

Transportation
Project Summary

	<i>File Number</i>	<i>Reference*</i>
Falcon Field Airport		
Construct 4R Departure End Run-up Area	01-494	FFA -011
Construct Echo Apron	01-496	FFA -014
Construct Engine Run-Up Area Approach End 04R	04-076	FFA -037
Disadvantaged Business Enterprise Program	04-862	FFA -100
Extend Taxi lane B9 in new property	01-490	FFA -012
Falcon Field Master Plan Update	01-492	FFA -013
Grade, Drain, Surface Parking Area in New Property	01-489	FFA -017
Land Acquisition, 33 acres	01-484	FFA -009
Pavement Preservation Program - ADOT IGA	01-488	FFA -020
Runway Incursion Prevention and Vehicle Access	04-850	FFA -036
Runway Safety Area Improvements	05-063	FFA -041
Taxiway Vehicular Incursion Prevention	01-493	FFA -010
Taxiway/Runway Safety and Security Enhancements	02-397	FFA -035
Intelligent Transportation		
East Loop ITS Device Deployment	05-036	ITS -010
Emergency Vehicle Automated Vehicle Location (AVL) System	05-035	ITS -009
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Main Street Smart Instrumentation	02-327	ITS -008
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Power Road Smart Street Instrumentation	02-325	ITS -007

**Reference number for Map and Project Detail pages*

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Real Time Traffic Control System: Superstition Springs Mall Area (Share w/ADOT)	01-422	ITS -002
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Mass Transit

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Park & Ride Lots: Red Mt Freeway at Gilbert and Power	01-514	MT -008
Passenger Shelters and Bus Pullouts	01-505	MT -006
Transit Center/Light Rail - Main Street and Sycamore	05-051	MT -011

Regional Transportation Plan

Broadway Road, Dobson Road to Country Club Drive	01-401	RTP -006
Country Club and Brown Road Intersection	05-044	RTP -023
Dobson Rd and University Dr Intersection	05-042	RTP -021
Dobson Road Bridge over the Salt River	05-034	RTP -018
Gilbert Road and University Drive Intersection Reconstruction	01-373	RTP -001
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Greenfield Road, Southern Avenue to University Drive	04-845	RTP -013
Guadalupe Rd, Power to Hawes	05-040	RTP -019
Guadalupe Road and Dobson Road Intersection Improvements	01-370	RTP -002
Hawes Road, Elliot Road to Ray Road	04-847	RTP -015
Lindsay and Brown Road Intersection	05-043	RTP -022

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Mckellips Road, Val Vista Drive to Higley Road	04-842	RTP -010
McKellips Road: Gilbert Road to Val Vista Drive	01-665	RTP -007
McKellips Road: Higley to Power	04-857	RTP -016
Mesa Drive, Superstition Freeway (US 60) to Broadway Road	01-817	RTP -008
Power Road, Baseline Road to Guadalupe Road in partnership with MCDOT	01-371	RTP -017
Power Road, EMF to Galveston	04-843	RTP -011
Ray Road, Sossaman Road to Ellsworth Road	01-205	RTP -005
Southern Ave, Country Club Drive to Stapley Drive	01-814	RTP -009
Southern Avenue, Stapley Drive to Lindsay Road	04-846	RTP -014
Stapley and University Drive Intersection	05-041	RTP -020
Thomas Road, Gilbert Road to Val Vista Drive	01-395	RTP -003
University Drive and Country Club Drive Intersection Improvements	01-397	RTP -004
Val Vista, Baseline to Southern	05-045	RTP -024

Streets

Arterial and Residential Road Reconstruction	04-841	STR -113
Broadway Road: Tempe Canal to Dobson	05-022	STR -114
City Share for Street Lighting	01-362	STR -010
Ellsworth Road: 1/2 Mile South of Guadalupe Road to Ray Road (with McDOT)	01-720	STR -033
Extra Width City Participation City's Share	01-364	STR -017
General Improvements of Freeway Corridors	01-834	STR -015
Install New and Upgrade Signals	01-365	STR -012

**Reference number for Map and Project Detail pages*

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Lehi Road Sidewalk-North of McDowell Road	02-328	STR-104
Transportation Building Second Floor	03-064	STR-111
Various Arterial Street Improvements Crossing US 60 (with ADOT)	01-369	STR-007

Williams Gateway Airport

WGA Parkway Alignment Study and Environmental Overview	02-427	WGA-004
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**Reference number for Map and Project Detail pages*

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Future Projects

Falcon Field Airport

Apron Northwest of Falcon Field Terminal Building

Construct Drainage Study Items - Phase 2&3

Falcon Drive Reconstruction

Falcon Field Terminal Building

Grade, Drain, Surface Hi-Speed Exits for Runway 4L- 22R

Install MITL, B-7, B-8, B-9, B-10

MITL B-1 Taxiway

MITL for Hi-Speed Exits 4L-22R

Upgrade Security Fencing

Intelligent Transportation

Intelligent Transportation System (ITS)

Mass Transit

Transit Center

Streets

Baseline Road - Consolidated Canal to Power Rd.

Broadway Road, Power Road to Sossaman Road

Dobson Ranch Street Lighting Upgrades

Dobson Road Landscaping: 8th Avenue to Main Street

Internally Illuminated Street Name Signs

Transportation

Future Projects

Streets

Intersection Improvements: Southern and Country Club

Mesa Drive & University Drive Intersection Improvements

Neighborhood Street Lighting Improvements

Sossaman Road Sidewalk: Main St to Southern Ave

Thomas Rd, Power to Recker Median Island

Transportation

Project Detail

Falcon Field Airport

01-484 Land Acquisition, 33 acres

FFA -009

Problem

This property is currently the only land not owned by the airport in the 1 mile square that the airport encompasses. The project will provide additional land for new airport related development. This project is identified in the Falcon Field Airport Master Plan and is a part of a continuing effort to enhance the safety, utility, and quality of Falcon Field.

Solution

Purchase Property. A Federal and State grant will be used to fund 97.5% of the total cost of the project.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8800	020	Land Acquisition	\$0	\$0	\$0	\$0	\$848	\$100,321	\$101,169
8800	FA	Land Acquisition	\$0	\$0	\$0	\$0	\$32,220	\$3,812,193	\$3,844,413
8800	SA	Land Acquisition	\$0	\$0	\$0	\$0	\$848	\$100,320	\$101,168
			\$0	\$0	\$0	\$0	\$33,915	\$4,012,835	\$4,046,750
Total (Non-Capital & Capital Costs)									
			\$0	\$0	\$0	\$0	\$33,915	\$4,012,835	\$4,046,750

Transportation

Project Detail

01-493 Taxiway Vehicular Incursion Prevention

FFA -010

Problem

Currently aircraft going from airside to landside on Taxiway B must cross Falcon Drive. This creates a potentially dangerous situation if vehicular traffic fails to yield to taxing aircraft. This project will block Falcon Drive with Cul De Sacs at this point, not allowing cars traffic access to the taxiway. This project is identified in the Falcon Field Airport Master Plan, and is a part of a continuing effort to enhance the safety, utility and quality of Falcon Field.

Solution

Install underpass. A Federal and State grant will be used to fund 95% of the total cost of the project.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8800	020	Construction	\$59,743	\$0	\$0	\$0	\$0	\$0	\$59,743
8800	FA	Construction	\$1,217,037	\$0	\$0	\$0	\$0	\$0	\$1,217,037
8800	SA	Construction	\$59,743	\$0	\$0	\$0	\$0	\$0	\$59,743
			\$1,336,523	\$0	\$0	\$0	\$0	\$0	\$1,336,523
<i>Total (Non-Capital & Capital Costs)</i>									
			\$1,336,523	\$0	\$0	\$0	\$0	\$0	\$1,336,523

Transportation

Project Detail

01-494

Construct 4R Departure End Run-up Area

FFA -011

Problem

This project will give the airport increased capacity for aircraft waiting to takeoff. This project is identified in the Falcon Field Airport Master Plan and is a part of a continuing effort to enhance the safety, utility, and quality of Falcon Field.

Solution

Install run-up area. A Federal and State Aviation grant will be used to fund 97.5% of the total cost of the project.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8800	020	Design	\$2,097	\$0	\$0	\$0	\$0	\$0	\$2,097
8800	FA	Design	\$79,691	\$0	\$0	\$0	\$0	\$0	\$79,691
8800	SA	Design	\$2,097	\$0	\$0	\$0	\$0	\$0	\$2,097
8800	020	Construction	\$0	\$16,461	\$0	\$0	\$0	\$0	\$16,461
8800	FA	Construction	\$0	\$625,558	\$0	\$0	\$0	\$0	\$625,558
8800	SA	Construction	\$0	\$16,461	\$0	\$0	\$0	\$0	\$16,461
			\$83,885	\$658,481	\$0	\$0	\$0	\$0	\$742,366
<i>Total (Non-Capital & Capital Costs)</i>									
			\$83,885	\$658,481	\$0	\$0	\$0	\$0	\$742,366

Transportation

Project Detail

01-490

Extend Taxi lane B9 in new property

FFA-012

Problem

This project will provide aircraft access to this area by installing new taxi lanes. This project is identified in the Falcon Field Airport Master Plan and is a part of a continuing effort to enhance the safety, utility, and quality of Falcon Field.

Solution

Install taxi lanes. A Federal and State Aviation grant will be used to fund 97.5% of the total cost of this project.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8800	020	Design	\$0	\$0	\$2,622	\$0	\$0	\$0	\$2,622
8800	FA	Design	\$0	\$0	\$99,613	\$0	\$0	\$0	\$99,613
8800	SA	Design	\$0	\$0	\$2,622	\$0	\$0	\$0	\$2,622
8800	020	Construction	\$0	\$0	\$0	\$10,093	\$0	\$0	\$10,093
8800	FA	Construction	\$0	\$0	\$0	\$383,536	\$0	\$0	\$383,536
8800	SA	Construction	\$0	\$0	\$0	\$10,093	\$0	\$0	\$10,093
8800	020	Constr. Admin	\$0	\$0	\$0	\$760	\$0	\$0	\$760
8800	FA	Constr. Admin	\$0	\$0	\$0	\$28,867	\$0	\$0	\$28,867
8800	SA	Constr. Admin	\$0	\$0	\$0	\$760	\$0	\$0	\$760
			\$0	\$0	\$104,857	\$434,109	\$0	\$0	\$538,966
<i>Total (Non-Capital & Capital Costs)</i>									
			\$0	\$0	\$104,857	\$434,109	\$0	\$0	\$538,966

Transportation

Project Detail

01-492

Falcon Field Master Plan Update

FFA -013

Problem

This project will update the existing Airport Master Plan that was completed in 1992.

Solution

Update Master Plan. A Federal and State Aviation grant will be used to fund 95% of the total cost of this project.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8800	020	Pre-Design	\$7,500	\$0	\$0	\$0	\$0	\$0	\$7,500
8800	FA	Pre-Design	\$285,000	\$0	\$0	\$0	\$0	\$0	\$285,000
8800	SA	Pre-Design	\$7,500	\$0	\$0	\$0	\$0	\$0	\$7,500
			\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
<i>Total (Non-Capital & Capital Costs)</i>									
			\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000

Transportation

Project Detail

01-496

Construct Echo Apron

FFA -014

Problem

This project will give the airport increased capacity for aircraft parking. This project is identified in the Falcon Field Airport Master Plan and is a part of a continuing effort to enhance the safety, utility, and quality of Falcon Field.

