



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

Van Buren Street Pedestrian and Bicycle Improvements

City of Phoenix

**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)**

## Phoenix: Van Buren Street Pedestrian and Bicycle Improvements

**PART A - CONTACT AND PROJECT DESCRIPTION****Contact Information**

1. Name of Sponsoring Agency	Phoenix
2. Agency Contact Name	Eileen Yazzie, Special Projects Administrator
3. Phone Number of Agency Contact	602-534-5692
4. E-Mail Address of Agency Contact	eileen.yazzie@phoenix.gov
5. Mailing Address of Agency Contact	City of Phoenix Street Transportation Department 200 West Washington Street, 5th Floor Phoenix, AZ 85003

**Project Description**

6. Please provide the Project Title.	Van Buren Street Pedestrian and Bicycle Improvements
7. Please provide a concise, specific description of the project (250 character limit):	The Van Buren Street Corridor is currently comprised of two travel lanes in each direction with a center turn lane; primarily providing for motorized travel. There are no bicycle facilities, sidewalks are narrow and in poor condition and there are very few trees providing shade. This projects seeks to repurpose the Van Buren Corridor into a complete street, enhancing walkability, bikeability, public transit use and economic revitalization opportunities. Safety can be improved along the street with the addition of bicycle lanes, narrowed street configuration, slower traffic speeds, signage, and an improved pedestrian environment. The project builds off of the efforts made by the Reinvent Phoenix transit-oriented planning work for the Gateway and Eastlake-Garfield districts.
8. Please provide the project limits:	The project limits are East Van Buren Street from 7th -24th Streets.

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**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 checked="" type="checkbox"/> Buffered Bike Lane                      | <input checked="" 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 checked="" type="checkbox"/> Sidewalk (5' min.)                      | <input 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 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="text" value="20"/> Number of Way-finding Signs     | <input checked="" type="text" value="3"/> Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> Number of Trash receptacles            | Other:  |
| <input type="text" value="200"/> Number of Trees                | <input 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.

The existing Van Buren corridor between 7th and 24th Streets is comprised of a five lane configuration. Currently, this allows for two lanes of through traffic in either direction and a center turn lane. There are no bicycle lanes and pedestrian amenities and landscaping are intermittent with pockets of new development adding improvements. However, this portion of Van Buren Street poses a great opportunity to expand economic development opportunities and complete streets elements such as safer crossings, improved bus stops, trees, wayfinding signage and buffering for pedestrian safety.

Phoenix : Van Buren Street Pedestrian and Bicycle Improvements

**PART B-DETAILED PROJECT DESCRIPTION**

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

The project will begin to transform the Van Buren Corridor from a street based on the automobile to one that includes multiple modes of travel. Bike lanes with ample spacing, improved sidewalks, street lighting, signage, landscaping and safer crossings will help transform the Van Buren Corridor from 7th to 24th Streets. This portion of the corridor was selected because of the positive elements in place such as new multi-family housing, proximity to Downtown, Arizona State and University of Arizona facilities and a series of commercial/retail areas that could provide a strong starting point for a complete streets corridor.

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

With this project we will hopefully realize the overlying theme of the Reinvent Phoenix Vision and Master Plan for Walkable Neighborhoods. " In the future, active streets and lifestyles will be indicative of the vitality and good health that characterizes the district. Investments in shade trees, a diverse mix of land uses and transportation options make Eastlake - Garfield walkable and bikeable. After sunset, LEED street lamps provide more safety and keep the area illuminated. Buffered bike lanes improve safety for school children, commuters and joggers. Sidewalks connect with well-marked crosswalks and provide amenities for a safe and comfortable walk to area amenities."

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:

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

Safety is a key element of this project. Van Buren Street will be repurposed from 5 lanes to 3 with either areas for buffered bicycle lanes or bicycle lanes and on-street parking. Street lighting will be improved, unused curb cuts will be removed, bus stops will be upgraded for safer waiting areas, and pedestrian crossings will be upgraded to improve safety and reduce the number of both pedestrian and bicycle accidents and fatalities.

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

Accessibility will be improved for persons with disabilities through compliant ADA ramps and new sidewalks, upgraded lighting, greater visibility and improved passenger waiting areas at local bus stops along Van Buren Street. With the addition of bicycle lanes, residents who walk or use mobility devices will have an additional buffer from through traffic in the corridor.

