



Transportation Alternatives / CMAQ Application for
FY 2018, 2019, and 2020 Projects

Chandler Boulevard Bike Lanes: I-10 to 54th Street

City of Chandler

**APPLICATIONS ARE DUE AT MAG OFFICES BY
Monday, September 21, 2015 at 10:00 a.m.**

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

Chandler: Chandler Boulevard Bike Lanes: I-10 to 54th Street**PART A - CONTACT AND PROJECT DESCRIPTION****Contact Information**

1. Name of Sponsoring Agency	Chandler
2. Agency Contact Name	Jason Crampton
3. Phone Number of Agency Contact	480-782-3402
4. E-Mail Address of Agency Contact	jason.crampton@chandleraz.gov
5. Mailing Address of Agency Contact	PO Box 4008; Mail Stop 412; Chandler, AZ 85244-4008

Project Description

6. Please provide the Project Title.	Chandler Boulevard Bike Lanes: I-10 to 54th Street
7. Please provide a concise, specific description of the project (250 character limit):	<p>This project will add bike lanes on Chandler Blvd. between I-10 and just east of 54th St. (0.4 miles) by restriping and/ or relocating curb and gutter. Upon completion, Chandler Blvd. bike lanes will be continuous for 17 miles and will connect Chandler, Mesa, Gilbert, and Phoenix.</p>
8. Please provide the project limits:	Chandler Blvd. from I-10 to just east of 54th St.

Chandler : Chandler Boulevard Bike Lanes: I-10 to 54th Street

PART B-DETAILED 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 14-20, 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. Please select which funding source(s) this project is applying for. Check all that apply.

- Congestion Mitigation and Air Quality (CMAQ)
- Transportation Alternatives (TA)

2. What type of project is this? (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 |
| <input checked="" type="checkbox"/> Bicycle Lane (5' min. with curb/gutter) | <input type="checkbox"/> Wide Sidewalk (8' min.) |
| <input type="checkbox"/> Buffered Bike Lane | <input type="checkbox"/> Detached Sidewalk with 4' min. buffer |
| <input type="checkbox"/> Protected Bike Lane | <input type="checkbox"/> Signalized Crossing |
| <input type="checkbox"/> Shared-use path (10' min.) | Other: |
| <input type="checkbox"/> Sidewalk (5' min.) | <input style="width: 100%; height: 20px;" type="text"/> |
| <input type="checkbox"/> Planning Study | |

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

- | | |
|------------------------------------------------------------|---------------------------------------------------------|
| <input type="checkbox"/> Bridge (overpass) | Other: |
| <input type="checkbox"/> Tunnel (underpass) | <input style="width: 100%; height: 20px;" type="text"/> |
| <input type="checkbox"/> Signalized midblock crossing/HAWK | |
| <input type="checkbox"/> Countdown Pedestrian Signal | |

4. What amenities are included in this project?

- | | |
|-----------------------------------------------------------------|------------------------------------------------------------------------|
| <input type="checkbox"/> 2 Number of Bike racks/lockers | <input type="checkbox"/> Number of Seating/Rest Area(s) |
| <input type="checkbox"/> Number of Drinking Fountains | <input type="checkbox"/> Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> Number of Way-finding Signs | <input type="checkbox"/> Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> Number of Trash receptacles | Other: |
| <input type="checkbox"/> Number of Trees | <input style="width: 100%; height: 20px;" type="text"/> |
| <input type="checkbox"/> Number of new openings in street walls | |
| <input type="checkbox"/> Number of Shade Structures | |

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

Chandler Blvd. currently has bike lanes throughout the entire City of Chandler (10.5 miles), with the exception of a small segment between the I-10 and just east of 54th St. The segment to be addressed has six through lanes varying in width (10.5' - 14'), intermittent deceleration lanes (both right-turn and left-turn), median and sidewalks, but no bike lanes. We have received several resident complaints regarding the lack of bike lanes in this segment and the safety issues this gap presents. By adding the bike lanes, the safety of cyclists on Chandler Blvd. will be greatly enhanced, and a continuous bike lane connecting four cities will be established.

Chandler : Chandler Boulevard Bike Lanes: I-10 to 54th Street

PART B-DETAILED PROJECT DESCRIPTION

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

This project will add bike lanes to the segment of Chandler Blvd. where they are missing (approximately 0.4 miles). The new bike lanes will span from just east of 54th St. and will be included on the bridge crossing the I-10. The I-10 bridge is within ADOT Right-of-Way. ADOT has provided a support letter. Vehicular lanes will be narrowed where possible to make room for the bike lanes by a simple restripe. Where bike lanes cannot be accommodated by a simple restripe, curb, gutter and sidewalk will need to be reconstructed to make room for the bike lanes. Additionally, bike racks will be added to the adjacent bus stops in Chandler.

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

We hope to improve bicycle connectivity by completing this missing segment of bike lane on Chandler Blvd. This will provide a new connection into the City of Phoenix. As indicated in the attached City of Phoenix letter of support, the City of Phoenix has plans to extend Chandler Blvd. bike lanes further west as well. Additionally, we hope to enhance bicycle safety by addressing an unsafe condition that has been brought to our attention by multiple residents.

