Transportation Alternatives Application for FY 2015, 2016, and 2017 Projects

THIRD STREET PROMENADE: ROOSEVELT STREET TO THOMAS ROAD

CITY OF PHOENIX

APPLICATIONS ARE DUE AT MAG OFFICES BY
Tuesday, October 22, 2013 at 10:00 a.m.

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

PART A - CONTACT AND PROJECT DESCRIPTION	
Contact Information	
1. Name of Sponsoring Agency	Phoenix
2. Agency Contact Name	Mark Melnychenko
3. Phone Number of Agency Contact	602-534-0592
4. E-Mail Address of Agency Contact	mark.melnychenko@phoenix.gov
5. Mailing Address of Agency Contact	200 W. Washington Street Phoenix, AZ 85003
P	
6. Please provide the Project Title.	Third Street Promenade Pedestrian Improvements.
7. Please provide a concise, specific description of the project (250 character limit):	
The first phase in the development of 3rd Street into a fully walkable street with continuous sidewalks, ADA ramps up to current standards, safe crossings and new traffic signals at selected locations.	
8. Please provide the project limits:	
The project limits for improvements traverse Third Street from Roosevelt Street north to Thomas Road.	
Safe Routes to School (if project is NOT a Safe Routes to School project, proceed to Part B)	
9. School Name	
10. School Address	
11. School City, State, ZIP Code	

PART B-PROJECT DESCRIPTION

This part of the form identifies the current characteristics and proposed improvements for each project.

The purpose of Part B is to provide sufficient information to evaluate the cost estimate for the project and to provide assurance that the project will be capable of meeting the ADOT administered federal design review and clearance process. This process requires environmental, ROW and utilities clearances and a bid ready design prior to FHWA approval to encumber federal funding for construction.

NOTE: For Part B, Questions 12-13 and 15-18, the specified distance will vary (and update automatically) depending on the project type identified in Part B, Question 1. Pedestrian-only projects will use a distance of 1/4 mile, while bicycle and Shared-Use projects will use a distance of 1/2 mile.

1. What type of project is this? (Check only one)

	Bicycle lane (4' min. w/o curb/gutter)		Wide Sidewalk (8' min.)
	Bicycle lane (5' min. with curb/gutter)		
	Shared-use path (10' min.)	Other:	
X	Detached Sidewalk with 4' min. buffer		
X	Sidewalk (5' min.)		

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

	Bridge (overpass)	0	Number of new openings in street walls
	Tunnel (underpass)	0	Number of Trees
	Safe Routes to School	0	Number of Shade Structures
3	Signalized Crossing	0	Number of Seating/Rest Area(s)
0	Signalized midblock crossing/HAWK	0	Number of bicycle/pedestrian counting devices
3	Countdown Pedestrian Signal		
0	Number of Bike racks/lockers	Other:	
0	Number of Drinking Fountains		
0	Number of Way-finding Signs		
0	Number of Trash receptacles		

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

The existing pedestrian environment of 3rd Street Promenade is influenced by two distinct development patterns, pre-WWII and post-WWII. The pre-WWII development consists of a development pattern with wider sidewalks, planting strips, buildings fronting the street, narrower travel lanes and neighborhoods supported by local businesses. Post-WWII development consists of a development pattern reflecting a higher reliance on vehicles. Sidewalks were placed at the back of curb and in some instances were never constructed, larger building setbacks, multiple business access points, parking lots fronting the street, and neighborhood development which faced inward rather than engaging the corridor. This resulted in different pedestrian environments, with the south study area generally having a more pedestrian-friendly environment and the north being less pedestrian-friendly with a focus on vehicular movement. Strong connections exist between 3rd Street Promenade and adjacent neighborhoods. However, connectivity between neighborhoods across from each other along 3rd Street Promenade is limited.

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

A high priority has been placed on developing the 3rd Street Promenade into a fully walkable street that protects the character of existing neighborhoods, historic districts, business entities, and creates a comfortable pedestrian environment. Sidewalks will be widened and constructed in places where they do not exist to allow for continuous pedestrian circulation. Directional sidewalk ramps will be incorporated at all intersections and brought up to current ADA standards. This will also include the integration of new traffic signals at selected locations and the removal of some utility barriers that impede pedestrian activity. In summary, this project focuses primarily on the improvements that could be made to enhance the pedestrian experience along the corridor.

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

As downtown Phoenix continues to redevelop, spurred on by the completion and early success of the light rail and the success of the downtown ASU campus, 3rd Street Promenade is an excellent opportunity to strengthen pedestrian connectivity and create a walkable corridor that links neighborhoods, businesses, and places of interest. This signature corridor provides a strong connection to the Roosevelt Street improvements slated for construction in May of 2014 and acts a prime example of a phased development of a complete street tying to the efforts undertaken by the City of Phoenix. Third Street (McDowell Road to Buckeye Road) is also an important corridor in the Downtown Phoenix Comprehensive Transportation Study that will provide an alternate north-south connection with the growing downtown. Improvements for safe, continuous pedestrian circulation are key to this project.