Phoenix : Van Buren Street Pedestrian and Bicycle Improvements

**PART B-DETAILED PROJECT DESCRIPTION**

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

This project will improve access by providing bicycle lanes, improved sidewalks, ADA upgrades, shaded walkways, and area wayfinding for activity center locations. In addition, on-street parking for economic development opportunity will provide greater access for area customers and help to develop the "Main Street" theme.

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

This project will provide the initial impetus for implementing the neighborhood vision of establishing a unique neighborhood main street, economically strong, bikeable and walkable, with growing local businesses and employment.

14. Connectivity: (Check all that apply)

Project fills a gap in the system

Explain:

Project connects to other local bikeways

List of connected bikeways:

12th Street, Fillmore Street bicycle boulevard, Washington and Jefferson Streets along LRT line, 20th Street, 24th Street (#2 corridor in the Bicycle Master Plan), Van Buren Street (future)

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

List of Participating Jurisdictions:

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:

Route 3 - Van Buren Street (15 minute frequency), Route 7 - 7th Street (20 minute frequency), Route 12 - 12th Street (60-30 minute frequency), Route 16 - 16th Street (20-30 minute frequency), Route 70 - 24th Street (15-30 minute frequency), Route 1 - Washington Street (45 minute frequency)

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

Within 1/2 mile

List:

Light rail stations at on Washington and Jefferson Streets at 12 Street and 24th Street

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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:

Within 1/2 mile

List:

Parks (Verde Park): 1 , Libraries - 0, Senior Centers - 0, Recreational Centers -0 , Verde Park Community Center

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):

Within 1/2 mile

List:

Malls: 0, Retail establishments: 68, Business parks: 0

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

Within 1/2 mile

List:

Faith North Elementary School, Augustus H Shaw Jr Elementary School (Phoenix Elementary School District No.1)

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

Within 1/2 mile

List:

Rio Salado College - School of Dental Hygiene (Maricopa Community College), ASU Preparatory Academy

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):

Within 1/4 miles

List:

Bank: 7 , church (Phillips Memorial CME Church, Historic Tanner Chapel AME Church) : 2, hospital: 1, healthcare facility: 0, light rail station: 2 , park-and-ride lot: 0, office park: 0, public library: , shopping area: 0, grocery store: 0, university or junior college: 1

1/4 miles to 1/2 miles

List:

Bank: 8 , church (Pilgrim Rest Baptist Church, First Institutional Baptist Church, Immaculate Heart of Mary Catholic Church): 3, hospital: 0, healthcare facility: 0, light rail station: 2, park-and-ride: 0, office park: 3, public library: 0 , shopping area: 0, grocery store: 0, university or junior college: 0

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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

Mar-15  Date Counted

Name of road the traffic count was taken from

Description of Methodology and Source used for the ADT Estimate

Existing daily traffic volumes were obtained from the counts collected in March 2015 by the City of Phoenix and the average daily traffic volumes from the City of Phoenix website. To obtain 2015 ADT along segments where data was collected prior to 2015, a growth rate of 1.31% was applied to the ADT volumes along Van Buren Street.

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.

Data gathered indicates there are 64-historic age (1910-2010) properties along the corridor. Two properties and two districts are on the National and Phoenix registers. A series of small cultural resource surveys undertaken near 7th Street and Van Buren resulted in the identification of eight additional cultural resources. This information was gathered as part of the final pre-design study for pedestrian and bicycle improvements in the corridor completed in June 2015.

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.

Some of the sidewalk and ADA improvements as well bus stop area upgrades may require additional right-of-way.

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 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.

The existing underground utilities create a significant challenge to the success of enhancing the Van Buren Corridor. There are numerous utilities of all types, both public and private that are spread throughout the right-of-way, and travel the length of the of the project. The utility owners require certain clear distances between their utility lines and tree plantings. In this corridor, the utility lines are so prevalent, that when all of the clear distances, or clear zones, are observed, there are certain locations where trees can be planted. Some utilities would have to be relocated or other design considerations applied.

