



**Transportation Alternatives Application for  
FY 2015 Projects**

**Pioneer Community Park HAWK on Olive Avenue**

**City of Peoria**

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

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

<b>PART A - CONTACT AND PROJECT DESCRIPTION</b>	
<b>Contact Information</b>	
1. Name of Sponsoring Agency	Peoria
2. Agency Contact Name	Brandon Forrey
3. Phone Number of Agency Contact	623-773-7201
4. E-Mail Address of Agency Contact	<a href="mailto:brandon.forrey@peoriaaz.gov">brandon.forrey@peoriaaz.gov</a>
5. Mailing Address of Agency Contact	9875 N. 85th Ave. Peoria AZ 85345
<b>Project Description</b>	
6. Please provide the Project Title.	Pioneer Community Park HAWK on Olive Avenue
7. Please provide a concise, specific description of the project (250 character limit):	
This project will provide a HAWK beacon for an uncontrolled staggered crosswalk with a pedestrian refuge island located on Olive Avenue at Pioneer Community Park.	
8. Please provide the project limits:	
The project is located on Olive Avenue west of 81st Avenue.	
<b>Safe Routes to School (if project is NOT a Safe Routes to School project, proceed to Part B)</b>	
9. School Name	
10. School Address	
11. School City, State, ZIP Code	

**PART B-PROJECT DESCRIPTION**

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

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

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

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

<input type="checkbox"/>	Bicycle lane (4' min. w/o curb/gutter)	<input type="checkbox"/>	Wide Sidewalk (8' min.)
<input type="checkbox"/>	Bicycle lane (5' min. with curb/gutter)	Other:	
<input type="checkbox"/>	Shared-use path (10' min.)	<input type="text" value="HAWK beacon crossing"/>	
<input type="checkbox"/>	Detached Sidewalk with 4' min. buffer		
<input type="checkbox"/>	Sidewalk (5' min.)		

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

<input type="checkbox"/>	Bridge (overpass)	<input type="text" value="0"/>	Number of new openings in street walls
<input type="checkbox"/>	Tunnel (underpass)	<input type="text" value="0"/>	Number of Trees
<input type="checkbox"/>	Safe Routes to School	<input type="text" value="0"/>	Number of Shade Structures
<input type="text" value="0"/>	Signalized Crossing	<input type="text" value="0"/>	Number of Seating/Rest Area(s)
<input type="text" value="1"/>	Signalized midblock crossing/HAWK	<input type="text" value="0"/>	Number of bicycle/pedestrian counting devices
<input type="text" value="1"/>	Countdown Pedestrian Signal	Other:	
<input type="text" value="0"/>	Number of Bike racks/lockers	<input type="text"/>	
<input type="text" value="0"/>	Number of Drinking Fountains		
<input type="text" value="0"/>	Number of Way-finding Signs		
<input type="text" value="0"/>	Number of Trash receptacles		

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

Pioneer Community Park is an 83-acre park that offers a variety of sport and recreation amenities. The park opened in September 2013 and is generating midblock crossings from the community north of the park across Olive Avenue, a major arterial street. Pedestrians are directed to cross at the signal at either 83rd Ave or 79th Ave, but this is 1/4 mile in either direction and a better alternative is to facilitate these mid-block crossings. The Engineering Department will be constructing a new pedestrian refuge island with a staggered crosswalk in FY14, but it will be an uncontrolled crossing. A HAWK beacon will make this busy arterial street crossing safer and will be a great accommodation for this new major community destination.

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

This project will be the construction of a HAWK beacon at an existing staggered crosswalk with a pedestrian refuge island.

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

The goal is a highly visible mid-block crossing to encourage nearby residents to walk and bike to Pioneer Community Park rather than driving.

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

Please provide a summary of any car-bicycle and car-pedestrian crashes by crash severity, based on the context of your project, for each of the five most recent years (i.e. 2008-2012). You may attach crash reports or summarize their results below.

There has been one car/bicycle crashes and one car/pedestrian crashe reported on 83rd Ave within 1/4 mile of the project location in the past five years. 10/25/11 - pedacyclist hit by left turning car while riding across 83rd Avenue at 83rd Avenue in the crosswalk - injury severity 4. 4/20/12 - pedestrian failed to yield while crossing Olive Avenue mid-block east of 83rd Avenue - injury severity 4 (see attached crash report).

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

<input type="checkbox"/>	Wide bike lanes (6'-7')	Buffer Zone, Width	<input type="text"/>
<input type="checkbox"/>	Wide sidewalk (8' min.)		
<input type="checkbox"/>	Grade-separated crossing (overpass or underpass)		
<input checked="" type="checkbox"/>	Signalized crossing/Ped countdown/HAWK	Other	<input type="text"/>
<input checked="" type="checkbox"/>	Lighting		
<input type="checkbox"/>	Striping/re-striping of roadway		
<input checked="" type="checkbox"/>	Countdown signals		

<b>PART B-PROJECT DESCRIPTION</b>	
8. How does this project improve upon an existing safety issue?	This project will improve the safety of crossings to Pioneer Community Park by providing pedestrians with traffic control to stop motorists and enforce yielding. The mid-block location of the crossing will eliminate the biggest contributing factor toward car/bike and car/pedestrian collisions - turning vehicles.
9. How does the project improve ADA facilities for persons with disabilities?	This project will provide a viable crossing location for people with disabilities that will make access to the park possible.
10. How does the project create a sense of place?	The presence of the HAWK beacon will highlight the presence of the community park and give drivers an expectation to encounter pedestrians and bicyclists. This will marry with the new wide sidewalks and landscaped medians in the vicinity of the park.
11. Connectivity: (Check all that apply)	<p><input checked="" type="checkbox"/> Project fills a gap in the system Explain: Provides pedestrian and bike access from the communities north of Olive Avenue to Pioneer Community Park.</p> <p><input type="checkbox"/> Project connects to other local bikeways List of connected bikeways: _____</p> <p><input type="checkbox"/> Multi Jurisdictional Project List of Participating Jurisdictions: _____</p> <p><input type="checkbox"/> Total length of facilities connected by this project (in miles)</p>
12. Number of transit stops this project will connect to. Do NOT count major transit facilities (park and rides, transit centers, etc.) in this question. List associated route(s) and their peak frequency, using Valley Metro as the source.	<p><input type="checkbox"/> 0 Within 1/4 mile List routes and frequency: _____</p>
13. Number of major transit facilities (park and rides, transit centers, etc.) served by this project:	<p><input type="checkbox"/> 0 Within 1/4 mile List: _____</p>
14. Describe how this project will improve access from nearby neighborhoods and/or adjacent uses:	Peoria will be installing the missing sidewalk along the north side of Olive Avenue from 85th Avenue to 81st Avenue in FY14. This crossing will provide a direct and convenient access for bicycles and pedestrians from the communities north of Olive avenue to the community park.

