



# City Council Report

**Date:** May 21, 2012  
**To:** City Council  
**Through:** Kari Kent, Deputy City Manager  
**From:** Dan Cleavenger, Transportation Department Director  
Alan Sanderson, Deputy Transportation Director—Traffic Engineer  
**Subject:** Amendment to Superstition Springs Park and Ride Agreement  
Council District 6

## Strategic Initiatives



## Purpose and Recommendation

It is recommended the City Council approve and authorize the City Manager to execute an amendment to the intergovernmental agreement between the City and the Arizona Department of Transportation, ADOT, for maintenance of the Superstition Springs Park and Ride facility.

## Background

In April 2007, the City entered into an agreement with the Arizona Department of Transportation, ADOT, for construction, operation, and maintenance of a park and ride lot on ADOT property on the north side of US 60 between Power Road and Superstition Springs Boulevard. The agreement provides for Mesa to be responsible for the operations and maintenance of the park and ride facility.

Valley Metro subsequently expanded the Park and Ride facility in part by enclosing an open drainage channel with a box culvert, and expanding the parking lot on top of the culvert. ADOT has requested the agreement be amended to include the City's responsibility to maintain the additional improvements and the drainage channel within this new box culvert. See Attachment 1 for the total area to be maintained by the City.

## Discussion

As part of the expansion of the Superstition Springs Park and Ride facility, about 600 feet of an open drainage channel was replaced with a box culvert so the parking lot could be extended over the culvert. Working inside an enclosed space such as a box culvert requires specialized training and equipment. ADOT's Phoenix Maintenance

District Engineer indicated he does not currently have the trained staff and equipment necessary to do maintenance inside this box culvert, and does not have funding to acquire the necessary equipment and training. The City's Field Operations Section does have the necessary equipment and training for work in such enclosed spaces.

In addition, very little routine maintenance is expected to be necessary due to the nature of the drainage way in this area. It is self-cleaning for the most part.

One of the principles under which ADOT agreed to allow the park and ride to be built on State property is that it not create additional maintenance obligations for ADOT.

### **Alternatives**

NOT AUTHORIZING the City Manager to enter into this agreement amendment would leave ADOT responsible for maintaining the drainage way through this box culvert. This is not recommended because one of the principles under which ADOT allowed use of its property for the park and ride is that no additional operation or maintenance burden be created for ADOT.

### **Fiscal Impact**

Financial impact to the City will be minimal since Transportation Field Operations already has the necessary equipment and trained personnel to work in the box culvert, and because this box culvert is expected to require very little maintenance.

### **Coordinated With**

Transit Services concurs with this recommendation.



Attachment 1: City of Mesa Maintenance Area for Superstition Springs Park and Ride