Solution

Install apron. Approximate size is 200' x 700'. A State Aviation grant will be used to fund 90% of the total cost of this project.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8800	020	Design	\$6,600	\$0	\$0	\$0	\$0	\$0	\$6,600
8800	SA	Design	\$59,400	\$0	\$0	\$0	\$0	\$0	\$59,400
8800	020	Construction	\$0	\$62,170	\$0	\$0	\$0	\$0	\$62,170
8800	SA	Construction	\$0	\$559,529	\$0	\$0	\$0	\$0	\$559,529
			\$66,000	\$621,698	\$0	\$0	\$0	\$0	\$687,698
Total (Non-Capital & Capital Costs)									
			\$66,000	\$621,698	\$0	\$0	\$0	\$0	\$687,698

Transportation

Project Detail

01-489 Grade, Drain, Surface Parking Area in New Property

FFA -017

Problem

This project will provide parking for airport users. This project is identified in the Falcon Field Airport Master Plan and is a part of a continuing effort to enhance the safety, utility, and quality of Falcon Field.

Solution

Install parking area-- approx. 12,700 square yards. A State Aviation grant will be used to fund 90% of the total cost of this project.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8800	020	Design	\$0	\$0	\$1,997	\$0	\$0	\$0	\$1,997
8800	SA	Design	\$0	\$0	\$17,974	\$0	\$0	\$0	\$17,974
8800	020	Construction	\$0	\$0	\$0	\$43,208	\$0	\$0	\$43,208
8800	SA	Construction	\$0	\$0	\$0	\$388,881	\$0	\$0	\$388,881
			\$0	\$0	\$19,971	\$432,090	\$0	\$0	\$452,061
<i>Total (Non-Capital & Capital Costs)</i>									
			\$0	\$0	\$19,971	\$432,090	\$0	\$0	\$452,061

Transportation

Project Detail

01-488 Pavement Preservation Program - ADOT IGA

FFA -020

Problem

Pavement preservation is a continuing effort to maintain the quality of the airport runway/taxiway/ramp system and its surfaces to ensure extended use of the pavement. This program will preserve the pavement as required by the ADOT-Managed Pavement Management Plan.

Solution

Fund the Pavement Preservation and Management Plan as managed and executed by ADOT.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8800	020	Design	\$773	\$0	\$0	\$0	\$0	\$0	\$773
8800	SA	Design	\$6,960	\$0	\$0	\$0	\$0	\$0	\$6,960
8800	020	City Share	\$116,677	\$0	\$0	\$52,581	\$0	\$0	\$169,258
8800	SA	City Share	\$1,050,090	\$0	\$0	\$473,239	\$0	\$0	\$1,523,329
			\$1,174,500	\$0	\$0	\$525,820	\$0	\$0	\$1,700,320
<i>Total (Non-Capital & Capital Costs)</i>									
			\$1,174,500	\$0	\$0	\$525,820	\$0	\$0	\$1,700,320

Transportation

Project Detail

02-397 Taxiway/Runway Safety and Security Enhancements

FFA -035

Problem

The addition of several security enhancements is needed to adequately secure the airport and to protect it from acts of vandalism. Perimeter fencing, incursion detection, and gates will be installed to preclude inadvertent entry of vehicles, pedestrians, and wildlife onto the airport runways and taxiways. This project is identified in the Falcon Field Airport Master Plan and is a part of a continuing effort to enhance the safety, utility, and quality of Falcon Field.

Solution

Aviation grants will be used to fund 90% of the total cost of the project.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8800	020	Design	\$0	\$0	\$0	\$0	\$0	\$4,560	\$4,560
8800	SA	Design	\$0	\$0	\$0	\$0	\$0	\$4,560	\$4,560
8800	020	Construction	\$25,000	\$0	\$0	\$0	\$0	\$0	\$25,000
8800	FA	Construction	\$0	\$0	\$0	\$0	\$0	\$178,272	\$178,272
8800	SA	Construction	\$225,000	\$0	\$0	\$0	\$0	\$0	\$225,000
			\$250,000	\$0	\$0	\$0	\$0	\$187,392	\$437,392
<i>Total (Non-Capital & Capital Costs)</i>									
			\$250,000	\$0	\$0	\$0	\$0	\$187,392	\$437,392

Transportation

Project Detail

04-850 Runway Incursion Prevention and Vehicle Access

FFA -036

Problem

This Incursion Prevention Program and implementation will provide the necessary equipment, elements and infrastructure to isolate, contain, and control vehicles from wandering onto the airport runway and taxiway system. Present condition allows complete open access to the general public.

Solution

Conceptual design and implementation of a series of program elements and "safety nets" will provide required control needed to protect the airport runway and taxiway system.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8800	020	Design	\$1,250	\$0	\$0	\$0	\$0	\$0	\$1,250
8800	FA	Design	\$47,500	\$0	\$0	\$0	\$0	\$0	\$47,500
8800	SA	Design	\$1,250	\$0	\$0	\$0	\$0	\$0	\$1,250
8800	020	Construction	\$11,842	\$0	\$0	\$0	\$0	\$0	\$11,842
6300	FA	Construction	\$180,000	\$0	\$0	\$0	\$0	\$0	\$180,000
8800	FA	Construction	\$450,000	\$0	\$0	\$0	\$0	\$0	\$450,000
8800	SA	Construction	\$11,842	\$0	\$0	\$0	\$0	\$0	\$11,842
			\$703,684	\$0	\$0	\$0	\$0	\$0	\$703,684
<i>Total (Non-Capital & Capital Costs)</i>									
			\$703,684	\$0	\$0	\$0	\$0	\$0	\$703,684

Transportation

Project Detail

04-076 Construct Engine Run-Up Area Approach End 04R

FFA -037

Problem

There is significant congestion at the departure end of the runway with departing aircraft and those aircraft needing extra time for pre-departure procedures.

Solution

Provide a new Engine Run-Up area to the south of the existing runway entrance to 04R. This project is consistent with the upcoming Master Plan priorities.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8800	020	Design	\$2,236	\$0	\$0	\$0	\$0	\$0	\$2,236
8800	FA	Design	\$84,953	\$0	\$0	\$0	\$0	\$0	\$84,953
8800	SA	Design	\$2,236	\$0	\$0	\$0	\$0	\$0	\$2,236
8800	020	Construction	\$0	\$16,762	\$0	\$0	\$0	\$0	\$16,762
8800	FA	Construction	\$0	\$636,923	\$0	\$0	\$0	\$0	\$636,923
8800	SA	Construction	\$0	\$16,761	\$0	\$0	\$0	\$0	\$16,761
			\$89,425	\$670,445	\$0	\$0	\$0	\$0	\$759,870
<i>Total (Non-Capital & Capital Costs)</i>									
			\$89,425	\$670,445	\$0	\$0	\$0	\$0	\$759,870

Transportation

Project Detail

05-063 Runway Safety Area Improvements

FFA -041

Problem

A complete evaluation of the runway safety areas at both ends and the sides has been completed. Areas of concern include the western end of both runways where the primary retention basin is located. The slope is out of compliance with FAA Order 5200.9 of March 2004. In addition, mitigation efforts are needed to prevent the end areas from developing an unsafe lip from aircraft jet blast.

Solution

Implement solutions identified in the runway safety evaluation study. Design and construct blast pads for Runway 4R-22L to correct a modification to standard. This project has been identified by the FAA Runway Safety Action Team as a high priority project for Falcon Field Airport. Efforts must also be made to preserve existing capacity of retention basin.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8800	020	Design	\$2,019	\$0	\$0	\$0	\$0	\$0	\$2,019
8800	FA	Design	\$76,724	\$0	\$0	\$0	\$0	\$0	\$76,724
8800	SA	Design	\$2,019	\$0	\$0	\$0	\$0	\$0	\$2,019
8800	020	Construction	\$18,171	\$0	\$0	\$0	\$0	\$0	\$18,171
8800	FA	Construction	\$690,515	\$0	\$0	\$0	\$0	\$0	\$690,515
8800	SA	Construction	\$18,171	\$0	\$0	\$0	\$0	\$0	\$18,171
			\$807,619	\$0	\$0	\$0	\$0	\$0	\$807,619
<i>Total (Non-Capital & Capital Costs)</i>									
			\$807,619	\$0	\$0	\$0	\$0	\$0	\$807,619

Transportation

Project Detail

04-862 Disadvantaged Business Enterprise Program

FFA -100

Problem

FAA regulations requires that every airport that receives FAA Grant funding will have a formal FAA approved DBE Program. Falcon Field needs to expedite the development of a DBE Program to stay in compliance with Grant Assurances.

Solution

An Aviation management consultant is needed to expedite the development of a formal Disadvantaged Business Enterprise Program & Plan for Falcon Field in accordance with 49CFR Part 26. FAA is providing 95% funding toPart 26. FAA is providing 95% funding to develop this plan from existing grant funding.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8800	020	Pre-Design	\$2,669	\$0	\$0	\$0	\$0	\$0	\$2,669
8800	FA	Pre-Design	\$50,711	\$0	\$0	\$0	\$0	\$0	\$50,711
			\$53,380	\$0	\$0	\$0	\$0	\$0	\$53,380
<i>Total (Non-Capital & Capital Costs)</i>									
			\$53,380	\$0	\$0	\$0	\$0	\$0	\$53,380

Transportation

Project Detail

Intelligent Transportation

01-422

Real Time Traffic Control System: Superstition Springs Mall Area (Share w/ADOT)

ITS-002

Problem

The streets surrounding Superstition Springs Mall are some of the most congested roadways in the City with numerous closely spaced, multi-phase traffic signals.

Solution

This project will include the installation and testing of an adaptive real time traffic control system on Southern Avenue, Power Road, Baseline Road, Superstition Springs Boulevard, Hampton Avenue, and Clearview Avenue in the Superstition Springs Mall area to see if it can better handle the complex traffic flow and closely spaced multi-phase signals better than conventional control systems.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	011	Design	\$4,220	\$0	\$0	\$0	\$0	\$0	\$4,220
8100	FA	Design	\$69,780	\$0	\$0	\$0	\$0	\$0	\$69,780
8100	011	Construction	\$175,036	\$0	\$0	\$0	\$0	\$0	\$175,036
8100	FA	Construction	\$824,964	\$0	\$0	\$0	\$0	\$0	\$824,964
			\$1,074,000	\$0	\$0	\$0	\$0	\$0	\$1,074,000
Total (Non-Capital & Capital Costs)									
			\$1,074,000	\$0	\$0	\$0	\$0	\$0	\$1,074,000
Operations & Maint Costs									
8100	470	Other Services	\$22,900	\$23,968	\$24,531	\$25,164	\$25,889		
			\$22,900	\$23,968	\$24,531	\$25,164	\$25,889		

Transportation

Project Detail

03-055 Fiber Optic Lines - Signal System in Mesa

ITS -005

Problem

The new traffic signal control system (ICONS) as well as future Intelligent Transportation System components require higher bandwidth communication lines than our old signal system (Sonex). It is necessary to move traffic signals from the old system to the new system because hardware and equipment for SONEX is no longer supported by it's original supplier or other aftermarket suppliers.