<b>PART B-PROJECT DESCRIPTION</b>	
15. Number of activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:	
<input type="text" value="2"/> Within 1/4 mile List: <input type="text" value="Pioneer Community Park and Round Tree Ranch Park"/>	
16. Number of commercial and employment destinations (malls, retail centers, business parks, etc.) this project will benefit (for example, a mall is ONE destination; do NOT count every store in a mall as a separate destination):	
<input type="text" value="1"/> Within 1/4 mile List: <input type="text" value="Commercial and industry center on the south side of Olive Ave from 8100 W to 7700 W"/>	
17. Number of K-8 public schools this project will benefit:	
<input type="text" value="0"/> Within 1/4 mile List: <input type="text"/>	
18. Number of other schools (charter schools, high schools, colleges, and universities) this project will benefit:	
<input type="text" value="0"/> Within 1/4 mile List: <input type="text"/>	
19. What are the demographics of the area served: <a href="#">MAG Demographic Mapping</a>	
<input type="text" value="1476"/> People Per Square Mile  <input type="text" value="16.6"/> % Families in Poverty	Use the MAG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reporting," select "Custom." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through all census blocks adjacent to your project, left-clicking where needed to change the direction of the line Double-click to finish drawing the line. The selected census blocks will become highlighted in blue. A pop-up box will appear with "Results for Selected Block Groups." Select the "Summary Report" tab, and use the data found there. You may export the results to Excel (click the printer icon at the top-right side of the pop-up window) for your records.

<b>PART B-PROJECT DESCRIPTION</b>									
<p>20. Please provide the following information on the facility on which the improvement will be located.</p> <p>For a linear project, please enter the Facility Name, Starting Limit and Ending Limit: <input style="width: 300px; height: 20px;" type="text"/></p> <p>For a point project (e.g. an intersection or crossing), please enter a Facility Name and a Crossing Feature: <input style="width: 300px; height: 20px;" type="text" value="Olive Avenue west of 81st Avenue HAWK beacon crossing"/></p> <p>Federal Functional Classification of the Facility:  <input style="width: 250px; height: 20px;" type="text" value="Minor Arterial"/> <a href="#">Link to MAG webpage for Federal Functional Classification Map</a></p> <p>Type of Facility the Improvement will be located on:  <input style="width: 250px; height: 20px;" type="text" value="Arterial Road"/></p> <p><input style="width: 50px; height: 20px;" type="text"/> Length (in Miles)</p> <p><input style="width: 50px; height: 20px;" type="text" value="40"/> Posted Speed Limit (MPH)</p> <p><input style="width: 50px; height: 20px;" type="text" value="4"/> Number of Travel Lanes</p>									
<p>21. Please provide an estimated traffic volume (ADT) below. If project is not on a road (ex. Canal path), use nearest parallel arterial.</p> <p><input style="width: 100px; height: 20px;" type="text" value="28,386"/> ADT Estimate</p> <p><input style="width: 100px; height: 20px;" type="text" value="10/31/12"/> Date Counted</p> <p>Name of road the traffic count was taken from  <input style="width: 350px; height: 20px;" type="text" value="Olive Avenue"/></p> <p>Description of Methodology and Source used for the ADT Estimate  <input style="width: 580px; height: 20px;" type="text" value="Pneumatic tube counters placed by United Civil Group."/></p>									
<p>22. Federal law requires that all federally funded projects comply with a federal environmental clearance. For projects that have a minimum ground disturbance, environmental surveys are required and an environmental document will need to be prepared, which typically requires 12 months to complete.</p> <p>Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.  <input style="width: 580px; height: 20px;" type="text" value="None known"/></p>									
<p>23. Current ROW: (Check all that apply)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"><input checked="" type="checkbox"/> Agency owns all ROW Needed</td> <td style="width: 50%; border: none;"><input type="checkbox"/> Agency owns easement</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> ROW to be acquired</td> <td style="border: none;"><input type="checkbox"/> Agency has right-of-use (i.e. canal)</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Owners will donate ROW</td> <td style="border: none;"><input type="checkbox"/> Condemnation may be required</td> </tr> </table>		<input checked="" type="checkbox"/> Agency owns all ROW Needed	<input type="checkbox"/> Agency owns easement	<input type="checkbox"/> ROW to be acquired	<input type="checkbox"/> Agency has right-of-use (i.e. canal)	<input type="checkbox"/> Owners will donate ROW	<input type="checkbox"/> Condemnation may be required		
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<p>24. Please describe any right of way issues associated with the project.  <input style="width: 580px; height: 20px;" type="text" value="None"/></p>									
<p>25. Current Utilities in or abutting the alignment: (Check all that apply)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"><input type="checkbox"/> No Utility in or abutting the alignment</td> <td style="width: 50%; border: none;"><input type="checkbox"/> Private Structures</td> </tr> <tr> <td style="border: none;"><input type="checkbox"/> Canals &amp; Drainage</td> <td style="border: none;"></td> </tr> <tr> <td style="border: none;"><input checked="" type="checkbox"/> Power Lines &amp; Cables</td> <td style="border: none;">Other:</td> </tr> <tr> <td style="border: none;"><input checked="" type="checkbox"/> Pipelines, Sewer and Water</td> <td style="border: none;"><input style="width: 300px; height: 20px;" type="text"/></td> </tr> </table>		<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 style="width: 300px; height: 20px;" type="text"/>
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<b>PART B-PROJECT DESCRIPTION</b>																									
26.	Please describe any utility conflicts that will need to be addressed. <div style="border: 1px solid black; padding: 2px; margin-top: 5px;">No conflicts identified</div>																								
27.	Guidelines used to develop project: (Check all that apply) <table style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 15%; border: 1px solid black;"><input type="checkbox"/></td> <td style="border: 1px solid black;">AASHTO Guide for Bicycle Facilities</td> <td style="width: 15%; border: 1px solid black;">Other:</td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="border: 1px solid black;"><input checked="" type="checkbox"/></td> <td style="border: 1px solid black;">MAG Pedestrian Policies and Design Guidelines</td> <td style="border: 1px solid black;"></td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="border: 1px solid black;"><input checked="" type="checkbox"/></td> <td style="border: 1px solid black;">MAG Complete Streets Guide</td> <td style="border: 1px solid black;"></td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="border: 1px solid black;"><input type="checkbox"/></td> <td style="border: 1px solid black;">MAG Designing Transit Accessible Communities</td> <td style="border: 1px solid black;"></td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="border: 1px solid black;"><input type="checkbox"/></td> <td style="border: 1px solid black;">NACTO Urban Bikeway Design Guide</td> <td style="border: 1px solid black;"></td> <td style="border: 1px solid black;"></td> </tr> <tr> <td style="border: 1px solid black;"><input type="checkbox"/></td> <td style="border: 1px solid black;">RPTA Bus Stop Program and Standards</td> <td style="border: 1px solid black;"></td> <td style="border: 1px solid black;"></td> </tr> </table>	<input type="checkbox"/>	AASHTO Guide for Bicycle Facilities	Other:		<input checked="" type="checkbox"/>	MAG Pedestrian Policies and Design Guidelines			<input checked="" type="checkbox"/>	MAG Complete Streets Guide			<input type="checkbox"/>	MAG Designing Transit Accessible Communities			<input type="checkbox"/>	NACTO Urban Bikeway Design Guide			<input type="checkbox"/>	RPTA Bus Stop Program and Standards		
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28.	Jurisdiction has the following policies for improved bicycle/shared use facilities: <table style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 80%;">With new development and capital improvement projects, bike lanes on arterial streets are:</td> <td style="border: 1px solid black; text-align: center;">Required</td> </tr> <tr> <td>With new development and capital improvement projects, bike lanes on collector streets are:</td> <td style="border: 1px solid black; text-align: center;">Required</td> </tr> <tr> <td>With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:</td> <td style="border: 1px solid black; text-align: center;">Required</td> </tr> <tr> <td>With new development or during development retrofits, shared-use paths are:</td> <td style="border: 1px solid black; text-align: center;">Recommend</td> </tr> <tr> <td>Bicycle program implemented, including bike education, safety events, and bike maps</td> <td style="border: 1px solid black; text-align: center;">Yes</td> </tr> <tr> <td>Complete Streets Policy</td> <td style="border: 1px solid black; text-align: center;">Yes</td> </tr> </table>	With new development and capital improvement projects, bike lanes on arterial streets are:	Required	With new development and capital improvement projects, bike lanes on collector streets are:	Required	With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	Required	With new development or during development retrofits, shared-use paths are:	Recommend	Bicycle program implemented, including bike education, safety events, and bike maps	Yes	Complete Streets Policy	Yes												
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29.	The project is: (Check one) <table style="width: 100%; border-collapse: collapse; margin-top: 5px;"> <tr> <td style="width: 15%; border: 1px solid black;"><input type="checkbox"/></td> <td style="border: 1px solid black;">Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source) List: <div style="border: 1px solid black; height: 15px; margin-top: 2px;"></div></td> </tr> <tr> <td style="border: 1px solid black;"><input checked="" type="checkbox"/></td> <td style="border: 1px solid black;">Consistent with general policy/practices, but not formally identified (provide source) Explain: <div style="border: 1px solid black; padding: 2px; margin-top: 2px;">General Plan and supporting documents all support improving pedestrian and bicycle access to community destinations.</div></td> </tr> <tr> <td style="border: 1px solid black;"><input type="checkbox"/></td> <td style="border: 1px solid black;">Not addressed by jurisdiction's plans, policies, or practices Explain: <div style="border: 1px solid black; height: 15px; margin-top: 2px;"></div></td> </tr> </table>	<input type="checkbox"/>	Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source) List: <div style="border: 1px solid black; height: 15px; margin-top: 2px;"></div>	<input checked="" type="checkbox"/>	Consistent with general policy/practices, but not formally identified (provide source) Explain: <div style="border: 1px solid black; padding: 2px; margin-top: 2px;">General Plan and supporting documents all support improving pedestrian and bicycle access to community destinations.</div>	<input type="checkbox"/>	Not addressed by jurisdiction's plans, policies, or practices Explain: <div style="border: 1px solid black; height: 15px; margin-top: 2px;"></div>																		
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30.	Identify the organization(s) responsible for on-going maintenance and repairs of the project: <div style="border: 1px solid black; padding: 2px; margin-top: 5px;">City of Peoria Public Works Department</div>																								
31.	How will the applicant measure the success of this project? <div style="border: 1px solid black; padding: 2px; margin-top: 5px;">Counts of pedestrian crossings will be collected before and after the project.</div>																								
32.	Will bicycle/pedestrian count technology be incorporated? Will the devices broadcast automatic updates or require manual data collection? If manual, how will the agency identify staff resources to dedicate to collecting the data? <div style="border: 1px solid black; padding: 2px; margin-top: 5px;">Engineering staff typically responsible for field observations and counts will perform the manual counts at this location at no additional cost to the department.</div>																								
33.	Will the project include an education/marketing component upon completion of construction, to publicize the project and increase citizen awareness of the project impact and benefits? If yes, please describe below. <div style="border: 1px solid black; padding: 2px; margin-top: 5px;">Peoria's Office of Communications will work with local newspapers to print an article on the HAWK and the locations for its installation. Additionally, information on HAWK crossings will be updated on the Peoria website and HAWK flyers will be provided for distribution at Pioneer Community Park.</div>																								

