



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

NEW RIVER MULTI-USE PATH: PINNACLE PEAK ROAD TO HAPPY VALLEY ROAD

CITY OF PEORIA

**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)

Peoria: New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road

PART A - CONTACT AND PROJECT DESCRIPTION	
Contact Information	
1. Name of Sponsoring Agency	Peoria
2. Agency Contact Name	Dan Nissen
3. Phone Number of Agency Contact	623-773-7214
4. E-Mail Address of Agency Contact	dan.nissen@peoriaaz.gov
5. Mailing Address of Agency Contact	9875 N. 85th Avenue Peoria, AZ 85345
Project Description	
6. Please provide the Project Title.	New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road
7. Please provide a concise, specific description of the project (250 character limit):	
<p>Project to connect two missing segments along the New River Multi-use Path from Pinnacle Peak Road to Happy Valley Road. These gaps exist along this one-mile segment, as some of the portions have already been built by development. Peoria would like to review the alignment of the path where not already constructed, as well as at locations where the existing path creates tight turns or visibility concerns, and identify all easements or rights-of-way that need to be acquired for path construction.</p>	
8. Please provide the project limits:	
East bank of New River from Pinnacle Peak Road to Happy Valley Road	

Peoria : New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road

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 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 checked="" type="checkbox"/> Shared-use path (10' min.) | Other: |
| <input type="checkbox"/> Sidewalk (5' min.) | <input style="width: 400px; 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: 400px; 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"/> 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"/> 4 Number of Way-finding Signs | <input type="checkbox"/> Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> 4 Number of Trash receptacles | Other: |
| <input type="checkbox"/> 100 Number of Trees | <input style="width: 400px; height: 20px;" type="text"/> |
| <input type="checkbox"/> Number of new openings in street walls | |
| <input type="checkbox"/> 1 Number of Shade Structures | |

Peoria : New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road

PART B-DETAILED PROJECT DESCRIPTION

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

The New River Multi-use path in the project area alternates between unpaved and paved 12' wide concrete segments behind single family residential developments from Happy Valley Road to Pinnacle Peak Road. North of this segment, there is a grade separated crossing under Happy Valley Road, but the paved path terminates at this underpass. The unpaved portions of the path between the Hatfield Road alignment and Calle Lejos are on State Land, and are overgrown with desert vegetation in many locations. The unpaved portion between the approximate Cielo Grande alignment and Pinnacle Peak Road has an existing 20' Trail Easement that extends to approximately 300' north of Pinnacle Peak Road. The adjacent property owner would like the path /easement relocated further from their property, though this might require bank protection for construction. The paved portion of the path continues south of these gaps from Pinnacle Peak south to Bethany Home Road, where in connects to the Grand Canal Multi-use Path.

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

The two missing segments of the path will be designed and constructed by this project. The path will connect to the existing path south of Pinnacle Peak Road, requiring coordination with the City of Glendale. Additionally, existing portions of the constructed path in this project's limits may be adjusted to improve access, visibility, and safety. Bank protection along certain segments of the path may be necessary in order to shift the path away from some developed residential properties.

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

Peoria hopes to close the final gap in the New River Multi-use Path, providing an uninterrupted pathway from Happy Valley Road to the City's southern boundary with Glendale at Northern Avenue, and beyond. This will also connect to the City's extensive arterial street bike lane network via Happy Valley Road. Peoria hopes to complete this highly anticipated connection and provide access to the adjacent residential developments.

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

- Medians with pedestrian crossing islands
- Roadway Reconfiguration (Road Diet)
- Striping/re-striping to narrow vehicle lanes
- Color pavement or similar treatment
- Lighting
- Landscape buffer between sidewalk and roadway
- Rectangular Rapid Flash Beacon (RRFB)
- Driver Feedback Sign

Other

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

- Yes
- No

Please Explain:

Peoria : New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road

PART B-DETAILED PROJECT DESCRIPTION

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

This project will provide access to an off-street, multi-modal pathway with grade-separated crossings at all arterial street intersections from Happy Valley Road to the City's southern boundary at Northern Avenue. This project provides bicyclists and pedestrians with a route that eliminates 100% of the potential conflicts with motor vehicles.