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

- | | | |
|-------------------------------------|-----------------------------------------------|-------------------------------|
| <input type="checkbox"/> | Medians with pedestrian crossing islands | Other
<input type="text"/> |
| <input type="checkbox"/> | Roadway Reconfiguration (Road Diet) | |
| <input checked="" type="checkbox"/> | Striping/re-striping to narrow vehicle lanes | |
| <input type="checkbox"/> | Color pavement or similar treatment | |
| <input type="checkbox"/> | Lighting | |
| <input type="checkbox"/> | Landscape buffer between sidewalk and roadway | |
| <input type="checkbox"/> | Rectangular Rapid Flash Beacon (RRFB) | |
| <input type="checkbox"/> | Driver Feedback Sign | |

9. Does this project include a road safety education component?

- Yes
 No

Please Explain:

10. How does this project or planning study address safety?

We have received several resident complaints regarding the lack of bike lanes in this segment. Residents have indicated that this lack of bike lanes is a safety concern. By adding the bike lanes, cyclists will no longer need to risk cycling in through vehicular lanes in a very high-traffic area with many turning vehicles at the freeway interchange.

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

As a part of this project, we will be replacing some sidewalks and curb ramps that do not meet ADA requirements. New curb ramps and sidewalks will be fully ADA compliant, making the area more accessible to persons with disabilities.

Chandler : Chandler Boulevard Bike Lanes: I-10 to 54th Street

PART B-DETAILED PROJECT DESCRIPTION

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

This project will enhance access across I-10 for nearby residents in both Phoenix and Chandler, and will also improve access to the major commercial and employment facilities on Chandler Blvd. near I-10. In Phoenix, just west of I-10 on Chandler Blvd., there are several multi-family residential developments in addition to the commercial uses. In Chandler, most of the nearby land uses are commercial or employment facilities. This bike lane project will connect the two.

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

Completing this bike lane will give Chandler Blvd. a look that is consistent with the rest of Chandler Blvd. within the City of Chandler and will promote Chandler's image as a bike-friendly community.

14. Connectivity: (Check all that apply)

Project fills a gap in the system

Explain:

Completes Chandler Blvd. bike lanes within City of Chandler.

Project connects to other local bikeways

List of connected bikeways:

Multi Jurisdictional Project (please include letter of support (See Part C)

List of Participating Jurisdictions:

Although the City of Phoenix is not a joint applicant on this project, the City of Phoenix has plans to extend Chandler Blvd. bike lanes west. ADOT is supportive of the project including bridge restriping.

17 Total length of bikeways directly connected by this project (in miles)

15. 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.

10 Within 1/2 mile

16. Number of transit routes serviced by the transit stops in question 15 that this project will connect to. List associated route(s) and their peak frequency, using Valley Metro as the source.

3 Within 1/2 mile

List routes and frequency:

Route 156 - 30 minute peak frequency; Route 108 - 30 minute peak frequency; ALEX - 60 minute peak frequency

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

0 Within 1/2 mile

List:

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PART B-DETAILED PROJECT DESCRIPTION

18. Number of non-commercial activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

1 Within 1/2 mile

List:

Bhaktivedanta Cultural Center. Additionally, the City of Phoenix Ironwood Library is just over 3/4 mile from the project.

19. 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):

40 Within 1/2 mile

List:

Southgate Commercial Center, Chandler Village, Foothills Vista Commons, Kohl's Center, Ahwatukee Hills Plaza, AAMCO Plaza, 10 Chandler, Foothills Vista Tech Center, The Reserve @ Foothills Vista, Ahwatukee 48, Chandler

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

0 Within 1/2 mile

List:

Although none are within 1/2 mile, Kyrene de Milenio Elementary School is approximately 2/3 mile from the project.

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

3 Within 1/2 mile

List:

St. John Bosco Catholic School, Brillare Hairdressing Academy, Tutor Time Preschool/ Daycare. Additionally, three others are within 3/4 mile of the project: Valley Christian High, Summit (private) and Horizon (charter).

22. Number of activity centers for air quality cost effectiveness (i.e. bank, church, hospital, health care facility, light rail station, park-and-ride lot, office park, post office, public library, shopping area, grocery store, university or junior college):

20 Within 1/4 miles

List:

Southgate Commercial Center, Southgate Employment Center, Southgate Commerce Park, Foothills Vista Commons, Chandler Technology Center, Chandler Village, Foothills Vista Tech Center, AAMCO Plaza, Chandler

20 1/4 miles to 1/2 miles

List:

Kohl's Center, Ahwatukee Hills Plaza, 10 Chandler, The Reserve @ Foothills Vista, Ahwatukee 48, Thistle Landing Office Park, Oakland Business Park, 7045 - 7225 W. Galveston St. Business Park, LAM Research, Basha's

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PART B-DETAILED PROJECT DESCRIPTION

23. What are the demographics of the area served:

[MAG Demographic Mapping](#)

People Per Square Mile

% Families in Poverty

Use the MPO/COG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reporting," select "Custom Summary." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through all census block groups 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 block groups 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.

24. 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:

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:

[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)

Number of Travel Lanes Before Project

Number of Travel Lanes After Project

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PART B-DETAILED PROJECT DESCRIPTION

25. Please provide an estimated traffic volume (ADT) on the nearest parallel arterial.

ADT Estimate

Date Counted

Name of road the traffic count was taken from

Description of Methodology and Source used for the ADT Estimate

26. 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.