**Part C - Required Attachments**

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

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

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

**Required Attachments:**

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

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

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

**OPTIONAL Attachments:**

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

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

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

# Pioneer Community Park HAWK on Olive Avenue





Olive Avenue at 81<sup>st</sup> Avenue facing north to cross to Roundtree Ranch subdivision and Park



Olive Avenue at 81<sup>st</sup> Avenue facing south to cross to Pioneer Community Park



Olive Avenue at 81<sup>st</sup> Avenue facing west at proposed HAWK location

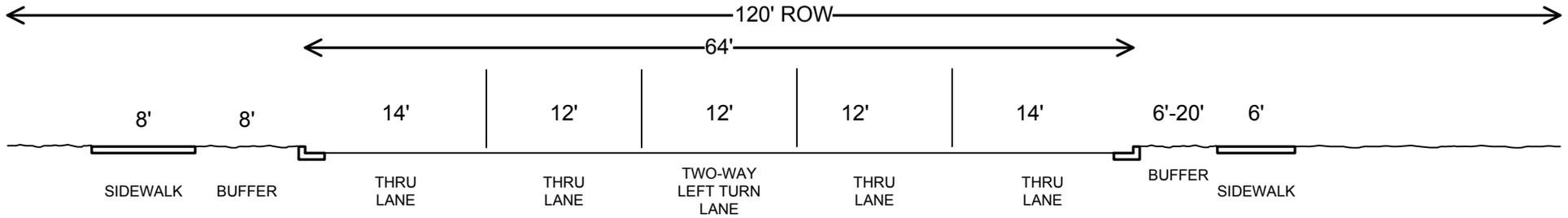


Olive Avenue at 81<sup>st</sup> Avenue facing east at proposed HAWK location

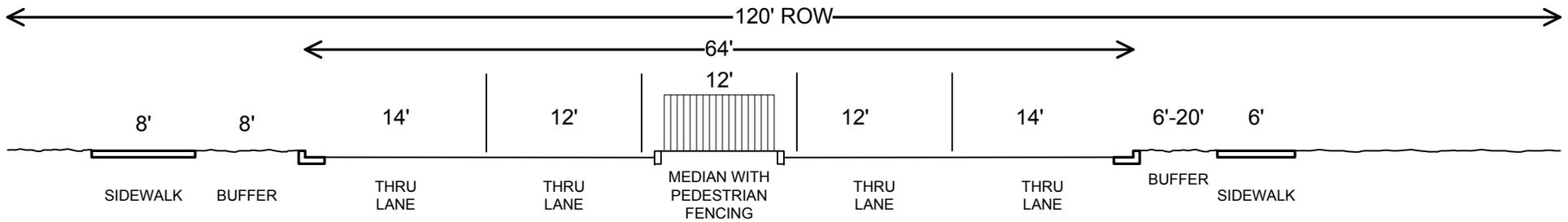
# CROSS SECTION DETAIL

## Olive Avenue 200' west of 81<sup>st</sup> Avenue

### EXISTING



### FUTURE



ADOT USE ONLY

962

ARIZONA CRASH REPORT

REPORT ID

Agency Report Number

POLICE ONLY - FORWARD COPY TO ADOT TRAFFIC RECORDS SECTION, 064R 206 S. 17TH AVE., PHOENIX, ARIZONA 85007-3233

YEAR MONTH DAY HOUR NCIC NO. OFFICER ID NO. 1 2 0 4 2 0 1 0 3 8 0 7 2 1 0 3 0 7 9

12-005591

Total Number of Sheets 6

COMPLETE THE TRUCK/BUS SUPPLEMENT IF ANY (circle) AND ANY (diamond) ARE CHECKED

2 Total Units 2 Total Injuries 1 Total Fatalities 0 Estimated Total Damage Compared To \$1,000 Limit: [X] Over [ ] Under [ ] Fatal [ ] Hit/Run Unit # [ ] Person Transported for Immediate Medical Care? [X] Tow Away of At Least One Vehicle from Scene? [ ] District or Grid No. 0021

