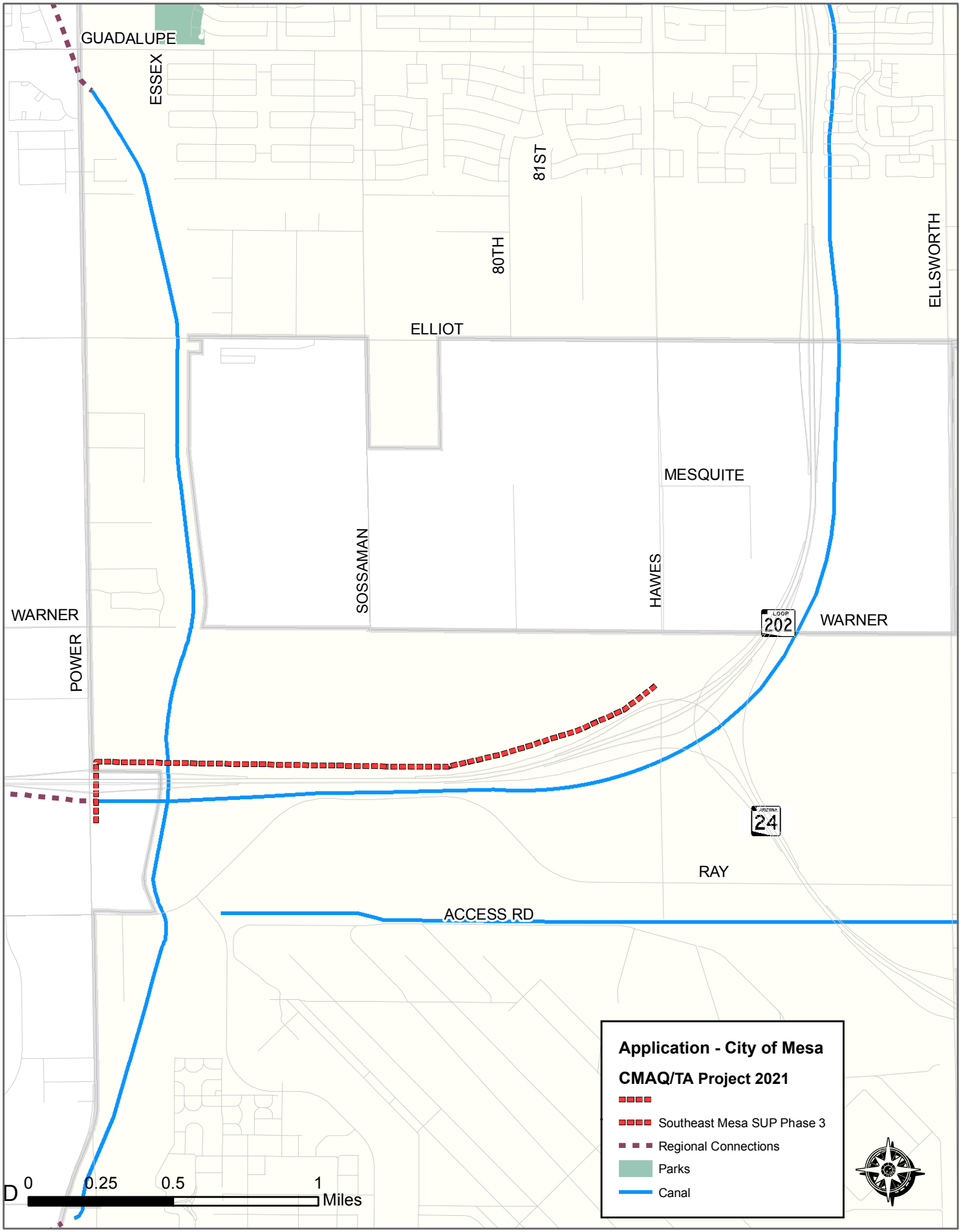
LEGEND

Bicycle Facility
- Bike Lane
- Bike Route

- Existing Shared-Use Path
- Regional Connections
- Parks
- Canal

0 0.5 1 2 Miles

Southeast Mesa Shared Use Pathway - Hawes Road to Power Road



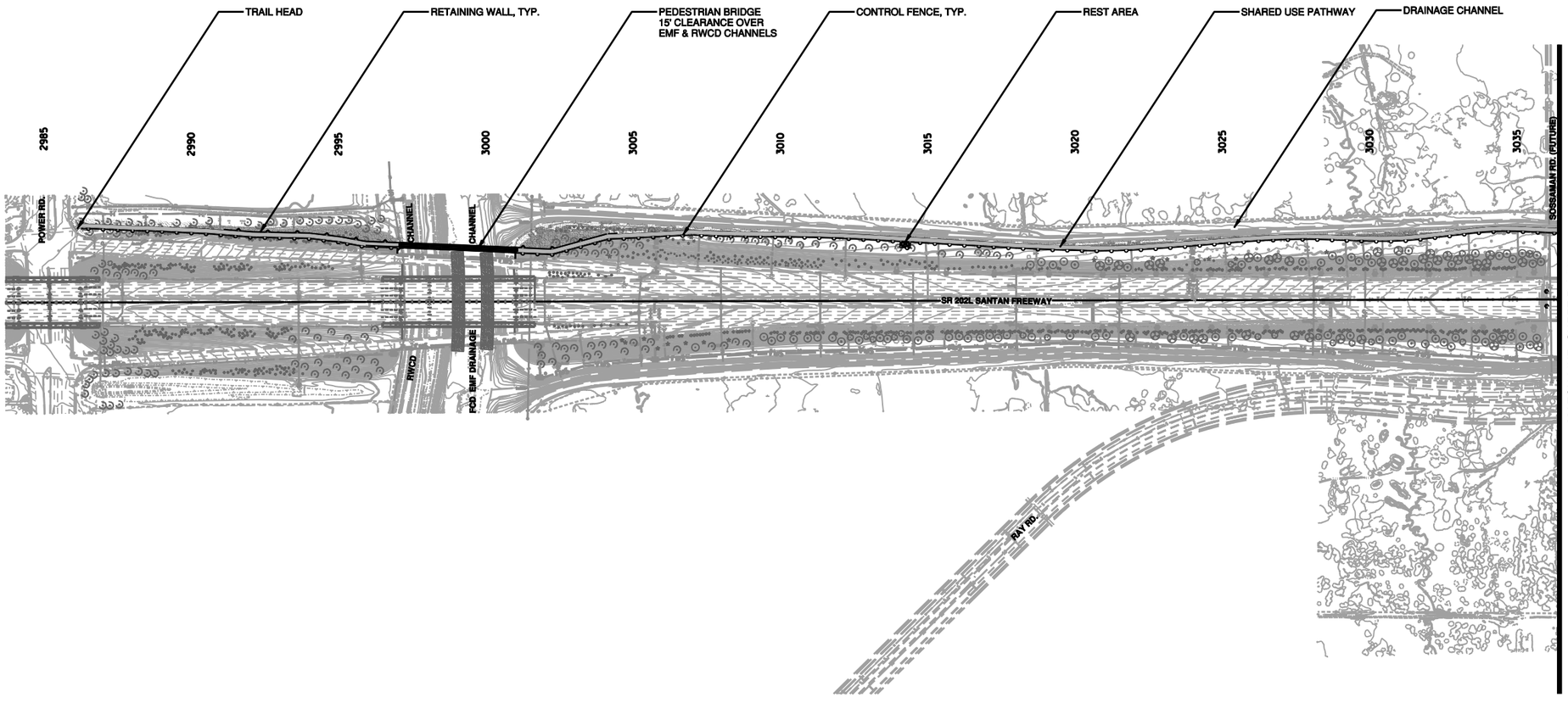
0 100 200 400
SCALE: 1"=200'

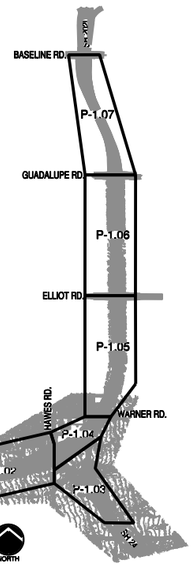
NORTH

BENCHMARK:

LEGEND

CITY OF MESA MAINTENANCE





J2 Engineering and Environmental Design
4649 East Cotton Gin Loop, Suite B2
Phoenix, Arizona 85040
Phone: (602) 438-2221
Web: www.j2design.us

Call at least two full working days before you begin excavation.
ARIZONA 811
Dial 8-1-1 or 1-800-STAKE-IT (782-5348)
In Maricopa County: (602) 263-1100

WARNING
OVERHEAD POWER LINES WITHIN PROJECT CONSTRUCTION LIMITS

PRELIMINARY
NOT FOR
CONSTRUCTION

DESIGNED BY: C. FRANKLIN
DRAWN BY: J2 CADD
APPROVED BY: D. DEWITT

CITY OF MESA
ENGINEERING DEPARTMENT

MESA GATEWAY
SHARED USE PATHWAY DESIGN

SEGMENT 1:
POWER RD. TO SOSSAMAN RD.

DRAWING NO:
P-1.01

SHEET
OF

CATALOG NUMBER:
A -

$USER$ $DATE$ $TIME$ $FILE$

9.0 Segment #1

0 100 200 400
SCALE: 1"=200'

NORTH

BENCHMARK:

LEGEND

CITY OF MESA MAINTENANCE

DRAINAGE INLET AND PIPING

SHARED USE PATHWAY

DRAINAGE CHANNEL

CONTROL FENCE, TYP.

SOSSAMAN RD. (FUTURE)

HAWES RD.

SR 202L SANTAN FREEWAY

RAY RD.

3040 3045 3050 3055 3060 3065 3070 3075 3080 3085 3090

MATCH LINE: SHEET P-1.01

MATCH LINE: SHEET P-1.03

MATCH LINE: SHEET P-1.04

KEY MAP

BASELINE RD.
P-1.07
GUADALUPE RD.
P-1.06
ELLIOT RD.
P-1.05
WARNER RD.
P-1.04
P-1.03
P-1.02
P-1.01
POWER RD.
SOSSAMAN RD.
HAWES RD.

NORTH

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CONSTRUCTION

CITY OF MESA
ENGINEERING DEPARTMENT

MESA GATEWAY
SHARED USE PATHWAY DESIGN

SEGMENT 2:
SOSSAMAN RD. TO HAWES RD.

DRAWING NO:
P-1.02

DESIGNED BY: C. FRANKLIN
DRAWN BY: J2 CADD
APPROVED BY: D. DEWITT

SHEET
OF

CATALOG NUMBER:
A -

$USER$ $DATE$ $TIME$ $FILE$

9.0 Segment #2

16.0 TYPICAL MESA SHARED USE PATHWAY SECTION