

PEDESTRIAN, BICYCLE and SHARED-USE FACILITY PROJECT APPLICATION

General Instructions:

This Excel form is to be used to request federal Congestion Mitigation and Air Quality (CMAQ) funding available through the Maricopa Association of Governments (MAG) for Bicycle Projects to be included in the FY2014-FY 2018 MAG Transportation Improvement Program. Funding is available for Federal Fiscal Year (FFY) 2015, 2016 and 2017.

This application form includes:

- Part A - Contact and Project Description,
- Part B - Segment Description and Proposed Improvements,
- Part C - Total Project Budget and Schedule,
- Part D - Checklist and Signature Page, and Transmittal Instructions and Schedule.

Each part is a separate tab of this excel file. Please complete Parts A - D. Alternative application forms are available upon request.

Deadlines and Transmittal Instructions:

Two copies of a printed, complete and signed application must be received in the MAG offices by **10:00 a.m. Wednesday, September 19, 2012**. The application is to be submitted electronically and should include ArcGIS shape files depicting the project location if they are available.

Detailed transmittal instructions are located in a separate tab in this excel sheet. Late applications **will not be accepted**.

If member agencies need additional information or have questions, they should contact Teri Kennedy or Stephen Tate at (602) 254-6300 or contact them by e-mail at the following addresses:

- <mailto:state@azmag.gov>
- <mailto:tkennedy@azmag.gov>
- <mailto:MDeCindis@azmag.gov>

All information is required, unless noted by the word - Optional.

PART A - CONTACT AND PROJECT DESCRIPTION

Contact Information	
1. Sponsoring Agency	Tempe
2. Contact Name	Robert Yabes
3. Phone	(480) 350-2734
4. E-Mail Address	robert_yabes@tempe.gov
5. Mailing Address	20 E 6th Street, Ste 208, Tempe, AZ 85281
Project Description	
6. Please provide the Project Title.	8th Street/Creamery Branch Bicycle and Pedestrian Facilities Improvement Project
7. Please provide a general description of the project (Please no more than 200 characters)	
Construct Bike and Ped Facilities and Multi-use Path at 8th Street and Creamery Branch between Rural Road and McClintock Drive. The project will provide safer and faster bike and ped travel between student apartments and residential neighborhoods to ASU, downtown Tempe, Rural University light rail and bus Transit Center, and Tempe Transit Center. The project will provide separated bike and ped paths that will reduce conflicts with vehicular traffic. The project will be designed consistent with AASHTO, MAG Bike and Ped, Tempe Transportation Toolbox, and ADA guidelines. The project will encourage bicycle and pedestrian modes as a primary commute option by providing safer and more attractive bike and ped connections to ASU and Downtown Tempe.	
8. Please attach a map with streets labeled showing the location(s) of the bicycle/shared-use facility.	Please attach map with transmittal

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

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.

CMAQ Funding Eligibility

All Pedestrian, Bicycle and Shared-Use projects to be funded with federal CMAQ funds must be located in the 8-Hour Ozone Nonattainment Area. Please use the following link to verify that the project is in the nonattainment area.

[Links to 8-Hr Ozone Nonattainment Area Map](#)

Section 1 - Project Description

1. What is the type of bicycle project? (Check all that apply)

<input type="checkbox"/>	Bicycle lane (4' min. w/o curb/gutter)	<input type="checkbox"/>	Shoulder paving is within 4-miles of a PM-10 monitor Link MAG Webpage for Map of PM-10 Monitor Locations
<input checked="" type="checkbox"/>	Bicycle lane (5' min. with curb/gutter)	<input type="checkbox"/>	Signalized crossing
<input checked="" type="checkbox"/>	Shared-use path (10' min.)	<input type="checkbox"/>	Signalized midblock crossing/HAWK
<input type="checkbox"/>	Bridge (overpass)	<input checked="" type="checkbox"/>	Mid-block crossing w/ pedestrian refuge
<input type="checkbox"/>	Tunnel (underpass)	Other	<input type="text" value="Landscaping for shade trees."/>
<input type="checkbox"/>	Paved shoulders (5' min.).		

1a. What is the type of pedestrian project? (Check all that apply)

<input type="checkbox"/>	Sidewalk (5' min.)	<input type="checkbox"/>	Signalized crossing
<input type="checkbox"/>	Wide sidewalk (8' min.)	<input type="checkbox"/>	Signalized midblock crossing/HAWK
<input type="checkbox"/>	Detached sidewalk (4' min. buffer)	<input checked="" type="checkbox"/>	Mid-block crossing w/ pedestrian refuge
<input type="checkbox"/>	Bridge (overpass)	Other	<input type="text" value="Sidewalk - (6' Minimum)- Streetscape improvements."/>
<input type="checkbox"/>	Tunnel (underpass)		

2. Please describe the facility on which the improvement will be located.

For a linear feature please enter the Facility Name, Starting Limit and Ending Limit. For a point feature (e.g. an intersection or crossing) please enter a Facility Name and a Crossing Feature.

Federal Functional Classification of the Facility

[Link to MAG webpage for Federal Functional Classification Map](#)

Type of Facility the Improvement will be located on

Length (in Miles)

Posted Speed Limit (MPH)

Through Lanes

The application submission will include ArcGIS shapefiles.

3. Please provide a map, aerial map, graphics and photos that clearly show the segment alignment and features that connect to other bicycle facilities and that cross into or about the alignment such as: washes, canals, railroad crossings, and other crossing features that may affect the project.

4. Please provide 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.

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

5. Please provide an estimated traffic volume (ADT) below.

ADT Estimate

Date Counted

Name of road the traffic count was taken from

Description of Methodology used for the ADT Estimate

6. 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.

Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.