Solution

Install fiber optic communications in new and existing conduit along City streets. This will provide connections to existing fiber optic communication lines, provide connections with the TMC, and bring additional traffic signals and cameras onto the Icons traffic control system. This will convert 14 traffic signals from Sonex to Icons; connect 4 CCTV cameras, 10 video detectors, and 18 system detectors onto Icons.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	011	Design	\$186,000	\$0	\$0	\$0	\$0	\$0	\$186,000
8100	470	Design	\$0	\$384,113	\$0	\$0	\$0	\$0	\$384,113
8100	011	Construction	\$562,284	\$0	\$0	\$0	\$0	\$0	\$562,284
8100	470	Construction	\$1,437,716	\$3,349,217	\$4,177,782	\$0	\$4,295,942	\$0	\$13,260,658
			\$2,186,000	\$3,733,331	\$4,177,782	\$0	\$4,295,942	\$0	\$14,393,055
<i>Total (Non-Capital & Capital Costs)</i>									
			\$2,186,000	\$3,733,331	\$4,177,782	\$0	\$4,295,942	\$0	\$14,393,055

Transportation

Project Detail

02-324 Gilbert Road & US60 Conduit & Fiber

ITS -006

Problem

Need to complete ITS infrastructure to improve signal communications.

Solution

This project will install conduit, fiber, and traffic detection along Gilbert Road between Southern and Baseline, and connect with ADOT fiber at Gilbert and US60. This is a joint project with the Town of Gilbert. This project will also provide a center-to-center connection with the Town of Gilbert's TMC. The Town of Gilbert is the lead agency.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	011	City Share	\$0	\$293,057	\$0	\$0	\$0	\$0	\$293,057
8100	470	City Share	\$90,000	\$0	\$0	\$0	\$0	\$0	\$90,000
8100	FA	City Share	\$0	\$156,995	\$0	\$0	\$0	\$0	\$156,995
			\$90,000	\$450,051	\$0	\$0	\$0	\$0	\$540,051
<i>Total (Non-Capital & Capital Costs)</i>									
			\$90,000	\$450,051	\$0	\$0	\$0	\$0	\$540,051
<i>Operations & Maint Costs</i>									
8100	470	Other Services	\$7,340	\$7,682	\$7,863	\$8,066	\$8,298		
			\$7,340	\$7,682	\$7,863	\$8,066	\$8,298		

Transportation

Project Detail

02-325 Power Road Smart Street Instrumentation **ITS-007**

Problem

Need to complete ITS infrastructure to improve signal communications.

Solution

This project will install conduit, fiber, and traffic detection along Power Road within Mesa where previous projects have not already done so.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	011	City Share	\$145,000	\$0	\$0	\$0	\$0	\$0	\$145,000
			\$145,000	\$0	\$0	\$0	\$0	\$0	\$145,000
Total (Non-Capital & Capital Costs)									
			\$145,000	\$0	\$0	\$0	\$0	\$0	\$145,000

02-327 Main Street Smart Instrumentation **ITS-008**

Problem

Due to traffic load on Main Street from the west city limits to Mesa Drive, improved traffic monitoring and vehicle and pedestrian signaling technology is needed for general safety and to improve traffic flow.

Solution

This project will include non-intrusive detection and traffic cameras, tactile/audible/confirming pedestrian buttons, and one mile of fiber optic cable along the section of Main Street from the west city limits to Mesa Drive. This is a joint federal aid project with Tempe, extending west to Mill Avenue.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	011	Design	\$205,000	\$0	\$0	\$0	\$0	\$0	\$205,000
8100	011	Construction	\$127,460	\$0	\$0	\$0	\$0	\$0	\$127,460
8100	FA	Construction	\$772,540	\$0	\$0	\$0	\$0	\$0	\$772,540
			\$1,105,000	\$0	\$0	\$0	\$0	\$0	\$1,105,000
Total (Non-Capital & Capital Costs)									
			\$1,105,000	\$0	\$0	\$0	\$0	\$0	\$1,105,000

Transportation

Project Detail

05-035 Emergency Vehicle Automated Vehicle Location (AVL) System

ITS-009

Problem

The Cities of Chandler, Mesa, and Tempe, and the Town of Gilbert utilize signal preemption as a means to provide fire vehicles with priority through intersections. This preemption disrupts the normal operation of a traffic signal and results in a degradation of signal synchronization. As more signals are equipped for preemption and congestion increases on city streets, the loss of synchronization will have an even greater impact on travel time, congestion, and air quality. Newer technology using Automated Vehicle Location (AVL) could be used in conjunction with central traffic management systems.

Solution

Undertake a study and pilot program to investigate the feasibility of utilizing AVL technology to provide emergency vehicle preemption at traffic signals. The study and pilot program will take into account the current traffic control systems at various jurisdictions, the emergency dispatch systems, and the feasibility of integrating both systems together. This is a joint project involving the Cities of Chandler, Mesa, Tempe, and the Town of Gilbert. The City of Chandler is the lead agency.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	470	City Share	\$0	\$5,966	\$0	\$0	\$0	\$0	\$5,966
8100	FA	City Share	\$0	\$98,697	\$0	\$0	\$0	\$0	\$98,697
			\$0	\$104,663	\$0	\$0	\$0	\$0	\$104,663
<i>Total (Non-Capital & Capital Costs)</i>									
			\$0	\$104,663	\$0	\$0	\$0	\$0	\$104,663

Transportation

Project Detail

05-036

East Loop ITS Device Deployment

ITS-010

Problem

The new traffic signal control system (ICONS) as well as future ITS components require higher bandwidth communication lines than the old system (Sonex). It is necessary to move traffic signals from the old system to the new system since Sonex hardware and equipment is no longer supported by its original supplier or other aftermarket suppliers.

Solution

Install traffic cameras and dynamic message signs (DMS) at freeway interchanges in the eastern portion of the City along Loop 202 Red Mountain Freeway from North Higley Road to US 60, and US 60 from Val Vista Drive to Crismon Road, providing connection to existing fiber segments and with the TMC.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	011	Design	\$75,000	\$0	\$0	\$0	\$0	\$0	\$75,000
8100	470	Construction	\$0	\$627,978	\$0	\$0	\$0	\$0	\$627,978
			\$75,000	\$627,978	\$0	\$0	\$0	\$0	\$702,978
<i>Total (Non-Capital & Capital Costs)</i>									
			\$75,000	\$627,978	\$0	\$0	\$0	\$0	\$702,978

Transportation

Project Detail

05-037

Santan Fiber Backbone

ITS-011

Problem

Complete fiber connectivity in southeast Mesa is not currently available.

Solution

Install fiber optic communications backbone in existing ADOT conduit along the freeways in the southeast portion of the City along Loop 202 Santan Freeway from US 60 to South Power Road. This will provide the southeast portion of the outer ring for the communications backbone, and provide connections to existing segments, providing connection with the TMC. This will complete the backbone ITS communications system around the City. Traffic cameras and dynamic message signs (DMS) at freeway interchanges will be installed under a future project or RTP projects as opportunities arise.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	470	Design	\$0	\$0	\$107,123	\$0	\$0	\$0	\$107,123
8100	470	Construction	\$0	\$0	\$0	\$857,114	\$0	\$0	\$857,114
			\$0	\$0	\$107,123	\$857,114	\$0	\$0	\$964,236
<i>Total (Non-Capital & Capital Costs)</i>									
			\$0	\$0	\$107,123	\$857,114	\$0	\$0	\$964,236

Transportation

Project Detail

05-038

Northeast Mesa ITS, Loop 202 (Red Mountain Freeway)

ITS-012

Problem

The new traffic signal control system (ICONS) as well as future Intelligent Transportation Systems (ITS) components require higher bandwidth communication lines than our old system (Sonex). It is necessary to move traffic signals from the old system to the new system because hardware and equipment for Sonex is no longer supported by its original supplier or other aftermarket suppliers.

Solution

Design and install fiber and end devices along 15 miles of existing conduit paths and into existing traffic signal control cabinets. Complete necessary connections at existing network hub sites to provide connectivity to approximately 70 ITS components in North Mesa.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	011	Design	\$120,000	\$0	\$0	\$0	\$0	\$0	\$120,000
8100	FA	Design	\$78,100	\$0	\$0	\$0	\$0	\$0	\$78,100
8100	470	Construction	\$0	\$250,563	\$0	\$0	\$0	\$0	\$250,563
8100	FA	Construction	\$0	\$796,067	\$0	\$0	\$0	\$0	\$796,067
			\$198,100	\$1,046,630	\$0	\$0	\$0	\$0	\$1,244,730
<i>Total (Non-Capital & Capital Costs)</i>									
			\$198,100	\$1,046,630	\$0	\$0	\$0	\$0	\$1,244,730

Transportation

Project Detail

05-039 Upgrade TMC and ITS Equipment

ITS-013

Problem

Existing file server, communication servers, dual processor server running video wall, console workstations, field ready laptops, and central communications equipment will have exceeded recommended operating life. Additional central components, field cameras, and DMS will also be needed due to growth and demand on system.

Solution

Replace file server, communication servers, dual processor server running video wall, console workstations, field ready laptops, and central communications equipment which have exceeded recommended operating life. Add central components, field cameras, and DMS to accommodate demand placed on system due to growth and to expand ITS functionality.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	470	Design	\$0	\$0	\$182,055	\$0	\$0	\$0	\$182,055
8100	FA	Construction	\$0	\$0	\$424,848	\$0	\$0	\$0	\$424,848
			\$0	\$0	\$606,903	\$0	\$0	\$0	\$606,903
<i>Total (Non-Capital & Capital Costs)</i>									
			\$0	\$0	\$606,903	\$0	\$0	\$0	\$606,903

Transportation

Project Detail

Mass Transit

01-372

Light Rail Transit (LRT)

MT -002

Problem

There exists a need to develop a high capacity transit system within the region's highest travel demand corridor linking Mesa with downtown Tempe, ASU, Sky Harbor Airport and downtown Phoenix.

Solution

Study, design, and construct a high capacity transit system consisting of light rail and augmented bus service. The majority of the projects funding includes funding from Federal Transit Administration (FTA) capital grant. Additional funding for land acquisition, final design and construction of the LRT corridor in Mesa also comes from County transportation funds such as CMAQ and Proposition 400. The FTA requires final design prior to entering into a "full funding grant agreement" that allows for LRT construction. Minimal Operating Segment (MOS) is now at Main Street and Sycamore just east of Dobson Road.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8860	010	City Share	\$18,847,234	\$16,985,586	\$2,931,351	\$0	\$0	\$0	\$38,764,171
8860	480	Reimbursement	(\$838,000)	(\$2,371,000)	(\$2,507,000)	(\$2,303,000)	(\$1,699,000)	\$0	(\$9,718,000)
8860	FTA	Reimbursement	(\$5,109,348)	(\$5,134,780)	(\$4,423,542)	(\$4,389,122)	(\$4,389,122)	(\$308,794)	(\$23,754,708)
8860	MAG	Reimbursement	(\$253,497)	(\$198,465)	\$0	\$0	\$0	\$0	(\$451,962)
			\$12,646,389	\$9,281,341	(\$3,999,191)	(\$6,692,122)	(\$6,088,122)	(\$308,794)	\$4,839,501
Non-Capital/Start-Up Costs									
8860	010	Misc	\$44,000	\$0	\$0	\$0	\$0	\$0	\$44,000
			\$44,000	\$0	\$0	\$0	\$0	\$0	\$44,000
Total (Non-Capital & Capital Costs)									
			\$12,690,389	\$9,281,341	(\$3,999,191)	(\$6,692,122)	(\$6,088,122)	(\$308,794)	\$4,883,501
Operations & Maint Costs									
8860	010	Other Services	\$0	\$1,326,583	\$1,404,562	\$1,435,603	\$1,471,493		
			\$0	\$1,326,583	\$1,404,562	\$1,435,603	\$1,471,493		

Transportation

Project Detail

01-507 Park & Ride Lot at US 60 and Power

MT-003

Problem

To accommodate increased demand, a facility is needed for park-n-ride patrons. In the past, shopping centers have permitted patrons to park in private lots. However, recently these private facilities have been closed to park-n-ride patrons.