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

<input checked="" type="checkbox"/>	AASHTO Guide for Bicycle Facilities	Other:
<input type="checkbox"/>	MAG Pedestrian Policies and Design Guidelines	<input type="text" value="NACTO Urban Street Design Guide"/>
<input type="checkbox"/>	MAG Complete Streets Guide	
<input type="checkbox"/>	MAG Designing Transit Accessible Communities	
<input type="checkbox"/>	MAG Valley Path Brand & Wayfinding Signage Guidelines	
<input checked="" 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="Not Addressed"/>
With new development and capital improvement projects, bike lanes on collector streets are:	<input type="text" value="Not Addressed"/>
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	<input type="text" value="Recommended"/>
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: ST85100362 - Van Buren Street (Capital Improvement Program; Reinvent Phoenix Gateway and Eastlake/Garfield District policies adopted by Phoenix City Council; Complete Streets Ordinances adopted by Phoenix City Council
<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"/>

## Phoenix : Van Buren Street Pedestrian and Bicycle Improvements

## PART B-DETAILED PROJECT DESCRIPTION

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

The success of this initial improvement project on Van Buren Street will be measured using the four (4) Measurable Outcomes from the Reinvent Phoenix Planning Districts as well as the future Complete Streets Performance Measures that will be used to monitor and measure the success of these types of repurposed corridors.

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?

Yes, bicycle count technology would be incorporated. The device would broadcast automatic updates.

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 area will be included in the Phoenix Bicycle and Pedestrian Safety Program and School Safety Program both administered in the Traffic Services Division of the Street Transportation Department.

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

Yes. Wayfinding signage will be implemented in certain areas along the corridor to show locations of major area activity centers and provide a unifying theme.

Phoenix: Van Buren Street Pedestrian and Bicycle Improvements

**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.

<b>Sponsoring Agency:</b>	City of Phoenix	<b>Project Title:</b>	Van Buren Street Pedestrian and Bicycle Improvements	<b>Application Date:</b>	9/18/2015
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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		\$0.00	No	\$0.00	\$0.00		
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	1		\$0.00	No	\$0.00	\$0.00		
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)	LS	1		\$0.00	No	\$0.00	\$0.00		
	4. HAZMAT ASSESSMENT	LS	1		\$0.00	No	\$0.00	\$0.00		
	<b>Subtotal Scoping (Part A)</b>					<b>\$0.00</b>		<b>\$0.00</b>	<b>\$0.00</b>	
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	No	\$0.00	\$150,000.00		
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1		\$30,000.00	No	\$0.00	\$30,000.00		
	3. DRAINAGE REPORT	LS	1		\$30,000.00	No	\$0.00	\$30,000.00		
	4. SWPPP	LS	1		\$15,000.00	No	\$0.00	\$15,000.00		
	<b>Subtotal PE (Part B)</b>					<b>\$225,000.00</b>		<b>\$0.00</b>	<b>\$225,000.00</b>	
<b>Subtotal Preliminary Engineering (Part A + Part B)</b>					<b>\$225,000.00</b>		<b>\$0.00</b>	<b>\$225,000.00</b>		
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition	LS	1		\$200,000.00	No	\$0.00	\$200,000.00		
<b>Subtotal Right-of-Way Acquisition (Part C)</b>					<b>\$200,000.00</b>		<b>\$0.00</b>	<b>\$200,000.00</b>		
D. Utility Relocation	1. Utility Relocation	LS	1		\$300,000.00	No	\$0.00	\$300,000.00		
<b>Subtotal Utility Relocation (Part D)</b>					<b>\$300,000.00</b>		<b>\$0.00</b>	<b>\$300,000.00</b>		
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	1. Hardscape Construction	Installation Of SWPP Measures		LS	1		\$0.00	Yes	\$0.00	\$0.00
		Site Preparation		LS	1		\$0.00	Yes	\$0.00	\$0.00
		Demolition	Sawcut	LF	1		\$0.00	Yes	\$0.00	\$0.00
			Remove Structures and Obstructions	LS	1		\$0.00	Yes	\$0.00	\$0.00
			Remove Fencing	LF	1		\$0.00	Yes	\$0.00	\$0.00
			Remove Structural Concrete	CY	1		\$0.00	Yes	\$0.00	\$0.00
			Remove Asphaltic Concrete Pavement	CY	1		\$150,000.00	Yes	\$141,450.00	\$8,550.00
			Remove Concrete Sidewalks, Slabs	CY	1		\$75,000.00	Yes	\$70,725.00	\$4,275.00
		Hazmat Abatement		LS	1		\$0.00	Yes	\$0.00	\$0.00
		Retaining Wall - Reinforced Concrete Cantilevered		SF	1		\$0.00	Yes	\$0.00	\$0.00
		Earthwork	General Excavation	CY	1		\$0.00	Yes	\$0.00	\$0.00
			Drainage Excavation	CY	1		\$0.00	Yes	\$0.00	\$0.00
			Structural Excavation	CY	1		\$0.00	Yes	\$0.00	\$0.00
			Structural Backfill	CY	1		\$0.00	Yes	\$0.00	\$0.00
			Borrow (In Place)	CY	1		\$0.00	Yes	\$0.00	\$0.00
		Curb & Gutter		LF	1		\$100,000.00	Yes	\$94,300.00	\$5,700.00
		Aggregate Base		CY	1		\$0.00	Yes	\$0.00	\$0.00
		Pathway Or Sidewalk Materials	Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
			Colored Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
			Stamped Color Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
			Precast Concrete Pavers	SF	1		\$175,000.00	Yes	\$165,025.00	\$9,975.00
			Asphaltic Concrete	Ton	1		\$200,000.00	Yes	\$188,600.00	\$11,400.00
			Polymer or Resin Stabilized Surface	SF	1		\$0.00	Yes	\$0.00	\$0.00
		Crosswalk Enhancement	Concrete Pavers	SF	1		\$0.00	Yes	\$0.00	\$0.00
			Stamped Asphalt	SF	1		\$0.00	Yes	\$0.00	\$0.00
			Stamped Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
			Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
			Integral Color Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
		Pedestrian ADA Ramp		SF	1		\$125,000.00	Yes	\$117,875.00	\$7,125.00
		Culvert Extensions		LF	1		\$0.00	Yes	\$0.00	\$0.00
Pedestrian Lighting Including Conduit And Trenching		Each	1		\$245,000.00	Yes	\$231,035.00	\$13,965.00		
Handrail	Standard	LF	1		\$0.00	Yes	\$0.00	\$0.00		
	Decorative	LF	1		\$0.00	Yes	\$0.00	\$0.00		
<b>Subtotal Hardscape Construction</b>					<b>\$1,070,000.00</b>		<b>\$1,009,010.00</b>	<b>\$60,990.00</b>		

