



## Transportation Advisory Board Report

**Date:** May 19, 2009

**To:** Transportation Advisory Board

**Through:** Elizabeth Huning, City Engineer  
Kelly Jensen, Assistant City Engineer

**From:** Fred Rustam, Deputy Engineer - Design

**Subject:** **Updated Ray Road Alignment from Power Road to Ellsworth Road**  
Project No. 01-205-001, Council District No. 6

### Purpose and Recommendation

The purpose of this report is to provide information to the Board on the proposed alignment for Ray Road from Power Road to Ellsworth Road. Detailed design for the proposed improvements is currently underway for the alignment of Ray Road and Hawes Road as shown on the attached Exhibit "A". It is recommended that the Board approve the revised alignment for Ray Road as shown on Exhibit "A".

### Background

The City of Mesa *2025 Transportation Plan* approved by the City Council in June 2002 calls for the planning and development of Ray Road from Power Road to Ellsworth Road, including development of Hawes Road from Ray Road north to the Loop 202 Santan Freeway.

Following adoption of the *2025 Transportation Plan* in June 2002, the following activities have occurred:

- The conceptual *Ray Road Alignment and Right-of-Way (ROW) Survey* was approved by the City Council in November 2003 for the purposes of establishing the future alignment and ROW corridors for Ray Road and Hawes Road. The attached Exhibit "B" illustrates the proposed alignment for Ray and Hawes Roads as approved by the City Council in 2003.
- The Regional Transportation Plan (RTP) (Proposition 400), including extension of the half-cent sales tax, was approved by the Maricopa County voters in November 2004. The RTP includes construction of Ray and Hawes Roads.

**Background (continued)**

- The Arizona Department of Transportation (ADOT) began construction of the Loop 202 Santan Freeway (Power Road to Elliot Road segment) in 2004 and opened the freeway in June 2006. The Loop 202 Santan Freeway includes a new traffic interchange at Hawes Road, which is not yet open since the arterial street does not yet exist.
- The approved Two-Year Streets Bond Program (November 2008) provided funding necessary to construct this project.

The project is being coordinated with the Arizona Department of Transportation (ADOT), the Williams Gateway Airport Authority (WGAA), the Maricopa County Department of Transportation (MCDOT), the Flood Control District of Maricopa County (FCDMC), and adjacent property owners, all of which are key stakeholders. This coordination has been actively ongoing for more than year.

**Discussion**

From Power Road to Sossaman Road (see Exhibit "A"), Ray Road will be improved under a separate project for *Power Road Phase III: Santan Freeway to Pecos Road*. From Sossaman Road east to Ellsworth Road (approximately 3 miles), Ray Road currently does not exist. The proposed alignment adopted by the City Council in November 2003 (Exhibit "B") is being refined as we work through detailed design. The proposed revised alignment (Exhibit "A") has been reviewed and discussed at numerous meetings with the affected property owners, all of whom have agreed to dedicate the necessary public right-of-way to allow construction to proceed.

As shown on Exhibit "A", the portion of Ray Road east of the future 802 Freeway is proposed to be divided into Ray Road North and Ray Road South (both two-way streets) to serve the proposed DMB Mesa Proving Grounds development to the north and Pacific Proving Grounds development to the south. However, the current project and its ROW acquisitions focus solely on Ray Road North and Hawes Road (from Ray Road north to the Santan Freeway). Ray Road South will be constructed at some point in the future when needed.

**Community Impact**

The proposed improvements of Ray Road and Hawes Road will establish new east-west and north-south arterial street transportation corridors that currently do not exist on the north side of the airport. These will provide significant benefits to the public, including access to the Hawes Road traffic interchange on the Santan Freeway. Since the project also includes construction of water and wastewater facilities, the adjacent property owners will benefit and the potential for development increases. Negative impacts associated with construction of this project may be temporary construction noise, dust, and temporary traffic restrictions.

## Alternatives

There are several potential alternatives to the Ray Road alignment, which were evaluated by City staff and the City Council. The other alternatives are not considered feasible because they will likely require the use of eminent domain to acquire the necessary right-of-way. City staff also evaluated traffic patterns, mobility, and freeway access. The other alternatives do not function as efficiently in these categories as the revised proposed Ray Road alignment shown on Exhibit "A".

## Fiscal Impact

Funding for this project is included in the approved Two-Year Streets Bond Program. The estimated cost of the street improvements is \$6.5 million. Funding is also available in the current City budget for the water and wastewater improvements within Ray Road. The estimated construction cost of the proposed utility improvements is \$5.3 million, for a total estimated project cost of \$11.8 million.

## Coordination

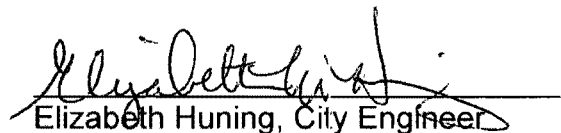
The Mesa Gateway Area Economic Development Office, Transportation, Water Resources, Police and Fire Departments have all been active participants in the planning and design process, and concur with the proposed alignment.