Solution

Construct a city facility. This project will provide the local match to a Federal Transit Administration (FTA) grant for the construction of a City controlled park-n-ride lot within a freeway corridor.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8860	011	Construction	\$540,645	\$0	\$0	\$0	\$0	\$0	\$540,645
8860	FA	Construction	\$2,162,572	\$0	\$0	\$0	\$0	\$0	\$2,162,572
			\$2,703,217	\$0	\$0	\$0	\$0	\$0	\$2,703,217
<i>Total (Non-Capital & Capital Costs)</i>									
			\$2,703,217	\$0	\$0	\$0	\$0	\$0	\$2,703,217
<i>Operations & Maint Costs</i>									
8860	400	Other Services	\$56,427	\$59,058	\$60,446	\$62,006	\$63,791		
			\$56,427	\$59,058	\$60,446	\$62,006	\$63,791		

Transportation

Project Detail

01-505 Passenger Shelters and Bus Pullouts

MT-006

Problem

To provide seating and shade for transit passengers and to allow for rapid loading and unloading of passengers with minimal street traffic interruption.

Solution

Continue installation of passengers shelters and pullouts in the Mesa public transit service area.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8860	011	Construction	\$596,442	\$214,340	\$0	\$0	\$0	\$0	\$810,782
8860	FA	Construction	\$114,852	\$0	\$0	\$0	\$0	\$0	\$114,852
8860	SA	Construction	\$594,142	\$0	\$0	\$0	\$0	\$0	\$594,142
			\$1,305,436	\$214,340	\$0	\$0	\$0	\$0	\$1,519,776
<i>Total (Non-Capital & Capital Costs)</i>									
			\$1,305,436	\$214,340	\$0	\$0	\$0	\$0	\$1,519,776
<i>Operations & Maint Costs</i>									
8860	400	Other Services	\$7,150	\$14,930	\$15,281	\$15,675	\$16,127		
			\$7,150	\$14,930	\$15,281	\$15,675	\$16,127		

Transportation

Project Detail

01-514 Park & Ride Lots: Red Mt Freeway at Gilbert and Power

MT-008

Problem

To accommodate an expanding transit program, the City needs to construct new park and ride facilities at Gilbert and Red Mt Freeway and Power and RMF.

Solution

Construct park-and-ride lots to support increased demand.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8860	011	Design	\$80,000	\$0	\$0	\$0	\$0	\$0	\$80,000
8860	FA	Design	\$320,000	\$0	\$0	\$0	\$0	\$0	\$320,000
8860	011	Construction	\$0	\$799,946	\$0	\$0	\$0	\$0	\$799,946
8860	FA	Construction	\$0	\$3,199,787	\$0	\$0	\$0	\$0	\$3,199,787
			\$400,000	\$3,999,733	\$0	\$0	\$0	\$0	\$4,399,733
<i>Total (Non-Capital & Capital Costs)</i>									
			\$400,000	\$3,999,733	\$0	\$0	\$0	\$0	\$4,399,733
<i>Operations & Maint Costs</i>									
8860	010	Other Services	\$0	\$0	\$61,017	\$62,591	\$64,394		
			\$0	\$0	\$61,017	\$62,591	\$64,394		

Transportation

Project Detail

05-051 Transit Center/Light Rail - Main Street and Sycamore

MT-011

Problem

The initial 20-mile light rail line is currently under construction in Phoenix, Tempe, and Mesa, with the easternmost 1 mile segment to be in Mesa. The end-of-line station will be located at Main Street and Sycamore, with service scheduled to begin in December 2008. There is a need to provide a facility for transfers between the bus transit system and the light rail service.

Solution

The project will provide a proper facility to serve light rail passengers and bus transit passengers through “timed transfers” and through the provision of transit information.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8860	010	City Share	\$1,510,594	\$2,046,393	\$624,922	\$0	\$0	\$0	\$4,181,909
8860	MAG	Reimbursement	(\$284,517)	(\$1,441,591)	\$0	\$0	\$0	\$0	(\$1,726,108)
			\$1,226,077	\$604,802	\$624,922	\$0	\$0	\$0	\$2,455,801
<i>Total (Non-Capital & Capital Costs)</i>									
			\$1,226,077	\$604,802	\$624,922	\$0	\$0	\$0	\$2,455,801

Transportation

Project Detail

Regional Transportation Plan

01-373

Gilbert Road and University Drive Intersection Reconstruction

RTP-001

Problem

This intersection currently experiences significant backup and delay during the peak hours. Gilbert Rd. south of University Dr. has recently been widened to six lanes.

Solution

Widen the intersection to provide three through lanes in each direction, dual left turn lanes and selected right turn lanes.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	012	Land Acquisition	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000
8100	012	Design	\$110,000	\$0	\$0	\$0	\$0	\$0	\$110,000
8100	012	Construction	\$4,185,000	\$0	\$0	\$0	\$0	\$0	\$4,185,000
9550	UR	Construction	\$300,000	\$0	\$0	\$0	\$0	\$0	\$300,000
			\$5,095,000	\$0	\$0	\$0	\$0	\$0	\$5,095,000
Total (Non-Capital & Capital Costs)									
			\$5,095,000	\$0	\$0	\$0	\$0	\$0	\$5,095,000
Operations & Maint Costs									
8100	470	Other Services	\$5,687	\$5,952	\$6,092	\$6,249	\$6,429		
			\$5,687	\$5,952	\$6,092	\$6,249	\$6,429		

Transportation

Project Detail

01-370

Guadalupe Road and Dobson Road Intersection Improvements

RTP -002

Problem

The existing intersection is at capacity with approximately 61,700 vehicles entering the intersection on an average day. Excessive delays and congestion are experienced for all movements at the intersection. There currently is only one left turn lane for each direction of travel on Guadalupe with heavy "spillover" of left-turning vehicles in the through lanes during the PM peak period. The intersection is also the first major intersection east of the newly constructed Price Freeway which has a freeway interchange at Guadalupe Road. Heavy traffic destined for the Price Freeway is experienced at the Guadalupe Road and Dobson Road intersection in the westbound direction in the morning and in the eastbound direction in the late afternoon.

Solution

Widen the intersection to three through lanes, dual left turn lanes, and an exclusive right turn lane for each leg of the intersection. Install bus pullouts with shelters on all far side corners of the intersection, upgrade traffic signal hardware, upgrade street lighting, fiber optic lines, install bike lanes, and install landscaping.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	012	Land Acquisition	\$0	\$212,174	\$0	\$0	\$0	\$0	\$212,174
8100	480	Land Acquisition	\$0	\$486,683	\$0	\$0	\$0	\$0	\$486,683
8100	012	Pre-Design	\$99,725	\$0	\$0	\$0	\$0	\$0	\$99,725
8100	012	Design	\$28,914	\$0	\$0	\$0	\$0	\$0	\$28,914
8100	480	Design	\$68,000	\$0	\$0	\$0	\$0	\$0	\$68,000
8100	012	Construction	\$0	\$0	\$622,682	\$0	\$0	\$0	\$622,682
8100	480	Construction	\$0	\$0	\$1,453,654	\$0	\$0	\$0	\$1,453,654
			\$196,639	\$698,857	\$2,076,336	\$0	\$0	\$0	\$2,971,832
Total (Non-Capital & Capital Costs)									
			\$196,639	\$698,857	\$2,076,336	\$0	\$0	\$0	\$2,971,832
Operations & Maint Costs									
8100	470	Other Services	\$0	\$0	\$6,047	\$6,203	\$6,382		
			\$0	\$0	\$6,047	\$6,203	\$6,382		

Transportation

Project Detail

01-395 Thomas Road, Gilbert Road to Val Vista Drive

RTP-003

Problem

The existing one mile long segment of Thomas Rd. is currently unimproved between Gilbert and Lindsay. The one mile segment from Lindsay to Val Vista is paved with one lane in each direction. ADOT has constructed an overpass over the Red Mountain Freeway along the Thomas Rd. alignment.

Solution

Construct a new four lane roadway along this section of Thomas Road.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Land Acquisition	\$0	\$556,603	\$0	\$0	\$0	\$0	\$556,603
8100	480	Land Acquisition	\$0	\$1,298,868	\$0	\$0	\$0	\$0	\$1,298,868
8100	012	Design	\$143,281	\$0	\$0	\$0	\$0	\$0	\$143,281
8100	480	Design	\$335,000	\$0	\$0	\$0	\$0	\$0	\$335,000
8100	012	Construction	\$0	\$0	\$1,537,005	\$0	\$0	\$0	\$1,537,005
8100	480	Construction	\$0	\$0	\$3,586,465	\$0	\$0	\$0	\$3,586,465
			\$478,281	\$1,855,472	\$5,123,470	\$0	\$0	\$0	\$7,457,223
<i>Total (Non-Capital & Capital Costs)</i>									
			\$478,281	\$1,855,472	\$5,123,470	\$0	\$0	\$0	\$7,457,223

Transportation

Project Detail

01-397

University Drive and Country Club Drive Intersection Improvements

RTP-004

Problem

The existing intersection currently has approximately 70,000 vehicles entering the intersection on an average day. The intersection is in need of improvements to increase traffic flow and capacity.

Solution

The intersection will be completely reconstructed. Improvements will include new right turn lanes in each direction, sidewalks that are 6 feet wide and detached where possible, a new bus pullout and shelter in the northeast corner in addition to the replacement of similar facilities that already exist at the other three corners, and new traffic signal equipment will be installed.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	012	Land Acquisition	\$0	\$419,122	\$0	\$0	\$0	\$0	\$419,122
8100	480	Land Acquisition	\$0	\$977,553	\$0	\$0	\$0	\$0	\$977,553
8100	012	Pre-Design	\$87,524	\$0	\$0	\$0	\$0	\$0	\$87,524
8100	012	Design	\$25,058	\$0	\$0	\$0	\$0	\$0	\$25,058
8100	480	Design	\$60,000	\$0	\$0	\$0	\$0	\$0	\$60,000
8100	012	Construction	\$0	\$0	\$546,486	\$0	\$0	\$0	\$546,486
8100	480	Construction	\$0	\$0	\$1,275,830	\$0	\$0	\$0	\$1,275,830
			\$172,582	\$1,396,675	\$1,822,316	\$0	\$0	\$0	\$3,391,573
Total (Non-Capital & Capital Costs)									
			\$172,582	\$1,396,675	\$1,822,316	\$0	\$0	\$0	\$3,391,573

Transportation

Project Detail

01-205 Ray Road, Sossaman Road to Ellsworth Road

RTP-005

Problem

The land immediately north of Williams Gateway Airport has been planned for industrial use, according to the City of Mesa's General Plan. This use will generate economic activity and protect the airport from encroachment of residential development. Currently, there are no utilities to service these parcels in this area. Ray Road currently does not exist between Sossaman Road and Ellsworth Road.