6. Please provide a site safety / crash history, and provide a source for this information.

Please describe any car-bicycle and car-pedestrian crashes on streets within 2-mile radius of the project (within the last 5 years). You may attach crash reports or summarize their results below.

From 2008 - 2012 there were 897 pedestrian and bike crashes within two miles of this segment. Of those, 799 resulted in an injury and 29 in a fatality. 137 pedestrians and bicyclist were children under the age of 18 and 70 of those hit during school hours. 640 males and 255 females were struck (2 person's gender was unknown.) 635 of these collisions were reported during daylight leaving 262 occurring at night or twilight.

7. Safety improvements to be included for this project: (Check all that apply)

	Wide bike lanes (6'-7')	Buffer Zone, Width	
	Wide sidewalk (8' min.)		
	Grade-separated crossing (overpass or underpass)		
X	Signalized crossing/Ped countdown/HAWK	Other	
	Lighting		
	Striping/re-striping of roadway		
X	Countdown signals		

PART B-PROJECT DESCRIPTION

8. How does this project improve upon an existing safety issue?

Connectivity between neighborhoods across from each other along 3rd Street Promenade is limited. These restrictions cause 3rd Street to act as a barrier between neighborhoods. This is especially apparent around Oak Street which connects Monterrey Park Elementary School and St. Mary's High School with 3rd Street Promenade and 7th Avenue to the east. Many of these students walk from the Encanto LRT station or bus stops and do not have a dedicated crossing or connecting ADA ramps and these locations. Most intersections throughout the corridor have sidewalk ramps at all corners, except at Weldon Street on the west side, the northwest corner of Mitchell Street, Alvarado Road, and Monte Vista Road. Ramps tend to be diagonal and do not have detectable warning pavers incorporated into the ramps. There are numerous driveway crossings which interrupt pedestrian circulation and don't use current standards. In addition to discontinuous and narrow sidewalks, there are numerous utility obstructions which interrupt the pedestrian space and make an area difficult to travel through. These specific problem areas will need to be viewed individually to see if minor modification can be made to enhance the safety of pedestrians.

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

Most intersections throughout the corridor have sidewalk ramps at all corners, except at Weldon Street on the west side, the northwest corner of Mitchell Street, Alvarado Road, and Monte Vista Road. However, many of the ramps are not constructed up to current standards and tend to be diagonal with no detectable warning pavers incorporated into the ramps. At Thomas Road and McDowell Road, the pedestrian ramps are constructed with concrete pavers. There are numerous driveway crossings throughout the corridor which interrupt pedestrian circulation. When these are located in areas with planting strips, the sidewalk remains level, with driveway ramping up to sidewalk level in the planting strip width. However, when there is no planting strip, driveway crossings are incorporated into the sidewalk width and have excessive cross slopes which do not meet ADA standards. Upgrades to the ADA ramps at all intersections, selected driveway slopes and installation or repair of missing or broken sidewalks will occur through this project.

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

High priority has been placed on developing the 3rd St. Promenade into a fully walkable street that protects the character of existing neighborhoods, historic districts, business entities, and creates a comfortable pedestrian environment. Improvements will help create a stronger pedestrian corridor along 3rd S. and lay the groundwork for future phases of improvement moving toward a complete street. As downtown Phoenix continues to redevelop, spurred on by the completion and early success of the light rail and the success of the downtown ASU campus, 3rd St. Promenade is an excellent opportunity to strengthen pedestrian connectivity and create a walkable corridor that links historic neighborhoods, businesses, and places of interest. This signature corridor provides a strong connection to the Roosevelt Street improvements slated for construction in May of 2014 and acts a prime example of a phased development of a complete street tying to the efforts undertaken by the City of Phoenix. 3rd St. (McDowell Road to Buckeye Road) is also an important corridor in the Downtown Phoenix Comprehensive Transportation Study that will provide an alternate north-south connection with the growing downtown.

11. Connectivity: (Check all that apply)

[X] Project fills a gap in the system

Explain:

Sidewalks exist throughout much of the corridor, but are absent in a few locations; approximately 340 feet north of Palm Lane on the west side, 140 feet north of Virginia on the west side, 110 feet south of Alvarado on the west side, and several small areas at minor intersections such as Monte Vista Road. The project will also provide a link to existing pedestrian improvements in the corridor as well as the Roosevelt Streetscape Project.

[ ] Project connects to other local bikeways

List of connected bikeways:

[ ] Multi Jurisdicional Project

List of Participating Jurisdictions:

[2] Total length of facilities connected by this project (in miles)

12. Number of transit stops this project will connect to. Do NOT count major transit facilities (park and rides, transit centers, etc.) in this question. List associated route(s) and their peak frequency, using Valley Metro as the source.