3 LOCATION On Highway/Road/Street WEST OLIVE AVENUE Intersecting Street/Road/M.P. or R.P. NORTH 83RD AVENUE City PEORIA County MARICOPA Distance 490

Safety Devices (SD) Injury Severity (IS) Seating Position State Class End. DL # No Valid License/Permit Driver Driverless Pedestrian Pedalcyclist Name (First, Middle, Last) Suffix Sex OH D -- SS700639 YORISHIA MARIE BUELL

TRAFFIC UNIT NO. 1 Restrictions Address 9152 NORTH 82ND LANE City PEORIA State AZ Zip Code 85345 Telephone Number 602-828-1696 Date of Birth 10-13-86 Owner/Carrier Name N/A

TRAFFIC UNIT NO. 2 State Class End. DL # No Valid License/Permit Driver Driverless Pedestrian Pedalcyclist Name (First, Middle, Last) Suffix Sex AZ D D05457155 CYNTHIA JOANNA SANCHEZ-LOPEZ

TRAFFIC UNIT NO. 4 State Class End. DL # No Valid License/Permit Driver Driverless Pedestrian Pedalcyclist Name (First, Middle, Last) Suffix Sex AZ D D05457155 CYNTHIA JOANNA SANCHEZ-LOPEZ

TRAFFIC UNIT NO. 5 Unit Seat SD IS Name Address City State Zip Code Telephone No. D.O.B./Age Sex 2 13 3 1 NATALIE NIDIA 8329 WEST ECHO LANE PEORIA AZ 85345 623-388-1078 08-29-93 18 F

6 OC Owner's Name Address (or Bar Code ID Number) City State Zip Code Telephone Number NONE

7 Photos Taken [X] Yes [ ] No Photographer's Name, ID Number and Agency Number C. KUNDE #6856 Invest. At Scene [X] Yes [ ] No Date Invest. 4-20-12 Time Invest. 1038 Fire/EMS Incident No. 118542 Officer's Name/ Badge # J. Judd 3079 Supervisor's Signature Agency Name Peoria Police Department Date Completed 4-25-12

8	WITNESSES	Name <b>DANNY GARCIA</b>	Address <b>15576 WEST MOTECITO AVENUE</b>	City <b>GOODYEAR</b>	State <b>AZ</b>	Zip Code <b>85395</b>	Telephone Number <b>602-309-8437</b>	D.O.B./Age <b>08-11-78</b>

9	CITATION CHARGES	UNIT # <b>1</b>	A.R.S. NO. OR CITY CODE <b>28-793.A</b>	UNIT #	A.R.S. NO. OR CITY CODE	BLOCKS 10 - 24: CHECK ONLY ONE OR ONE BLOCK PER UNIT UNLESS NOTED

**10 — LIGHT CONDITION**

1 DAYLIGHT  
 2 DAWN  
 3 DUSK  
 4 DARK—LIGHTED  
 5 DARK—NOT LIGHTED  
 6 DARK—UNKNOWN LIGHTING

**11 — WEATHER CONDITIONS**

1 CLEAR  
 2 CLOUDY  
 3 SLEET, HAIL (freezing rain/drizzle)  
 4 RAIN  
 5 SNOW  
 6 SEVERE CROSSWINDS  
 7 BLOWING SAND, SOIL, DIRT  
 8 FOG, SMOG, SMOKE  
 9 BLOWING SNOW  
 97 OTHER \_\_\_\_\_  
 99 UNKNOWN

**12 — ROAD SURFACE CONDITION**

UNIT #  
1 2  
  1 DRY  
  2 WET  
  3 SNOW  
  4 SLUSH  
  5 ICE/FROST  
  6 WATER (standing, moving)  
  7 SAND  
  8 MUD, DIRT, GRAVEL  
  9 OIL  
  97 OTHER \_\_\_\_\_  
  99 UNKNOWN

**13 — ROAD GRADE**

UNIT #  
1 2  
  1 LEVEL  
  2 DOWNHILL  
  3 UPHILL  
  4 HILLCREST  
  5 SAG/DIP/BOTTOM  
  99 UNKNOWN

**14 — RELATION TO JUNCTION**

0 NOT JUNCTION RELATED

**NON-CONTROLLED ACCESS AREA**

1 INTERSECTION (within)  
 2 INTERSECTION-RELATED  
 3 ENTRANCE/EXIT RAMP (rest areas)  
 4 RAILWAY GRADE CROSSING  
 5 MEDIAN CROSSOVER-RELATED  
 6 FRONTAGE ROAD  
 7 DRIVEWAY  
 8 ALLEY-ACCESS-RELATED  
 9 UNKNOWN NON-INTERCHANGE

**CONTROLLED ACCESS AREA**

10 THRU ROADWAY  
 11 INTERSECTION (within)  
 12 INTERSECTION-RELATED  
 13 ENTRANCE/EXIT RAMP  
 14 FRONTAGE ROAD  
 15 OTHER PART OF INTERCHANGE  
 99 UNKNOWN

**15 — TYPE OF INTERSECTION**

1 FOUR-WAY INTERSECTION  
 2 T-INTERSECTION  
 3 Y-INTERSECTION  
 4 INTER. AS PART OF INTERCHANGE  
 5 TRAFFIC CIRCLE  
 6 ROUNDABOUT  
 7 FIVE POINT, OR MORE  
 99 UNKNOWN

**16 — TRAFFIC WAY DESCRIPTION**

1 ONE WAY TRAFFICWAY  
 2 TWO-WAY, NOT DIVIDED (no median present)  
 3 TWO-WAY, (NOT DIVIDED) WITH A CONTINUOUS LEFT TURN LANE  
 4 TWO-WAY, DIVIDED, UNPROTECTED (PAINTED > 4 FEET) MEDIAN  
 5 TWO-WAY, DIVIDED, POSITIVE MEDIAN BARRIER  
 99 UNKNOWN

**17 — MANNER OF CRASH IMPACT**

1 SINGLE VEHICLE  
 2 ANGLE (front to side) (other than left turn)  
 3 LEFT TURN  
 4 REAR END (front-to-rear)  
 5 HEAD-ON (front-to-front) (other than left turn)  
 6 SIDESWIPE, SAME DIRECTION  
 7 SIDESWIPE, OPPOSITE DIRECTION  
 8 REAR-TO-SIDE  
 9 REAR-TO-REAR  
 97 OTHER **FRONT TO SIDE**  
 99 UNKNOWN