Solution

Extending infrastructure – including Ray Road and water and wastewater lines – will help allow economic development to occur and support the Williams Gateway Airport area. Extension of the utility lines is per the water and wastewater master plans. Regarding Ray Road, the City Council approved an alignment in 2003. The new roadway will be four lanes from Sossaman Road South to a new intersection with Sossaman Road North. From Sossaman Road North, Ray Road will consist of six lanes to Ellsworth Road Right of Way anticipated to be dedicated by developers.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Design	\$0	\$0	\$162,987	\$0	\$0	\$0	\$162,987
8100	480	Design	\$0	\$0	\$381,357	\$0	\$0	\$0	\$381,357
9400	UR	Design	\$0	\$0	\$246,382	\$0	\$0	\$0	\$246,382
9500	UR	Design	\$0	\$0	\$280,816	\$0	\$0	\$0	\$280,816
8100	012	Construction	\$0	\$0	\$0	\$2,393,612	\$0	\$0	\$2,393,612
8100	480	Construction	\$0	\$0	\$0	\$5,585,525	\$0	\$0	\$5,585,525
9400	UR	Construction	\$0	\$0	\$0	\$2,527,387	\$0	\$0	\$2,527,387
9500	UR	Construction	\$0	\$0	\$0	\$2,880,605	\$0	\$0	\$2,880,605
			\$0	\$0	\$1,071,542	\$13,387,129	\$0	\$0	\$14,458,671
<i>Total (Non-Capital & Capital Costs)</i>									
			\$0	\$0	\$1,071,542	\$13,387,129	\$0	\$0	\$14,458,671

Transportation

Project Detail

01-401 Broadway Road, Dobson Road to Country Club Drive

RTP -006

Problem

The existing two-mile long segment of Broadway Road is at capacity with approximately 35,000 vehicles traveling on this roadway daily. Currently Broadway Rd. west of Dobson Rd. is a six-lane roadway.

Solution

Widen the two-mile long stretch of Broadway Rd. to three through lanes in each direction. Include a bike lane, bus pullouts and shelters, street lighting, fiber optics lines, and landscaping along the street.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Land Acquisition	\$0	\$1,184,759	\$0	\$0	\$0	\$0	\$1,184,759
8100	480	Land Acquisition	\$0	\$2,764,151	\$0	\$0	\$0	\$0	\$2,764,151
8100	012	Design	\$117,873	\$0	\$0	\$0	\$0	\$0	\$117,873
8100	480	Design	\$275,000	\$0	\$0	\$0	\$0	\$0	\$275,000
8100	012	Construction	\$0	\$0	\$3,269,255	\$0	\$0	\$0	\$3,269,255
8100	480	Construction	\$0	\$0	\$3,745,007	\$0	\$0	\$0	\$3,745,007
			\$392,873	\$3,948,910	\$7,014,262	\$0	\$0	\$0	\$11,356,045
<i>Total (Non-Capital & Capital Costs)</i>									
			\$392,873	\$3,948,910	\$7,014,262	\$0	\$0	\$0	\$11,356,045

Transportation

Project Detail

01-665

McKellips Road: Gilbert Road to Val Vista Drive

RTP -007

Problem

With ongoing growth in northeast Mesa, traffic continues to grow on McKellips Road. Improvements are needed to increase traffic flow and capacity. Curb, gutter, and sidewalk do not exist on portions of this segment.

Solution

McKellips road will be improved to increase traffic flow and capacity, including widening to three through lanes in each direction. Curb, gutter, and sidewalks will be provided along this segment, with sidewalks 6 feet wide and detached where possible. Streetlights will be installed where they do not currently exist.¹ Intersection improvements will include bus pullouts to be added at selected locations.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Land Acquisition	\$478,860	\$0	\$0	\$0	\$0	\$0	\$478,860
8100	480	Land Acquisition	\$1,117,000	\$0	\$0	\$0	\$0	\$0	\$1,117,000
8100	012	Design	\$126,662	\$0	\$0	\$0	\$0	\$0	\$126,662
8100	480	Design	\$295,000	\$0	\$0	\$0	\$0	\$0	\$295,000
8100	012	Construction	\$0	\$1,361,779	\$0	\$0	\$0	\$0	\$1,361,779
8100	480	Construction	\$0	\$3,177,570	\$0	\$0	\$0	\$0	\$3,177,570
			\$2,017,522	\$4,539,349	\$0	\$0	\$0	\$0	\$6,556,871
<i>Total (Non-Capital & Capital Costs)</i>									
			\$2,017,522	\$4,539,349	\$0	\$0	\$0	\$0	\$6,556,871
<i>Operations & Maint Costs</i>									
8860	400	Other Services	\$0	\$0	\$883	\$905	\$932		
8100	470	Other Services	\$0	\$0	\$117,464	\$120,495	\$123,965		
			\$0	\$0	\$118,347	\$121,400	\$124,897		

Transportation

Project Detail

01-817

Mesa Drive, Superstition Freeway (US 60) to Broadway Road

RTP-008

Problem

Mesa Dr. north of Southern Ave. carries approximately 38,000 vehicles per day. This exceeds the capacity of the roadway and results in considerable congestion at the major intersections. Need to improve the current storm sewer system to mitigate street flooding during most storm events.

Solution

Widen the existing four lane roadway to six lanes. Improve storm sewer system to alleviate street flooding during most storm events.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	012	Land Acquisition	\$0	\$0	\$1,955,162	\$0	\$0	\$0	\$1,955,162
8100	480	Land Acquisition	\$0	\$0	\$4,562,352	\$0	\$0	\$0	\$4,562,352
8100	012	Pre-Design	\$74,471	\$0	\$0	\$0	\$0	\$0	\$74,471
8100	480	Pre-Design	\$174,000	\$0	\$0	\$0	\$0	\$0	\$174,000
8100	012	Design	\$0	\$77,944	\$0	\$0	\$0	\$0	\$77,944
8100	480	Design	\$0	\$182,114	\$0	\$0	\$0	\$0	\$182,114
9400	UR	Design	\$0	\$47,098	\$0	\$0	\$0	\$0	\$47,098
8100	012	Construction	\$0	\$0	\$0	\$1,637,769	\$0	\$0	\$1,637,769
8100	480	Construction	\$0	\$0	\$0	\$3,822,947	\$0	\$0	\$3,822,947
9400	UR	Construction	\$0	\$0	\$482,052	\$0	\$0	\$0	\$482,052
			\$248,471	\$307,156	\$6,999,567	\$5,460,716	\$0	\$0	\$13,015,909
Total (Non-Capital & Capital Costs)									
			\$248,471	\$307,156	\$6,999,567	\$5,460,716	\$0	\$0	\$13,015,909
Operations & Maint Costs									
8860	400	Other Services	\$0	\$0	\$0	\$0	\$699		
8100	470	Other Services	\$0	\$0	\$0	\$0	\$92,976		
			\$0	\$0	\$0	\$0	\$93,674		

Transportation

Project Detail

01-814 Southern Ave, Country Club Drive to Stapley Drive

RTP -009

Problem

Southern Ave. east of Country Club Dr. currently carries approximately 36,300 vehicles per day. This exceeds the capacity of the roadway and has resulted in considerable congestion at the major intersections. Replace existing aging infrastructure in conjunction with street project. Reduce maintenance problems and leaks on the gas system. Improve storm sewer system to mitigate street flooding during most storm events.

Solution

Widen the existing four lane roadway to six lanes. This project includes widening Mesa Dr. and Stapley Dr. from US 60 to Southern Ave. from four lanes to six lanes with a raised median. Replace 6" HP Gas Main Southern Ave., Center Street to Gilbert Road and improve storm sewer system to provide conveyance of storm runoff and alleviate street flooding over entire length.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	012	Land Acquisition	\$0	\$653,240	\$0	\$0	\$0	\$0	\$653,240
8100	480	Land Acquisition	\$0	\$1,524,940	\$0	\$0	\$0	\$0	\$1,524,940
8100	012	Design	\$345,695	\$0	\$0	\$0	\$0	\$0	\$345,695
8100	480	Design	\$832,000	\$0	\$0	\$0	\$0	\$0	\$832,000
8100	012	Construction	\$0	\$0	\$2,493,355	\$0	\$0	\$0	\$2,493,355
8100	480	Construction	\$0	\$0	\$5,817,830	\$0	\$0	\$0	\$5,817,830
9300	UR	Construction	\$0	\$0	\$390,916	\$0	\$0	\$0	\$390,916
9550	UR	Construction	\$0	\$0	\$9,382,027	\$0	\$0	\$0	\$9,382,027
			\$1,177,695	\$2,178,180	\$18,084,128	\$0	\$0	\$0	\$21,440,003
Total (Non-Capital & Capital Costs)									
			\$1,177,695	\$2,178,180	\$18,084,128	\$0	\$0	\$0	\$21,440,003
Operations & Maint Costs									
8860	400	Other Services	\$0	\$0	\$0	\$905	\$932		
8100	470	Other Services	\$0	\$0	\$0	\$120,495	\$123,965		
			\$0	\$0	\$0	\$121,400	\$124,897		

Transportation

Project Detail

04-842 Mckellips Road, Val Vista Drive to Higley Road

RTP-010

Problem

With ongoing growth in northeast Mesa, traffic continues to grow on McKellips Road. Improvements are needed to increase traffic flow and capacity. Curb, gutter, and sidewalk do not exist on portions of this segment.

Solution

McKellips Road will be improved to increase traffic flow and capacity, including widening to three through lanes in each direction. Curb, gutter, and sidewalks will be provided along this segment, with sidewalks 6 feet wide and detached where possible.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	012	Land Acquisition	\$0	\$0	\$287,513	\$0	\$0	\$0	\$287,513
8100	480	Land Acquisition	\$0	\$0	\$670,588	\$0	\$0	\$0	\$670,588
8100	012	Pre-Design	\$141,260	\$0	\$0	\$0	\$0	\$0	\$141,260
8100	480	Pre-Design	\$328,000	\$0	\$0	\$0	\$0	\$0	\$328,000
8100	012	Design	\$0	\$147,847	\$0	\$0	\$0	\$0	\$147,847
8100	480	Design	\$0	\$343,295	\$0	\$0	\$0	\$0	\$343,295
9400	UR	Design	\$240,000	\$0	\$0	\$0	\$0	\$0	\$240,000
8100	012	Construction	\$0	\$0	\$0	\$3,093,514	\$0	\$0	\$3,093,514
8100	480	Construction	\$0	\$0	\$0	\$7,219,536	\$0	\$0	\$7,219,536
9400	UR	Construction	\$0	\$0	\$0	\$2,446,071	\$0	\$0	\$2,446,071
			\$709,260	\$491,142	\$958,100	\$12,759,120	\$0	\$0	\$14,917,622
Total (Non-Capital & Capital Costs)									
			\$709,260	\$491,142	\$958,100	\$12,759,120	\$0	\$0	\$14,917,622
Operations & Maint Costs									
8860	400	Other Services	\$0	\$0	\$0	\$905	\$932		
8100	470	Other Services	\$0	\$0	\$0	\$120,495	\$123,965		
			\$0	\$0	\$0	\$121,400	\$124,897		

Transportation

Project Detail

04-843 Power Road, EMF to Galveston

RTP-011

Problem

With the growth in southeast Mesa and the opening of the San Tan Freeway, traffic has increased on Power Road. More lanes are needed to address traffic load on this arterial street.