[56] Within 1/4 mile

List routes and frequency:

Route 29 (Thomas Road) – Every 10 minutes (Peak)
Route 17 (McDowell Road) – Every 15 minutes (Peak)
Route 10 (Roosevelt Street) – Every 30 minutes
Route 7 (7th Street) – Every 20 minutes (Peak)
Route 0 (Central Avenue) – Every 10 minutes (Peak)
Light Rail Transit Route (Central Avenue) – Every 12 minutes (Peak)

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

[4] Within 1/4 mile

List:

Four LRT stations (Thomas Road, Encanto Boulevard, McDowell Road, Roosevelt Street)

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

Strong connections exist between the Third Street and adjacent neighborhoods and other land uses. However, connectivity between neighborhoods across from each other along Third Street is limited. Signalized intersections occur at approximately 1/4-mile intervals, except at Oak Street which is not signalized. The restricted crossing opportunities for pedestrians causes Third Street to act as a barrier between neighborhoods and limits access to important community and medical facilities as well as small businesses. Several major destinations, such as regional and neighborhood parks, museums, library, retail and commercial businesses, and schools, exist along the corridor or within a 1/4 mile radius of the project site. Direct and more defined circulation patterns as well as ADA enhancements and improved, unimpeded sidewalks are key elements in access between land uses in the project area for all members of the community.

PART B-PROJECT DESCRIPTION

15. Number of activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

9 Within 1/4 mile

List:

Phoenix Public Library, Phoenix Center for the Arts, Phoenix Theatre, Phoenix Art Museum, Heard Museum, Monterey Park, Townsend Park, Hance Park, Cancer Survivor's Park

16. Number of commercial and employment destinations (malls, retail centers, business parks, etc.) this project will benefit (for example, a mall is ONE destination; do NOT count every store in a mall as a separate destination):

2 Within 1/4 mile

List:

Central Avenue Business District - midtown and Roosevelt Row

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

1 Within 1/4 mile

List:

Monterey Park School

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

7 Within 1/4 mile

List:

Summit Elementary School, Khalsa Montessori School, Wayland Baptist University, St Mary's High School, Arizona School for the Arts, Downtown Arizona State and University of Arizona campuses

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

4,276 People Per Square Mile

26.40% % Families in Poverty

Use the MAG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reporting," select "Custom." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through all census blocks adjacent to your project, left-clicking where needed to change the direction of the line Double-click to finish drawing the line. The selected census blocks will become highlighted in blue A pop-up box will appear with "Results for Selected Block Groups." Select the "Summary Report" tab, and use the data found there. You may export the results to Excel (click the printer icon at the top-right side of the pop-up window) for your records.

PART B-PROJECT DESCRIPTION

20. Please provide the following information on the facility on which the improvement will be located.

For a linear project, please enter the Facility Name, Starting Limit and Ending Limit: Third Street: Roosevelt Street to Thomas Road

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

Federal Functional Classification of the Facility:
Major Arterial — Link to MAG webpage for Federal Functional Classification Map

Type of Facility the Improvement will be located on:
Collector Road

1.5 Length (in Miles)

35 Posted Speed Limit (MPH)

4 Number of Travel Lanes

21. Please provide an estimated traffic volume (ADT) below. If project is not on a road (ex. Canal path), use nearest parallel arterial.

16,758 ADT Estimate

5/18/11 Date Counted

Name of road the traffic count was taken from
3rd Street: McDowell to Thomas

Description of Methodology and Source used for the ADT Estimate
Average Daily Traffic (ADT) is calculated by first normalizing to account for daily and seasonal fluctuations in traffic. ADT may not represent the actual count taken on a particular day but instead has been adjusted to represent anticipated traffic flow on an average day throughout the year. The daily factors are calculated by first averaging the by-directional traffic volume totals for the 12 full weeks of weekdays (1 week of weekdays in each month not containing a holiday). The factor is that average divided by the sum of each of the 12 instances of a weekday day. Source: City of Phoenix

22. Federal law requires that all federally funded projects comply with a federal environmental clearance. For projects that have a minimum ground disturbance, environmental surveys are required and an environmental document will need to be prepared, which typically requires 12 months to complete.

Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.
Several historic districts are located adjacent to the Third Street Promenade. The City of Phoenix will prepare standard environmental assessments and NEPA clearance documents for this project. There are no other known environmental issues at this time.

23. Current ROW: (Check all that apply)

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

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

The project is located almost entirely within existing City of Phoenix right-of-way. Approximately 600 linear feet of right-of-way frontage will need to be aquired. There are no other right-of-way issues associated with the project.

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

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

PART B-PROJECT DESCRIPTION

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

There are a number of utilities in the right-of-way such as overhead power and underground irrigation facilities. The City of Phoenix Street Transportation Department will coordinate with affected utility companies to resolve all potential conflicts.