Phoenix: Van Buren Street Pedestrian and Bicycle Improvements

**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.

<b>Sponsoring Agency:</b>	City of Phoenix	<b>Project Title:</b>	Van Buren Street Pedestrian and Bicycle Improvements	<b>Application Date:</b>	9/18/2015
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Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)	
<b>E. Construction Or Implementation</b> [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	2. Landscaping & Irrigation Items	Requirements	Each	1			Yes	\$0.00	\$0.00	
		Trees (15 Gallon Size)	Each	1		\$400,000.00	Yes	\$377,200.00	\$22,800.00	
		Trees (5 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Shrubs (5 Gallon Size)	Each	1		\$100,000.00	Yes	\$94,300.00	\$5,700.00	
		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	1		\$0	Yes	\$0	\$0
			Organic	CY	1		\$0	Yes	\$0	\$0
		Topsoil		CY	1		\$0	Yes	\$0	\$0
		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		\$0	Yes	\$0	\$0
			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	
	<b>Subtotal Landscaping &amp; Irrigation Items</b>					<b>\$500,000</b>		<b>\$471,500</b>	<b>\$28,500</b>	
	3. Site Furnishings	Benches	Each	1		\$50,000	Yes	\$47,150	\$2,850	
		Seatwalls	LF	1		\$0	Yes	\$0	\$0	
		Bike Racks	Each	1		\$0	Yes	\$0	\$0	
		Trash Receptacles	Each	1		\$0	Yes	\$0	\$0	
		Drinking Fountains	Each	1		\$0	Yes	\$0	\$0	
		Signage (Standard Traffic Control)	Each	1		\$0	Yes	\$0	\$0	
		Signage (Wayfinding)	Each	1		\$50,000	Yes	\$47,150	\$2,850	
		Tree Grates	Each	1		\$0	Yes	\$0	\$0	
	<b>Subtotal Site Furnishings</b>					<b>\$100,000</b>		<b>\$94,300</b>	<b>\$5,700</b>	
	4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)	Bicycle and Pedestrian Counter	Each	3	\$10,000	\$30,000	Yes	\$28,290	\$1,710	
				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	
				1		\$0	Yes	\$0	\$0	
	<b>Subtotal Other Construction</b>					<b>\$30,000</b>		<b>\$28,290</b>	<b>\$1,710</b>	
	5. Mobilization And Administration Costs	Contractor Mobilization	LS	1		\$50,000	No	\$0	\$50,000	
		Traffic Control	LS	1		\$100,000	Yes	\$94,300	\$5,700	
		Construction Survey & Layout	LS	1		\$200,000	Yes	\$188,600	\$11,400	
		Construction Contingencies	LS	1		\$300,000	Yes	\$282,900	\$17,100	
		Construction Administration	LS	1		\$150,000	Yes	\$141,450	\$8,550	
	<b>Subtotal Mobilization &amp; Administration Costs</b>					<b>\$800,000</b>		<b>\$707,250</b>	<b>\$92,750</b>	
	<b>Subtotal Construction Or Implementation Cost (Part E)</b>					<b>\$2,500,000</b>		<b>\$2,310,350</b>	<b>\$189,650</b>	
	<b>F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)</b>					<b>\$3,225,000</b>		<b>\$2,310,350</b>	<b>\$914,650</b>	
<b>G. Adot Fee Review Fee - \$10,000 for Certified Accepted agencies, otherwise \$30,0000</b>					<b>\$10,000</b>	No	\$0	\$10,000		
<b>H. Total Project Cost Including ADOT Fees (Part F + Part G)</b>					<b>\$3,235,000</b>		<b>\$2,310,350</b>	<b>\$924,650</b>		