27. 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

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

29. Please indicate whether all parcels for this project have been inventoried.

Yes

No

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PART B-DETAILED PROJECT DESCRIPTION

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

<input type="checkbox"/>	No Utility in or abutting the alignment	<input type="checkbox"/>	Private Structures
<input type="checkbox"/>	Canals & Drainage		
<input checked="" type="checkbox"/>	Power Lines & Cables		Other:
<input checked="" type="checkbox"/>	Pipelines, Sewer and Water		<input type="text"/>

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

None known. A detailed conflict review will be conducted as part of the Utilities Clearance in project design.

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

<input checked="" type="checkbox"/>	AASHTO Guide for Bicycle Facilities	Other: <input type="text"/>
<input type="checkbox"/>	MAG Pedestrian Policies and Design Guidelines	
<input checked="" type="checkbox"/>	MAG Complete Streets Guide	
<input checked="" type="checkbox"/>	MAG Designing Transit Accessible Communities	
<input checked="" type="checkbox"/>	MAG Valley Path Brand & Wayfinding Signage Guidelines	
<input type="checkbox"/>	NACTO Urban Bikeway Design Guide	
<input type="checkbox"/>	RPTA Bus Stop Program and Standards	

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

With new development and capital improvement projects, bike lanes on arterial streets are:	<input type="text" value="Required"/>
With new development and capital improvement projects, bike lanes on collector streets are:	<input type="text" value="Required"/>
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	<input type="text" value="Recommend"/>
With new development or during development retrofits, shared-use paths are:	<input type="text" value="Recommend"/>
Bicycle program implemented, including bike education, safety events, and bike maps	<input type="text" value="No"/>
Complete Streets Policy	<input type="text" value="Yes"/>

34. The project is: (Check one)

<input checked="" type="checkbox"/>	Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source) List: <input type="text" value="The General Plan specifies that the City will complete the arterial on-street bike network as possible."/>
<input type="checkbox"/>	Consistent with general policy/practices, but not formally identified (provide source) Explain: <input type="text"/>
<input type="checkbox"/>	Not addressed by jurisdiction's plans, policies, or practices Explain: <input type="text"/>

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PART B-DETAILED PROJECT DESCRIPTION

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

The City will conduct before and after bike counts in the project area. Additionally, the City will analyze bike crash data before and after. A growth in bicyclists and/ or a reduction in bicycle crashes would indicate that the project was successful.

36. 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?

The City will conduct bicycle counts by utilizing MAG's bike counters and/ or conducting periodic manual counts by using our traffic signal video feeds. No new permanent bicycle/ pedestrian count technology will be installed with this project.

37. 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.

Yes, the City will use its marketing/ outreach resources to notify citizens of the new bike connection to Phoenix. This includes social media blasts, news release, advertisements in local periodicals, information on the City Web site, and more.

38. Will the project include wayfinding signage elements? If yes, please describe below.

Yes, the City will add wayfinding signage in the project area. Wayfinding signage will include route name and distance to major activity centers/ bike paths such as Chandler Fashion Center, Downtown Chandler, and the Paseo Trail. The City will incorporate MAG Valley Path branding in the signage.

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:	Chandler	Project Title:	Chandler Boulevard Bike Lanes: I-10 to 54th Street	Application Date:	9/21/2015
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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	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00			
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	1	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00			
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)	LS	1	\$10,000.00	\$10,000.00	No	\$0.00	\$10,000.00			
	4. HAZMAT ASSESSMENT	LS	1	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00			
	Subtotal Scoping (Part A)				\$25,000.00		\$0.00	\$25,000.00			
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$40,000.00	\$40,000.00	No	\$0.00	\$40,000.00			
	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	\$4,000.00	\$4,000.00	No	\$0.00	\$4,000.00			
	4. SWPPP	LS	1	\$2,500.00	\$2,500.00	No	\$0.00	\$2,500.00			
	Subtotal PE (Part B)				\$51,500.00		\$0.00	\$51,500.00			
	Subtotal Preliminary Engineering (Part A + Part B)				\$76,500.00		\$0.00	\$76,500.00			
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition	LS	1	\$50,000.00	\$50,000.00	No	\$0.00	\$50,000.00			
	Subtotal Right-of-Way Acquisition (Part C)				\$50,000.00		\$0.00	\$50,000.00			
D. Utility Relocation	1. Utility Relocation	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00			
	Subtotal Utility Relocation (Part D)				\$0.00		\$0.00	\$0.00			
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	1. Hardscape Construction	Installation Of SWPP Measures		LS	2	\$7,500.00	\$15,000.00	Yes	\$14,145.00	\$855.00	
		Site Preparation		LS	1	\$34,000.00	\$34,000.00	Yes	\$32,062.00	\$1,938.00	
		Demolition	Sawcut		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Structures and Obstructions		LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Fencing		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Structural Concrete		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Asphaltic Concrete Pavement		CY	94	\$40.00	\$3,760.00	Yes	\$3,545.68	\$214.32
		Remove Concrete Sidewalks, Slabs		CY	39	\$200.00	\$7,800.00	Yes	\$7,355.40	\$444.60	
		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		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Drainage Excavation		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Structural Excavation		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Structural Backfill		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Borrow (In Place)		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Curb & Gutter		LF	725	\$16.00	\$11,600.00	Yes	\$10,938.80	\$661.20	
		Aggregate Base		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Pathway Or Sidewalk Materials	Concrete		SF	2,500	\$4.00	\$10,000.00	Yes	\$9,430.00	\$570.00
			Colored Concrete		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Stamped Color Concrete		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Precast Concrete Pavers		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Asphaltic Concrete		Ton	67	\$395.00	\$26,465.00	Yes	\$24,956.50	\$1,508.51
		Polymer or Resin Stabilized Surface		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Concrete Pavers		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Stamped Asphalt		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Stamped Concrete		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Concrete		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
Integral Color Concrete		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
Crosswalk Enhancement		SF	15	\$2,500.00	\$37,500.00	Yes	\$35,362.50	\$2,137.50			
Pedestrian ADA Ramp		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
Culvert Extensions		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
Pedestrian Lighting Including Conduit And Trenching		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
Handrail	Standard		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Decorative		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
Subtotal Hardscape Construction					\$146,125.00		\$137,795.88	\$8,329.13			