**18 — DIRECTION OF UNIT TRAVEL (Compass) BEFORE 1ST CRASH EVENT**

UNIT #  
1 2  
  1 NORTH  
  2 SOUTH  
  3 EAST  
  4 WEST  
  5 NORTHWEST  
  6 NORTHEAST  
  7 SOUTHWEST  
  8 SOUTHEAST  
  99 UNKNOWN

**19 — CONTRIBUTING CIRCUMSTANCES UP TO TWO CHOICES PER UNIT**

UNIT #  
1 2  
  0 NO CONTRIBUTING CIRCUMSTANCE

**ENVIRONMENTAL**

1 GLARE  
  A. SUNLIGHT  
  B. HEADLIGHTS  
 2 PHYSICAL OBSTRUCTION(S)  
  A. STOPPED/PARKED VEHICLE  
  B. MOVING VEHICLE  
  C. LOAD ON VEHICLE  
  D. TREE/SHRUB/BUSH

**ROAD**

3 ROAD SURFACE CONDITION  
  4 DEBRIS  
  5 WORK ZONE  
  A. LANE CLOSURE  
  B. LANE SHIFT/CLOSURE  
  C. WORK ON SHOULDER OR MEDIAN  
  D. INTERMITTENT OR MOVING WORK  
  E. OTHER \_\_\_\_\_  
  F. WORKERS PRESENT  
  6 OBSTRUCTION IN ROADWAY  
  7 CHANGING ROAD WIDTH  
  8 NON-HIGHWAY WORK

**MOTOR VEHICLE**

9 BRAKES  
  10 STEERING  
  11 SUSPENSION  
  12 TIRES  
  13 WHEELS  
  14 LIGHTS (head, signal, tail)  
  15 WINDOWS/WINDSHIELD  
  16 MIRRORS  
  17 WIPERS  
  18 TRUCK COUPLING/TRAILER/HITCH/SAFETY CHAINS  
  97 OTHER \_\_\_\_\_  
  99 UNKNOWN

**20 — TRAFFIC CONTROL DEVICE**

UNIT #  
1 2  
  0 NO CONTROLS  
  1 SIGNAL  
  2 STOP SIGN  
  3 YIELD SIGN  
  4 WARNING SIGN  
  5 RAILROAD CROSSING DEVICE  
  6 FLASHING TRAFFIC SIGNAL  
  7 PERSON (law enforcement, crossing guard, flagger, etc.)  
  97 OTHER \_\_\_\_\_  
  99 UNKNOWN

**21 — CONDITION INFLUENCING Driver/Ped/Cyclist UP TO TWO CHOICES PER UNIT**

UNIT #  
1 2  
  0 NO APPARENT INFLUENCE  
  1 ILLNESS  
  2 PHYSICAL IMPARMENT  
  3 FELL ASLEEP/FATIGUED  
  4 ALCOHOL  
  5 DRUGS  
  6 MEDICATIONS  
 CHECK ONE IF BLOCKS 4, 5, OR 6 CHECKED  
  A. NO TEST GIVEN  
  B. TEST GIVEN  
  C. TEST REFUSED  
  D. TESTING UNKNOWN  
  97 OTHER \_\_\_\_\_  
  99 UNKNOWN CONDITION

**22 — VIOLATIONS/BEHAVIOR UP TO TWO CHOICES PER UNIT**

UNIT #  
1 2  
  1 NO IMPROPER ACTION  
  2 SPEED TOO FAST FOR CONDITIONS  
  3 EXCEEDED LAWFUL SPEED  
  4 FOLLOWED TOO CLOSELY  
  5 RAN STOP SIGN  
  6 DISREGARDED TRAFFIC SIGNAL  
  7 MADE IMPROPER TURN  
  8 DROVE/RODE IN OPPOSING TRAFFIC LANE  
  9 KNOWINGLY OPERATED WITH FAULTY/MISSING EQUIPMENT  
  10 REQUIRED MOTORCYCLE SAFETY EQUIPMENT NOT USED  
  11 PASSED IN NO PASSING ZONE  
  12 UNSAFE LANE CHANGE  
  13 FAILED TO KEEP IN PROPER LANE  
  14 DISREGARDED PAVEMENT MARKINGS  
  15 OTHER UNSAFE PASSING  
  16 INATTENTION/DISTRACTION  
  17 DID NOT USE CROSSWALK  
  18 WALKED ON WRONG SIDE OF ROAD  
  19 ELECTRONIC COMMUNICATIONS DEVICE  
  20 FAILED TO YIELD RIGHT-OF-WAY  
  97 OTHER \_\_\_\_\_  
  99 UNKNOWN