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

The Pathway will be constructed to meet current ADA standards and guidelines, providing a level, all-weather surface for people of all ability levels.

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

Multiple accesses to the path will be provided to adjacent communities to provide direct access from local and collector streets, as well as other sidewalk connections to adjacent residential developments. Note: As the area has been developing rapidly, the most recent Census data does not reflect current conditions.

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

The New River Multi-use Path has an established identity that will extend to every neighborhood that connects to it. Extending the path will extend the identity, and this will be reinforced by way finding signs, rest stops and facilities, and scenic views.

14. Connectivity: (Check all that apply)

Project fills a gap in the system
Explain:

Closes the final gap in the path from Northern Avenue to Happy Valley Road

Project connects to other local bikeways
List of connected bikeways:

Connects to more than 12 miles of continuous bike lanes on Happy Valley Road/Parkway/ Vistancia Blvd, as well as additional miles of bike lanes in the City of Phoenix

Multi Jurisdictional Project (please include letter of support (See Part C)
List of Participating Jurisdictions:

City of Glendale

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.

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.

Within 1/2 mile
List routes and frequency:

Peoria : New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road

PART B-DETAILED PROJECT DESCRIPTION

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

0 Within 1/2 mile
List:

[Empty text box]

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

1 Within 1/2 mile
List:

Terramar Park

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):

3 Within 1/2 mile
List:

Fry Foods and multiple commercial retail shops on southeast corner of 67th Avenue and Happy Valley Road; Walmart Neighborhood Market and multiple commercial retail shops on northeast corner of 67th Avenue and Happy Valley Road; and a QT and future commercial and nursing home on the southwest corner of 67th Avenue and Happy Valley Road.

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

1 Within 1/2 mile
List:

Terramar Elementary School

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

1 Within 1/2 mile
List:

Happy Valley Basic School

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):

2 Within 1/4 miles
List:

Christ's Church of the Valley and a future nursing home on the southwest corner of 67th Avenue and Happy Valley Road.

3 1/4 miles to 1/2 miles
List:

Shopping centers / grocery stores on NE, SE, and SW corners of 67th Avenue and Happy Valley Road

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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)

- | | | | |
|-------------------------------------|----------------------------|-------------------------------------|--------------------------------------|
| <input type="checkbox"/> | Agency owns all ROW Needed | <input checked="" type="checkbox"/> | Agency owns easement |
| <input checked="" type="checkbox"/> | ROW to be acquired | <input type="checkbox"/> | Agency has right-of-use (i.e. canal) |
| <input checked="" type="checkbox"/> | Owners will donate ROW | <input checked="" type="checkbox"/> | 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 checked="" type="checkbox"/>	No Utility in or abutting the alignment	<input type="checkbox"/>	Private Structures
<input checked="" type="checkbox"/>	Canals & Drainage		
<input type="checkbox"/>	Power Lines & Cables	Other:	
<input type="checkbox"/>	Pipelines, Sewer and Water	<input type="text"/>	

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

None known

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

<input checked="" type="checkbox"/>	AASHTO Guide for Bicycle Facilities	Other: <input type="text"/>
<input checked="" type="checkbox"/>	MAG Pedestrian Policies and Design Guidelines	
<input type="checkbox"/>	MAG Complete Streets Guide	
<input 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="Required"/>
With new development or during development retrofits, shared-use paths are:	<input type="text" value="Recommended"/>
Bicycle program implemented, including bike education, safety events, and bike maps	<input type="text" value="Yes"/>
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="Circulation Element of General Plan; 10-year Capital Improvements Program; and Parks, Recreation, Open Space, and Trails (PROST) Master Plan."/>
<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?

Success will be measured in the completion of the path network. Additionally, this segment will be requested to be added to semi-annual bike counts.

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?

Bicycle counts will not be incorporated in the project, but Peoria plans to initiate regular bicycle counts based on the successful pilot counts performed by the MAG Bike Counts Project using Eco Counters or similar effective methods.

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.

The project will be publicized through City Council communications to the nearby communities and direct contact with active bicycle groups in the region.

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

Yes, this project will incorporate wayfinding sign elements, using the MAG Valley Path - Brand and Wayfinding Guidelines.