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

	AASHTO Guide for Bicycle Facilities
	MAG Pedestrian Policies and Design Guidelines
	MAG Complete Streets Guide
	MAG Designing Transit Accessible Communities
	NACTO Urban Bikeway Design Guide
	RPTA Bus Stop Program and Standards

Other:

28. Jurisdiction has the following policies for improved bicycle/shared use facilties:

With new development and capital improvement projects, bike lanes on arterial streets are	Required
With new development and capital improvement projects, bike lanes on collector streets are	Recommended
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are	Recommended
With new development or during development retrofits, shared-use paths are	Not Addressed
Bicycle program implemented, including bike education, safety events, and bike maps	Yes
Complete Streets Policy	Yes

29. The project is: (Check one)

	Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)
	List:
X	Consistent with general policy/practices, but not formally identified (provide source)
	Explain: Consistent with 3rd Street Promenade Pedestrian Improvements Report (February 2010) prepared by MAG Design Assistance Program
	Not addressed by jurisdiction's plans, policies, or practices
	Explain:

30. Identify the organization(s) responsible for on-going maintenance and repairs of the project:

Once completed, improvements will be incorporated into the City of Phoenix Street Transportation Department maintenance and repair program specifically within public right-of-way.

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

Success of this project will be measured qualitatively by public opinion and quantitatively by manual or tube counts (for bike, ped and vehical traffic) when appropriate.

32. Will bicycle/pedestrian count technology be incorporated? Will the devices broadcast automatic updates or require manual data collection? If manual, how will the agency identify staff resources to dedicate to collecting the data?

In general, no bike or pedestrian technology will be incorporated. Manual, tube or video counts can be done if deemed necessary.

33. Will the project include an education/marketing component upon completion of construction, to publicize the project and increase citizen awareness of the project impact and benefits? If yes, please describe below.

Generally, the City of Phoenix invites surrounding, impacted residents and businesses to public meetings so that they can learn about the purpose of the project and schedule. During the public meeting, general questions and comments are addressed. Many times, ribbon cutting ceremonies are also held for high profile community-based projects which also help increase citizen awareness.

Part C - Required Attachments

Listed below are the required attachments for this project application. These attachments are intended to demonstrate the need of the project. They should clearly show the segment alignment and features that connect to other bicycle, pedestrian, and/or shared-use facilities, as well as washes, canals, railroad crossings, and other crossing features that may affect the project.

PLEASE INCLUDE EACH ATTACHMENT AS A SEPARATE .JPEG OR .PDF FILE ON YOUR APPLICATION CD.

Please insert ALL attachments between Part B and Part D on your printed application, in the order they are listed below. See below for alternate submission requirements for GIS coverage files.

Required Attachments:

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

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

3) Please attach a simple diagram of the current typical cross section, including widths, of the segment that shows the right of way limits, sidewalks and shoulders (if any), and the lanes of travel.

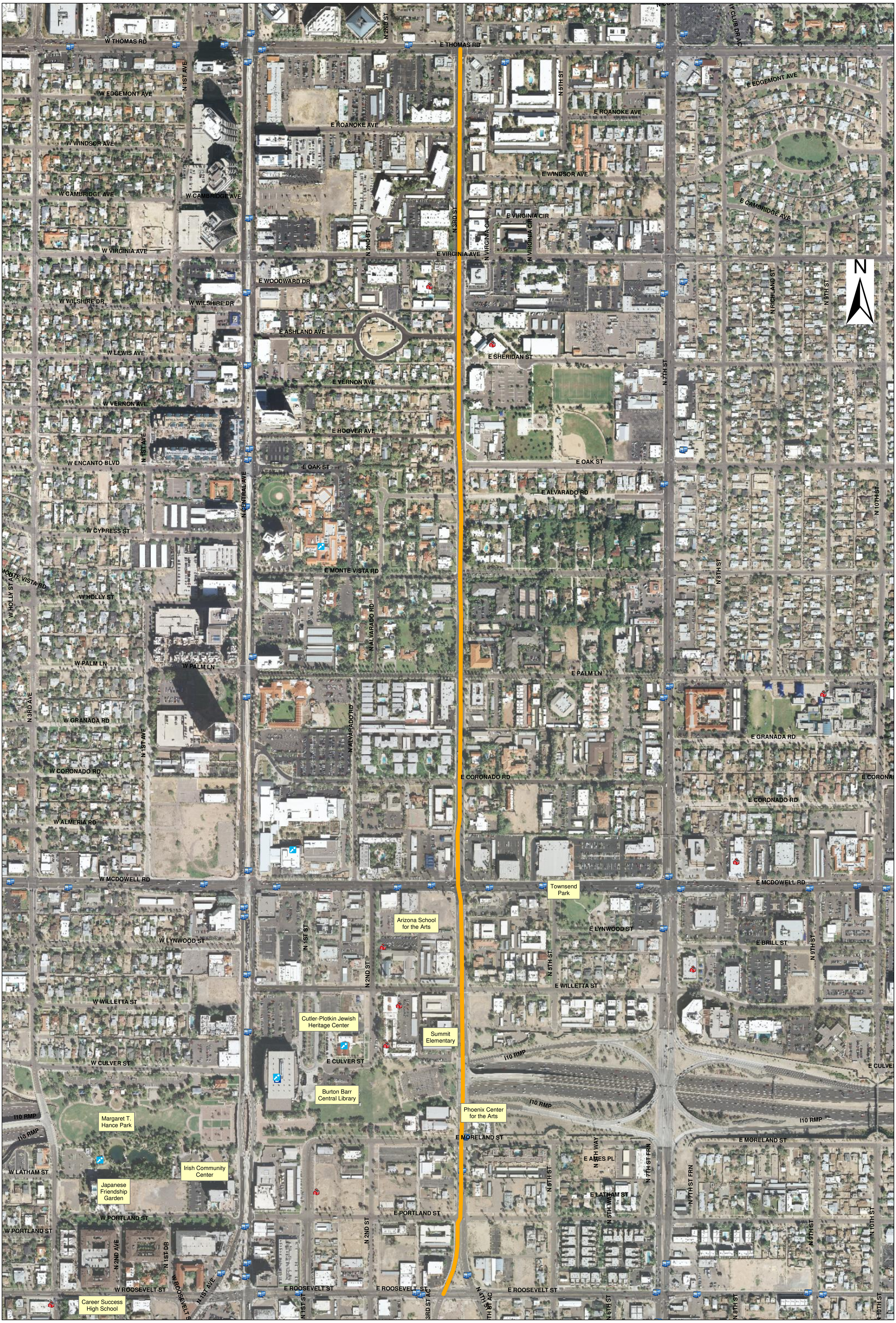
OPTIONAL Attachments:

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

(OPTIONAL) Attach any crash report(s) referenced in Part B, Section 2, #6.

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

3rd Street Pedestrian Improvements Project



Project Location

Bus Stop

Light Rail Stop

Point of Pride

School

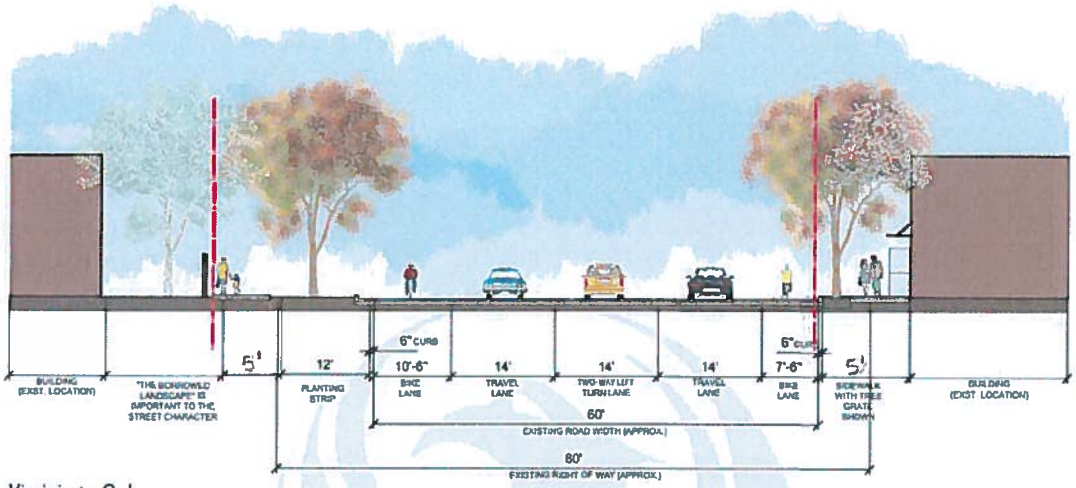
The 3rd Street and Palm Lane intersection is missing an ADA ramp at the northwest corner.

Missing sidewalk north of Palm Lane.

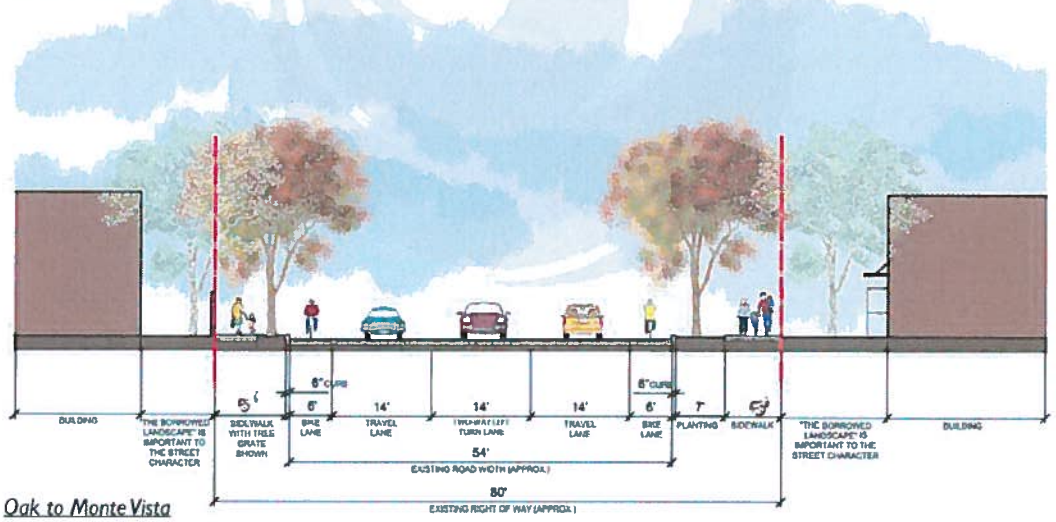
Missing sidewalks south of Alvarado Road.