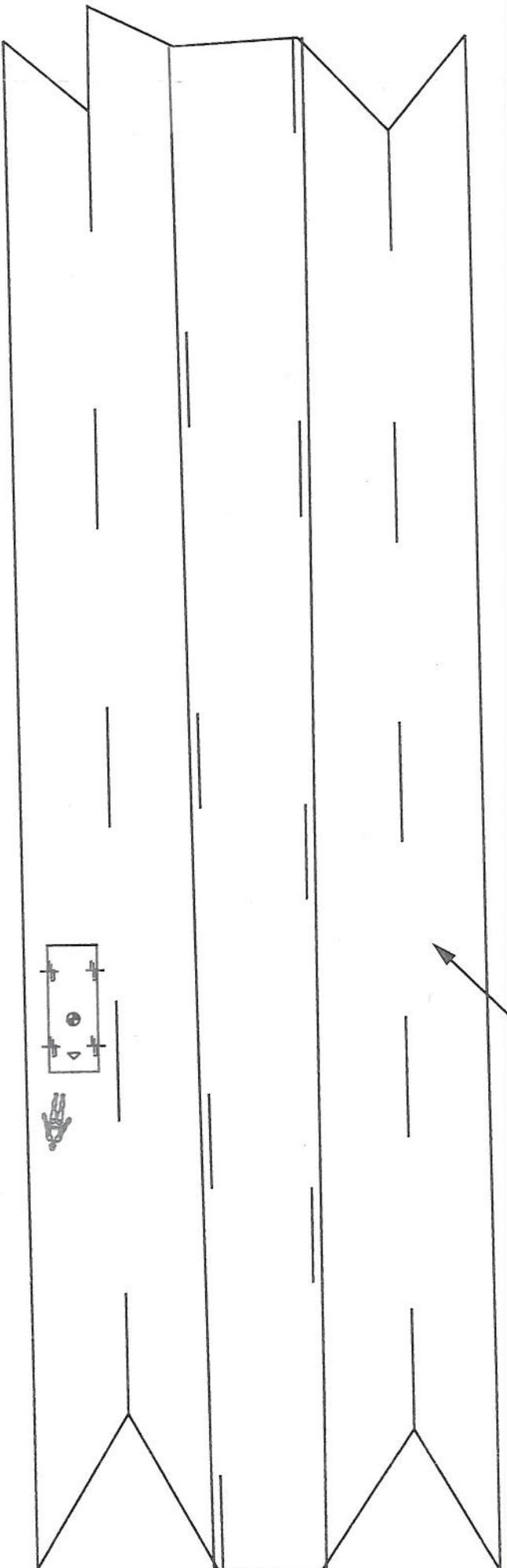
**23 — TRAFFIC UNIT MANEUVER/ACTION**

UNIT #  
1 2  
  1 GOING STRAIGHT AHEAD  
  2 SLOWING IN TRAFFICWAY  
  3 STOPPED IN TRAFFIC WAY  
  4 MAKING LEFT TURN  
  5 MAKING RIGHT TURN  
  6 MAKING U-TURN  
  7 OVERTAKING/PASSING  
  8 CHANGING LANES  
  9 NEGOTIATING A CURVE  
  10 BACKING  
  11 AVOIDING VEHICLE /OBJECT/PED/CYCLIST  
  12 ENTERING PARKING POSITION  
  13 LEAVING PARKING POSITION  
  14 PROPERLY PARKED  
  15 IMPROPERLY PARKED  
  16 DRIVERLESS MOVING VEHICLE  
  17 CROSSING ROAD  
  18 WALKING WITH TRAFFIC  
  19 WALKING AGAINST TRAFFIC  
  20 STANDING  
  21 LYING  
  22 GETTING ON/OFF VEHICLE  
  23 WORKING ON/PUSHING VEHICLE  
  24 WORKING ON ROAD  
  97 OTHER \_\_\_\_\_  
  99 UNKNOWN

**24 — LOCATION OF PEDESTRIAN/CYCLIST**

UNIT #  
1  
  1 MARKED CROSSWALK at INTERSECTION  
  2 AT INTERSECTION BUT NO CROSSWALK  
  3 NON-INTERSECTION CROSSWALK  
  4 DRIVEWAY ACCESS CROSSWALK  
  5 SCHOOL CROSSWALK  
  6 IN ROADWAY (not in crosswalk/intersection)  
  7 MEDIAN (but not on shoulder)  
  8 ISLAND  
  9 SHOULDER  
  10 SIDEWALK  
  11 ROADSIDE  
  12 OUTSIDE OF TRAFFICWAY  
  13 DEDICATED BIKE LANE  
  14 SHARED-USE PATH  
  15 INSIDE BUILDING  
  97 OTHER \_\_\_\_\_  
  99 UNKNOWN



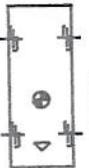


West Olive Avenue

To N. 83rd Avenue



IR 12-005591  
8200 West Olive Avenue  
Ofc J. Judd #3079



<b>ARIZONA CRASH REPORT</b>		REPORT ID										Agency Report Number 12-005591							
1	<b>CONTINUED</b>	YEAR	MONTH	DAY	HOUR	NCIC NO.				OFFICER ID NO.									
	POLICE ONLY—FORWARD COPY TO ADOT TRAFFIC RECORDS SECTION, 064R 206 S. 17TH AVE., PHOENIX, ARIZONA 85007-3233	1	2	0	4	2	0	1	0	3	8	0	7	2	1	0	3	0	7

**34 NARRATIVE** Describe what happened

On Friday, 4-20-12 at about 1038 hours, unit #2 was traveling E/B on W. Olive Avenue in the #2 lane. Unit #1/Pedestrian was standing on the south side of W. Olive Avenue. Unit #1 failed to yield the right of way and entered onto W. Olive Avenue, walking N/B attempting to cross the roadway and was struck by unit #2.

On Friday, 4-20-12 at about 1038 hours, I heard this incident broadcast by communications. I traveled E/B on W. Olive Avenue until I reached the scene, which was just east of N. 83rd Avenue, at about the 8200 block. Upon my arrival, I met with the driver and passenger of unit #2, they were both positively as Ms. identified by their Arizona identification as Ms. Cynthia J. Sanchez-Lopez and Ms. Natalie Nidia. Ms. Yorishia Buell was lying in the roadway in front of unit #2. She was being attended to by Ms. Anna Murray/Registered Nurse and Witness Danny Garcia. Moments later Peoria Fire personnel arrived at the scene and began to treat Ms. Buell. Additional officers responded to the scene and diverted all E/B traffic at N. 83rd Avenue.

I activated my digital recorder and spoke with Cynthia/driver and Natalie/front passenger of unit #2. Cumulatively both Cynthia and Natalie told me that she had just turned E/B onto W. Olive Avenue from N. 83rd Avenue. Cynthia told me that she did observe the pedestrian standing on the side of the road. She said while driving E/B the pedestrian walked into the roadway and a collision occurred. Cynthia said she applied the brake, but there was nothing she could do. Cynthia told me that the pedestrian didn't make eye contact with her. As I spoke with her, I checked for signs and symptoms of impairment, but did not see any. Cynthia submitted to a portable breath test for alcohol, resulting in a reading of zero. Cynthia said she was transporting her cousin (passenger Natalie) to her work and this is what caused her to be driving on W. Olive Avenue.

I continued to roll the digital audio and spoke with Ms. Murray. She handed an Ohio driver's license to me. She said she obtained this identification from the purse of Ms. Buell. As a registered nurse, she attended to Ms. Buell until fire personnel arrived. I continued to roll the digital audio and spoke with Ms. Yorishia Buell. She was now lying on her back, strapped to an ambulance gurney and was being attended to by rescue personnel. I stood on her left side and held a table over my head to shade her view. I identified myself to her as a police officer and asked her what happened. Yorishia said she was trying to cross the street to get to her residence, which is due north from W. Olive. She believed unit #2 had exited the Circle K lot and that is why she didn't see the car. While facing north, She said she right, left and then right again and entered the street. Yorishia said she, "Tried to run". While being treated at the scene, she complained of pain on the back of her head. There was an obvious laceration at, or near her right elbow. This area had been wrapped up and was not clearly visible, but there was fresh blood around the bandage.

I spoke again with Natalie and recorded that by digital audio. She said she observed the pedestrian facing north, clutching her purse. She said she didn't expect the pedestrian to have crossed. She presumed that the pedestrian did not see Cynthia's vehicle. She said she did observed the pedestrian look to the west (toward Cynthia's vehicle). She described the pedestrian's gait as walking. She described Cynthia's driving as, "Going the speed limit". Natalie said there was no hurry and they were on time for her to be at work.

I spoke next with Witness Danny Garcia. I reached to activate my digital recorder. Danny told me that he was traveling E/B from N. 83rd Avenue slightly behind unit #2. He told me that he didn't observe the pedestrian prior to the collision. However, he did observe the pedestrian in the air right after the collision occurred. He told me that he stopped and called 9-1-1. Danny said he rendered aid along with Ms. Murray until the arrival of rescue personnel. While looking for the recorded interview with Danny, I learned that I had not recorded it. CONTINUED.....

