

Hohokam Middle School Bicycle & Pedestrian Project



SETTLER AVE.

SORRELL LN.



ELVADO

LOS R

PASCUA
YAQUI
TRIBE

TETAKU



PAISANO AVE.

SETTLER AVE.

CMO

*Arizona TEA-21 • Round 12
Transportation Enhancement
Grant Application*

WANS RD

Sponsored by Pima County Department of Transportation, August 2004

**ARIZONA TEA-21
TRANSPORTATION ENHANCEMENT APPLICATION**

1. Please list the applicants applying for funding. All applications must be sponsored by a government agency. All projects which are 75% or more contained on the State Highway System right-of-way must have the ADOT District Engineers written support and ADOT is considered the sponsor.
2. List date application was completed.
3. List the project name or facility name. **The project must be transportation related.** If on a State Highway, list the route number and beginning milepost.
4. List mailing address of sponsoring agency.
5. List county where project is located. If there are additional counties, list starting county first.
6. List the Congressional District number. No name is required.
7. List contact person for project. This person must be from the sponsoring agency. An alternate person should also be listed. The appropriate District will sponsor projects on the State system. (No exceptions).
8. Person responsible for completing application form.

APPLICANT INFORMATION

1. APPLICANT AND SPONSOR (Must be ADOT if on ADOT right of way) Pima County Department of Transportation	MPO / COG Pima Association of Governments	2. DATE August 30, 2004
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3. PROJECT/ROUTE/FACILITY NAME and BEGINNING MILEPOST Hohokam Middle School Bicycle and Pedestrian Project (Tetakusim Road from S. Camino de Oeste to S. Sorrel Lane)
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4. MAILING ADDRESS 201 N. Stone Avenue, 5th Floor, Tucson, AZ 85701

CITY Tucson	ZIP CODE 85701	5. COUNTY Pima	6. CONGRESSIONAL DISTRICT 7
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7. CONTACT PERSON Matt Zoll	TITLE Pima County Bicycle and Pedestrian Program Manager	PHONE NO: (520) 740-6746 FAX NO: (520) 740-6341
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ALTERNATE PERSON Donna Lewandowski	TITLE Safe Routes to School Coordinator	PHONE NO: (520) 740-6941 FAX NO: (520) 740-6341
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8. FORM FILLED OUT BY: Donna Lewandowski Matt Zoll	TITLE Safe Routes to School Coordinator Bicycle and Pedestrian Program Manager	PHONE NO: (520) 740-6941 FAX NO: (520) 740-6341 PHONE NO: (520) 740-6746 FAX NO: (520) 740-6341
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List category applied for **1. Provision of Facilities for Pedestrians and Bicycles; 5. Landscaping and Other Scenic Beautification**

Amount of Federal funds requested \$500,000 Total Project Cost \$598,037

THE TWELVE ELIGIBLE TRANSPORTATION ENHANCEMENT ACTIVITIES

(The term 'Transportation Enhancement activities' means, with respect to any project or the area to be served by the project, any of the following activities if such activity relates to surface transportation)

1.) PROVISION OF FACILITIES FOR PEDESTRIANS AND BICYCLES.

This does not include typical construction elements of a roadway such as; travel lanes, traffic signals, crosswalks, etc.

2.) PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS

Activities must have a broad and preferably regional target audience.

3.) ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES

Those which possess significant aesthetic natural, visual or open space values. Historic properties must be eligible for or listed in the National Register of Historic Places)

4.) SCENIC OR HISTORIC HIGHWAY PROGRAMS (INCLUDING THE PROVISION OF TOURIST AND WELCOME CENTER FACILITIES)

ADOT does have in place a Parkways, Historic, and Scenic Roads Program. This program does have a separate grant program for projects on those routes that have been designated by the State/ADOT. Any project under this activity must be on or within 2 miles of a State designated Scenic or Historic road.

5.) LANDSCAPING AND OTHER SCENIC BEAUTIFICATION

This is for primarily native and non-native plant landscaping activities. You can include site furniture such as benches, trash receptacles, etc. Stand-alone public art is not considered scenic beautification. You can include some art as part of a project but it is not eligible as a separate category under Transportation Enhancements. Public art has been included in the new Transit Enhancements funding program under the new TEA-21 legislation. Maintenance of landscaping does not qualify under this program.

6.) HISTORIC PRESERVATION

Any work under this category must have a **strong** transportation link either past, present or future.

7.) REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND BRIDGES)

8.) PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)

9.) CONTROL AND REMOVAL OF OUTDOOR ADVERTISING

10.) ARCHEOLOGICAL PLANNING AND RESEARCH

11.) ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY

12.) ESTABLISHMENT OF TRANSPORTATION MUSEUMS

Please be aware that there are specific requirements for this category. Please contact your MPO, COG representative or ADOT TE Section staff for additional information.