Missing sidewalk north of Virginia Avenue.

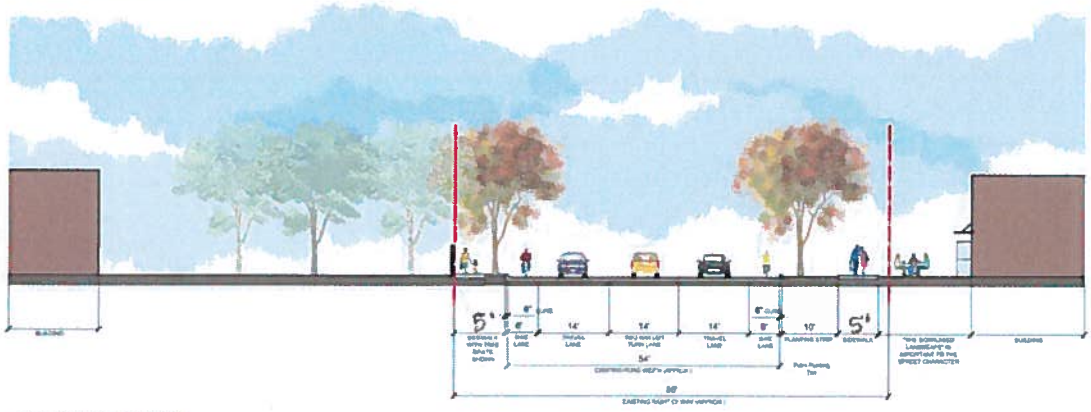
historic corridor design guidelines



Virginia to Oak



Oak to Monte Vista



Monte Vista to Palm

Figure 4.22: Historic Corridor Typical Sections

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

Sponsoring Agency:	City of Phoenix	Project Title:	Third Street Promenade Pedestrian Improvements	Application Date:	10/22/2013

Part	Item Description		Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)
A. Scoping (15% Preliminary Engineering Design)	1. SITE TOPOGRAPHIC SURVEY		LS	1	$8,000.00	$8,000.00	No	$0.00	$8,000.00	
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN		LS	1	$10,000.00	$10,000.00	No	$0.00	$10,000.00	
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)		LS	1	$37,000.00	$37,000.00	No	$0.00	$37,000.00	
	4. HAZMAT ASSESSMENT		LS	1	$8,000.00	$8,000.00	No	$0.00	$8,000.00	
	Subtotal Scoping (Part A)					**$63,000.00**		**$0.00**	**$63,000.00**	
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.		LS	1	$140,000.00	$140,000.00	No	$0.00	$140,000.00	
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report		LS	1	$5,000.00	$5,000.00	No	$0.00	$5,000.00	
	3. DRAINAGE REPORT		LS	1	$2,500.00	$2,500.00	No	$0.00	$2,500.00	
	4. SWPPP		LS	1	$2,500.00	$2,500.00	No	$0.00	$2,500.00	
	Subtotal PE (Part B)					**$150,000.00**		**$0.00**	**$150,000.00**	
	Subtotal Preliminary Engineering (Part A + Part B)					**$213,000.00**		**$0.00**	**$213,000.00**	
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition		LS	1	$15,000.00	$15,000.00	No	$0.00	$15,000.00	
	Subtotal Right-of-Way Acquisition (Part C)					**$15,000.00**		**$0.00**	**$15,000.00**	
D. Utility Relocation	1. Utility Relocation		LS	1	$74,050.00	$74,050.00	No	$0.00	$74,050.00	
	Subtotal Utility Relocation (Part D)					**$74,050.00**		**$0.00**	**$74,050.00**	
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	1. Hardscape Construction	Installation Of SWPP Measures	LS	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Site Preparation	LS	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Demolition: Sawcut	LF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Demolition: Remove Structures and Obstructions	LS	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Demolition: Remove Fencing	LF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Demolition: Remove Structural Concrete	LF	120	$8.00	$960.00	Yes	$905.28	$54.72	
		Demolition: Remove Asphaltic Concrete Pavement	CY	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Demolition: Remove Concrete Sidewalks, Slabs	SF	4,600	$5.00	$23,000.00	Yes	$21,689.00	$1,311.00	
		Hazmat Abatement	LS	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Retaining Wall - Reinforced Concrete Cantilevered	SF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Earthwork: General Excavation	LS	4	$4,000.00	$16,000.00	Yes	$15,088.00	$912.00	
		Earthwork: Drainage Excavation	CY	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Earthwork: Structural Excavation	CY	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Earthwork: Structural Backfill	CY	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Earthwork: Borrow (In Place)	CY	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Curb & Gutter	LF	775	$15.00	$11,625.00	Yes	$10,962.38	$662.63	
		Aggregate Base	CY	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Pathway Or Sidewalk Materials: Concrete	SF	7,201	$8.00	$57,608.00	Yes	$54,324.34	$3,283.66	
		Pathway Or Sidewalk Materials: Colored Concrete	SF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Pathway Or Sidewalk Materials: Stamped Color Concrete	SF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Pathway Or Sidewalk Materials: Precast Concrete Pavers	SF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Pathway Or Sidewalk Materials: Asphaltic Concrete	Ton	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Pathway Or Sidewalk Materials: Polymer or Resin Stabilized Surface	SF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Crosswalk Enhancement: Concrete Pavers	SF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Crosswalk Enhancement: Stamped Asphalt	SF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Crosswalk Enhancement: Stamped Concrete	SF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Crosswalk Enhancement: Concrete	SF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Crosswalk Enhancement: Integral Color Concrete	SF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Pedestrian ADA Ramp	SF	35	$2,500.00	$87,500.00	Yes	$82,512.50	$4,987.50	
		Culvert Extensions	LF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Pedestrian Lighting Including Conduit And Trenching	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Handrail: Standard	LF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Handrail: Decorative	LF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Subtotal Hardscape Construction				$196,693.00		$185,481.50	$11,211.50	