The new alignment has also been coordinated with the Williams Gateway Airport Authority, all adjacent property owners, DMB, and Pacific Proving, who are all in favor of the proposed alignment.

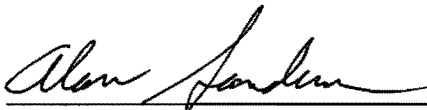
City staff have been coordinating with the Arizona Department of Transportation (ADOT) throughout the planning of the proposed future 802 Freeway and will continue to coordinate as freeway planning and design progresses.



Fred Rustam, Deputy Engineer - Design



Elizabeth Huning, City Engineer



Alan Sanderson, City Traffic Engineer



Dan Cleavenger, Transportation Director

## Attachments

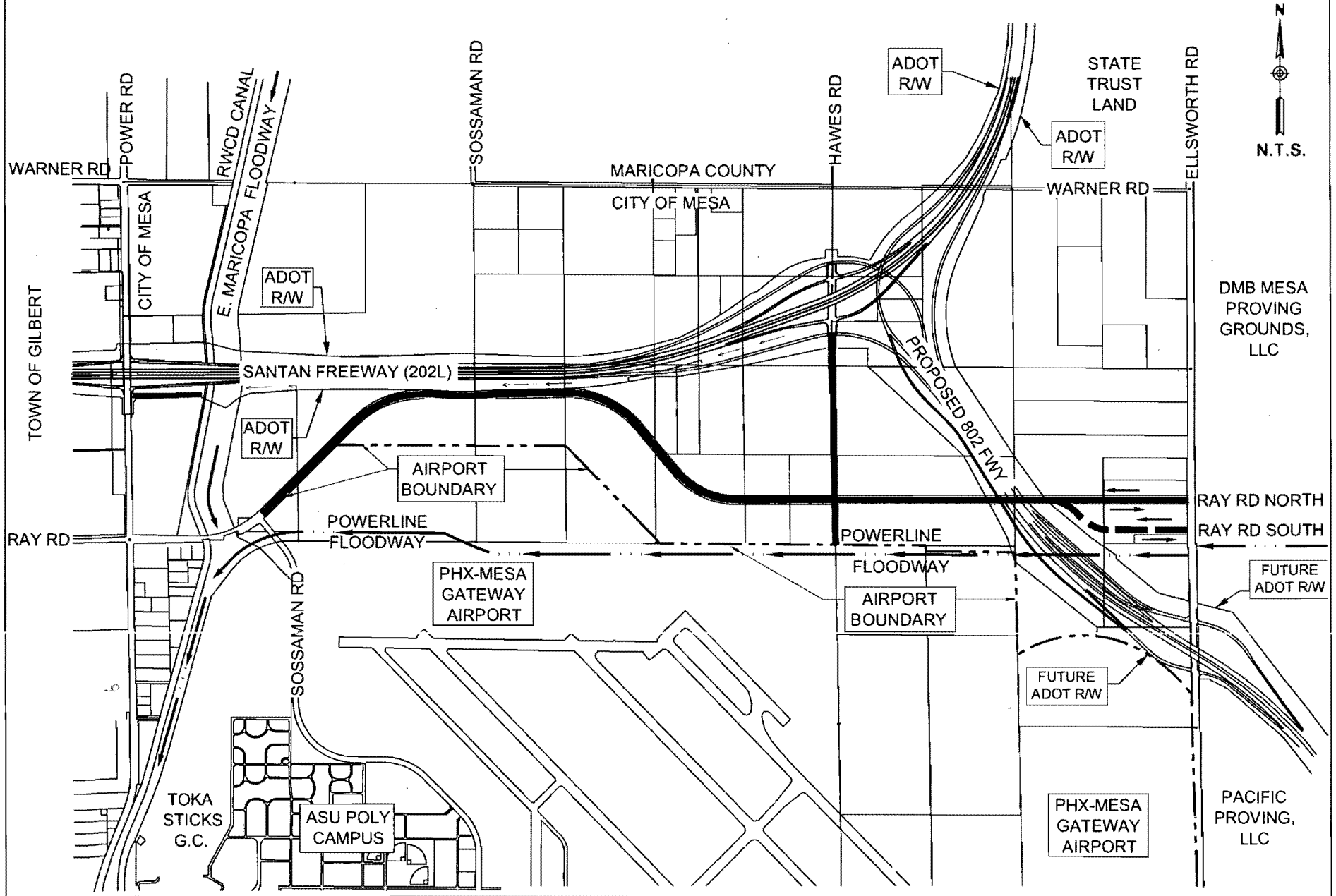
Exhibit "A" Proposed Ray Road Alignment, April 2009