Phoenix: Van Buren Street Pedestrian and Bicycle Improvements

**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	\$225,000	
3. Right of way	\$200,000	
4. Utilities	\$300,000	
5. Construction	\$2,200,000	
6. Contingency	\$300,000	No more than 20% of Construction Cost
7. Total Cost	\$3,235,000	

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)	2017		General Fund	\$225,000	Not Available	\$225,000	100.0%
12. Right of way (Optional)			General Fund	\$200,000	Not Available	\$200,000	100.0%
13. Utilities (Optional)			General Fund	\$300,000	Not Available	\$300,000	100.0%
14. Other (Optional)			General Fund	\$10,000	Not Available	\$10,000	100.0%
15. Construction	2020		General Fund	\$189,650	\$2,310,350	\$2,500,000	7.6%
16. Total Costs				\$924,650	\$2,310,350	\$3,235,000	28.6%

PART F - SIGNATURE(S)

### Checklist

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

	Complete?
<b>COVER SHEET</b>	Complete?
Cover Sheet is completely filled out	Y
<b>PART A - Contacts and Project Description Fields</b>	Complete?
Contact Information, fields 1 – 5 are complete	Y
Project Description, fields 6 - 8 are complete	Y
<b>PART B - Project Description</b>	Complete?
Fields 1 - 14 (Project Description) are complete	Y
Fields 15 - 17 (Transit) are complete	Y
Fields 18 – 22 (Attractors and Demographics) are complete	Y
Fields 23 – 30 (Traffic, Environmental, ROW, and Utilities) are complete	Y
Fields 31 – 33 (Guidelines, Policies, and Plans) are complete	Y
Fields 34 – 37 (Maintenance, Performance Measurement, and Wayfinding) are complete	Y
<b>PART C - Required Attachments</b>	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.	Y
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.	Y
Field 3 - Up to four (4) photos of existing conditions are provided in the printed application and the PDF application (two 4x6 per page).	Y
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.	Y
(OPTIONAL) - Up to two (2) photos/renderings of the completed project are provided in the printed application and the PDF application.	
(OPTIONAL) - Up to three (3) letters of support for the project are provided in the printed application and the PDF application.	
(OPTIONAL) - GIS coverage (shapefile or geodatabase) is provided on the CD with the application.	
<b>PART D - Cost Estimate Worksheet</b>	Complete?
Sponsoring Agency, Project Title, and Application Date are complete	Y
Part A - Scoping is complete	Y
Part B - Final Preliminary Engineering Design is complete	Y
Part C - Right-of-Way Acquisition is complete	Y
Part D - Utility Relocation is complete	Y
Part E - Construction or Implementation is complete	Y
Parts F, G, and H - Costs are complete and accurate	Y
<b>PART E - Total Project Schedule and Budget Including All Segment Fields</b>	Complete?
Fields 1 – 7 are complete and costs are accurate	Y
Field 8 - 10 are complete	Y
Fields 11 – 15 Years are complete	Y
Fields 11 – 15 Local Funding Sources are complete	Y
Fields 11 – 15 Local Costs are complete and accurate	Y
Field 11 - 15 Federal Costs are complete and accurate	Y
Field 16 Total Costs are complete and accurate	Y
<b>PART F - Signature and Checklist</b>	Complete?
Entire checklist is completed.	Y
Form is signed by MAG member agency's manager/administrator or designated representative.	Y
Name, title and date fields under the signature are completed.	Y