NOTE: THESE ARE THE ONLY ITEMS ELIGIBLE FOR TRANSPORTATION ENHANCEMENT FUNDING. INCLUDING ELEMENTS NOT LISTED ABOVE MAY RESULT IN THE DISQUALIFICATION OF THE ENTIRE APPLICATION. OTHER ELEMENTS MAY BE INCORPORATED INTO THE PROJECT IF THEY ARE IDENTIFIED AS SEPARATE IN THE COST ESTIMATE. IF ITEMS THAT ARE ELIGIBLE FOR OTHER FUNDING SOURCES ARE TO BE INCLUDED IN THIS PROJECT APPLICATION, THEN THOSE SOURCE FUNDS MUST BE IDENTIFIED AND USED FOR THOSE ITEMS. FINAL DETERMINATION OF QUALIFICATION WILL BE DEFINED IN THE PROJECT SCOPING PHASE.

9. PROJECT CATEGORY - Check all boxes that apply. Circle primary category in which you wish to be evaluated.

<input checked="" type="checkbox"/> 1. Provision of Facilities for Pedestrians and Bicycles. <input type="checkbox"/> 2. Provision of Safety and Educational Activities for Pedestrians and Bicyclists <input type="checkbox"/> 3. Acquisition of Scenic Easements or Historic Sites <input type="checkbox"/> 4. Scenic Highway Programs Including the Provision of Tourist and Welcome Center Facilities <input checked="" type="checkbox"/> 5. Landscaping and Other Scenic Beautification <input type="checkbox"/> 6. Historic Preservation	<input type="checkbox"/> 7. Rehabilitation of Historic Transportation Buildings, Structures, or Facilities (including historic railroad facilities and bridges) <input type="checkbox"/> 8. Preservation of Abandoned Railway Corridors (including the conversion and use thereof for pedestrian or bicycle trails) <input type="checkbox"/> 9. Control and Removal of Outdoor Advertising <input type="checkbox"/> 10. Archeological Planning and Research. <input type="checkbox"/> 11. Environmental Mitigation to Address Water Pollution Due to Highway Runoff or Reduce Vehicle-caused Wildlife Mortality While Maintaining Habitat Connectivity <input type="checkbox"/> 12. Establishment of Transportation Museums
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10. PROJECT GENERAL DESCRIPTION: INCLUDE PROJECT CONCEPT, LENGTH, NUMBER OF ACRES, ETC.: DO NOT EXCEED 150 WORDS.

The Hohokam Middle School Bicycle and Pedestrian Project provides a ten-foot wide paved ADA-accessible pedestrian path with shade landscaping along the north side of Tetakusim Road, from South Camino de Oeste to South Sorrel Lane. Additionally, the project includes six-foot wide bicycle lanes in both directions on the roadway. The total length of the project is one mile. This project will facilitate safer pedestrian and bicycle travel along this section of Tetakusim Road, particularly for the students of Hohokam Middle School as well as for students and residents utilizing the public bus stops located along the roadway. The pedestrian path will also provide connectivity with an existing sidewalk to the east at South Sorrel Lane which leads past Maldonado Elementary School and the Pascua Yaqui Tribe to the west. This is a unique project in that it was conceived of and promoted by the students of Hohokam Middle School "Think Tank" classes.

PLEASE LIMIT THE FOLLOWING DESCRIPTION TO **200 WORDS OR LESS**

- 11. Describe the project.** Please answer all questions using the format outlined below.
- A) Where is the project located? (Must attach map in appendix)
 - B) Is the project on a planned, existing, or under construction transportation corridor?
If on a planned corridor under construction, what is the approximate or scheduled completion date for the corridor?
 - C) What major construction, design, and right-of-way work does the project entail?
Describe any need for major land modification, retaining walls, etc. and include in cost estimate.
 - D) Can the project be constructed entirely within the project ROW?
Who owns the proposed project ROW?
Are there any private landowners involved? If so please list.
What % of the project area is on ADOT ROW?
 - E) Are there drainage issues to consider? Describe any potential impacts to Waters of the U.S.
 - F) Are utility relocations necessary?
 - G) What is the proposed time frame for completion of the project?
- A) The project is located in unincorporated Pima County in the southwestern part of the Tucson Metropolitan Area (see attached map).
 - B) The project is on the existing transportation corridor of West Tetakusim Road.
 - C) Design and construction will involve widening of the existing pavement for bike lanes on both sides of the roadway, construction of a ten-foot wide paved pedestrian path along the north side of the road, and installation of shade landscaping along the pedestrian path. This project requires no right-of-way acquisition.
 - D) Pima County owns sufficient right-of-way along Tetakusim Road to construct this project.
 - E) This project will not impact Waters of the U.S.
 - F) No utility relocations are required for this project.
 - G) The enhancements can be completed within 36 months.