7. Current ROW: (Check all that apply)

Agency owns all ROW Needed
 ROW to be acquired
 Owners will donate ROW

Agency owns easement
 Agency has right-of-use (i.e. canal)
 Condemnation may be required

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

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

No Utility in or abutting the alignment
 Canals & Drainage
 Power Lines & Cables

Pipelines, Sewer and Water
 Private Structures
Other

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

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

Potentially overhead power lines in areas along Creamery Branch.

Section 2 - Proposed Improvements

11. Please describe the work to be performed on the project:

Construct multi-use path and improve bike and ped facilities along 8th Street. Construct 10-foot path and provide landscaping and other bicycle and pedestrian amenities along the Creamery Branch Path. Construct activity nodes along the project area. Construct nodes that function as community gathering places along the project area.

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

- AASHTO Guide for Bicycle Facilities
- MAG Pedestrian Policies and Design Guidelines
- MAG Complete Streets Guide

Other

13. Why is this project an enhancement to the local and/or regional transportation system? Is this a one-time opportunity?

The project connects commercial, office and residential uses to the major transit centers, commercial areas, downtown and ASU. The projects connects high density student apartments to ASU, downtown Tempe, and two Tempe major bus and light rail stations. The project encourages bike and ped trips for work and recreation by providing better, faster, and safer bicycle and pedestrian connections.

14. Please describe the current surface condition of the proposed project

Ungraded decomposed granite with overgrown weeds and existing rails along the Creamery Branch.

15a. Safety improvements to be included for bike facilities: (Check all that apply)

- Wide bike lanes (6'-7')
- Grade-separated crossing (overpass or underpass)
- Signalized crossing
- Path lighting

Buffer Zone, Width

Other

15b. Safety improvements to be included for pedestrian facilities: (Check all that apply)

- Wide sidewalk (8' min.)
- Grade-separated crossing (overpass or underpass)
- Signalized crossing
- Path lighting
- Shade

Buffer Zone, Width

Other

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

16a. Number of convenience improvements to be included for bike facilities:

<input type="text" value="0"/>	Number of Drinking Fountains
<input type="text" value="10"/>	Number of Way-finding Signs
<input type="text" value="6"/>	Number of Bike racks/lockers
<input type="text" value="25"/>	Number of Trash receptacles
<input type="text" value="17"/>	Number of Seating/Rest(s)

Number of Trees/shade structures

Other

Public Art

16b. Number of convenience improvements to be included for pedestrian facilities:

<input type="text" value="0"/>	Number of Drinking Fountains
<input type="text" value="6"/>	Number of Way-finding Signs
<input type="text" value="25"/>	Number of Trash receptacles
<input type="text" value="17"/>	Number of Seating/Rest(s)

Number of Trees/shade structures

Other

Public Art

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

Provides clear separation of non-motorized modes from vehicular traffic; improves safety at mid-block crossing areas; improves transit access and interface; and provides safer access to major destinations such as ASU and Downtown Tempe.

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

Curb cuts at driveways and intersections will be improved to meet ADA design standards. Wider sidewalk will be provided along the street. Paving Creamery Branch for the multi-use path will also provide guaranteed ADA access along the path.

19. Connectivity: (Check all that apply)

- Project fills a gap in the system
- Project connects to other local facilities

Project is on a regional facility

Regional Facility Name

Multi Jurisdictional Project

List of Participating Jurisdictions

ASU

Number of transit routes and Park & rides served.

List: route number(s)/park & ride(s) served.

3 Orbit routes; Light rail; Route 72.

20. Total length of facility connected by this project (in miles)

Miles of facilities connected

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

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

- Within 1/4 mile
List:
- 1/4 mile to 1/2 mile
List:
- 1/2 mile to 1 mile
List:

22. Number of commercial destinations (malls, retail centers, business parks, etc.) and transit services (bus/rail routes, stops, and stations) this project will benefit:

- Within 1/4 mile
List:
- 1/4 mile to 1/2 mile
List:
- 1/2 mile to 1 mile
List:

23. Number of schools (public elementary, middle, and high schools, colleges, and universities) this project will benefit:

- Within 1/4 mile
List:
- 1/4 mile to 1/2 mile
List:
- 1/2 mile to 1 mile
List:

24. What are the demographics of the area served:

- Housing Density (Number of dwelling units per acre) within 1/2 mile
- The project is in a block group where the average household income is less than \$26,000/year (Use blockgroup data from the Census 2010)
- The project is in an area that serves adults over the age of 60 years (Use blockgroup data from the Census 2010)

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

25. Jurisdiction has the following policies for improved bicycle/shared use facilities:

With new development and capital improvement projects, bike lanes on arterial streets are:	Recommended
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:	Required
Bicycle program implemented, including bike education, safety events, and bike maps	Required
Complete Streets Policy	Recommended

26. The project is: (Check one)

- Identified in General Plan, council adopted policy, or Capital Improvements Program
List:
Tempe General Plan 2040; Apache Redevelopment Plan; Tempe Comprehensive Transportation Plan
- Consistent with general policy/practices, but not formally identified
Explain
- Not addressed by jurisdiction's plans, policies, or practices

27. Describe how this project will be publicized to the general public.

Newletters, Doorhangers, Tempe Water Bill Insert; Tempe Channel 11; Tempe Social Media.

28. How will you determine customer satisfaction/evaluation?

Internet Survey and City of Tempe Annual State of the City Survey

PART C - TOTAL PROJECT SCHEDULE AND BUDGET INCLUDING ALL SEGMENTS

Please provide a cost and programming estimate for the total project (e.g. the cost to complete all planned segment improvements). 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 the segment description(s) in Part B(s).