### 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:	Name: Ray Dovalina, P.E.
Title:	Title: Street Transportation Director
Date:	Date: September 16, 2015

# Attachments for Van Buren Street Pedestrian and Bicycle Improvements



Figure 1, General Location of Project Area



Figure 2, Project Area



**Photo 1, Lack of bicycle infrastructure**



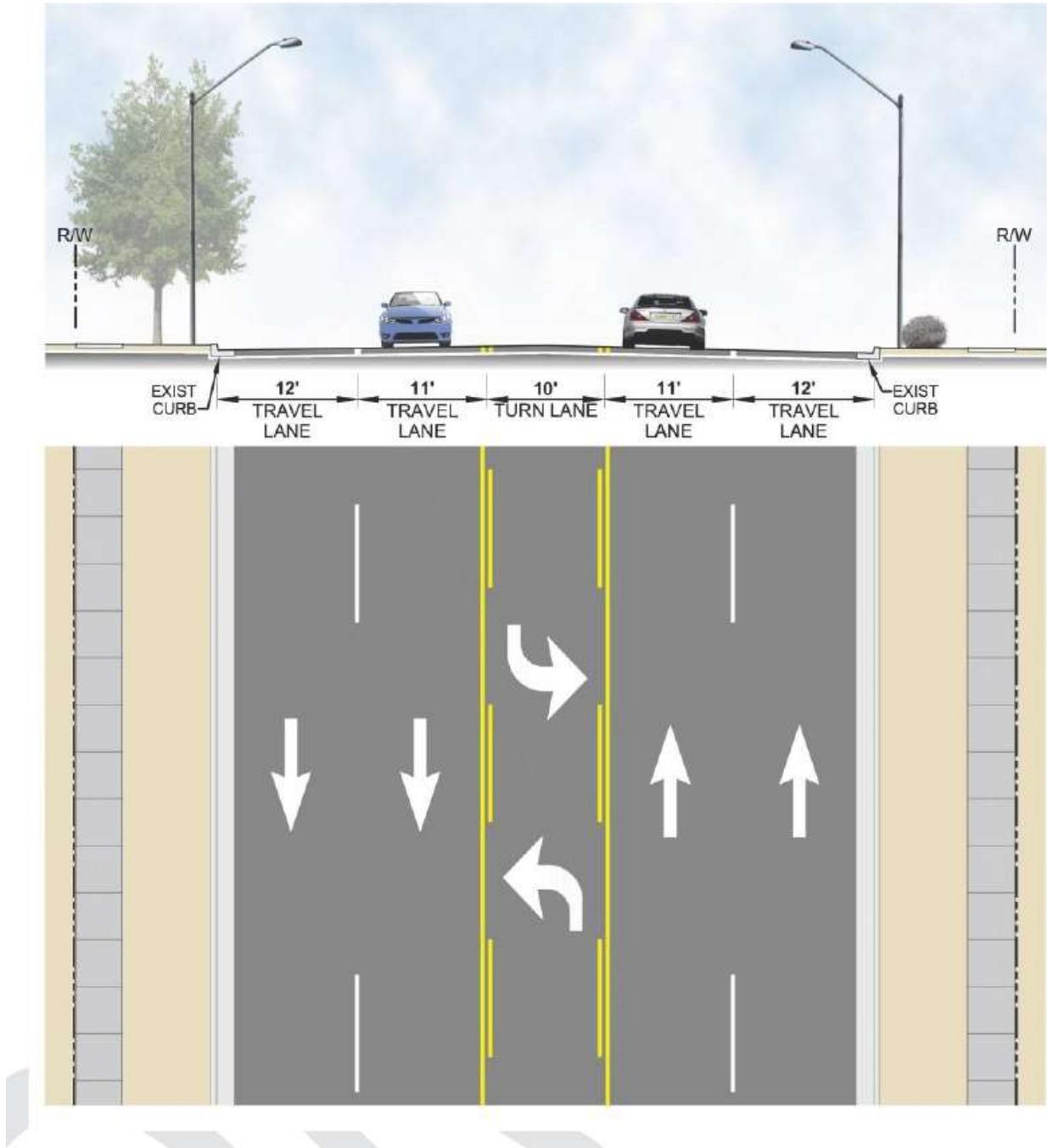
**Photo 2, Need for pedestrian amenities**