12. ESTIMATED PROJECT COSTS BY ITEM. LIST ALL ITEMS NECESSARY TO DEVELOP & CONSTRUCT YOUR PROJECT. USE THE COSTS BELOW AS A GUIDE ONLY AS THE TYPICAL PERCENTAGES SHOWN IN THE LINE ITEMS WILL VARY DEPENDING ON PROJECT SIZE, SCOPE, LOCATION AND OTHER VARIABLES. THE APPLICANT IS RESPONSIBLE FOR VERIFYING ALL COSTS AND THEIR ACCURACY. CONSTRUCTION COST OVERRUNS WILL BE THE RESPONSIBILITY OF THE SPONSORING AGENCY. LOCAL PROJECTS: PLEASE NOTE THAT THE STAGE 1 COSTS SHOWN BELOW ARE TO BE FUNDED BY THE SPONSORING AGENCY AND ARE NOT ELIGIBLE FOR FEDERAL REIMBURSEMENT.

ITEM	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS 89.8%	SPONSOR FUNDS 10.2%
STAGE 1 – SCOPING (15% Preliminary Design)						
SCOPING COSTS						
(Costs of the following items cannot be applied toward the federal participation or local match)						
SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost)	%	1	3%	\$ 14,398.41	NO ENTRY	
SCOPING DOCUMENT (Scoping Letter, Project Assessment or DCR)	LS	1	--	\$ 9,400.00		
ENVIRONMENTAL DETERMINATION (Including technical supporting documents)	LS	1	--	\$ 9,600.00		
HAZARDOUS MATERIALS ASSESSMENT (if necessary) (Including heavy metals & asbestos)	LS	1	--	\$ 4,900.00		
SUBTOTAL – PROJECT SCOPING COSTS				\$ 38,298.41		
STAGES II, III, IV - DESIGN (30%, 60%, 95%-100% Design)						
DESIGN COSTS						
Note: The use of federal funds for design is optional and subject to authorization. Design should not go beyond						
PS&E's (10%-20% of construction cost) Plans, Special Provisions, Cost Estimates & Schedules (Shall be refunded if project is not constructed)	LS	1	16%	\$ 76,791.53	\$ 68,958.79	\$ 7,832.74
GEOTECHNICAL INVESTIGATION (If necessary) (Testing, Geotech Report, Mat'ls & Pavement Design Report)	LS	1	--	Covered in PS&Es		
DRAINAGE REPORT (If necessary)	LS	1	--	Covered in PS&Es		
STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance)	LS	1	--	Covered in PS&Es		
SUBTOTAL – PROJECT DESIGN COSTS				\$ 76,791.53	\$ 68,958.79	\$ 7,832.74
Enter up to 94.3% of the total design cost in the federal column and the remaining amount in the local column if requesting federal funds for design. Otherwise, enter the total amount in the local column and \$0 in the federal column.						

STAGE V – CONSTRUCTION						
SITE ACQUISITION & HARDSCAPE CONSTRUCTION						
RIGHT-OF-WAY ACQUISITION (if necessary)		1	--	N/A		
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	--	\$ 6,900.00	\$ 6,196.20	\$ 703.80
REMOVE AND REINSTALL SIGNS, INSTALL NEW SIGNS	Each	18	\$ 125.00	\$ 2,250.00	\$ 2,020.50	\$ 229.50
UTILITY RELOCATION (If necessary)		0		N/A		
SAWCUT	LF	10560	\$ 1.10	\$ 11,616.00	\$ 10,431.17	\$ 1,184.83
STRIPING (WHITE SPRAYED THERMO 6")	LF	10032	\$ 0.20	\$ 2,006.40	\$ 1,801.75	\$ 204.65
EARTHWORK (grading)	CY	1552	\$ 3.50	\$ 5,432.00	\$ 4,877.94	\$ 554.06
AGGREGATE BASE	CY	912	\$ 33.00	\$ 30,096.00	\$ 27,026.21	\$ 3,069.79
PATHWAY OR SIDEWALK MATERIALS						
Colored AC path	SF	52800	\$ 2.40	\$ 126,720.00	\$ 113,794.56	\$ 12,925.44
Asphalt bike lanes	SF	73920	\$ 1.75	\$ 129,360.00	\$ 116,165.28	\$ 13,194.72
SUBTOTAL - SITE ACQUISITION & HARD CONSTRUCTION				\$ 314,380.40	\$ 280,741.70	\$ 33,638.70
LANDSCAPING & IRRIGATION ITEMS						
TREES (15 GALLON)	Each	60	\$ 75.00	\$ 4,500.00	\$ 4,041.00	\$ 459.00
SHRUBS (1 GALLON)	Each	85	\$ 8.00	\$ 680.00	\$ 610.64	\$ 69.36
CACTUS (5 GALLON)	Each	30	\$ 35.00	\$ 1,050.00	\$ 942.90	\$ 107.10
MULCH						
Decomposed Granite	CY	275	\$ 50.00	\$ 13,750.00	\$ 12,347.50	\$ 1,402.50
IRRIGATION SYSTEM						
Drip	SF	24030	\$ 0.60	\$ 14,418.00	\$ 12,947.36	\$ 1,470.64
SUBTOTAL – (no establishment costs)				\$ 34,398.00	\$ 30,889.40	\$ 3,508.60
LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping)	LS	1	4.5%	\$ 1,547.91	\$ 1,390.02	\$ 157.89
OTHER CONSTRUCTION ITEMS (List)						
TOTAL – SITE ACQUISITION, HARDSCAPE & LANDSCAPE				\$ 350,326.31	\$ 313,093.02	\$ 37,233.29
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; 5% of constr. cost)	LS	1	2%	\$ 7,006.53	\$ 6,291.86	\$ 714.67
STORMWATER POLLUTION PREVENTION (5% of construction costs)	LS	1	3%	\$ 10,509.79	\$ 9,437.79	\$ 1,072.00
TOTAL – HAZMAT & SWPP				\$ 17,516.32	\$ 15,729.65	\$ 1,786.66