Cost Estimate for the Project Including ALL Segments	Cost	Optional (Additional Notes)
1. ADOT Fee	15,000	Estimated ADOT Review Fee.
2. Design	138,286	Estimated Design Cost to include Creamery Branch Multi-Use path and 8th Street bike and pedestrian facilities Improvements
3. Right of way	0	None
4. Utilities	0	Estimated utilities relocation costs.
5. Construction	1,277,386	Cost estimates using 2012 dollars.
6. Contingency	178,834	Contingency + Mobilization
7. Total Cost	1,609,506	None

8. Please attach a detailed cost estimate if available. [Link to MAG Webpage for Bike-Ped Cost Form](#)

9. Will the agency maintain the improvement after it is completed?

Yes

10. Expected Annual Maintenance Cost

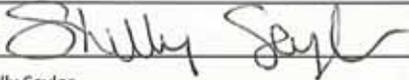
4,500	Note
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Requested MAG Programming	Year	Local Funding Source	Local Cost	Federal Cost	Total Cost
11. Design	2015	Sales Tax	153,286	Not Available	153,286
12. Right of way and Utilities	2016	Sales Tax	0	Not Available	0
13. Construction	2017	Sales Tax	77,199	1,379,021	1,456,220
			230,485	1,379,021	1,609,506

Pedestrian, Bicycle and Shared-Use Facility Project Application from Tempe for '8th Street/Creamery Branch Bicycle and Pedestrian Facilities Improvement Project'

PART D - SIGNATURE AND CHECKLIST

As the jurisdiction'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: Shelly Seyler

Title: Deputy Public Works Manager - Transportation

Date: 09/20/2012

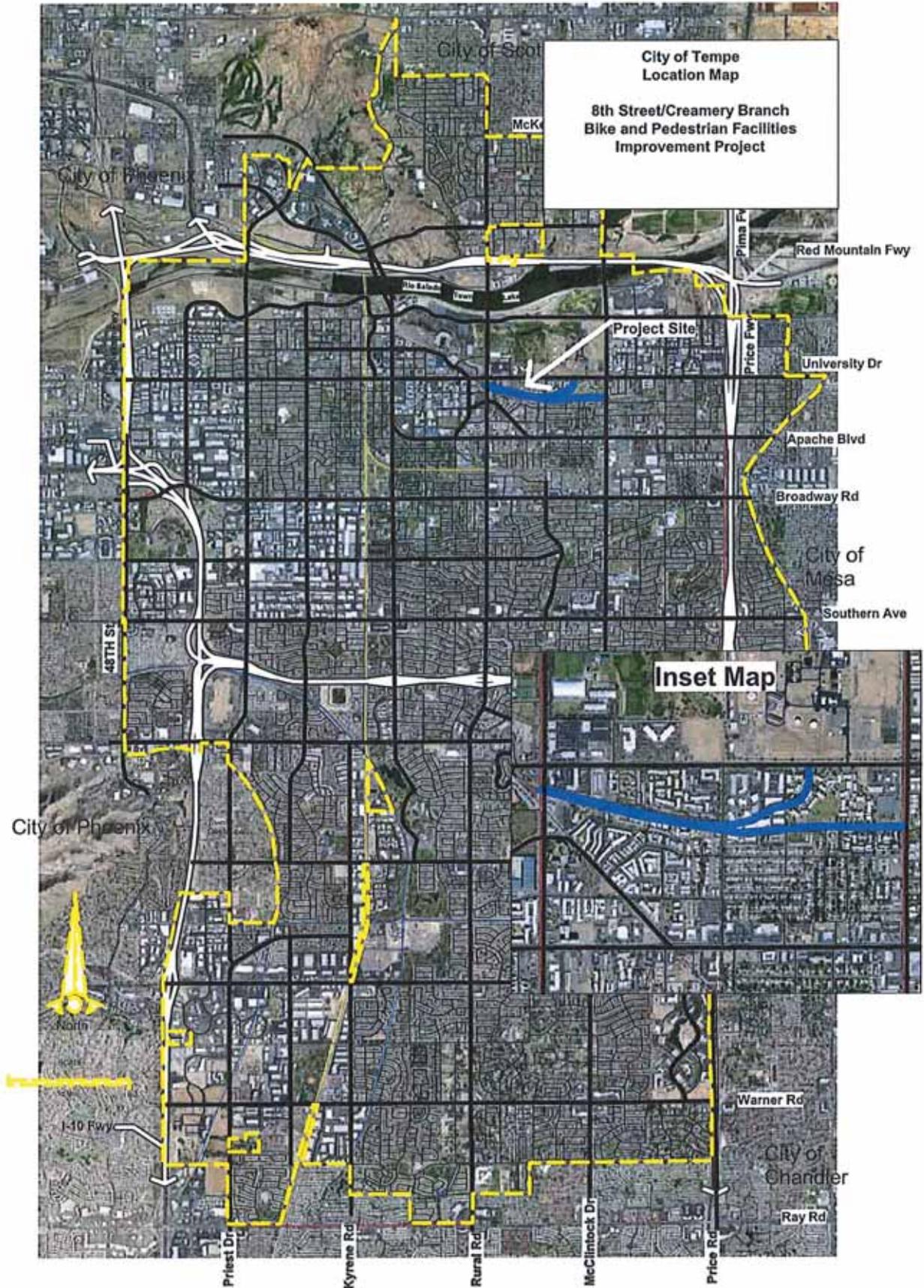
WILL FILL OUT AFTER QUESTIONS APPROVED.