Chandler: Chandler Boulevard Bike Lanes: I-10 to 54th Street

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:	Chandler	Project Title:	Chandler Boulevard Bike Lanes: I-10 to 54th Street	Application Date:	9/21/2015
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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	Yes	\$0.00	\$0.00	
		Trees (15 Gallon Size)	Each	14	\$200.00	\$2,800.00	Yes	\$2,640.40	\$159.60	
		Trees (5 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Shrubs (5 Gallon Size)	Each	27	\$100.00	\$2,700.00	Yes	\$2,546.10	\$153.90	
		Shrubs (1 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Cactus (5 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Mulch	Decomposed Granite	CY	30	\$100	\$3,000	Yes	\$2,829	\$171
			Organic	CY	1		\$0	Yes	\$0	\$0
		Topsoil	CY	30	\$50	\$1,500	Yes	\$1,415	\$86	
		Seeding	Acre	1		\$0	Yes	\$0	\$0	
		Turf Sod	SY	1		\$0	Yes	\$0	\$0	
		Boulders	Each	1		\$0	Yes	\$0	\$0	
		Irrigation System	Drip	SF	1,000	\$5	\$5,000	Yes	\$4,715	\$285
			Turf	SF	1		\$0	Yes	\$0	\$0
		Sleeving For Irrigation System	Directional Bore	LF	1		\$0	Yes	\$0	\$0
			Cut and Patch	LF	1		\$0	Yes	\$0	\$0
		Landscape Header Curb	LF	1		\$0	Yes	\$0	\$0	
		Landscape Establishment	LS	1		\$0	Yes	\$0	\$0	
		Subtotal Landscaping & Irrigation Items					\$15,000		\$14,145	\$855
		3. Site Furnishings	Benches	Each	1		\$0	Yes	\$0	\$0
	Seatwalls		LF	1		\$0	Yes	\$0	\$0	
	Bike Racks		Each	2	\$300	\$600	Yes	\$566	\$34	
	Trash Receptacles		Each	1		\$0	Yes	\$0	\$0	
	Drinking Fountains		Each	1		\$0	Yes	\$0	\$0	
	Signage (Standard Traffic Control)		Each	1	\$4,500	\$4,500	Yes	\$4,244	\$257	
	Signage (Wayfinding)		Each	2	\$550	\$1,100	Yes	\$1,037	\$63	
	Tree Grates		Each	1		\$0	Yes	\$0	\$0	
	Subtotal Site Furnishings					\$6,200		\$5,847	\$353	
	4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)		Bicycle and Pedestrian Counter	Each	1		\$0	Yes	\$0	\$0
			Traffic Signal Relocations	Each	4	\$25,000	\$100,000	Yes	\$94,300	\$5,700
					1		\$0	Yes	\$0	\$0
				1		\$0	Yes	\$0	\$0	
				1		\$0	Yes	\$0	\$0	
				1		\$0	Yes	\$0	\$0	
				1		\$0	Yes	\$0	\$0	
				1		\$0	Yes	\$0	\$0	
	Subtotal Other Construction					\$100,000		\$94,300	\$5,700	
	5. Mobilization And Administration Costs	Contractor Mobilization	LS	1	\$25,000	\$25,000	Yes	\$23,575	\$1,425	
		Traffic Control	LS	1	\$50,000	\$50,000	Yes	\$47,150	\$2,850	
		Construction Survey & Layout	LS	1		\$0	Yes	\$0	\$0	
		Construction Contingencies	LS	1	\$79,000	\$79,000	Yes	\$74,497	\$4,503	
		Construction Administration	LS	1	\$60,750	\$60,750	Yes	\$57,287	\$3,463	
	Subtotal Mobilization & Administration Costs					\$214,750		\$202,509	\$12,241	
	Subtotal Construction Or Implementation Cost (Part E)					\$482,075		\$454,597	\$27,478	
	F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)					\$608,575		\$454,597	\$153,978	
G. Adot Fee Review Fee - \$10,000 for Certified Accepted agencies, otherwise \$30,000					\$10,000	No	\$0	\$10,000		
H. Total Project Cost Including ADOT Fees (Part F + Part G)					\$618,575		\$454,597	\$163,978		

PART E - TOTAL PROJECT SCHEDULE AND BUDGET

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 24-27 in Part B.