MOBILIZATION AND ADMINISTRATION COSTS						
CONTRACTOR MOBILIZATION (Typically 8% of construction cost)	LS	1	7%	\$ 24,522.84	\$ 22,021.51	\$ 2,501.33
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	4%	\$ 14,013.05	\$ 12,583.72	\$ 1,429.33
CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)	LS	1	1%	\$ 3,503.26	\$ 3,145.93	\$ 357.33
CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	LS	1	4%	\$ 14,013.05	\$ 12,583.72	\$ 1,429.33
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	16%	\$ 56,052.21	\$ 50,334.88	\$ 5,717.33
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				\$ 112,104.42	\$ 100,109.25	\$ 11,995.17
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in 13a below.)				\$ 479,947.04	\$ 430,992.45	\$ 48,954.60
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. Use \$3,000 on local Certification Acceptance or Self? administration projects.)	LS	1	3000	\$ 3,000.00	NO ENTRY	
TOTAL PROJECT COST (All subtotals + ADOT review fee)				\$ 598,036.98	NO ENTRY	

3. SUMMARY OF FEDERAL AND LOCAL FUNDS

a. TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE. ALSO ADD IN THE TOTAL DESIGN COSTS (Stages II thru IV) IF REQUESTING FEDERAL FUNDS FOR DESIGN.	\$ 556,739 (Includes Stage II-IV design)
b. TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in 13a above). Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,500,000 for state projects). If your amount on 13b exceeds this amount, enter \$500,000 here (\$1,500,000 for state projects).	\$ 500,000 (Includes Stage II-IV design)
c. TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in 13a above). Note: The maximum amount that should be shown on this line is \$30,223 for local projects (\$90,668 for state projects).	\$ 30,223
d. TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH). Enter the amount in 13a in excess, if any, of \$530,223 for local projects or \$1,590,668 for state projects.	\$ 26,516
e. TOTAL SPONSOR FUNDS (Sum of 13c and 13d).	\$ 56,739 (10.2% total match)

PLEASE LIMIT RESPONSES TO THE FOLLOWING QUESTIONS TO **200 WORDS OR LESS**

15. How will the project be maintained? All projects will require a signed Joint Project Agreement (JPA) prior to project construction. The following information is required for completing the JPA. Please answer all questions listed by describing how the project will be maintained and repaired after completion.

A) Organization(s) responsible for on-going maintenance and repairs of the TE project.

The PCDOT Maintenance Division will be responsible for ongoing maintenance and repairs.

B) Proposed on-going maintenance and repair program

The PCDOT Maintenance Division will conduct maintenance and repair for this pedestrian and bicycle project. Maintenance is a critical concern, as pedestrians and bicyclists have cited improved maintenance as their number one request in past surveys, including surveys conducted as part of the 2001 PAG Regional Bicycle Plan and the 2001 PAG Regional Pedestrian Plan.

C) Source of funds for on-going maintenance and repairs

Pima County uses Highway User Revenue Funds in performing roadway, bike lane, and sidewalk/pedestrian path maintenance and repairs, and also for landscape maintenance.

16. If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines?

Yes

17. Describe why the project is an enhancement and how it relates to the transportation infrastructure of the community, region and / or state. (See Item number 9)

Again – all projects must relate to surface transportation

The Hohokam Middle School Bicycle and Pedestrian Project will be an enhancement to the transportation infrastructure of this primarily low-income neighborhood, by supplying a critical link between an existing sidewalk that connects to Maldonado Elementary School to the east, and the Pascua Yaqui Tribe to the west. The pedestrian path and bicycle lanes will improve safety for children who attend the Hohokam Middle School as well as adults and neighbors wishing to access public bus stops along the route. Landscaping will enhance the visual appeal of the area and provide much-needed shading for the pedestrian pathway.