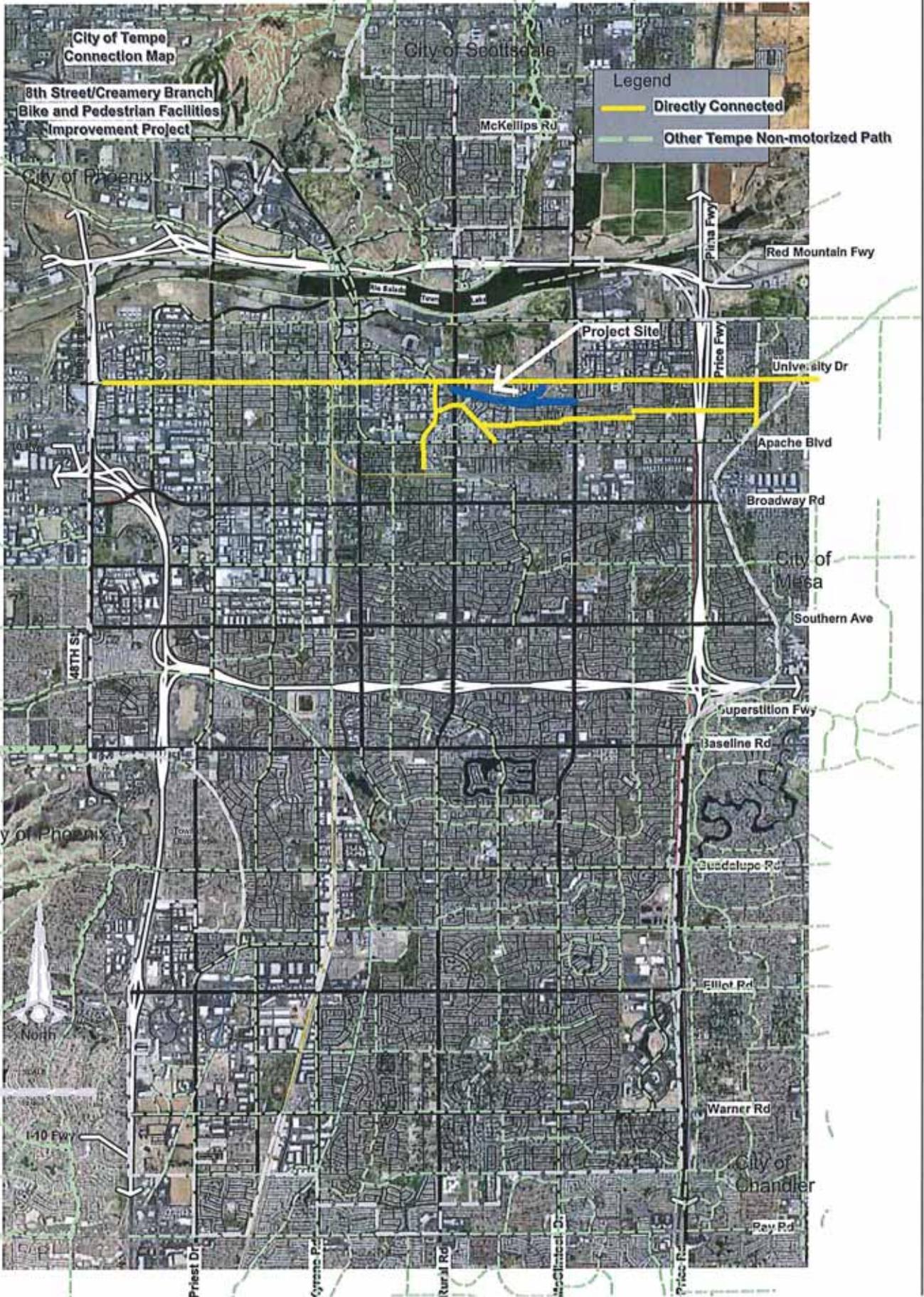
Checklist - OPTIONAL

This check list is optional, but is included to facilitate applicant review and verification that all required fields in the form have been completed.

PART A - Contacts and Project Description Fields	Complete?
Contact Information, fields 1 – 5 are complete	
Project Description, fields 6 - 7 are complete	
Project Description, field 8 – project map is provided in the printed application. Please attach a PDF file in the electronic submittal.	
PART B - Segment Description and Proposed Improvements Fields	Complete?
Project Description, Section 1	
Fields 1 - 2 are complete	
Field 3 – segment alignment map is provided in the printed application. Please attach PDF file in the electronic submittal.	
Field 4 - please check box if included and provided in the printed application. Please attach PDF file in the electronic submittal.	
Fields 5 – 10 are complete	
Proposed Improvements, Section 2	
Fields 11 – 28 are complete	
PART C - Total Project Schedule and Budget Including All Segment Fields	Complete?
Fields 1 – 7 are complete	
Field 8 - please check box if included and provided in the printed application. Please attach PDF file in the electronic submittal.	
Field 9 - 10 are complete	
Fields 11 – 13 Years are complete	
Fields 11 – 13 Local Funding Sources are complete	
Fields 11 – 13 Local Costs are complete	
Field 11 - 13 Federal Costs are complete	
PART D - Signature Page Fields	Complete?
Form is signed	
Name, title and date fields are completed.	