**Photo 3, Need for improved transit passenger areas**



**Photo 4, Example of area improvements in corridor**



**Figure 3, Existing area cross-section**

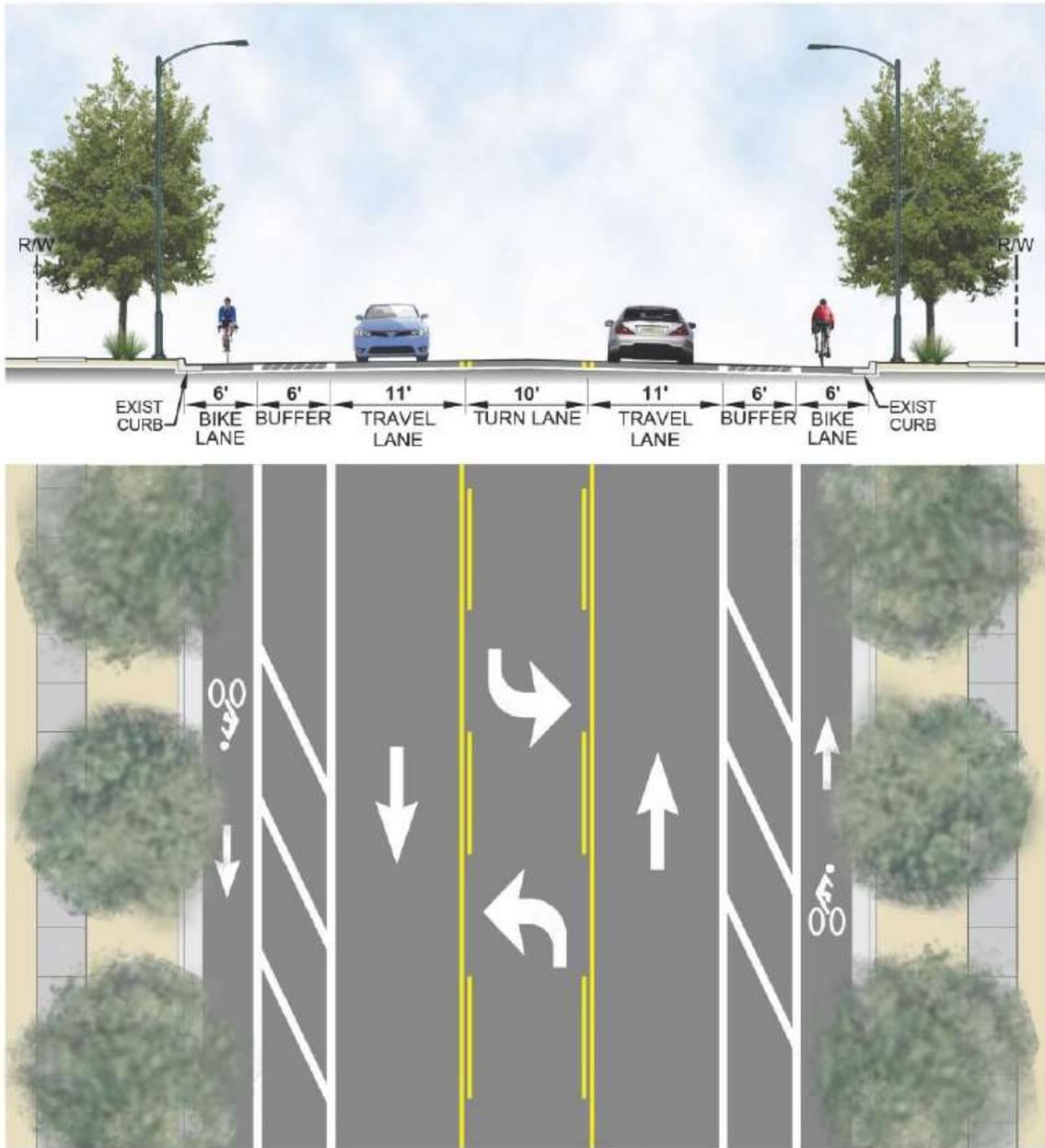


Figure 4, Proposed area cross-section



**Figure 5, Rendering of added bicycle lanes**