Cost Estimate for the Project Including ALL Segments	Cost	Additional Notes (if needed)
1. ADOT Fee	\$10,000	
2. Design	\$76,500	
3. Right of way	\$50,000	
4. Utilities	\$0	
5. Construction	\$403,075	
6. Contingency	\$79,000	No more than 20% of Construction Cost
7. Total Cost	\$618,575	

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

9. Expected Annual Maintenance Cost

10. Identify Source of Maintenance Funds

Requested MAG Programming	Year	Short Work Description (E.g. Construct Multiuse Path)	Local Funding Source	Local Cost	Federal Cost	Total Cost	Local Share
11. Design (Optional)	2018			\$76,500	Not Available	\$76,500	100.0%
12. Right of way (Optional)	2019			\$50,000	Not Available	\$50,000	100.0%
13. Utilities (Optional)	2019			\$0	Not Available	\$0	
14. Other (Optional)	2018	ADOT Fee		\$10,000	Not Available	\$10,000	100.0%
15. Construction	2020	Construct Bike Lanes		\$27,478	\$454,597	\$482,075	5.7%
16. Total Costs				\$163,978	\$454,597	\$618,575	26.5%

PART F - SIGNATURE AND CHECKLIST**Checklist**

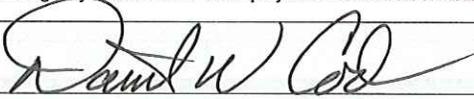
This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed.

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
PART B - Project Description	Complete?
Fields 1 - 14 (Project Description) are complete	Yes
Fields 15 - 17 (Transit) are complete	Yes
Fields 18 – 22 (Attractors and Demographics) are complete	Yes
Fields 23 – 30 (Traffic, Environmental, ROW, and Utilities) are complete	Yes
Fields 31 – 33 (Guidelines, Policies, and Plans) are complete	Yes
Fields 34 – 37 (Maintenance, Performance Measurement, and Wayfinding) are complete	Yes
PART C - Required Attachments	Complete?
Field 1 - Map showing the general location of the proposed project in relation to the region, including a north arrow provided in the printed application and the PDF application.	Yes
Field 2 - Map with streets labeled showing the detailed location(s) of the proposed project, including a north arrow provided in the printed application and the PDF application.	Yes
Field 3 - Up to four (4) photos of existing conditions are provided in the printed application and the PDF application (two 4x6 per page).	Yes
Field 4 - Simple diagram of the current typical cross section of the segment, that shows the right of way limits, widths, sidewalks and shoulders (if any), and the lanes of travel in the printed application and the PDF application.	Yes
(OPTIONAL)- Up to two (2) photos/renderings of the completed project are provided in the printed application and the PDF application.	No
(OPTIONAL) - Up to three (3) letters of support for the project are provided in the printed application and the PDF application.	Yes
(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 – 7 are complete and costs are accurate	Yes
Field 8 - 10 are complete	Yes
Fields 11 – 15 Years are complete	Yes
Fields 11 – 15 Local Funding Sources are complete	Yes
Fields 11 – 15 Local Costs are complete and accurate	Yes

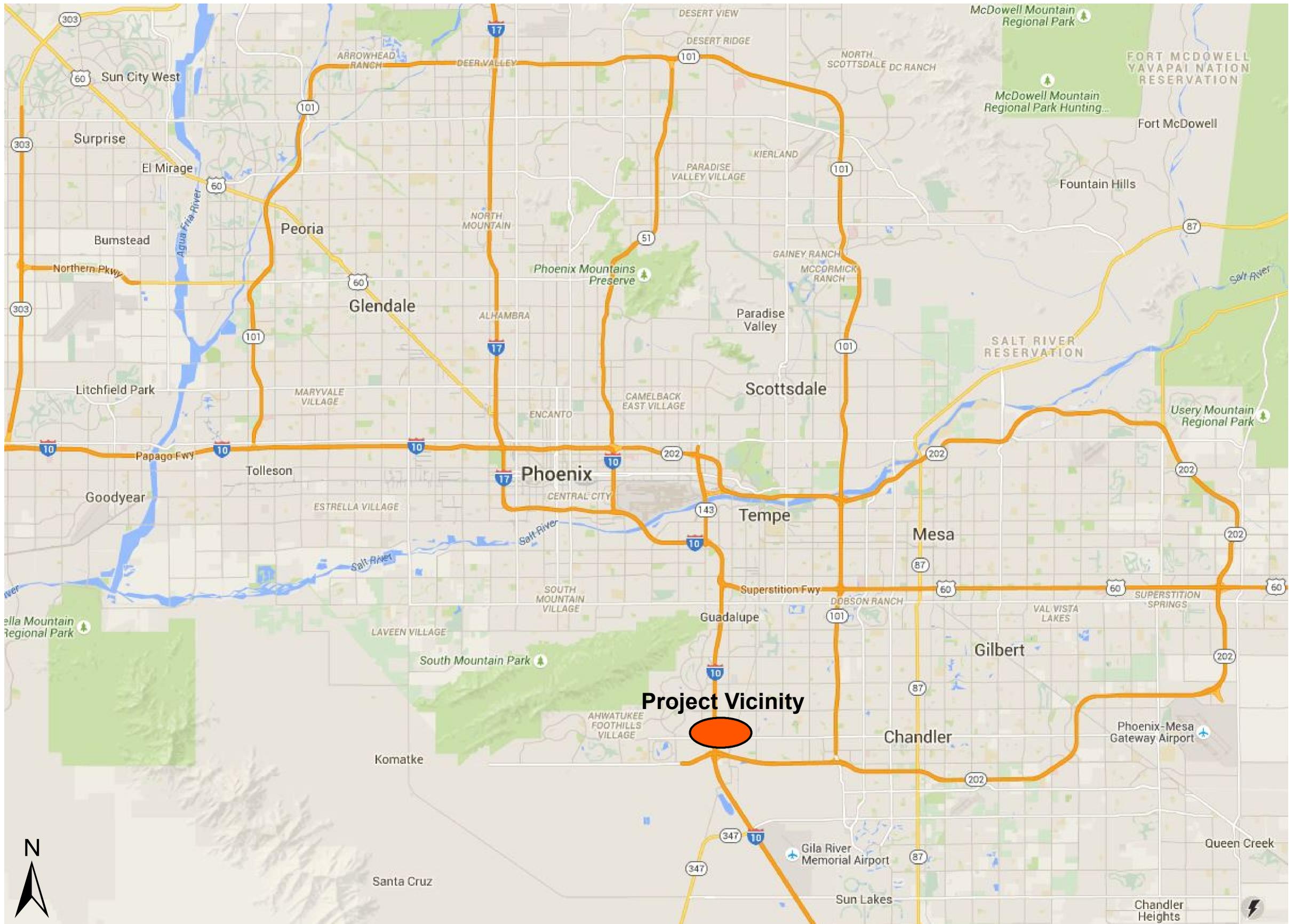
Field 11 - 15 Federal Costs are complete and accurate	Yes
Field 16 Total Costs are complete and accurate	Yes
PART F - Signature and Checklist	Complete?
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager/administrator or designated representative.	Yes
Name, title and date fields under the signature are completed.	Yes