Pedestrian, Bicycle and Shared-Use Facility Project Application from Tempe for '8th Street/Creamery Branch Bicycle and Pedestrian Facilities Improvement Project'

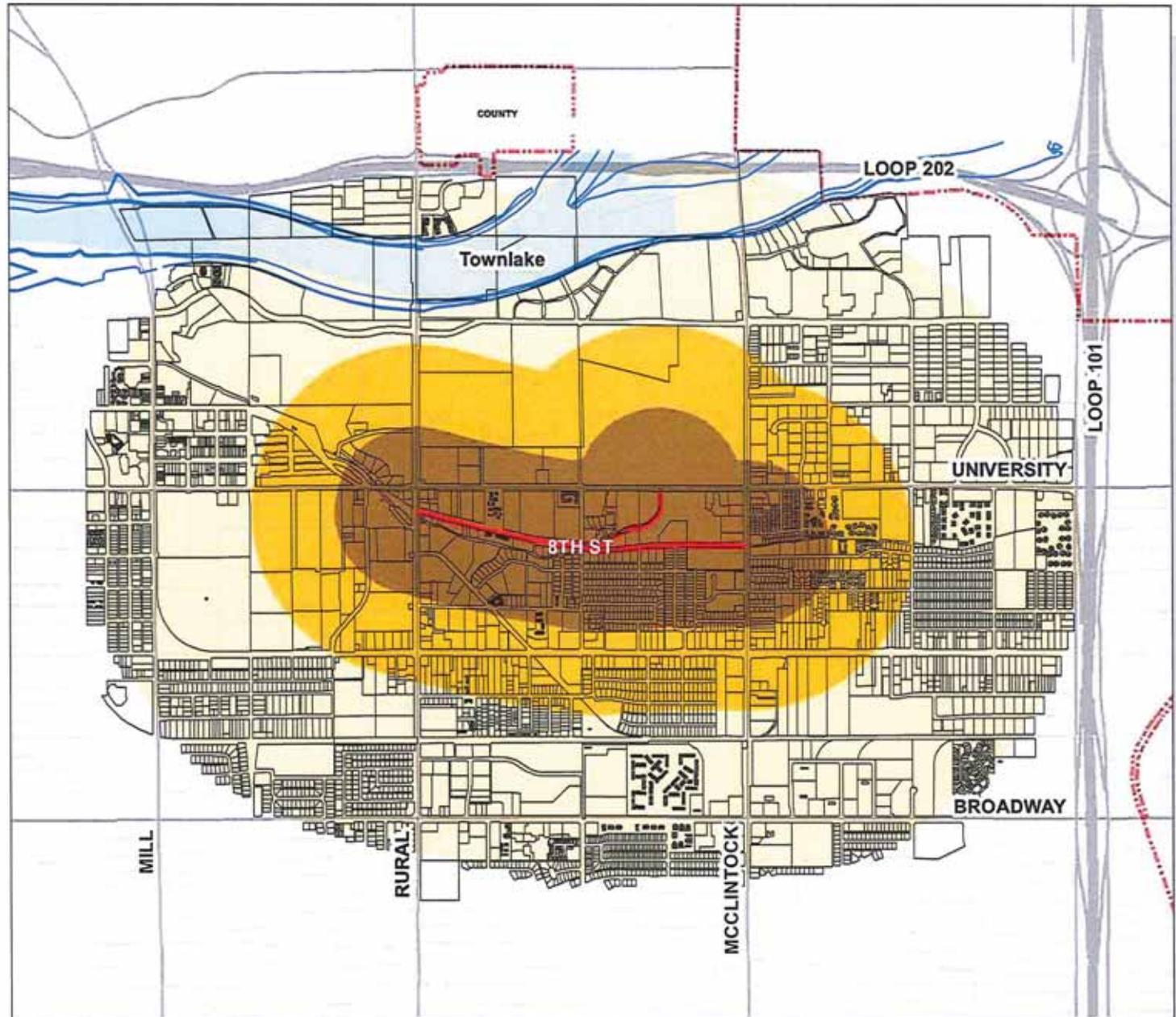




MAP 3

8TH STREET / CREAMERY BRANCH BIKE AND PED FACILITIES IMPROVEMENT PROJECT

Zoning	1 MI	1/2 MI	1/4 MI
Single Family	2150	672	447
MultiFamily	2167	862	457
Commercial/Mixed Use	1971	322	164



Legend

- All Parcels
- 8th St & Creamery Branch
- 1/4 mi
- 1/2 mi
- 1 mi



Vacant land and open SRP Canal adjacent to Lightrail stop. Potential to redevelop land and provide pedestrian access across Rural Road to Lightrail. View down 8th Street from Rural Road showing existing abandoned railroad tracks, utilities and existing conditions on 8th Street.



View East from Lightrail Station across Rural Road. The crosswalk at Rural Road and Terrace Street is the main pedestrian access from the Lightrail station across Rural Road to 8th Street. Lightrail station, provides opportunity for access to and from 8th Street to the surrounding valley.



Elias Rodriguez Historical Property, built in 1885, has been restored and will hold a museum of local Mexican American history. View to El Adobe Condominiums from 8th Street.



View of Tempe Villa Condominiums from 8th Street.



View down North side of 8th Street showing abandoned railroad tracks and width of potential open space corridor.



View to University Palms Apartments from 8th Street.
View to Gunnala One Condominiums from 8th Street.



This building has not been restored, but has potential to be updated and create activity at the corner of Dorsey Road and 8th Street.



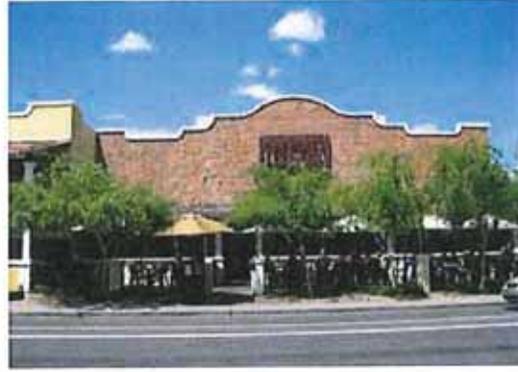
Marlatts Garage built in 1922, is one of the limited surviving Service Stations from this historic era.