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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 Peoria	Project Title:	New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road	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	\$10,000.00	\$10,000.00	No	\$0.00	\$10,000.00		
	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	\$30,000.00	\$30,000.00	No	\$0.00	\$30,000.00		
	4. HAZMAT ASSESSMENT	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00		
	Subtotal Scoping (Part A)				\$50,000.00		\$0.00	\$50,000.00		
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$150,000.00	\$150,000.00	No	\$0.00	\$150,000.00		
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1	\$20,000.00	\$20,000.00	No	\$0.00	\$20,000.00		
	3. DRAINAGE REPORT	LS	1	\$8,000.00	\$8,000.00	No	\$0.00	\$8,000.00		
	4. SWPPP	LS	1	\$2,000.00	\$2,000.00	No	\$0.00	\$2,000.00		
	Subtotal PE (Part B)				\$180,000.00		\$0.00	\$180,000.00		
Subtotal Preliminary Engineering (Part A + Part B)					\$230,000.00		\$0.00	\$230,000.00		
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition	LS	1	\$131,000.00	\$131,000.00	No	\$0.00	\$131,000.00		
Subtotal Right-of-Way Acquisition (Part C)					\$131,000.00		\$0.00	\$131,000.00		
D. Utility Relocation	1. Utility Relocation	LS	1	\$11,000.00	\$11,000.00	No	\$0.00	\$11,000.00		
Subtotal Utility Relocation (Part D)					\$11,000.00		\$0.00	\$11,000.00		
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	\$15,000.00	\$15,000.00	Yes	\$14,145.00	\$855.00
		Site Preparation		LS	1	\$40,000.00	\$40,000.00	Yes	\$37,720.00	\$2,280.00
		Demolition	Sawcut	LF	24	\$10.00	\$240.00	Yes	\$226.32	\$13.68
			Remove Structures and Obstructions	LS	0		\$0.00	Yes	\$0.00	\$0.00
			Remove Fencing	LF	0		\$0.00	Yes	\$0.00	\$0.00
			Remove Structural Concrete	CY	0		\$0.00	Yes	\$0.00	\$0.00
			Remove Asphaltic Concrete Pavement	CY	0		\$0.00	Yes	\$0.00	\$0.00
		Remove Concrete Sidewalks, Slabs	CY	25	\$60.00	\$1,500.00	Yes	\$1,414.50	\$85.50	
		Hazmat Abatement		LS	0		\$0.00	Yes	\$0.00	\$0.00
		Retaining Wall - Reinforced Concrete Cantilevered		SF	0		\$0.00	Yes	\$0.00	\$0.00
		Earthwork	General Excavation	CY	2,000	\$18.00	\$36,000.00	Yes	\$33,948.00	\$2,052.00
			Drainage Excavation	CY	0		\$0.00	Yes	\$0.00	\$0.00
			Structural Excavation	CY	0		\$0.00	Yes	\$0.00	\$0.00
			Structural Backfill	CY	0		\$0.00	Yes	\$0.00	\$0.00
			Borrow (In Place)	CY	0		\$0.00	Yes	\$0.00	\$0.00
		Curb & Gutter		LF	0		\$0.00	Yes	\$0.00	\$0.00
		Aggregate Base		CY	250	\$100.00	\$25,000.00	Yes	\$23,575.00	\$1,425.00
		Pathway Or Sidewalk Materials	Concrete	SF	36,000	\$7.00	\$252,000.00	Yes	\$237,636.00	\$14,364.00
			Colored Concrete	SF	0		\$0.00	Yes	\$0.00	\$0.00
			Stamped Color Concrete	SF	0		\$0.00	Yes	\$0.00	\$0.00
			Precast Concrete Pavers	SF	0		\$0.00	Yes	\$0.00	\$0.00
			Asphaltic Concrete	Ton	0		\$0.00	Yes	\$0.00	\$0.00
			Polymer or Resin Stabilized Surface	SF	0		\$0.00	Yes	\$0.00	\$0.00
		Crosswalk Enhancement	Concrete Pavers	SF	0		\$0.00	Yes	\$0.00	\$0.00
			Stamped Asphalt	SF	0		\$0.00	Yes	\$0.00	\$0.00
			Stamped Concrete	SF	0		\$0.00	Yes	\$0.00	\$0.00
			Concrete	SF	0		\$0.00	Yes	\$0.00	\$0.00
Integral Color Concrete	SF		0		\$0.00	Yes	\$0.00	\$0.00		
Pedestrian ADA Ramp		SF	0		\$0.00	Yes	\$0.00	\$0.00		
Culvert Extensions		LF	0		\$0.00	Yes	\$0.00	\$0.00		
Pedestrian Lighting Including Conduit And Trenching		Each	0		\$0.00	Yes	\$0.00	\$0.00		
Handrail	Standard	LF	0		\$0.00	Yes	\$0.00	\$0.00		
	Decorative	LF	0		\$0.00	Yes	\$0.00	\$0.00		
Subtotal Hardscape Construction					\$369,740.00		\$348,664.82	\$21,075.18		