SIGNATURE(S):

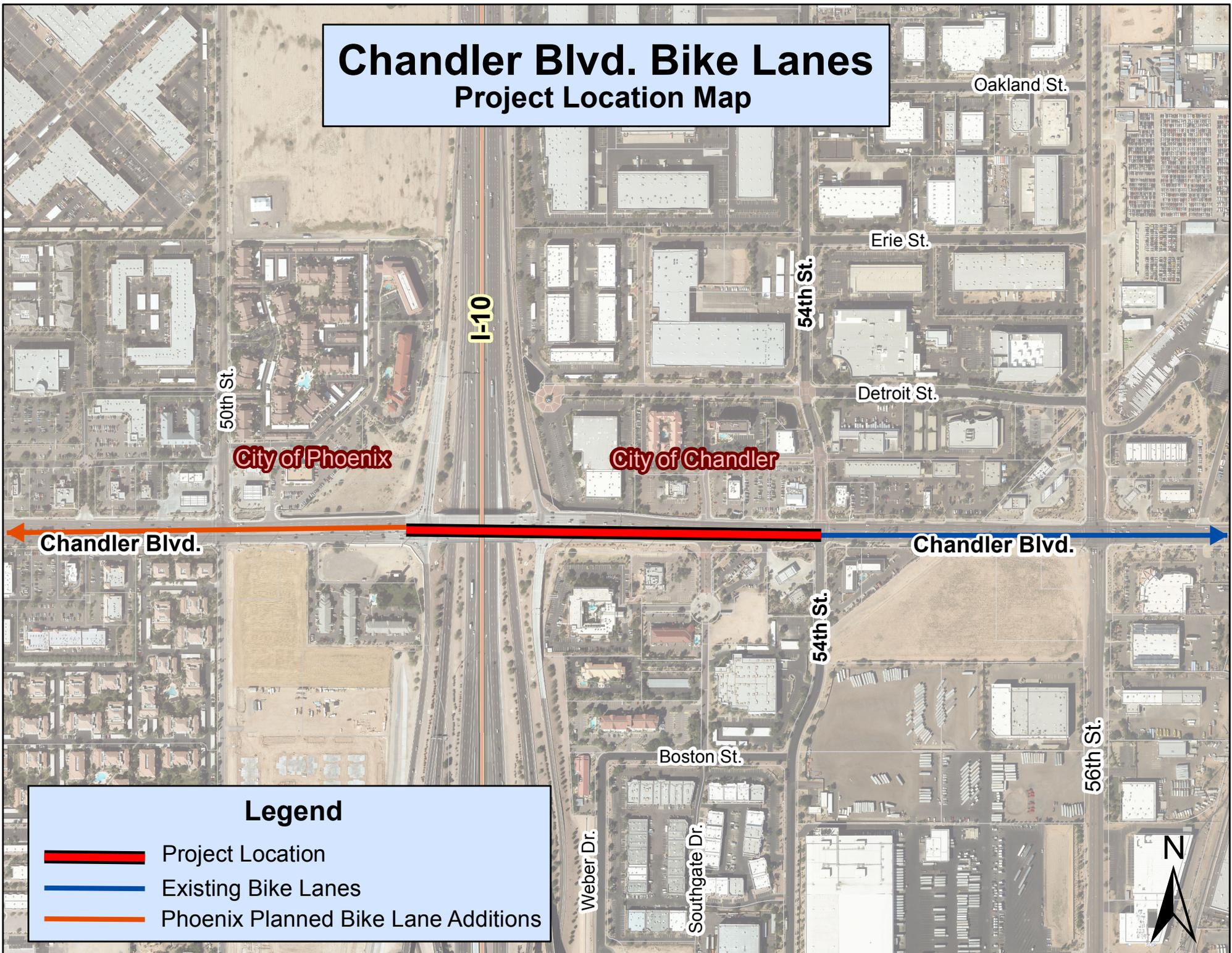
As the MAG member agency's manager/administrator or designated representative, I certify that this application is accurate and complete and that the project will be included in the sponsoring MAG member agency's local CIP/TIP if the project is selected for federal funding.