ADDITIONAL PASSENGERS	Unit #	Seat Pos	SD	IS	Name	Address	City	State	Zip Code	Telephone No.	D.O.B./Age	Sex
ADDITIONAL WITNESSES	Name	Address	City	State	Zip Code	Telephone Number	D.O.B./Age					

**ARIZONA CRASH REPORT**

REPORT ID

**CONTINUED**

**POLICE ONLY—FORWARD COPY TO  
ADOT TRAFFIC RECORDS SECTION, 064R  
206 S. 17TH AVE., PHOENIX, ARIZONA 85007-3233**

YEAR	MONTH	DAY	HOUR	NCIC NO.	OFFICER ID NO.
1 2 0 4 2 0	1 0 3 8	0 7 2 1	0 3 0 7	9	

34

**NARRATIVE**

Describe what happened

CONTINUED.

Upon the arrival of Ofc Kunde, he took digital photographs of the incident. Ofc Kunde took measurements of the resting place of unit #2. Later, he submitted the film card for processing at the main station. Sgt. Raith informed me that he had contact with the parents of Yorishia at the scene. For further information, please refer to his supplemental report. Yorishia was transported to the John C. Lincoln hospital for treatment.

Ofc Kunde and I examined unit #2. There was no definite sign of first contact on the leading edge of the front bumper. The first obvious sign of contact was on the engine hood. There were several marks on the hood, leading from the top near the front of the vehicle, to the windshield. The front windshield had been severely broken at, or near the center and toward the "A" pillar. There were two distinct imploded areas. It is believed that these areas were caused by the upper torso/head and the lower torso/hips and back, when Yorishia struck it. There was a significant amount of human hair lodged inside the window glass nearest the "A" pillar, about half way the glass, which I believed was the first head strike.

I would describe unit #2 as a blunt shaped vehicle. Also, due to the fact that the first head strike was located near the mid point of the windshield I suspect, that based on my training and experience, the speed of unit #2 was between 30mph and 45mph. However I take into consideration that the driver of unit #1 had no warning that the pedestrian was going to enter the roadway. I can also consider that the pedestrian said she tried to run across the road, which also lends weight to the driver with regard to her actions prior to and after the event. Witness Garcia said he observed the pedestrian in the air. There was no physical evidence that suggested that the pedestrian struck any location higher that was already described as the upper half of the windshield. However, it is possible that the pedestrian's body was displayed over the top of the vehicle, which is a small Daewoo sedan.

I was unable to identify any point of impact on the roadway. However, the pedestrian lay on the ground approximately two feet east of the front leading edge of unit #2 when I arrived at the scene, her head was furthest away toward the east and her feet were closest facing the west. The pedestrian had not been run over, nor had her sandals (flip flops) or any other property belonging to her. There was no evidence of skidding for unit #2. The driver emphasized that she applied the brake hard, but the tires did not lock up.

It ended up that I moved the vehicle into a private lot. Prior to entering it I discovered the hazard lights had been activated. I had to clean a large amount of glass off of the seat. I retrieved the ignition key from Cynthia. I entered the vehicle and drove it backward and then forward. Having this opportunity to drive the car, I did not notice any mechanical defects with the handling, or braking system on the vehicle.

At about 1545 hours, I met with Yorishia at her residence. She had been released from the hospital and suffered no serious physical injury. She told me that she had ingested heroin at about 1000 hours. When she was caught by her mother, she exited the residence was given a ride to 9476 West Olive by a friend. Moments before the collision, she walked E/B on the south side of the road and stopped. She said, "I did not see the car". When she attempted to cross the road she was struck by a car. I asked her if she thought she was high at this point from her heroin, she said, "No I was over it already". Based on my investigation, I issued Yorishia a traffic ticket for having failed to yield.

**CONCLSION:**

On Friday, 4-20-12 at about 1038 hours, unit #2 was traveling E/B on W. Olive Avenue in the #2 lane. Unit #1/Pedestrian was standing on the south side of W. Olive Avenue. Unit #1 failed to yield the right of way and entered onto W. Olive Avenue, walking N/B attempting to cross the roadway and was struck by unit #2.

ADDITIONAL PASSENGERS	Unit #	Seat Pos	SD	IS	Name	Address	City	State	Zip Code	Telephone No.	D.O.B./Age	Sex
						N/A						
ADDITIONAL WITNESSES	Name	Address	City	State	Zip Code	Telephone Number	D.O.B./Age					
	N/A											

**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 Peoria	<b>Project Title:</b>	Pioneer Community Park HAWK on Olive Avenue	<b>Application Date:</b>	10/22/2013
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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>A. Scoping (15% Preliminary Engineering Design)</b>	1. SITE TOPOGRAPHIC SURVEY	LS	0	\$0.00	\$0.00	No	\$0.00	\$0.00		
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	0	\$0.00	\$0.00	No	\$0.00	\$0.00		
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)	LS	1	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00		
	4. HAZMAT ASSESSMENT	LS	1	\$3,000.00	\$3,000.00	No	\$0.00	\$3,000.00		
	<b>Subtotal Scoping (Part A)</b>				<b>\$8,000.00</b>		<b>\$0.00</b>	<b>\$8,000.00</b>		
<b>B. Final Preliminary Engineering Design - Stages II, III, IV And PS&amp;E</b>	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$30,000.00	\$30,000.00	No	\$0.00	\$30,000.00		
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1	\$3,000.00	\$3,000.00	No	\$0.00	\$3,000.00		
	3. DRAINAGE REPORT	LS	1	\$1,500.00	\$1,500.00	No	\$0.00	\$1,500.00		
	4. SWPPP	LS	1	\$2,000.00	\$2,000.00	No	\$0.00	\$2,000.00		
	<b>Subtotal PE (Part B)</b>				<b>\$36,500.00</b>		<b>\$0.00</b>	<b>\$36,500.00</b>		
<b>Subtotal Preliminary Engineering (Part A + Part B)</b>					<b>\$44,500.00</b>		<b>\$0.00</b>	<b>\$44,500.00</b>		
<b>C. Right-of-Way Acquisition</b>	1. Right-of-Way Acquisition	LS	0	\$0.00	\$0.00	No	\$0.00	\$0.00		
<b>Subtotal Right-of-Way Acquisition (Part C)</b>					<b>\$0.00</b>		<b>\$0.00</b>	<b>\$0.00</b>		
<b>D. Utility Relocation</b>	1. Utility Relocation	LS	0	\$0.00	\$0.00	No	\$0.00	\$0.00		
<b>Subtotal Utility Relocation (Part D)</b>					<b>\$0.00</b>		<b>\$0.00</b>	<b>\$0.00</b>		
<b>E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]</b>	1. Hardscape Construction	Installation Of SWPP Measures		LS	1	\$1,000.00	\$1,000.00	Yes	\$943.00	\$57.00
		Site Preparation		LS	1	\$1,000.00	\$1,000.00	Yes	\$943.00	\$57.00
		Demolition	Sawcut	LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Structures and Obstructions	LS	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Fencing	LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Structural Concrete	CY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Asphaltic Concrete Pavement	CY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Concrete Sidewalks, Slabs	CY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Hazmat Abatement		LS	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Retaining Wall - Reinforced Concrete Cantilevered		SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Earthwork	General Excavation	CY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Drainage Excavation	CY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Structural Excavation	CY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Structural Backfill	CY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Borrow (In Place)	CY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Curb & Gutter		LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Aggregate Base		CY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Pathway Or Sidewalk Materials	Concrete	SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Colored Concrete	SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Stamped Color Concrete	SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Precast Concrete Pavers	SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Asphaltic Concrete	Ton	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Polymer or Resin Stabilized Surface	SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Crosswalk Enhancement	Concrete Pavers	SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Stamped Asphalt	SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Stamped Concrete	SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Concrete	SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Integral Color Concrete	SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Pedestrian ADA Ramp		SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Culvert Extensions		LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Pedestrian Lighting Including Conduit And Trenching		Each	4	\$1,500.00	\$6,000.00	Yes	\$5,658.00	\$342.00
		Handrail	Standard	LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Decorative	LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
<b>Subtotal Hardscape Construction</b>					<b>\$8,000.00</b>		<b>\$7,544.00</b>	<b>\$456.00</b>		
<b>E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]</b>	2. Landscaping & Irrigation Items	Requirements		Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Trees (15 Gallon Size)		Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Trees (5 Gallon Size)		Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Shrubs (5 Gallon Size)		Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Shrubs (1 Gallon Size)		Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Cactus (5 Gallon Size)		Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00

**PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM**

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<b>Sponsoring Agency:</b>		City of Peoria	<b>Project Title:</b>		Pioneer Community Park HAWK on Olive Avenue	<b>Application Date:</b>		10/22/2013					
Part	Item Description				Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)	
		Mulch	Decomposed Granite	CY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
			Organic	CY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
		Topsoil		CY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
		Seeding		Acre	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
		Turf Sod		SY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
		Boulders		Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
		Irrigation System	Drip	SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	\$0.00		
			Turf	SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	\$0.00		
		Sleeving For Irrigation System	Directional Bore	LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	\$0.00		
			Cut and Patch	LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	\$0.00		
		Landscape Header Curb		LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	\$0.00		
		Landscape Establishment		LS	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	\$0.00		
		Subtotal Landscaping & Irrigation Items							\$0.00		\$0.00	\$0.00	
		3. Site Furnishings		Benches		Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
Seatwalls				LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
Bike Racks				Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
Trash Receptacles				Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	\$0.00		
Drinking Fountains				Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	\$0.00		
Signage (Standard Traffic Control)				Each	1	\$9,500.00	\$9,500.00	Yes	\$8,958.50	\$541.50			
Signage (Wayfinding)				Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	\$0.00		
Tree Grates				Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	\$0.00		
Subtotal Site Furnishings							\$9,500.00		\$8,958.50	\$541.50			
4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)		Bicycle and Pedestrian Counter		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
		Signal cabinet w/ controller video, etc.		Each	1	\$35,000.00	\$35,000.00	Yes	\$33,005.00	\$1,995.00			
		Signal poles with foundations, mast arms, and heads		Each	2	\$22,000.00	\$44,000.00	Yes	\$41,492.00	\$2,508.00			
		Pull boxes, conduit, courtesy pads, and screen wall		Each	1	\$9,000.00	\$9,000.00	Yes	\$8,487.00	\$513.00			
		Ped push buttons and ped countdown signals		Each	2	\$1,000.00	\$2,000.00	Yes	\$1,886.00	\$114.00			
		Meter pedestal w/ service		Each	1	\$3,500.00	\$3,500.00	Yes	\$3,300.50	\$199.50			
		Electrical conduit and wire		LF	600	\$30.00	\$18,000.00	Yes	\$16,974.00	\$1,026.00			
		Wiring		Each	1	\$15,000.00	\$15,000.00	Yes	\$14,145.00	\$855.00			
		ITS fiber and integration		Each	1	\$12,000.00	\$12,000.00	Yes	\$11,316.00	\$684.00			
					1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
Subtotal Other Construction							\$138,500.00		\$130,605.50	\$7,894.50			
5. Mobilization And Administration Costs		Contractor Mobilization		LS	1	\$3,500.00	\$3,500.00	No	\$0.00	\$3,500.00			
		Traffic Control		LS	1	\$9,000.00	\$9,000.00	Yes	\$8,487.00	\$513.00			
		Construction Survey & Layout		LS	1	\$2,500.00	\$2,500.00	Yes	\$2,357.50	\$142.50			
		Construction Contingencies		LS	1	\$21,000.00	\$21,000.00	Yes	\$19,803.00	\$1,197.00			
		Construction Administration		LS	1	\$24,000.00	\$24,000.00	Yes	\$22,632.00	\$1,368.00			
		Subtotal Mobilization & Administration Costs							\$60,000.00		\$53,279.50	\$6,720.50	
<b>Subtotal Construction Or Implementation Cost (Part E)</b>							<b>\$216,000.00</b>		<b>\$200,387.50</b>	<b>\$15,612.50</b>			
<b>F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)</b>							<b>\$260,500.00</b>		<b>\$200,387.50</b>	<b>\$60,112.50</b>			
<b>G. Adot Fee For Pe Reviews And Staff Charges (The higher of \$20,000 or 2% of Total Cost (Part F))</b>							<b>\$20,000.00</b>	No	\$0.00	\$20,000.00			
<b>H. Total Project Cost Including ADOT Fees (Part F + Part G)</b>							<b>\$280,500.00</b>		<b>\$200,387.50</b>	<b>\$80,112.50</b>			

**PART E - TOTAL PROJECT SCHEDULE AND BUDGET INCLUDING ALL SEGMENTS**

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

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

Cost Estimate for the Project Including ALL Segments	Cost	Additional Notes (if needed)			
1. ADOT Fee	\$20,000				
2. Design	\$44,500				
3. Right of way	\$0				
4. Utilities	\$0				
5. Construction	\$216,000				
6. Total Cost	\$280,500				
7. Will the agency maintain the improvement after it is completed?		Yes			
8. Expected Annual Maintenance Cost		2,500			
9. Identify Source of Maintenance Funds		HURF - Streets Fund			
Requested MAG Programming	Year	Local Funding Source	Local Cost	Federal Cost	Total Cost
10. Design	2015	Sales Tax	\$44,500	Not Available	\$44,500
11. ADOT Fee	2015	Sales Tax	\$20,000	Not Available	\$20,000
12. Right of way and Utilities			\$0	Not Available	\$0
13. Construction	2015	Sales Tax	\$15,613	\$200,388	\$216,000
14. Total Costs			\$80,113	\$200,388	\$280,500

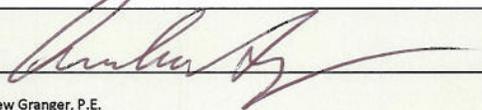
**PART F - SIGNATURE AND CHECKLIST****Checklist**

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

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

## SIGNATURE(S):

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

Signature:	
Name:	Andrew Granger, P.E.
Title:	City Engineer
Date:	10/21/2013

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

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

**School/Site Official (required):**

(Principal, assistant principal, teacher-in-charge, PE Teacher, SRTS coordinator)

Signature:	
Name:	
Title:	
Date:	

**School District official (required):**

Signature:	
Name:	
Title:	
Date:	

**Law Enforcement Official (required):**

Signature:	
Name:	
Title:	
Date:	