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

Sponsoring Agency:	City of Phoenix	Project Title:	Third Street Promenade Pedestrian Improvements	Application Date:	10/22/2013

Part	Item Description		Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	2. Landscaping & Irrigation Items	Requirements	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Trees (15 Gallon Size)	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Trees (5 Gallon Size)	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Shrubs (5 Gallon Size)	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Shrubs (1 Gallon Size)	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Cactus (5 Gallon Size)	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Mulch – Decomposed Granite	CY	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Mulch – Organic	CY	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Topsoil	CY	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Seeding	Acre	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Turf Sod	SY	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Boulders	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Irrigation System – Drip	SF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Irrigation System – Turf	SF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Sleeving For Irrigation System – Directional Bore	LF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Sleeving For Irrigation System – Cut and Patch	LF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Landscape Header Curb	LF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Landscape Establishment	LS	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Subtotal Landscaping & Irrigation Items				$0.00		$0.00	$0.00	
	3. Site Furnishings	Benches	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Seatwalls	LF	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Bike Racks	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Trash Receptacles	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Drinking Fountains	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Signage (Standard Traffic Control)	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Signage (Wayfinding)	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Tree Grates	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Subtotal Site Furnishings				$0.00		$0.00	$0.00	
	4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)	Bicycle and Pedestrian Counter	Each	1	$0.00	$0.00	Yes	$0.00	$0.00	
		Truncated Domes	SF	315	$30.00	$9,450.00	Yes	$8,911.35	$538.65	
		Alley Entrance	SF	80	$18.00	$1,440.00	Yes	$1,357.92	$82.08	
		Driveway Entrance	SF	990	$20.00	$19,800.00	Yes	$18,671.40	$1,128.60	
		Traffic Signal Intersection Upgrade	Each	3	$300,000.00	$900,000.00	Yes	$848,700.00	$51,300.00	
				1	$0.00	$0.00	Yes	$0.00	$0.00	
				1	$0.00	$0.00	Yes	$0.00	$0.00	
				1	$0.00	$0.00	Yes	$0.00	$0.00	
				1	$0.00	$0.00	Yes	$0.00	$0.00	
				1	$0.00	$0.00	Yes	$0.00	$0.00	
		Sutotal Other Construction				$930,690.00		$877,640.67	$53,049.33	
	5. Mobilization And Administration Costs	Contractor Mobilization	LS	1	$50,000.00	$50,000.00	No	$0.00	$50,000.00	
		Traffic Control	LS	1	$75,000.00	$75,000.00	Yes	$70,725.00	$4,275.00	
		Construction Survey & Layout	LS	1	$50,000.00	$50,000.00	Yes	$47,150.00	$2,850.00	
		Construction Contingencies	LS	1	$326,000.00	$326,000.00	Yes	$307,418.00	$18,582.00	
		Construction Administration	LS	1	$498,000.00	$498,000.00	Yes	$469,614.00	$28,386.00	
		Subtotal Mobilization & Administration Costs				$999,000.00		$894,907.00	$104,093.00	
	Subtotal Construction Or Implementation Cost (Part E)					**$2,126,383.00**		**$1,958,029.17**	**$168,353.83**	
F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)						**$2,428,433.00**		**$1,958,029.17**	**$470,403.83**	
G. Adot Fee For Pe Reviews And Staff Charges (The higher of $20,000 or 2% of Total Cost (Part F))						**$20,000.00**	No	$0.00	$20,000.00	
H. Total Project Cost Including ADOT Fees (Part F + Part G)						**$2,448,433.00**		**$1,958,029.17**	**$490,403.83**	

PART E - TOTAL PROJECT SCHEDULE AND BUDGET INCLUDING ALL SEGMENTS

Please verify that the cost and programming estimates for the total project are correct below. The numeric values on this sheet (in GREY) are automatically populated from the cost estimate sheet (Part D) and cannot be modified. If there are any errors in the numeric values on this sheet, please verify and correct the numbers you have entered into the cost estimate sheet (Part D). You MUST fill in the GREEN portions of Part E manually.