Attachment 1

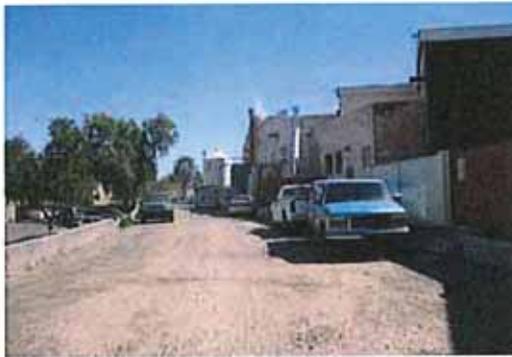
Existing Conditions



View of intersection at 8th Street and Dorsey Street toward University Drive.
View to Willowbrook Apartments from 8th Street.

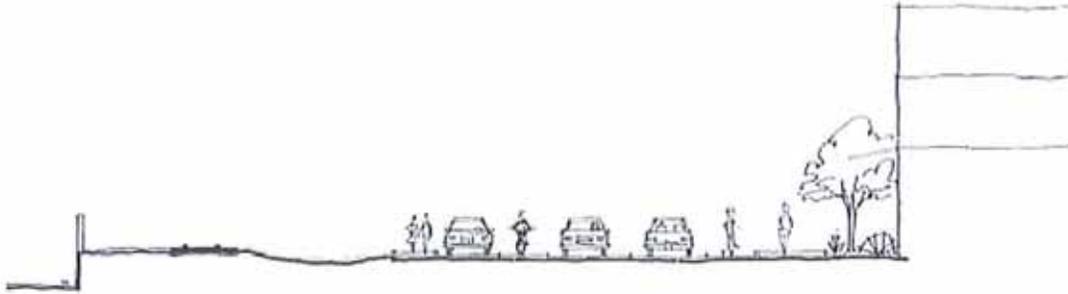


Restored Historic Creamery Building. Four Peaks Brewery with exterior patio seating area.



View down existing abandoned railroad corridor behind historic creamery buildings, used currently for parking.
Elevation change between corridor and adjacent industrial buildings to the north. Potential to redevelop as greenway connection to University Drive.
Tempe Manor Apartments

Existing Site Sections



Existing Cross Section A-A

Abandoned Rail
Corridor
12' Drive
Lanes
10' Sidewalk &

6' Bike Lane
9' Parking
6' Bike Lane
6' Sidewalk



Existing Cross Section B-B

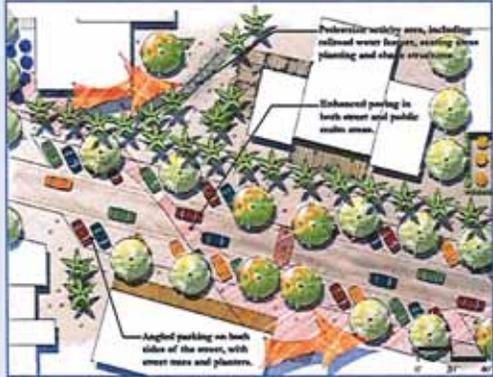
Building
Setback

Sidewalk &
Building
Setback
Varies
Pedestrian Area
Historic Creamery

Abandoned
Railroad
Corridor
9' Parking
6' Bike Lane
12' Drive Lanes
6' Bike Lane

Green Street Promenade

- Access to Light Rail stop and JCT through the use of existing crosswalk connecting at Rural Road and Pioneer Road to Rural Road and University Drive.
- Enhanced street section with opportunity for angled parking on both sides, that can be placed over the street as development occurs along this street.
- Enhanced Public Realm areas on both sides of the street including street trees, street furniture and a highly pedestrian environment.
- Provide multi-use use of both both north and south of the street in an integrated manner along both sides and Rural Road.
- Street section to include:
 - 10' of public realm setback on both sides of the street with continuous street tree, enhanced parking and planter
 - 10' angled parking on both sides of the street
 - 7' planter on both sides of the street
 - 5' pedestrian setback areas on both sides of the street