18. Describe how the community was or will be involved in this project. Please include the following: Community involvement in the planning, scoping process, design process, or implementation. Is the project listed in any planning documents that had extensive public participation?

This project was entirely conceived of and promoted by students of the Hohokam Middle School “Think Tank” classes to increase safety, exercise, school and community access, and to reduce traffic pollution in their neighborhood, Drexel Heights. After participating in *International Walk to School Day* on October 10, 2003 the students began researching these issues and came up with a solution to address them in this proposed bicycle and pedestrian project. They have been active in garnering support for their project from the school administration, local stakeholders, and Pima County.

During their research, the students learned from the Pima County Department of Environmental Quality that approximately 70% of regional air pollution is the result of motor vehicle usage. The students hope to reduce automobile usage by providing the opportunity to walk, jog, roller blade, skateboard, and cycle to school. Also, the students are interested in decreasing the number of pedestrian and bicycle crashes while increasing opportunities to exercise by providing a safer pathway and bike lanes away from the 45 mph traffic on Tetakusim Road. Finally, the students feel that increased activity in their neighborhood will increase the community involvement and safety of the area. The students will be actively involved in the development of the bike and pedestrian projects and have indicated interest in working on decorative enhancements for the project in order to establish a sense of “ownership” and pride in the facilities.

19. Describe how this project will benefit the community and result in an improvement of the existing conditions including safety. How many people will use the proposed project? How will it improve existing unsafe conditions?

The Hohokam Middle School Bicycle and Pedestrian Project will benefit the community by enhancing the existing roadway to provide a safer space for pedestrians, joggers, skaters, and cyclists, and by providing access for persons with disabilities. Currently there are no sidewalks or paved pathways along Tetakusim Road, therefore children and adults must walk in or along the street where traffic and speeds can exceed 45 mph. During rainy and wet conditions the area becomes muddy, forcing pedestrians further into the road.

The Hohokam Middle School student body of over 500 students would benefit greatly from this project, as it will provide a safer route to and from their school. Additionally, the Pascua Yaqui Tribe and community of Drexel Heights, with over 25,000 residents, would benefit by being able to use the paved pedestrian path as a safer exercise area. Finally, area residents including Hohokam students would benefit from the addition of bicycle lanes on Tetakusim Road, which currently is a narrow, high-speed corridor.

20. Is the proposed project listed on or does it meet criteria for any local, state, or federal, historic or scenic designations? If so, please identify the specific designation(s) and limits and briefly describe why the proposed project qualifies. If this is a rail corridor project is the corridor “rail banked” or is the abandonment authorized by or proceeding before the Interstate Rail Commission?

The proposed project does not meet criteria for historic or scenic designation.

21. Why should this project be funded? Using your best judgment describe why the project should be funded. Keep in mind that this is a transportation program. Is this project a one time opportunity or will the project protect a threatened resource?

There is currently an unmet need along this roadway for pedestrian and bicycle facilities to serve both Hohokam Middle School students as well as other residents of this primarily low-income neighborhood. While this project is not a one-time opportunity, nor will it protect a threatened resource, the project will link existing sidewalk facilities to the east with the Pascua Yaqui Tribe to the west. This will provide important and safer access to Hohokam Middle School as well as to public bus stops along the corridor. The Pascua Yaqui Tribe has applied for a TE grant in this funding cycle to implement the first phase of their Path Master Plan, which connects directly with this project as well.

Shade landscaping included in this proposal will serve to make the pedestrian path more useable throughout the year and provide a much-needed visual enhancement to the area. Finally, this project is the product of the Hohokam Middle School “Think Tank” classes, which conceived of the enhancement after careful study of the issues as a way to increase safety, exercise, school and community access, and to reduce traffic congestion and pollution.

CHECKLIST

22. A "no" response to any of the following disqualifies the proposal)
- | | <u>YES</u> | <u>NO</u> |
|---|------------|-----------|
| A. Project eligible under one or more of the 12 Transportation Enhancement activities listed in TEA-21 | <u>YES</u> | ___ |
| B. Proposed project is related to Surface Transportation? | <u>YES</u> | ___ |
| C. Project over and above normal transportation project? (Typical mitigation type activities such as landscape restoration and permanent erosion control are a normal part of a transportation project and are ineligible). | <u>YES</u> | ___ |
| D. Project sponsored by a government entity? | <u>YES</u> | ___ |
| E. Project is consistent with sponsoring agency's plans? | <u>YES</u> | ___ |
| F. Project will be scheduled to go to bid within 3 years of acceptance? | <u>YES</u> | ___ |
| G. Project matching funds available (Minimum 5.7%)? | <u>YES</u> | ___ |
| H. Project sponsor has the resources available to develop the project? (Including local project management). | <u>YES</u> | ___ |
| I. Completed project will meet applicable Federal, state and local requirements? | <u>YES</u> | ___ |
| J. The completed project will be open to the public and meet the accessibility standards of the Americans with Disabilities Act? | <u>YES</u> | ___ |
| K. Project will improve air quality or have a neutral air quality impact? | <u>YES</u> | ___ |

23. Approval of Authorized Official (Sponsor)

This project has the concurrence of the sponsoring agency, is consistent with the agency's plans and meets all of the basic criteria listed in question 21, which are required by the state of Arizona's Transportation Enhancement Program.