Peoria: New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road

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 Peoria	Project Title:	New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road	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	0		\$0.00	Yes	\$0.00	\$0.00	
		Trees (24 Inch Box)	Each	100	\$200.00	\$20,000.00	Yes	\$18,860.00	\$1,140.00	
		Trees (5 Gallon Size)	Each	0		\$0.00	Yes	\$0.00	\$0.00	
		Shrubs (5 Gallon Size)	Each	0		\$0.00	Yes	\$0.00	\$0.00	
		Shrubs (1 Gallon Size)	Each	0		\$0.00	Yes	\$0.00	\$0.00	
		Cactus (5 Gallon Size)	Each	0		\$0.00	Yes	\$0.00	\$0.00	
		Mulch	Decomposed Granite	CY	0		\$0	Yes	\$0	\$0
			Organic	CY	0		\$0	Yes	\$0	\$0
		Topsail	CY	0		\$0	Yes	\$0	\$0	
		Seeding	Acre	0		\$0	Yes	\$0	\$0	
		Turf Sod	SY	0		\$0	Yes	\$0	\$0	
		Boulders	Each	0		\$0	Yes	\$0	\$0	
		Irrigation System	Drip	SF	0		\$0	Yes	\$0	\$0
			Turf	SF	0		\$0	Yes	\$0	\$0
		Sleeving For Irrigation System	Directional Bore	LF	0		\$0	Yes	\$0	\$0
			Cut and Patch	LF	0		\$0	Yes	\$0	\$0
		Landscape Header Curb	LF	0		\$0	Yes	\$0	\$0	
	Landscape Establishment	LS	0		\$0	Yes	\$0	\$0		
	Subtotal Landscaping & Irrigation Items					\$20,000		\$18,860	\$1,140	
	3. Site Furnishings	Benches	Each	7	\$500	\$3,500	Yes	\$3,301	\$200	
		Seatwalls	LF	0		\$0	Yes	\$0	\$0	
		Bike Racks	Each	0		\$0	Yes	\$0	\$0	
		Trash Receptacles	Each	4	\$550	\$2,200	Yes	\$2,075	\$125	
		Drinking Fountains	Each	0		\$0	Yes	\$0	\$0	
		Signage (Standard Traffic Control)	Each	6	\$150	\$900	Yes	\$849	\$51	
		Signage (Wayfinding)	Each	4	\$100	\$400	Yes	\$377	\$23	
		Tree Grates	Each	0		\$0	Yes	\$0	\$0	
	Subtotal Site Furnishings					\$7,000		\$6,601	\$399	
	4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows if Necessary)	Bicycle and Pedestrian Counter	Each	0		\$0	Yes	\$0	\$0	
		Shade Structure with Seating	Each	1	\$25,000	\$25,000	Yes	\$23,575	\$1,425	
		Solar Lighting for Shade Structure	Each	1	\$3,500	\$3,500	Yes	\$3,301	\$200	
						\$0	Yes	\$0	\$0	
						\$0	Yes	\$0	\$0	
						\$0	Yes	\$0	\$0	
						\$0	Yes	\$0	\$0	
						\$0	Yes	\$0	\$0	
	Subtotal Other Construction					\$28,500		\$26,876	\$1,625	
	5. Mobilization And Administration Costs	Contractor Mobilization	LS	1	\$12,000	\$12,000	No	\$0	\$12,000	
		Traffic Control	LS	1	\$12,000	\$12,000	Yes	\$11,316	\$684	
		Construction Survey & Layout	LS	1	\$6,000	\$6,000	Yes	\$5,658	\$342	
		Construction Contingencies	LS	1	\$104,000	\$104,000	Yes	\$98,072	\$5,928	
		Construction Administration	LS	1	\$25,000	\$25,000	Yes	\$23,575	\$1,425	
	Subtotal Mobilization & Administration Costs					\$159,000		\$138,621	\$20,379	
	Subtotal Construction Or Implementation Cost (Part E)					\$584,240		\$539,622	\$44,618	
	F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)					\$956,240		\$539,622	\$416,618	
G. Adot Fee Review Fee - \$10,000 for Certified Accepted agencies, otherwise \$30,000					\$30,000	No	\$0	\$30,000		
H. Total Project Cost Including ADOT Fees (Part F + Part G)					\$986,240		\$539,622	\$446,618		