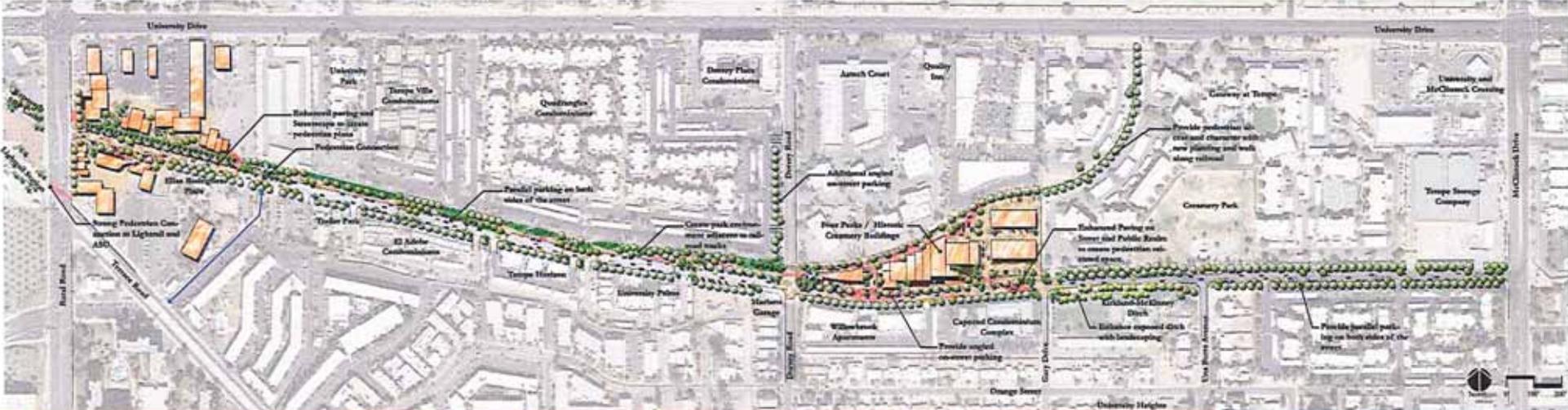
Green Street Promenade Blowup

Rail Greenbelt

- Development of Unfinished along rail corridor, creating the rail park, providing an accessible path and incorporating enhanced landscaping and the Greenbelt into the design.
- Plant "pocket" along the greenbelt that connects and provides access from adjacent residential areas.
- The use of existing street sections, adding parallel parking on both sides of the street and the addition of a multi-use path on the north side of the street.
- Provide landscaped setbacks on both sides of the greenbelt to provide a transition from all-on-street view of rail.
- Street section to include:
 - Rail parallel with multi-use path on north side of the street
 - 10' angled parking on both sides of the street
 - 12' pedestrian setback lanes on both sides of the street
 - 7' minimum setback setbacks on north side of the street, with continuous street tree



Rail Greenbelt Blowup



Historic Creamery Plaza Before



Historic Creamery Plaza After



8th Street & Dorsey Intersection Blowup

Historic Creamery Plaza

- Use of existing street section with a sweeping plan to include angled on-street parking to allow for parking spaces on the Creamery Plaza.
- Restore all buildings and plaza areas to create pedestrian connections.
- Create planter spaces on north side of the Creamery buildings to incorporate the existing rail area, provide an enhanced view into pedestrian connections.
- Provide additional parallel parking on north side of rail road with view access of Dorsey and 8th Street.
- Street section to include:
 - 10' of public realm setback on north side of the street with continuous street tree, enhanced parking and planter
 - 10' angled parking on north side of the street
 - 7' planter on north side of the street
 - 5' pedestrian setback lanes on both sides of the street
 - 7' minimum setbacks on north side of the street



Enhanced Existing Street

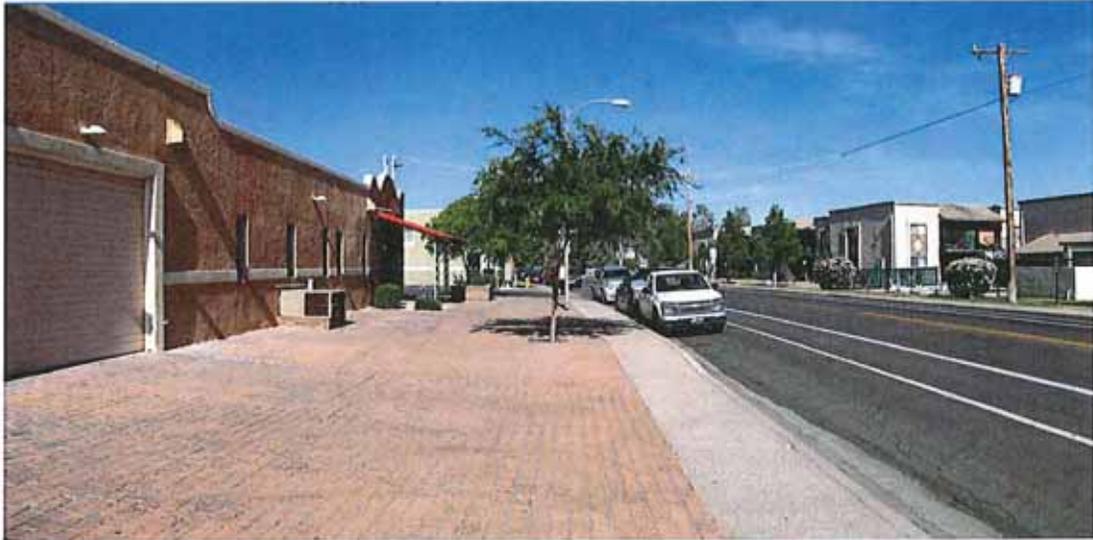
- Provide street enhancements to encourage pedestrian and bicycle use, including continuous street trees on both sides of street and street furniture.
- Use existing street section to provide parallel parking on both sides, provide landscaping along street to provide weather in urban street character.
- Develop continuous treatment with enhanced landscaping.
- Create open spaces for users to enjoy a variety of recreational experiences.
- Provide enhancements to the Railroad Stationer Deck.
- Street section to include:
 - 10' of public realm setback on both sides of the street
 - 10' angled parking on both sides of the street
 - 12' pedestrian setback lanes on both sides of the street
 - Continuous street trees with landscaping on both sides of the street



Rail Greenbelt Before
Rail Greenbelt After



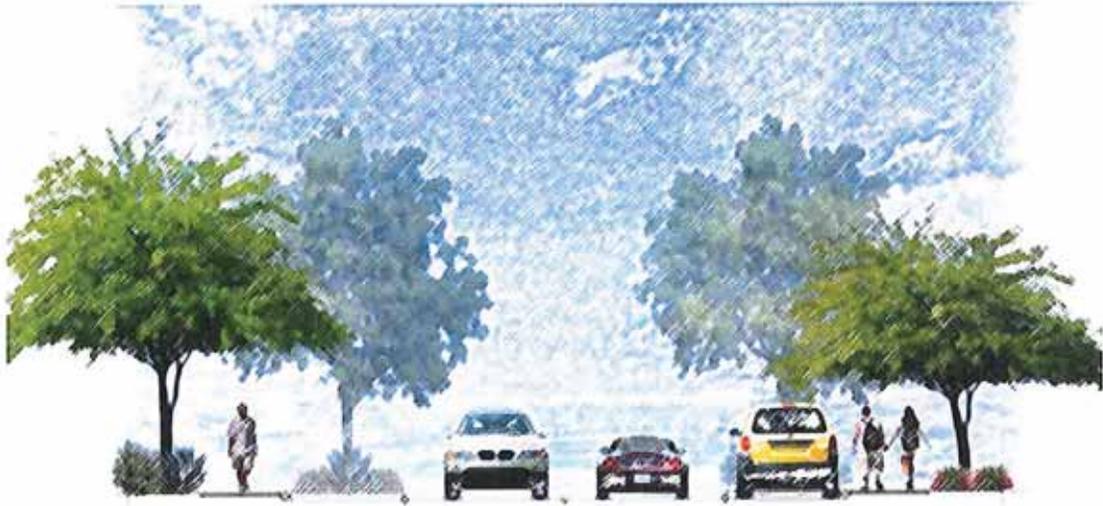
Historic Creamery Plaza Before
Historic Creamery Plaza After