Solution

Widen Power Road to a six-lane facility per Transportation Master Plan and MAG's Regional Transportation Plan (RTP) projects.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Land Acquisition	\$75,000	\$321,198	\$0	\$0	\$0	\$0	\$396,198
8100	480	Land Acquisition	\$0	\$1,914,390	\$0	\$0	\$0	\$0	\$1,914,390
8100	O	Land Acquisition	\$0	\$945,735	\$0	\$0	\$0	\$0	\$945,735
8100	012	Design	\$62,475	\$0	\$0	\$0	\$0	\$0	\$62,475
8100	480	Design	\$583,000	\$0	\$0	\$0	\$0	\$0	\$583,000
8100	O	Design	\$187,425	\$0	\$0	\$0	\$0	\$0	\$187,425
8100	012	Construction	\$0	\$0	\$1,176,903	\$0	\$0	\$0	\$1,176,903
8100	480	Construction	\$0	\$0	\$7,075,878	\$0	\$0	\$0	\$7,075,878
5750	E/S	Construction	\$0	\$0	\$626,667	\$0	\$0	\$0	\$626,667
8100	O	Construction	\$0	\$0	\$3,530,708	\$0	\$0	\$0	\$3,530,708
			\$907,900	\$3,181,323	\$12,410,156	\$0	\$0	\$0	\$16,499,378
<i>Total (Non-Capital & Capital Costs)</i>									
			\$907,900	\$3,181,323	\$12,410,156	\$0	\$0	\$0	\$16,499,378
<i>Operations & Maint Costs</i>									
8100	470	Other Services	\$0	\$0	\$146,832	\$150,620	\$154,958		
			\$0	\$0	\$146,832	\$150,620	\$154,958		

Transportation

Project Detail

04-844 Greenfield Road, Baseline Road to Southern Avenue

RTP-012

Problem

With added development in Mesa and additional traffic loads from the Superstition Freeway, Greenfield Road needs to expand to a six-lane arterial facility.

Solution

Widen Greenfield Road between Baseline Road and Southern Avenue per the Transportation Master Plan and MAG's Regional Transportation Plan (RTP) projects.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	012	Land Acquisition	\$425,089	\$0	\$0	\$0	\$0	\$0	\$425,089
8100	480	Land Acquisition	\$992,000	\$0	\$0	\$0	\$0	\$0	\$992,000
8100	012	Design	\$150,000	\$0	\$0	\$0	\$0	\$0	\$150,000
8100	012	Construction	\$0	\$1,634,366	\$0	\$0	\$0	\$0	\$1,634,366
8100	480	Construction	\$0	\$3,814,968	\$0	\$0	\$0	\$0	\$3,814,968
			\$1,567,089	\$5,449,334	\$0	\$0	\$0	\$0	\$7,016,423
Total (Non-Capital & Capital Costs)									
			\$1,567,089	\$5,449,334	\$0	\$0	\$0	\$0	\$7,016,423
Operations & Maint Costs									
8860	400	Other Services	\$0	\$0	\$441	\$453	\$466		
8100	470	Other Services	\$0	\$0	\$58,732	\$60,247	\$61,983		
			\$0	\$0	\$59,173	\$60,700	\$62,448		

Transportation

Project Detail

04-845 Greenfield Road, Southern Avenue to University Drive

RTP-013

Problem

With added development in Mesa and additional traffic loads from the Superstition Freeway, Greenfield Road needs to expand to a six-lane arterial facility. Improve capacity at intersections along this segment of Greenfield Road.

Solution

Continue widening Greenfield Road from Southern Avenue to University Drive per the Transportation Master Plan and MAG's Regional Transportation Plan (RTP) projects.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Land Acquisition	\$0	\$0	\$558,791	\$0	\$0	\$0	\$558,791
8100	480	Land Acquisition	\$0	\$0	\$1,303,682	\$0	\$0	\$0	\$1,303,682
8100	012	Pre-Design	\$143,374	\$0	\$0	\$0	\$0	\$0	\$143,374
8100	480	Pre-Design	\$333,000	\$0	\$0	\$0	\$0	\$0	\$333,000
8100	012	Design	\$0	\$150,060	\$0	\$0	\$0	\$0	\$150,060
8100	480	Design	\$0	\$348,528	\$0	\$0	\$0	\$0	\$348,528
8100	012	Construction	\$0	\$0	\$0	\$3,007,590	\$0	\$0	\$3,007,590
8100	480	Construction	\$0	\$0	\$0	\$7,461,803	\$0	\$0	\$7,461,803
			\$476,374	\$498,588	\$1,862,474	\$10,469,393	\$0	\$0	\$13,306,829
<i>Total (Non-Capital & Capital Costs)</i>									
			\$476,374	\$498,588	\$1,862,474	\$10,469,393	\$0	\$0	\$13,306,829
<i>Operations & Maint Costs</i>									
8860	400	Other Services	\$0	\$0	\$0	\$0	\$932		
8100	470	Other Services	\$0	\$0	\$0	\$0	\$123,965		
			\$0	\$0	\$0	\$0	\$124,897		

Transportation

Project Detail

04-846

Southern Avenue, Stapley Drive to Lindsay Road

RTP-014

Problem

With added traffic loads, Southern Avenue needs to be widened to a six-lane facility with capacity improvements at intersections along this segment.

Solution

Widen Southern Avenue per the Transportation Master Plan and MAG's Regional Transportation Plan (RTP) projects.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	012	Land Acquisition	\$0	\$0	\$0	\$972,730	\$0	\$0	\$972,730
8100	480	Land Acquisition	\$0	\$0	\$0	\$2,271,352	\$0	\$0	\$2,271,352
8100	012	Design	\$0	\$0	\$316,088	\$0	\$0	\$0	\$316,088
8100	480	Design	\$0	\$0	\$738,075	\$0	\$0	\$0	\$738,075
8100	012	Construction	\$0	\$0	\$0	\$0	\$2,002,619	\$0	\$2,002,619
8100	480	Construction	\$0	\$0	\$0	\$0	\$4,672,402	\$0	\$4,672,402
			\$0	\$0	\$1,054,163	\$3,244,081	\$6,675,022	\$0	\$10,973,265
Total (Non-Capital & Capital Costs)									
			\$0	\$0	\$1,054,163	\$3,244,081	\$6,675,022	\$0	\$10,973,265
Operations & Maint Costs									
8860	400	Other Services	\$0	\$0	\$0	\$0	\$0		
8100	470	Other Services	\$0	\$0	\$0	\$0	\$0		
			\$0	\$0	\$0	\$0	\$0		

Transportation

Project Detail

04-847

Hawes Road, Elliot Road to Ray Road

RTP-015

Problem

Hawes Road from Elliot to Ray Road is non-existent. ADOT is putting a freeway interchange of the San Tan Freeway at Hawes Road. An arterial street will be required in order to distribute the traffic load coming from the freeway.

Solution

Build an arterial facility with three through lanes in each direction to access the San Tan Freeway, the Williams Gateway Airport, and other arterial streets in the area.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Land Acquisition	\$0	\$0	\$621,882	\$0	\$0	\$0	\$621,882
8100	480	Land Acquisition	\$0	\$0	\$1,450,440	\$0	\$0	\$0	\$1,450,440
8100	012	Design	\$0	\$0	\$103,260	\$0	\$0	\$0	\$103,260
8100	480	Design	\$0	\$0	\$242,097	\$0	\$0	\$0	\$242,097
8100	012	Construction	\$0	\$0	\$0	\$2,970,160	\$0	\$0	\$2,970,160
8100	480	Construction	\$0	\$0	\$0	\$572,508	\$0	\$0	\$572,508
			\$0	\$0	\$2,417,679	\$3,542,668	\$0	\$0	\$5,960,347
<i>Total (Non-Capital & Capital Costs)</i>									
			\$0	\$0	\$2,417,679	\$3,542,668	\$0	\$0	\$5,960,347
<i>Operations & Maint Costs</i>									
8860	400	Other Services	\$0	\$0	\$0	\$0	\$0	\$0	
8100	470	Other Services	\$0	\$0	\$0	\$0	\$0	\$0	
			\$0	\$0	\$0	\$0	\$0	\$0	

Transportation

Project Detail

04-857

McKellips Road: Higley to Power

RTP-016

Problem

With ongoing growth in northeast Mesa, traffic continues to grow on McKellips Road. Improvements are needed to increase traffic flow and capacity. Curb, gutter, and sidewalk do not exist on portions of this segment.

Solution

McKellips Road will be improved to increase traffic flow and capacity, including widening to three through lanes in each direction. Curb, gutter, and sidewalks will be provided along this segment, with sidewalks 6 feet wide and detached where possible.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$958,966	\$958,966
8100	480	Land Acquisition	\$0	\$0	\$0	\$0	\$0	\$2,235,860	\$2,235,860
8100	012	Pre-Design	\$0	\$0	\$0	\$158,483	\$0	\$0	\$158,483
8100	480	Pre-Design	\$0	\$0	\$0	\$369,218	\$0	\$0	\$369,218
8100	012	Design	\$0	\$0	\$0	\$0	\$148,192	\$0	\$148,192
8100	480	Design	\$0	\$0	\$0	\$0	\$347,067	\$0	\$347,067
8100	012	Construction	\$0	\$0	\$0	\$0	\$0	\$1,971,975	\$1,971,975
8100	480	Construction	\$0	\$0	\$0	\$0	\$0	\$4,601,698	\$4,601,698
			\$0	\$0	\$0	\$527,701	\$495,259	\$9,768,499	\$10,791,458
<i>Total (Non-Capital & Capital Costs)</i>									
			\$0	\$0	\$0	\$527,701	\$495,259	\$9,768,499	\$10,791,458

Transportation

Project Detail

01-371

Power Road, Baseline Road to Guadalupe Road in partnership with MCDOT

RTP-017

Problem

Population growth in the southeast valley has created a traffic capacity challenge on many of the north/south arterials including this segment of Power Rd. This segment of street is positioned between two cities and along the main travelway to the Williams Gateway area and a branch of Arizona State University. It is defined as a road of regional significance in the County Highway Plan. Current street width and striping along Power at this location does not satisfy the needs of the community and the region.