Peoria: New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road

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	\$30,000	
2. Design	\$230,000	
3. Right of way	\$131,000	
4. Utilities	\$11,000	
5. Construction	\$480,240	
6. Contingency	\$104,000	No more than 20% of Construction Cost
7. Total Cost	\$986,240	

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	Design Multi-use Path	Bond Proceeds	\$230,000	Not Available	\$230,000	100.0%
12. Right of way (Optional)	2019	Acquisition of right-of-way / easements	Bond Proceeds	\$131,000	Not Available	\$131,000	100.0%
13. Utilities (Optional)	2019	Utility relocations	Bond Proceeds	\$11,000	Not Available	\$11,000	100.0%
14. Other (Optional)	2018	ADOT fee	Bond Proceeds	\$30,000	Not Available	\$30,000	100.0%
15. Construction	2020	Construction of Multi-use Path	Bond Proceeds	\$44,618	\$539,622	\$584,240	7.6%
16. Total Costs				\$446,618	\$539,622	\$986,240	45.3%

PART F - SIGNATURE AND CHECKLIST

Checklist

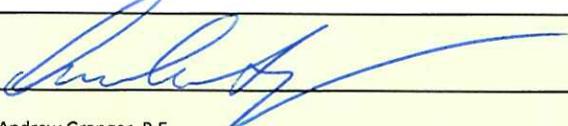
This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed.

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.	Yes
(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.	Yes
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