Enhanced Existing Street Cross Section

51' Street Section

- 6' Walk
- 6' Walk
- 11' Shared Drive
- 8.5' Parallel Parking
- 11' Shared Drive
- 8.5' Parallel Parking



	Cactus (5 Gallon Size)	Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Mulch	SF	7,732	\$0.45	\$3,479.40	TRUE	\$3,281.07	\$198.33
	Decomposed Granite	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Organic	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Topsoil	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Seeding	Acre	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Turf Sod	SY	16,584	\$0.15	\$2,487.60	TRUE	\$2,345.81	\$141.79
	Boulders	Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Irrigation System	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Drip	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Turf	SF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Sleeving For Irrigation	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	System	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Directional Bore	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Cut and Patch	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Landscape Header Curb	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Landscape Establishment	LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Subtotal Landscaping & Irrigation Items				\$84,167.00	TRUE	\$79,369.48	\$4,797.52
	Benches	Each	34	\$1,700.00	\$57,800.00	TRUE	\$54,505.40	\$3,294.60
	Seatwalls	LF	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Bike Racks	Each	20	\$500.00	\$10,000.00	TRUE	\$9,430.00	\$570.00
	Trash Receptacles	Each	24	\$300.00	\$7,200.00	TRUE	\$6,789.60	\$410.40
	Drinking Fountains	Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
	Signage (Standard Traffic Control)	Each	20	\$100.00	\$2,000.00	TRUE	\$1,886.00	\$114.00
	Tree Grates	Each	20	\$600.00	\$12,000.00	TRUE	\$11,316.00	\$684.00
	Subtotal Site Furnishings				\$89,000.00	TRUE	\$83,927.00	\$5,073.00
	DECORATIVE CROSS WALK	SF	4,003	\$75.00	\$300,225.00	TRUE	\$283,112.18	\$17,112.83
	6" THICK REINFORCED CONCRETE-STREET	SY	1,002	\$8.00	\$8,016.00	TRUE	\$7,559.09	\$456.91
	6" CONCRETE HEADER	LF	5,615	\$15.00	\$99,225.00	TRUE	\$93,569.18	\$5,655.83
	ACCESSIBLE RAMP@SIDEWALK	EACH	25	\$3,000.00	\$75,000.00	TRUE	\$70,725.00	\$4,275.00
	PAVEMENT STRIPING	LF	10,572	\$1.00	\$10,572.00	TRUE	\$9,969.40	\$602.60
	SHADE STRUCTURE SMALL	EACH	2	\$7,000.00	\$14,000.00	TRUE	\$13,202.00	\$798.00
	SHADE STRUCTURE LARGE	EACH	2	\$10,000.00	\$20,000.00	TRUE	\$18,860.00	\$1,140.00
	RAILROAD IMPROVEMENTS	LF	1,689	\$40.00	\$67,560.00	TRUE	\$63,709.08	\$3,850.92
	HISTORICAL INTERPRETATIVE SIGNS	EACH	6	\$2,000.00	\$12,000.00	TRUE	\$11,316.00	\$684.00
	Subtotal Other Construction				\$0.00	TRUE	\$0.00	\$0.00
	Contractor Mobilization	LS	1	\$42,190.00	\$42,190.00	FALSE	\$0.00	\$42,190.00
	Traffic Control	LS	1	\$5,500.00	\$5,500.00	TRUE	\$5,186.50	\$313.50
	Construction Survey & Layout	LS	1	\$32,238.00	\$32,238.00	TRUE	\$30,400.43	\$1,837.57
	Construction Contingencies	LS	1	\$127,738.00	\$127,738.00	TRUE	\$120,456.93	\$7,281.07
	Construction Administration	LS	1	\$129,738.00	\$129,738.00	TRUE	\$122,342.93	\$7,395.07
	Subtotal Mobilization & Administration Costs				\$337,404.00	TRUE	\$278,386.80	\$59,017.20
	Subtotal Construction Or Implementation Cost (Part C)				\$1,505,089.00		\$1,379,513.76	\$125,575.24
	D. Total Scoping, PE and Construction (Part A, B, and C)				\$1,578,089.00		\$1,379,513.76	\$198,575.24
	E. Adot Fee For Pe Reviews And Staff Charges (The higher of \$20,000 or 2% of Total Cost (Part D))				\$31,561.78	FALSE	\$0.00	\$31,561.78
	F. Total Project Cost Including ADOT Fees (Part D + Part E)				\$1,609,650.78		\$1,379,513.76	\$230,137.02

3. Site Furnishings

4. Other Construction Items.
Also, Itemized Line Items For
Non-Infrastructure Projects.
(Insert Additional Rows If
Necessary)

5. Mobilization And
Administration Costs

D. Total Scoping, PE and Construction (Part A, B, and C)

E. Adot Fee For Pe Reviews And Staff Charges (The higher of \$20,000 or 2% of Total Cost (Part D))

F. Total Project Cost Including ADOT Fees (Part D + Part E)