The design for the project should be programmed at least 1 year, preferably 2 years, prior to construction. Utilities and right of way should be programmed at least 1 year prior to construction, but may occur in the same year as construction depending on utility and right of way concerns that are identified in questions 23-26 in Part B.

Cost Estimate for the Project Including ALL Segments	Cost	Additional Notes (if needed)
1.ADOT Fee	$20,000	
2. Design	$213,000	
3. Right of way	$15,000	
4. Utilities	$74,050	
5. Construction	$2,126,383	
6. Total Cost	$2,448,433	

7. Will the agency maintain the improvement after it is completed?	Yes
8. Expected Annual Maintenance Cost	1,500
9. Identify Source of Maintenance Funds	Street Maintenance Operating Budget

Requested MAG Programming	Year	Local Funding Source	Local Cost	Federal Cost	Total Cost
10. Design	2015	HURF	$213,000	Not Available	$213,000
11. ADOT Fee	2015	HURF	$20,000	Not Available	$20,000
12. Right of way and Utilities	2016	HURF	$89,050	Not Available	$89,050
13. Construction	2017	HURF	$168,354	$1,958,029	$2,126,383
14. Total Costs			$490,404	$1,958,029	$2,448,433

PART F - SIGNATURE AND CHECKLIST

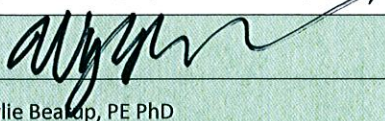
Checklist

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

COVER SHEET	**Complete?**
Cover Sheet is completely filled out	Yes
PART A - Contacts and Project Description Fields	**Complete?**
Contact Information, fields 1 – 5 are complete	Yes
Project Description, fields 6 - 8 are complete	Yes
Safe Routes to School, fields 9-12 are complete (if applicable)	Yes
PART B - Project Description	**Complete?**
Fields 1 - 11 (Project Description) are complete	Yes
Fields 12– 14 (Transit and Access) are complete	Yes
Fields 15 – 19 (Attractors and Demographics) are complete	Yes
Fields 20 – 26 (Traffic, Environmental, ROW, and Utilities) are complete	Yes
Fields 27 – 29 (Guidelines, Policies, and Plans) are complete	Yes
Fields 30 – 33 (Maintenance and Performance Measurement) are complete	Yes
PART C - Required Attachments	**Complete?**
Field 1 - Project map is provided in the printed application and the PDF application	Yes
Field 2 - Up to 4 photos of existing conditions are provided in the printed application and the PDF application (two 4x6 per page).	Yes
Field 3 - Cross-section(s) provided in the printed application and the PDF application.	Yes
(OPTIONAL)- Up to 2 photos/renderings of the completed project are provided in the printed application and the PDF application.	No
(OPTIONAL) - Crash report(s) are provided in the printed application and the PDF application	No
(OPTIONAL) - GIS coverage (shapefile or geodatabase) is provided on the CD with the application.	No
PART D - Cost Estimate Worksheet	**Complete?**
Sponsoring Agency, Project Title, and Application Date are complete	Yes
Part A - Scoping is complete	Yes
Part B - Final Preliminary Engineering Design is complete	Yes
Part C - Right-of-Way Acquisition is complete	Yes
Part D - Utility Relocation is complete	Yes
Part E - Construction or Implementation is complete	Yes
Parts F, G, and H - Costs are complete and accurate	Yes
PART E - Total Project Schedule and Budget Including All Segment Fields	**Complete?**
Fields 1 – 6 are complete and costs are accurate	Yes
Field 7 - 9 are complete	Yes
Fields 10 – 13 Years are complete	Yes
Fields 10 – 13 Local Funding Sources are complete	Yes
Fields 10 – 13 Local Costs are complete and accurate	Yes
Field 10 - 13 Federal Costs are complete and accurate	Yes
Field 14 Total Costs are complete and accurate	Yes
PART F - Signature and Checklist	**Complete?**
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager/administrator or designated representative.	Yes
Name, title and date fields under the signature are completed.	Yes
(SAFE ROUTES TO SCHOOL PROJECTS ONLY) - Additional signatures and related name, date, and title are completed.	

SIGNATURE(S):

As the MAG member agency's *manager/administrator or designated representative*, I certify that this application is accurate and complete and that the project will be included in the sponsoring MAG member agency's local CIP/TIP if the project is selected for federal funding.

Signature:	
Name:	Wylie Bearup, PE PhD
Title:	City of Phoenix Street Transportation Director
Date:	10/22/2013

Complete the following ONLY if this is a Safe Routes to School Project.

Note: All signatures indicate an agreement in principle and a partnership on this project between the applicant and the signing organization. Although not all signatures are required, applications that include more signatures will be ranked higher

School/Site Official (required):
(Principal, assistant principal, teacher-in-charge, PE Teacher, SRTS coordinator)

Signature:	
Name:	
Title:	
Date:	

School District official (required):

Signature:	
Name:	
Title:	
Date:	

Law Enforcement Official (required):

Signature:	
Name:	
Title:	
Date:	