Agency/Jurisdiction Pima County DOT
 Day: 6/24/04 By: [Signature]

State projects must be signed by the appropriate District Engineer.

NOTE:

Projects that involve historic buildings or structures, or which are within or adjacent to historic districts, should be reviewed by the State Historic Preservation Office (SHPO), preferably before the application is submitted to the MPO/COG.

24. Endorsement of Metropolitan Planning Organization/Council of Governments

This project has been reviewed and endorsed by:

MPO/COG _____ Date: _____

RESOLUTION AND ORDER 2004- 226

RESOLUTION AND ORDER OF THE PIMA COUNTY BOARD OF SUPERVISORS APPROVING AND AUTHORIZING THE APPLICATION FOR FEDERAL TRANSPORTATION ENHANCEMENT FUNDS THROUGH THE ARIZONA DEPARTMENT OF TRANSPORTATION TO IMPLEMENT HOHOKAM MIDDLE SCHOOL BICYCLE AND PEDESTRIAN PROJECT.

WHEREAS, Tetakusim Road currently has no pedestrian facilities, bicycle facilities or shade landscaping; and

WHEREAS, the Hohokam Middle School Bicycle and Pedestrian Project provides a valuable safety enhancement for pedestrians and bicyclists wishing to access Hohokam Middle School, Sun Tran bus stops, and area neighborhoods and businesses; and

WHEREAS, the proposed project includes the construction of six-foot wide bicycle lanes in both directions, and a ten-foot wide pedestrian pathway and shade landscaping along the north side of Tetakusim Road from South Camino de Oeste to South Sorrel Lane; and

WHEREAS, Pima County has successfully utilized Transportation Enhancement funds to construct numerous popular and successful projects within all Pima County Board of Supervisor Districts, including the Sunset Villa Pedestrian Enhancement Project, Pima County-Tucson Safe Routes to Schools Project, and Bicycle and Pedestrian Safety and Education Project, the Gates Pass Scenic Overlook, the Northern Avenue/Calle Buena Vista Bike Lanes and Pathway Project, the Tucson Diversion Channel Bike Path Connection, the Catalina Foothills Bikeway Loop, the Juan Batista de Anza National Historic Trail (Canoa Ranch), the Catalina Highway Bike Lanes, the Old Spanish Trail Bike Lanes, and the Rillito River Park Gateway Bridge.

NOW, THEREFORE, UPON MOTION DULY MADE, SECONDED AND CARRIED, BE IT RESOLVED THAT:

1. An application for federal Transportation Enhancement reimbursable grant assistance to implement the Hohokam Middle School Bicycle and Pedestrian Project be filed with the appropriate agency.
2. If the federal reimbursable funds are approved by the Arizona Department of Transportation, Pima County will provide matching funds equal to 10.2 percent (\$56,738) of the total project cost, estimated to be \$556,738. As required, Pima County will also pay ADOT a \$3,000 processing fee if the federal reimbursable funds are approved for the project.
3. The Chair of the Board of Supervisors is hereby authorized to sign any and all documents to effectuate the grant application and any subsequent amendments and/or documents relating thereto.

PASSED, ADOPTED AND APPROVED this 16 day of August 2004.

PIMA COUNTY BOARD OF SUPERVISORS:



Sharon Bronson, Chair

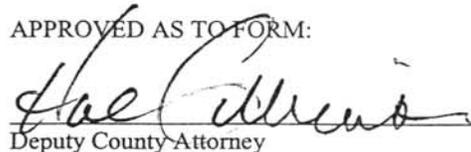
AUG 16 2004

ATTEST:



Clerk, Board of Supervisors

APPROVED AS TO FORM:



Deputy County Attorney



Sun Tran bus stop on Tetakusim Road in front of Hohokam Middle School. No sidewalks or ADA access to the school or to the bus stop, lack of bicycle facilities.



Proposed ADA-compatible pedestrian pathway, shade landscaping, and bike facilities. Pedestrians will be provided greater separation from vehicle travel lanes.



Tetakusim Road looking east to area neighborhoods on east side and south sides of school. Lack of pedestrian and bike facilities, landscaping, and beautification.



Proposed ADA-compatible pedestrian pathway, shade landscaping, and bike facilities will reach to neighborhoods to east as well as to Pascua Yaqui to west.