Exhibit "B" Proposed Ray Road Alignment, November 2003



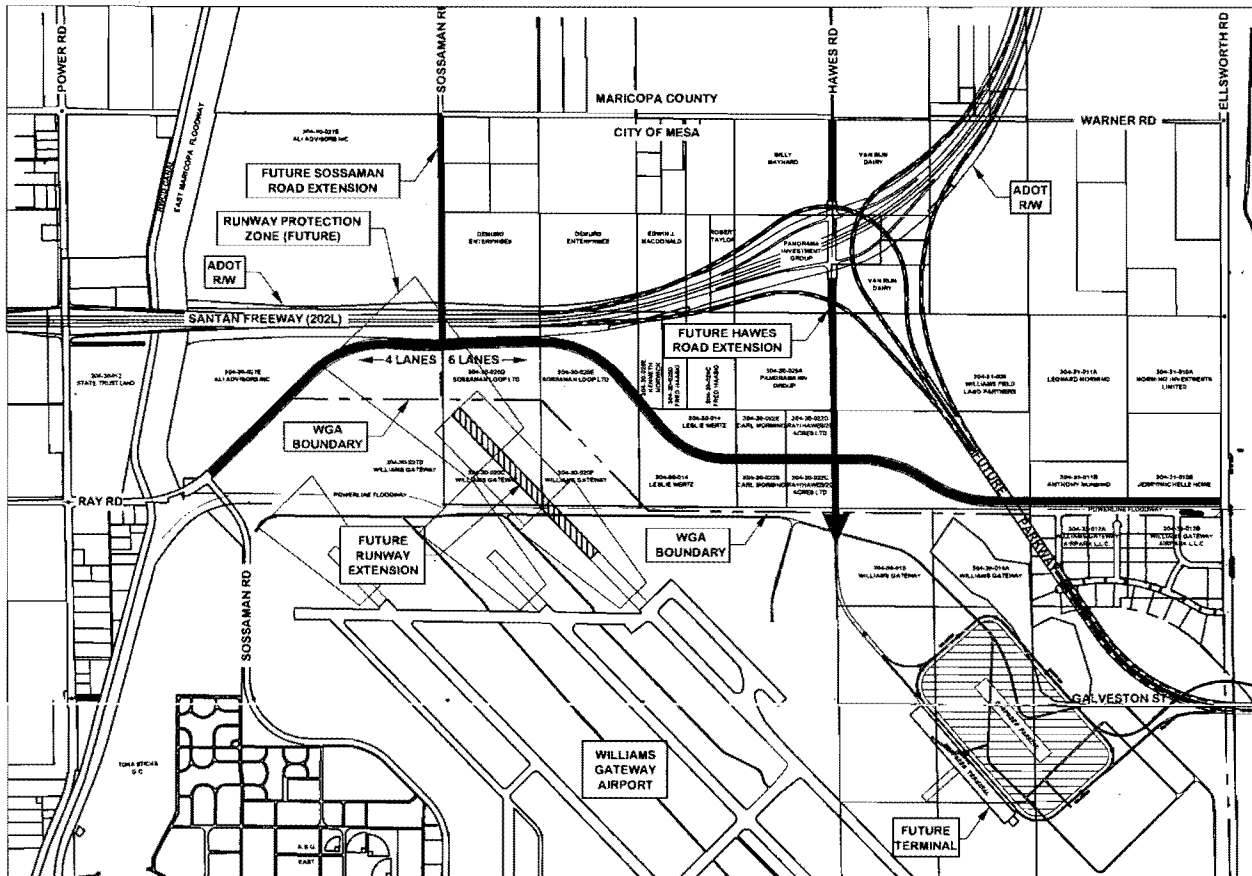
# EXHIBIT "A" - PROPOSED RAY ROAD ALIGNMENT

APRIL 2009



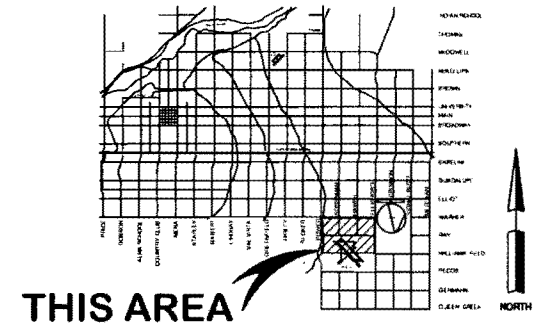
# EXHIBIT "B" PROPOSED RAY ROAD ALIGNMENT

APPROVED BY THE MESA CITY COUNCIL  
NOVEMBER 17, 2003



NOT TO SCALE

**SOSSAMAN ROAD TO ELLSWORTH ROAD**  
**APPROXIMATE LENGTH = 15,000 FEET**



**RIGHT OF WAY REQUIREMENTS FOR RAY,  
SOSSAMAN AND HAWES ROADS**

130 FEET WIDENING TO 140 FEET ON THE  
RIGHT SIDE WITHIN 630 FEET OF ARTERIAL  
INTERSECTIONS TO PROVIDE FOR A RIGHT  
TURN LANE.

**ESTIMATED CONSTRUCTION SCHEDULE  
SANTAN FREEWAY (202L)**

BASELINE RD TO ELLIOT RD	OPEN DEC. '05
ELLIOT RD TO POWER RD	OPEN JUNE '06
POWER RD TO HIGLEY RD	OPEN DEC. '06

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