Solution

Maricopa County, in partnership with Mesa and Gilbert has made this segment of Power Rd. a priority for many years. Limited funding from the County has delayed the improvements in the past. Now with regional funding available to supplement the project, improvements can become a reality. Power will be improved to include six through lanes and a raised median. Dual lefts will be accommodated at the signalized intersections. This street can now function as a road of regional significance.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	012	City Share	\$574,271	\$0	\$0	\$0	\$0	\$0	\$574,271
8100	480	City Share	\$590,366	\$553,531	\$0	\$0	\$0	\$0	\$1,143,897
5750	E/S	City Share	\$292,500	\$0	\$0	\$0	\$0	\$0	\$292,500
9550	UR	City Share	\$225,443	\$0	\$0	\$0	\$0	\$0	\$225,443
			\$1,682,580	\$553,531	\$0	\$0	\$0	\$0	\$2,236,111
Total (Non-Capital & Capital Costs)									
			\$1,682,580	\$553,531	\$0	\$0	\$0	\$0	\$2,236,111
Operations & Maint Costs									
8100	470	Other Services	\$0	\$43,089	\$44,101	\$45,239	\$46,542		
			\$0	\$43,089	\$44,101	\$45,239	\$46,542		

Transportation

Project Detail

05-034

Dobson Road Bridge over the Salt River

RTP-018

Problem

Crossings along the Salt River have always been a bottleneck for automobile traffic and for pedestrians and bicyclist as well. Only a handful of crossings on the Salt River serve residents of Mesa and they are critical to mobility for our residents. Existing crossings of the Salt River funnel traffic from a broad area to allow passage to and from Mesa and adjoining communities. Traffic concentrations at these locations has increased significantly over the years as Mesa continues to grow above national averages.

Solution

Adding additional crossings of the Salt River, especially at Dobson Rd. will help to spread concentrations of crossings to other locations along the river bottom. Dobson Rd. is typical of other locations along the Salt River where direct access to the freeway is also available.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	012	City Share	\$103,606	\$133,352	\$2,030,682	\$0	\$0	\$0	\$2,267,640
			\$103,606	\$133,352	\$2,030,682	\$0	\$0	\$0	\$2,267,640
Total (Non-Capital & Capital Costs)									
			\$103,606	\$133,352	\$2,030,682	\$0	\$0	\$0	\$2,267,640

Transportation

Project Detail

05-040 Guadalupe Rd, Power to Hawes

RTP-019

Problem

Rapid paced development along Guadalupe has created a significant increase in automobile traffic. Development has leap-frogged along Guadalupe creating bottlenecks for auto, pedestrian and bicycle traffic.

Solution

Guadalupe Rd. will be widened to accommodate six lanes of auto traffic as well as a detached sidewalk for pedestrians and bicycle lanes adjacent to the curbs.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Land Acquisition	\$0	\$0	\$0	\$987,669	\$0	\$0	\$987,669
8100	480	Land Acquisition	\$0	\$0	\$0	\$2,305,416	\$0	\$0	\$2,305,416
8100	012	Design	\$0	\$0	\$321,299	\$0	\$0	\$0	\$321,299
8100	480	Design	\$0	\$0	\$748,787	\$0	\$0	\$0	\$748,787
8100	012	Construction	\$0	\$0	\$0	\$0	\$2,032,227	\$0	\$2,032,227
8100	480	Construction	\$0	\$0	\$0	\$0	\$4,743,625	\$0	\$4,743,625
			\$0	\$0	\$1,070,086	\$3,293,085	\$6,775,852	\$0	\$11,139,023
<i>Total (Non-Capital & Capital Costs)</i>									
			\$0	\$0	\$1,070,086	\$3,293,085	\$6,775,852	\$0	\$11,139,023

Transportation

Project Detail

05-041

Stapley and University Drive Intersection

RTP-020

Problem

Automobile traffic growth has followed the growth of the City in the easterly direction. Stapley, in the past, was referred to as the east part of the community. Today, traffic volumes define it more accurately as central Mesa. It is one of several intersections in the heart of the community that has experienced a significant traffic increase, wearing away at the capacity of the street for autos, buses, pedestrians and bicycles.

Solution

The object of this project is to add an additional left turn lane and a right turn lane in all directions. Two bus routes pass through this intersection as well and bus pullout would also be provided including shelters for the many transit users that access the bus system as this intersection. The bus pullouts will facilitate auto traffic by adding spaces for bus to move in and out of the through lanes of traffic

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Land Acquisition	\$0	\$0	\$0	\$353,053	\$0	\$0	\$353,053
8100	480	Land Acquisition	\$0	\$0	\$0	\$823,049	\$0	\$0	\$823,049
8100	012	Design	\$0	\$0	\$114,367	\$0	\$0	\$0	\$114,367
8100	480	Design	\$0	\$0	\$267,807	\$0	\$0	\$0	\$267,807
8100	012	Construction	\$0	\$0	\$0	\$0	\$737,747	\$0	\$737,747
8100	480	Construction	\$0	\$0	\$0	\$0	\$1,682,201	\$0	\$1,682,201
			\$0	\$0	\$382,174	\$1,176,102	\$2,419,947	\$0	\$3,978,223
<i>Total (Non-Capital & Capital Costs)</i>									
			\$0	\$0	\$382,174	\$1,176,102	\$2,419,947	\$0	\$3,978,223

Transportation

Project Detail

05-042

Dobson Rd and University Dr Intersection

RTP -021

Problem

Dobson and University is on the border between Mesa, Tempe and Scottsdale. It has been referred to in the past as the tri-city area. Six through lanes for autos and buses exist on Dobson Rd as well as dual left turn lanes in all four directions. Traffic demand in the intersection has exceeded the capacity of the intersection to function at optimum levels of service. The advent of the light rail is also expected to bring additional auto traffic to the park and ride facility to be constructed at Main and Sycamore.

Solution

The intersection lacks an additional through lane east and west on University to keep pace with traffic volumes in the area. Right turn lanes are also proposed for all four directions.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Land Acquisition	\$0	\$0	\$0	\$353,053	\$0	\$0	\$353,053
8100	480	Land Acquisition	\$0	\$0	\$0	\$823,049	\$0	\$0	\$823,049
8100	012	Design	\$0	\$0	\$114,367	\$0	\$0	\$0	\$114,367
8100	480	Design	\$0	\$0	\$267,807	\$0	\$0	\$0	\$267,807
8100	012	Construction	\$0	\$0	\$0	\$0	\$737,747	\$0	\$737,747
8100	480	Construction	\$0	\$0	\$0	\$0	\$1,682,201	\$0	\$1,682,201
			\$0	\$0	\$382,174	\$1,176,102	\$2,419,947	\$0	\$3,978,223
<i>Total (Non-Capital & Capital Costs)</i>									
			\$0	\$0	\$382,174	\$1,176,102	\$2,419,947	\$0	\$3,978,223

Transportation

Project Detail

05-043

Lindsay and Brown Road Intersection

RTP -022

Problem

This intersection is located in a largely residential area of the City. Most businesses blend in with the neighborhoods. What makes it priority, is the high school campus on the NW corner of the intersection. It is Mountain View High and generates substantial traffic, mixing large volumes of pedestrians and automobiles. Left turn movements experience delays during many hours of the day as parent pick-up and rush hour traffic challenge the geometry of the intersection. Increased through traffic resulted after the completion of the freeway (202) and the traffic interchange, west of Lindsay.

Solution

Traffic capacity will be enhanced by adding dual left turn lanes in all directions as well as right turn lanes. Bike lanes will also be created at those locations where they do not exist to facilitate high school students that choose to bike to school.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Land Acquisition	\$0	\$0	\$0	\$0	\$363,221	\$0	\$363,221
8100	480	Land Acquisition	\$0	\$0	\$0	\$0	\$846,753	\$0	\$846,753
8100	012	Design	\$0	\$0	\$0	\$117,318	\$0	\$0	\$117,318
8100	480	Design	\$0	\$0	\$0	\$274,716	\$0	\$0	\$274,716
8100	012	Construction	\$0	\$0	\$0	\$0	\$0	\$756,781	\$756,781
8100	480	Construction	\$0	\$0	\$0	\$0	\$0	\$1,725,601	\$1,725,601
			\$0	\$0	\$0	\$392,034	\$1,209,974	\$2,482,382	\$4,084,389
<i>Total (Non-Capital & Capital Costs)</i>									
			\$0	\$0	\$0	\$392,034	\$1,209,974	\$2,482,382	\$4,084,389

Transportation

Project Detail

05-044

Country Club and Brown Road Intersection

RTP -023

Problem

This intersection like that of Dobson and University is improved north and southbound. Unlike the intersection noted, dual lefts do not exist on Brown Rd. creating back-ups in the east/west direction

Solution

Dual left turn lanes on Brown will be added to the intersection as well as right turn lanes to move the intersection closer to a higher level of service.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Land Acquisition	\$0	\$0	\$0	\$0	\$363,221	\$0	\$363,221
8100	480	Land Acquisition	\$0	\$0	\$0	\$0	\$846,753	\$0	\$846,753
8100	012	Design	\$0	\$0	\$0	\$117,318	\$0	\$0	\$117,318
8100	480	Design	\$0	\$0	\$0	\$274,716	\$0	\$0	\$274,716
8100	012	Construction	\$0	\$0	\$0	\$0	\$0	\$756,781	\$756,781
8100	480	Construction	\$0	\$0	\$0	\$0	\$0	\$1,725,601	\$1,725,601
			\$0	\$0	\$0	\$392,034	\$1,209,974	\$2,482,382	\$4,084,389
<i>Total (Non-Capital & Capital Costs)</i>									
			\$0	\$0	\$0	\$392,034	\$1,209,974	\$2,482,382	\$4,084,389

Transportation

Project Detail

05-045 Val Vista, Baseline to Southern

RTP -024

Problem

This one-mile segment of roadway has experienced a significant increase in traffic volume over the years, as development in the area has been prolific. The freeway (US 60), including the interchange has been improved to accommodate the swelling volumes of automobile, pedestrian and bike traffic.

Solution

Mesa can now match the freeway and development improvements with their own, to keep pace with the progress in the area. Some stretches of Val Vista Dr. in the area are complete and others are not. This project will address traffic volume concerns in along this segment of arterial street.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Land Acquisition	\$0	\$0	\$0	\$0	\$707,772	\$0	\$707,772
8100	480	Land Acquisition	\$0	\$0	\$0	\$0	\$1,651,677	\$0	\$1,651,677
8100	012	Design	\$0	\$0	\$0	\$229,320	\$0	\$0	\$229,320
8100	480	Design	\$0	\$0	\$0	\$535,147	\$0	\$0	\$535,147
8100	012	Construction	\$0	\$0	\$0	\$0	\$0	\$1,452,065	\$1,452,065
8100	480	Construction	\$0	\$0	\$0	\$0	\$0	\$3,388,580	\$3,388,580
			\$0	\$0	\$0	\$764,466	\$2,359,449	\$4,840,645	\$7,964,560
<i>Total (Non-Capital & Capital Costs)</i>									
			\$0	\$0	\$0	\$764,466	\$2,359,449	\$4,840,645	\$7,964,560

Transportation

Project Detail

Streets

01-369

Various Arterial Street Improvements Crossing US 60 (with ADOT)

STR -007

Problem

Ever increasing traffic volumes entering and exiting US 60 at multiple traffic interchange locations are causing a drop in the level of service. Heavy spillover of left-turning vehicles into the through lane is experienced during the peak hours.