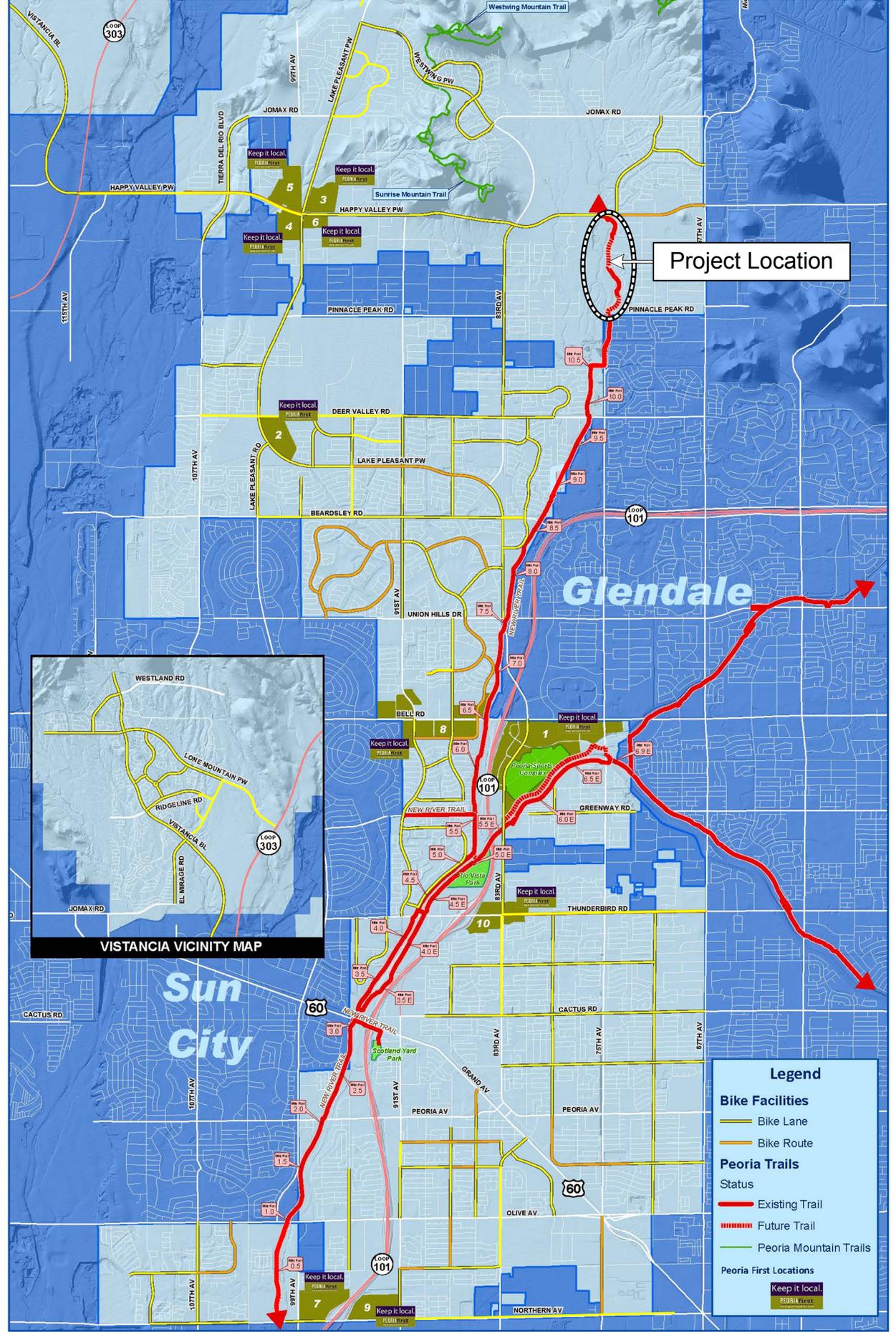
SIGNATURE(S):

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:	Andrew Granger, P.E.
Title:	Engineering Director
Date:	9-17-15

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

New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road City of Peoria



Project Location

Legend	
Bike Facilities	
	Bike Lane
	Bike Route
Peoria Trails	
Status	
	Existing Trail
	Future Trail
	Peoria Mountain Trails
Peoria First Locations	
	Keep It Local

City of Peoria
Trail and Bikeway System Map
Published October 2011



Transportation Alternatives / CMAQ FY 2018, 2019, and 2020 Projects New River Multi-use Path: Pinnacle Peak Road to Happy Valley Road City of Peoria



Legend

- Existing Paved Multi-use Path (or soon to be scheduled for construction)
- Existing 20' Trail Easement
- Proposed FY16 Design Assistance Project Segment
- # Photo Number