Signature:	
Name:	Dan Cook
Title:	City Engineer
Date:	9/14/2015

Chandler Blvd. Bike Lanes - Vicinity Map



Chandler Blvd. Bike Lanes Project Location Map



50th St.

City of Phoenix

I-10

City of Chandler

54th St.

Erie St.

Detroit St.

Oakland St.

Chandler Blvd.

Chandler Blvd.

54th St.

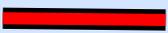
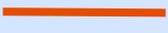
Boston St.

Weber Dr.

Southgate Dr.

56th St.

Legend

-  Project Location
-  Existing Bike Lanes
-  Phoenix Planned Bike Lane Additions



Chandler Blvd. Bike Lanes

Project Detail

City of Phoenix

I-10

City of Chandler

Chandler Blvd.

54th St.

54th St.

Southgate Dr.

Legend

-  Restripe to Add Bike Lanes in Both Directions
-  Remove, Relocate and Reconstruct curb, gutter and if needed sidewalk



Image 1: Westbound Chandler Blvd. at 54th St. (Curb, Gutter and Sidewalk to be reconstructed)



Image 2: Chandler Blvd. at I-10 Overpass (Restriping to add bike lane)

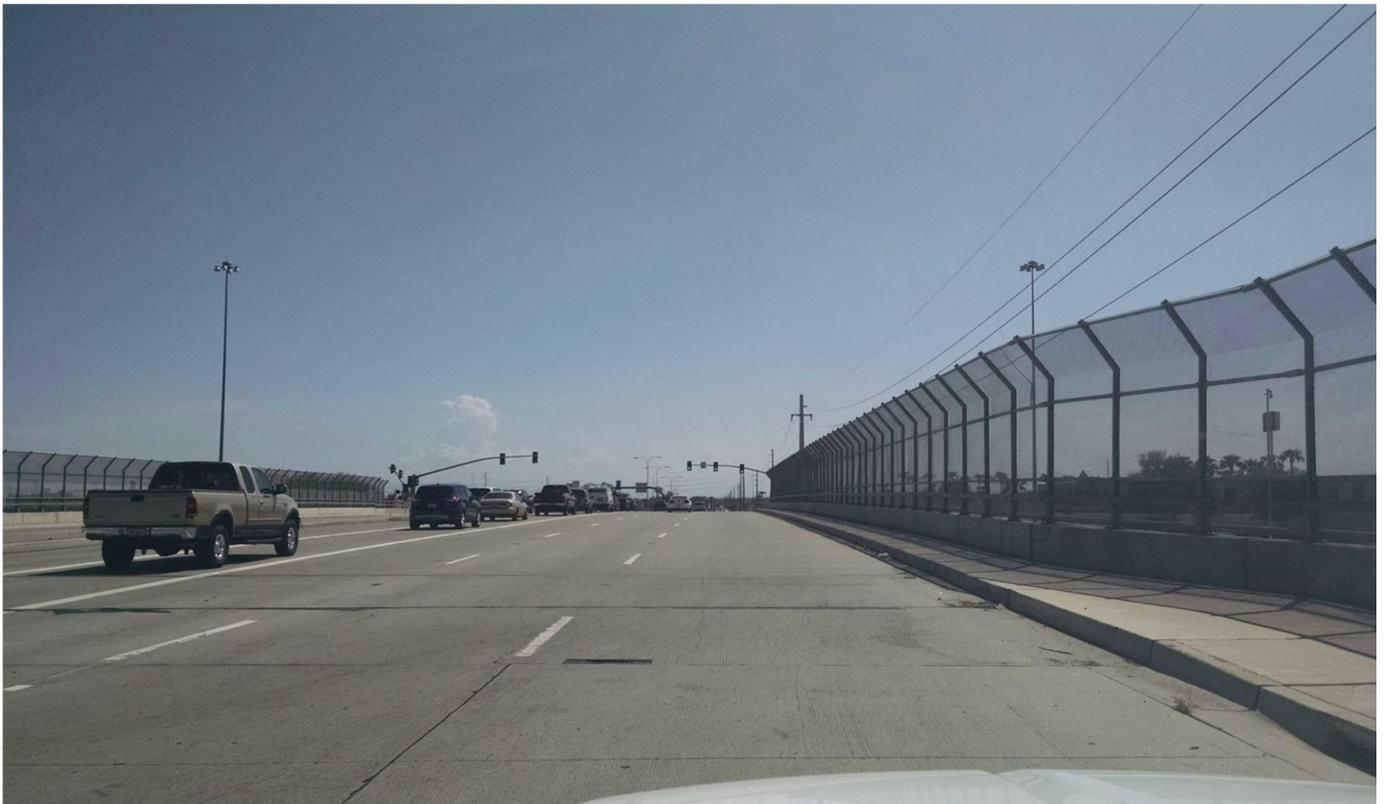


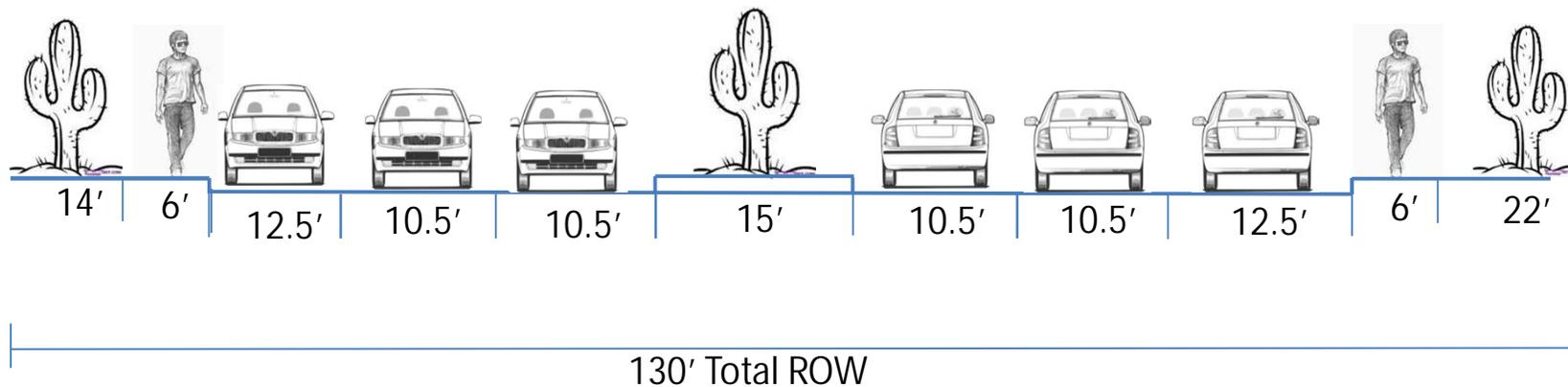
Image 3: Westbound Chandler Blvd. at Southgate Dr. (Curb and gutter to be reconstructed)



Image 4: Eastbound Chandler Blvd. East of 54th St. (Curb, gutter and sidewalk to be relocated)



Chandler Blvd. – Typical Cross Section



Note: ROW widths and lane widths vary throughout the project area. The 'Typical Cross Section' shown is for an area that has adequate right-of-way but needs to reconstruct curb, gutter and sidewalk. Some areas within the project area have less ROW width and will need to acquire ROW to reconstruct curb, gutter and sidewalk. Other areas within the project area have wider lanes that allow for bike lanes to be added through restriping.

September 10, 2015

Maricopa Association of Governments
Regional Bicycle and Pedestrian Committee
302 N. 1st Avenue, Suite 300
Phoenix Arizona 85003

Subject: Chandler Blvd. Bike Lanes

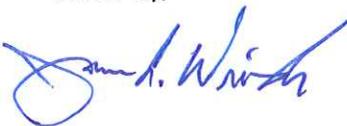
Dear Review Committee:

This letter is in support of a CMAQ/ TA grant request by the City of Chandler for the construction of a bike lane on Chandler Blvd. just east of and across the I-10, approximately 0.4 miles in length. The project would complete bike lane infrastructure from the City of Mesa through Gilbert and Chandler to the City of Phoenix (approximately 17 miles).