Solution

Participate with ADOT to widen traffic interchange locations to accommodate dual left turns and at those locations where needed add additional through lanes to achieve a road section with three through lanes.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
9800	G6	Design	\$32,773	\$0	\$0	\$0	\$0	\$0	\$32,773
9800	G6	Construction	\$289,159	\$0	\$0	\$0	\$0	\$0	\$289,159
			\$321,932	\$0	\$0	\$0	\$0	\$0	\$321,932
Total (Non-Capital & Capital Costs)									
			\$321,932	\$0	\$0	\$0	\$0	\$0	\$321,932

Transportation

Project Detail

01-362

City Share for Street Lighting

STR -010

Problem

The City is responsible by ordinance to participate in the cost of new street light facilities. The arterial street obligation is for all developer costs that exceed \$14.00 per linear foot. The participation in collector street costs is \$7.00 per linear foot, if street lights are installed on both sides of the street.

Solution

Provide funds to participate in the cost of installing street lights along arterial and collector street frontage.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	City Share	\$0	\$0	\$0	\$1,382,690	\$1,422,512	\$0	\$2,805,202
9800	G6	City Share	\$1,258,291	\$1,316,966	\$1,347,914	\$0	\$0	\$0	\$3,923,171
			\$1,258,291	\$1,316,966	\$1,347,914	\$1,382,690	\$1,422,512	\$0	\$6,728,373
<i>Total (Non-Capital & Capital Costs)</i>									
			\$1,258,291	\$1,316,966	\$1,347,914	\$1,382,690	\$1,422,512	\$0	\$6,728,373
<i>Operations & Maint Costs</i>									
8100	470	Other Services	\$44,040	\$92,187	\$141,530	\$193,576	\$248,939		
			\$44,040	\$92,187	\$141,530	\$193,576	\$248,939		

Transportation

Project Detail

01-365 Install New and Upgrade Signals

STR-012

Problem

Continued growth and increased traffic volumes throughout the City of Mesa requires an ongoing upgrading of existing traffic signals and installation of new ones.

Solution

Set aside funds to accommodate the constant expansion and improvement of the traffic signal system.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	012	Construction	\$0	\$0	\$586,903	\$602,046	\$619,384	\$0	\$1,808,333
9800	G6	Construction	\$547,880	\$573,428	\$0	\$0	\$0	\$635,365	\$1,756,672
			\$547,880	\$573,428	\$586,903	\$602,046	\$619,384	\$635,365	\$3,565,006
Total (Non-Capital & Capital Costs)									
			\$547,880	\$573,428	\$586,903	\$602,046	\$619,384	\$635,365	\$3,565,006
Operations & Maint Costs									
8100	470	Other Services	\$40,305	\$84,369	\$129,527	\$177,159	\$227,826		
			\$40,305	\$84,369	\$129,527	\$177,159	\$227,826		

Transportation

Project Detail

01-834 General Improvements of Freeway Corridors

STR -015

Problem

As ADOT continues construction of the freeway system in Mesa there is a need for the city to participate in certain upgrades or amenities not normally funded by ADOT.

Solution

Provide funds to participate with ADOT as the need arises.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Construction	\$0	\$0	\$0	\$1,944,985	\$2,001,000	\$0	\$3,945,985
9800	G6	Construction	\$1,686,445	\$1,808,570	\$1,896,260	\$0	\$0	\$0	\$5,391,275
			\$1,686,445	\$1,808,570	\$1,896,260	\$1,944,985	\$2,001,000	\$0	\$9,337,260
<i>Total (Non-Capital & Capital Costs)</i>									
			\$1,686,445	\$1,808,570	\$1,896,260	\$1,944,985	\$2,001,000	\$0	\$9,337,260

Transportation

Project Detail

01-364 Extra Width City Participation City's Share

STR -017

Problem

When the City mandates developer participation in the widening of streets, we obligate the expenditure of city funds to participate with developers in the construction of pavement that exceeds 24 feet (half street).

Solution

Provide funds for the city to participate in the cost of arterial street improvements.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	012	City Share	\$0	\$0	\$0	\$1,728,363	\$1,778,140	\$0	\$3,506,504
9800	G6	City Share	\$1,258,291	\$1,646,207	\$1,684,893	\$0	\$0	\$0	\$4,589,391
			\$1,258,291	\$1,646,207	\$1,684,893	\$1,728,363	\$1,778,140	\$0	\$8,095,895
Total (Non-Capital & Capital Costs)									
			\$1,258,291	\$1,646,207	\$1,684,893	\$1,728,363	\$1,778,140	\$0	\$8,095,895
Operations & Maint Costs									
8100	470	Other Services	\$157,286	\$329,241	\$505,467	\$691,344	\$889,068		
			\$157,286	\$329,241	\$505,467	\$691,344	\$889,068		

Transportation

Project Detail

01-720

Ellsworth Road: 1/2 Mile South of Guadalupe Road to Ray Road (with McDOT)

STR -033

Problem

There is currently one through lane for each direction of travel from Baseline south to Ray. Based on a study by MCDOT, the roadway needs to be widened to a minimum of four lanes and ultimately six lanes. Also, there is no existing storm drain system along this section of Ellsworth Road. Streets and downstream properties experience flooding during most storm events. Affected properties include General Motors Proving Grounds, Williams Gateway Airport and downstream properties.

Solution

Widen the roadway to a width of 72 feet that will include four through lanes with left turn lanes constructed within a raised median. Install street lights, fiber optic lines, bike lanes, and landscaping. Widen the roadway to a width of 94 feet (six through lanes) adjacent to Williams Gateway Airport and GM Proving Grounds. County Flood Control also participating in cost for storm sewer improvements. Construct storm drain to convey storm runoff to the East Maricopa Floodway and alleviate flooding of downstream properties and streets. Also, a 16" water line and 10" wastewater line will be installed with this project. County will lead project. The City will participate with the county on funding.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
9800	G6	Construction	\$1,320,681	\$0	\$0	\$0	\$0	\$0	\$1,320,681
9550	UR	Construction	\$3,984,588	\$0	\$0	\$0	\$0	\$0	\$3,984,588
			\$5,305,269	\$0	\$0	\$0	\$0	\$0	\$5,305,269
Total (Non-Capital & Capital Costs)									
			\$5,305,269	\$0	\$0	\$0	\$0	\$0	\$5,305,269
Operations & Maint Costs									
8100	470	Other Services	\$86,955	\$186,439	\$190,821	\$195,744	\$201,381		
			\$86,955	\$186,439	\$190,821	\$195,744	\$201,381		

Transportation

Project Detail

02-328 Lehi Road Sidewalk-North of McDowell Road

STR -104

Problem

There is currently no sidewalk along Lehi Road north of McDowell Road.

Solution

Construct a sidewalk for approximately 355' to provide a suitable walking surface.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	470	Design	\$10,485	\$0	\$0	\$0	\$0	\$0	\$10,485
8100	470	Construction	\$94,371	\$0	\$0	\$0	\$0	\$0	\$94,371
			\$104,856	\$0	\$0	\$0	\$0	\$0	\$104,856
Total (Non-Capital & Capital Costs)									
			\$104,856	\$0	\$0	\$0	\$0	\$0	\$104,856

03-064 Transportation Building Second Floor

STR -111

Problem

The Transportation Division anticipates a need for additional space due to staff growth related to program implementation. Although several spaces are available on the ground floor of the Transportation Building, those will fill out relatively soon and additional space will no longer be available in the current building.

Solution

When the Transportation building was remodeled and expanded, a second floor was shelled out but not completed. At this time the Transportation Division proposes to complete the second floor and install the building elevator so that the floor can be furnished and used for staff expansion.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
9800	G6	Construction	\$152,043	\$0	\$0	\$0	\$0	\$0	\$152,043
9800	G6	Purchase	\$251,657	\$0	\$0	\$0	\$0	\$0	\$251,657
9800	G6	ISD	\$26,214	\$0	\$0	\$0	\$0	\$0	\$26,214
			\$429,914	\$0	\$0	\$0	\$0	\$0	\$429,914
Total (Non-Capital & Capital Costs)									
			\$429,914	\$0	\$0	\$0	\$0	\$0	\$429,914

Transportation

Project Detail

04-841 Arterial and Residential Road Reconstruction

STR -113

Problem

Some arterial and residential streets require complete reconstruction due to age and limited maintenance.

Solution

Reconstruct arterial and residential reconstruction according to need-based priorities.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
<i>Capital Costs</i>									
8100	012	Construction	\$0	\$2,093,261	\$2,142,452	\$2,197,728	\$2,261,022	\$7,153,228	\$15,847,691
5750	E/S	Construction	\$0	\$0	\$283,864	\$0	\$0	\$0	\$283,864
9800	G6	Construction	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$2,000,000
9550	UR	Construction	\$0	\$0	\$1,123,262	\$1,152,242	\$1,185,427	\$1,216,011	\$4,676,942
			\$2,000,000	\$2,093,261	\$3,549,579	\$3,349,970	\$3,446,449	\$8,369,238	\$22,808,497
<i>Non-Capital/Start-Up Costs</i>									
8100	470	Misc	\$0	\$0	\$1,360,238	\$0	\$0	\$0	\$1,360,238
			\$0	\$0	\$1,360,238	\$0	\$0	\$0	\$1,360,238
<i>Total (Non-Capital & Capital Costs)</i>									
			\$2,000,000	\$2,093,261	\$4,909,816	\$3,349,970	\$3,446,449	\$8,369,238	\$24,168,735

Transportation

Project Detail

05-022 Broadway Road: Tempe Canal to Dobson

STR -114

Problem

Broadway Road is one of several arterial streets that is a “gateway” to the City of Mesa. The appearance of the this section of Broadway Road is currently less than desired.

Solution

This arterial street will be improved with the removal of the existing concrete surfacing in the median and replacement with a landscaped median. Additionally, the roadway surface will be slurry sealed.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
9800	G6	Construction	\$510,000	\$0	\$0	\$0	\$0	\$0	\$510,000
			\$510,000	\$0	\$0	\$0	\$0	\$0	\$510,000
Total (Non-Capital & Capital Costs)									
			\$510,000	\$0	\$0	\$0	\$0	\$0	\$510,000

Williams Gateway Airport

02-427 WGA Parkway Alignment Study and Environmental Overview

WGA -004

Problem

Projections by the Maricopa Association of Governments (MAG) show an enormous amount of future growth in the southeast Mesa/northern Pinal County region. A high-capacity east-west transportation connection will be needed to ensure that regional trips from the anticipated growth don't overburden city arterials.

Solution

The Mesa Transportation plan identifies a future parkway/freeway connection from the San Tan Freeway at Hawes Road to Meridian Road, with the ultimate intention of extending to the US 60 in Pinal County.

<i>Program</i>	<i>Fund</i>	<i>Activity</i>	<i>FY 06/07</i>	<i>FY 07/08</i>	<i>FY 08/09</i>	<i>FY 09/10</i>	<i>FY 10/11</i>	<i>Future</i>	<i>Totals</i>
Capital Costs									
8100	470	Pre-Design	\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
			\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000
Total (Non-Capital & Capital Costs)									
			\$50,000	\$0	\$0	\$0	\$0	\$0	\$50,000