Photo 1: Sharp turn in path 1000' south of Happy Valley Road facing south

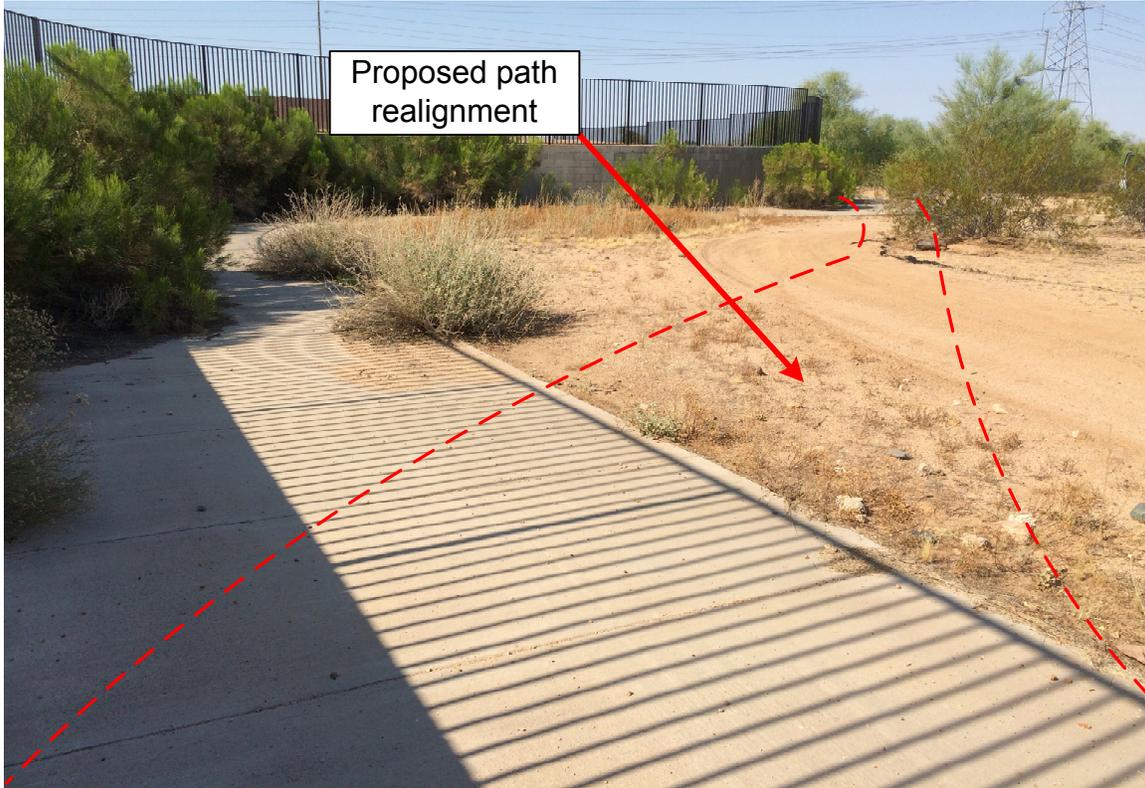


Photo 2: Path termination at Hatfield Road alignment facing south



Photo 3: Path termination at Calle Lejos facing north



Photo 4: Path termination at Cielo Grande alignment facing south

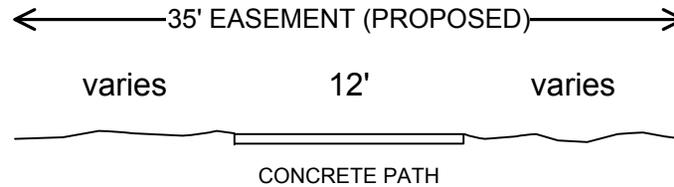


CITY OF PEORIA

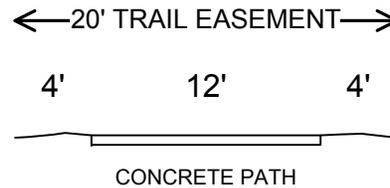


NEW RIVER MULTI-USE PATH: PINNACLE PEAK ROAD TO HAPPY VALLEY ROAD CROSS-SECTION DETAILS

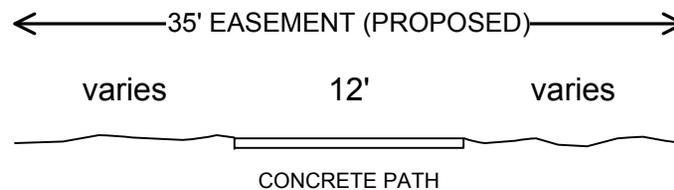
PINNACLE PEAK ROAD TO CIELO GRANDE ALIGNMENT



CIELO GRANDE ALIGNMENT TO CALLE LEJOS



CALLE LEJOS TO HATFIELD ROAD ALIGNMENT



HATFIELD ROAD ALIGNMENT TO HAPPY VALLEY ROAD

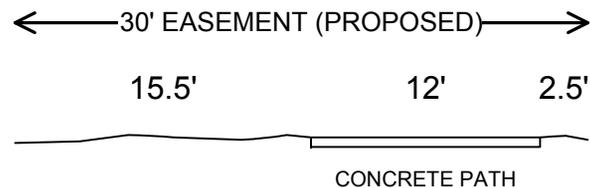


Photo 5: Example of completed 12' concrete multi-use path





June 24, 2015

Alex Oreschak
Transportation Planner II
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix AZ 85003

Dear Mr. Oreschak:

The City of Glendale enthusiastically supports the New River multi-use path extension from Pinnacle Peak Road to Happy Valley Road. The cities of Glendale and Peoria have collaborated on three other New River multi-use pathway projects over the past several years, as the development of this scenic river corridor greatly benefits the citizens of both cities.