Tetakusim Road looking east from Hohokam Middle School. Children currently walk on pavement, especially when raining or after rainstorms.



Tetakusim Road looking west. There is an existing sidewalk leading into Hohokam Middle School that ends just in front of the Hohokam Middle School sign. This project provides a connection to this well-used sidewalk.



COUNTY ADMINISTRATOR'S OFFICE

PIMA COUNTY GOVERNMENTAL CENTER
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C. H. HUCKELBERRY
County Administrator

June 24, 2004

State Transportation Enhancement Review Committee
Arizona Department of Transportation
206 South 17th Avenue
Phoenix, Arizona 85007-3213

Dear Committee Members:

I would like to submit this letter in support of the Hohokam Middle School Bicycle and Pedestrian Project. This project will provide an important bicycle and pedestrian link between the neighborhoods that feed Hohokam Middle School, and will provide connectivity to the existing sidewalk to the east at South Sorrel Lane and to the West at Camino de Oeste and the Pascua Yaqui Tribe. Pima County commits to providing the local match requirements.

As there are currently no sidewalks or bike lanes along this stretch of Tetakusim Road, this project would increase bicycle safety along this corridor. Bicycle and pedestrian travel occurs daily along Tetakusim Road by area residents, SunTran riders, and approximately 200 students who walk or cycle to attend Hohokam Middle School. Additionally, this project includes shade landscaping which would increase the visual appeal of the streetscape and make the pathway more comfortable and inviting to walk along.

Finally, this project is unique in that it was originally conceived of and proposed by the students of Hohokam Middle School Think Tank classes. After some careful research, the students concluded that the provision of safer bicycle and pedestrian facilities would serve to increase safety, exercise, school and community access, and would help reduce pollution from traffic in their neighborhood. The students also feel that increased pedestrian and cycling activity in their neighborhood would increase the community involvement and safety of the area. They have been very proactive in pursuing a broad base of support for this project among school attendees and administration, as well as the surrounding neighborhoods.

Thank you for your consideration of the Hohokam Middle School Bicycle and Pedestrian Project. I believe this is a worthwhile project that will greatly enhance the livability of this community.

Sincerely,


C. H. Huckelberry
County Administrator

CHH/jj



RICHARD ELÍAS
COUNTY SUPERVISOR
DISTRICT 5

PIMA COUNTY BOARD OF SUPERVISORS

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June 24, 2004

State Transportation Enhancement Review Committee
Arizona Department of Transportation
206 W. 17th Avenue
Phoenix, AZ 85007-2313

Re: Hohokam Middle School Bicycle and Pedestrian Project

Dear Review Committee Members,

As the Pima County Supervisor representing the area in which the Hohokam Middle School is located, I am writing in support of the Hohokam Middle School Bicycle and Pedestrian Project. This project will provide important safety and health benefits to the children of Hohokam Middle School. It will also greatly benefit the surrounding community members, as it will provide connectivity between an existing sidewalk to the east at South Sorrel Lane, and to the West at Camino de Oeste and the Pascua Yaqui Tribe.

Currently there are no sidewalks or paved pathways along Tetakusim Road and therefore children and adults must walk in or along the street, where speeds sometimes exceed 45 mph. Additionally, there are no bicycle lanes on Tetakusim, the addition of which will make cycling along this 45 MPH roadway considerably safer. Finally, the enhanced landscaping would provide shade as well as a more aesthetically pleasing environment, which, combined with the increased safety aspects, would encourage more exercise among students and area residents.

This is a unique proposal, in that the project was initially conceived of and promoted by the students of Hohokam Middle School Think Tank classes. The students initiated this project to help alleviate concerns about safety, school and community access, low levels of exercise, and increasing levels of traffic pollution around their school and adjacent neighborhoods. They have garnered broad support from the school administration, as well as neighbors and local community leaders.

I appreciate your consideration, and urge you to fund this project.

A handwritten signature in blue ink that reads "Richard Elías".

Richard Elías
Supervisor, District Five
Pima County Board of Supervisors

PASCUA YAQUI TRIBE



June 14, 2004

State Transportation Enhancement Review Committee
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, AZ 85007-3213

Dear Committee Members:

I am honored to submit this letter of support for the Tetakusim Road Walking Path, Bicycle Lane and Landscaping Project. This path project will provide benefits to students, families and the entire community by encouraging them to walk, bike, rollerblade, skateboard, etc. more safely in the vicinity of Hohokam Middle School in the Drexel Heights neighborhood, along Tetakusim Road from Camino De Oeste to Sorrell Road.

This project provides much needed safety and accessibility benefits for persons walking and biking along a major street that access Hohokam Middle School, Sun Tran and Tucson Unified School District bus stops. The Pascua Yaqui Reservation is directly West of Tetakusim and students walk to and from school daily along Tetakusim, where there currently is only a dirt path next to the road. The addition of this multi use path will make walking, biking and exercising much easier.