The Arizona Department of Transportation supports Chandler's project. A portion of the project is within ADOT right-of-way. Support for this project is based on the understanding that the City of Chandler will be responsible for the installation and maintenance of all bike lane markings and signing, in addition to the responsibilities described in the existing Intergovernmental Agreement between the City and ADOT. The Chandler Blvd. bridge across I-10 is wide enough to accommodate bike lanes. Additionally, the current lane configuration does not need to be altered because the outside lane is wide enough to fit a vehicular lane and a bike lane by adding a solid white line to separate the two lanes.

ADOT is supportive of bicycle improvements in the Valley and we look forward to working with the City in the future to improve multimodal transportation.

Sincerely,



James Windsor, P.E.
Phoenix Maintenance District

CC: Mark J. Poppe, P.E. Assistant District Engineer, Traffic and Electrical Operations



City of Phoenix
STREET TRANSPORTATION DEPARTMENT

September 14, 2015

Maricopa Association of Governments
Regional Bicycle and Pedestrian Committee
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

RE: Chandler Boulevard Bike Lanes

Dear Review Committee:

This letter is in support of a CMAQ/TA grant application by the City of Chandler for the construction of a bike lane on Chandler Boulevard just east of Interstate 10 (I-10) approximately 0.4 miles in length. The project would complete bike lane infrastructure from the City of Mesa through Gilbert and Chandler to the City of Phoenix (approximately 17 miles).

Once this segment of bike lanes in Chandler and across the I-10 bridge is added, the City of Phoenix would consider moving forward in the future with bike lanes on Chandler Boulevard from I-10 to 19th Avenue providing connectivity between jurisdictions. If the City of Phoenix adds bike lanes west of the I-10, bicyclists will be able to take one direct route to bike through Phoenix, Chandler, Gilbert and Mesa, completing one of the longest continuous multi-jurisdictional bike lanes in the Valley.

Thank you for the opportunity to express our support for this project.

Sincerely,

Ray Dovalina, PE
Street Transportation Director
City of Phoenix

Eileen Yazzie, Street Transportation
Joseph Perez, Street Transportation
Mark Melnychenko, Street Transportation
Charlene Reynolds, Street Transportation