This project will be a great addition to the planned New River path network and close the final crucial gap in the regional New River multi-use path between Happy Valley Road and Bethany Home Road, where it connects with the Grand Canal multi-use path.

Sincerely,

Debra Albert
Acting Deputy Public Works Director

June 19, 2015

Brandon Forrey
Transportation Planning Engineer
Engineering Department
City of Peoria
8975 N 85 Ave
Peoria, AZ 85345

Subject: Completion of New River Bike Trail

Mr Brandon Forrey

The MAG Bikeways is a fabulous collection of trails throughout the Phoenix Valley that are used and enjoyed by a large and growing bicycling community. When completed these will surely be world class and an asset to all the Valley communities. A key portion is the New River Bike Trail, which allows Peoria residents to connect with the other MAG Bikeways. This trail is planned to serve the residents in north Peoria, starting at Happy Valley Pkwy and go some 11 miles south to Northern Ave.

On Happy Valley Pkwy, from Vistancia to New River, Peoria City has provided safe bike lanes and easy access to the New River Bike Trail. Unfortunately, the Happy Valley Pkwy segment is not completed and we currently have to ride through traffic to reach the trail at Deer Valley or Beardsley Roads.

The biking community of Vistancia Village is totally supportive of getting the New River Bike Trail completed from Happy Valley Pkwy to Deer Valley Rd.

Jim Haile
Vistancia Chapter – Arizona Bike Club
702-769-7386

**Southwest Bicycles
Cycling Club**

SWBCC

www.swbcc.org

6333 W. Range Mule Drive ~ Phoenix, AZ ~ 85083
623-680-2892 ~ info@swbcc.org ~ www.swbcc.org

June 11, 2015

Brandon Forrey, Transportation Planning Engineer
Engineering Department, City of Peoria
9875 N. 85th Avenue
Peoria, AZ 85345

RE: Support for request of Design Assistance Funds/ New River Multi-use Path

Dear Brandon,

I am writing in support of the City of Peoria's request for Design Assistance Funds to be used to study the New River Multi-use Path from Pinnacle Peak Road to Happy Valley Road.

I am the co-founder and president of a local 100+ member cycling club; the SouthWest Bicycles Cycling Club. As our name implies, SouthWest Bicycles located in the city of Peoria, is our sponsoring bicycle shop. Our club members routinely utilize portions or all of the New River Trail/Multi-use path for personal use, commuting and club rides.

The connection of the current trail north to Happy Valley Rd is long-awaited among our members. As you may know, Happy Valley Road is a well-traveled arterial for the cycling community. With over 20 miles of bicycle lanes, Happy Valley Rd provides a great east/west corridor for cyclists in the north Peoria area and across north Phoenix. What we are lacking is a viable, direct north/south arterial to easily connect with the current Rio Vista Multi-use path. The mile segment from Happy Valley to Pinnacle Peak Rd would become our north/south arterial, and its completion is strongly desired.

The completion of this path would enable cyclists to ride nearly 12 miles along the New River Wash and away from the vehicular traffic on our busy, North Peoria streets. It is a relatively short segment to complete the New River trail system. I am hopeful that the City of Peoria can engineer and construct this portion in a timely manner with help from the Design Assistance Funds.

I look forward to any updates you can provide moving forward on this project.

Regards,

Teresa Filleman, President
SouthWest Bicycles Cycling Club

8155 W. Bell Rd. Ste 116 ~ Peoria, AZ ~ 85382 ~ 623-412-3150
info@SouthWestBicycles.com ~ www.SouthWestBicycles.com