It is with my privilege to lend my support to such a noble partnership between Pima County, Tucson Unified School District and hopefully the Arizona Transportation Department and the United States Department of Transportation. The Tetakusim Shared Use Path project should be seen as a model for future partnerships between regional jurisdictions.

Thank you for your consideration and support for the Tetakusim Road Walking Path, Bicycle Lane and Landscaping Project. I would also like to extend my appreciation to ADOT for your continued support for the federal Transportation Enhancements program, which is very popular statewide and has provided communities with many beneficial projects and programs that may otherwise not be funded. Your work is much appreciated.

Sincerely,

Herminia Frias, Chairwoman
Pascua Yaqui Tribe

June 7, 2004

State Transportation Enhancement Review Committee
Arizona Department of Transportation
206 17th Avenue
Phoenix, AZ 85007-3213

Dear Review Committee:

I am pleased to provide this letter of support on behalf of the Tetakusim Road Walking Path, Bicycle Land and Landscaping Project. This proposal has numerous beneficial components and I will address a few – safety, community, family, and health.

The safety of the children walking to and from Hohokam Middle School and Maldonado Elementary School is one of the biggest concerns about Tetakusim Road between Camino de Oeste and Sorrel Road. There is no designated walkway and children walk along the edge of the road. Tetakusim Road has high traffic volume and high-speed (45 m.p.h.) before and after school, including school and city buses. Children riding bicycles and skateboards often attempt to ride on the road and since there is no shoulder they ride on and off of the road as cars pass by. It is a very dangerous activity and is frightening to observe. If a pathway were available, students on foot could walk a safe distance from the road and those on bicycles would not be in the street.

The pathway will build community by bridging the Pascua Yaqui reservation on the west to the new housing developments on the east end of Tetakusim Road, which includes older, more established residences. There is a rich diversity of cultures and lifestyles throughout this stretch of road that could be better integrated by a shared public pathway.

The only access on Tetakusim Road, other than a two-lane road with no shoulder, is a rocky surface that is difficult to walk on and is not accessible. The pathway will provide a place for families to take walks where strollers, wagons, and wheelchairs would also gain access. The pathway also offers neighborhood youth a safe place to ride their bicycles, roller blades, and skateboards and a place for adults to jog -- a place to be active and productive year round.

The landscaping component of this project will greatly enhance the area. Residents will be proud to live in a neighborhood that is visually attractive and the landscaping will encourage those who drive through the area to have a positive opinion of our neighborhood. The landscaping will also offer much needed shade along the pathway, especially with the school year beginning in mid-August when temperatures still regularly reach 100 degrees.

This proposal is timely in that the Tetakusim Road area has experienced a lot of growth over the past few years. The local schools have worked hard to encourage the youth and their families and there is a growing sense of community. Thank you for considering this proposal and the positive effects the pathway will have on our community.

Sincerely,



Deborah Ortiz

HOHOKAM MIDDLE SCHOOL

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Tucson, AZ 85746

(520) 908-3700

(520) 908-3701 Fax

John Michel, Principal

Tsuru Bailey-Jones, Assistant Principal

Elizabeth Rivera, Assistant Principal

June 8, 2004

State Transportation Enhancement Review Committee
Arizona Department of Transportation
206 17th Avenue
Phoenix, AZ 85007-3213

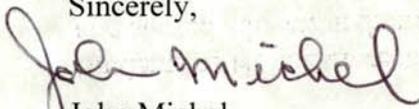
Dear Committee Members:

I am honored to write this letter of support for the Tetakusim Road Walking Path, Bicycle Lane and Landscaping project. This project will provide important safety and health benefits to the children of Hohokam Middle School and the surrounding community members who walk to school and play in the neighborhood. This project will also provide a significant improvement to the quality of life of the residents and the school children of Drexel Heights Neighborhood and Hohokam Middle School.

Students of Hohokam recognized a tremendous need for paved pathways along Tetakusim Road and started educating themselves, faculty, administration and community members of this need for safety and encouragement to exercise. Students began to investigate ways to increase safety along Tetakusim, which has a speed limit of 45 MPH. Also, students were interested in reducing air pollution by encouraging more students to walk or bike to school to reduce the vehicles in the neighborhood. Lastly, the students are making an effort to encourage exercise and mobility and concluded that increasing the infrastructure in the neighborhood would help to address these needs.

The Tetakusim Road Walking Path, Bicycle Lane and Landscaping project will provide a safe and inviting route to and from school for our students and improve the infrastructure for all of the residents in our community. This project is truly driven by students, and I am proud of their insight, perseverance and dedication to this very needed project. On behalf of the Hohokam Middle School community, I am very happy to offer my support of this project.

Sincerely,



John Michel
Principal