

Transportation Alternatives Application for  
FY 2015, 2016, and 2017 Projects

FIRST STREET PEDESTRIAN IMPROVEMENTS: MCKINLEY ST TO ROOSEVELT ST

CITY OF PHOENIX

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	Phoenix
2. Agency Contact Name	Gail Brinkmann
3. Phone Number of Agency Contact	602-495-2073
4. E-Mail Address of Agency Contact	<a href="mailto:gail.brinkmann@phoenix.gov">gail.brinkmann@phoenix.gov</a>
5. Mailing Address of Agency Contact	1034 E. Madison Street Phoenix, AZ 85034
6. Please provide the Project Title.	First Street Pedestrian Improvements: McKinley Street to Roosevelt Street
7. Please provide a concise, specific description of the project (250 character limit):	
This project continues pedestrian improvements on 1st Street between Fillmore to McKinley Streets by completing the next two blocks of the remaining four blocks. The intent of the project is to reduce roadway width, allowing more room to widen sidewalks, add landscape and install pedestrian amenities.	
8. Please provide the project limits:	
First Street: McKinley Street to Roosevelt Street	
<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																																					
<p>This part of the form identifies the current characteristics and proposed improvements for each project.</p> <p>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.</p> <p>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.</p>																																					
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<p>3. Please describe the existing condition of the project site and any problem(s) being addressed.</p> <div style="border: 1px solid black; padding: 5px; background-color: #e0ffe0;"> <p>The asphalt roadway is approximately 75 feet wide with either diagonal or parallel parking on both sides of the street. The crown of the road is elevated above the top of curb and the curbs are an old style with a 10-inch plus height. Concrete sidewalks are 4 to 5 feet wide. Existing landscape planters are mostly empty and bare.</p> </div>																																					
<p>4. Please describe the work being done and improvements being made as part of this project.</p> <div style="border: 1px solid black; padding: 5px; background-color: #e0ffe0;"> <p>The roadway will be narrowed to create more space for wider sidewalks and pedestrian enhancements. It will be reduced to one northbound and one southbound lane with both angled and parallel parking areas. Due to the steep crown in the street, the roadway will be lowered to allow sidewalks to be widened without flooding adjacent properties. The project will add landscape including shade trees; plant trees in structural soil which provides a base course below pavement while providing a material in which to grow roots; widen sidewalks to twelve feet; construct new ramps to accommodate pedestrians with disabilities; install benches, trash receptacles, bike racks and pedestrian lighting to create a more pedestrian friendly environment; add permeable pavers to allow stormwater to percolate and infiltrate landscape planters; and retain on-street parking with landscaped bump-outs between parking spaces.</p> </div>																																					
<p>5. What do you hope to achieve with this project?</p> <div style="border: 1px solid black; padding: 5px; background-color: #e0ffe0;"> <p>The First Street corridor has been identified as a pedestrian street with wider sidewalk widths and enhanced pedestrian amenities beyond the normal development standards required for other downtown streets. As a pedestrian street, it is a major part of the "Connected Oasis" concept which is to provide shade for pedestrians, create a more pleasant experience and encourage more pedestrian use. In addition to shade, the "Connected Oasis" concept calls for other engaging amenities to enhance the pedestrian experience such as creating public open spaces, providing public art and creating a streetscape character unique to the local community. This project will complete the next section of improvements along First Street and will connect to the Roosevelt Row improvements (Round 19 TE) being constructed in the summer of 2014.</p> </div>																																					
<p>6. Please provide a site safety / crash history, and provide a source for this information.</p> <p>Please describe any car-bicycle and car-pedestrian crashes on streets within 2-mile radius of the project (within the last 5 years). You may attach crash reports or summarize their results below.</p> <div style="border: 1px solid black; padding: 5px; background-color: #e0ffe0;"> <p>From 2008 - 2012 there were 470 pedestrian and bike crashes within two miles of this segment. Of those, 408 resulted in an injury and 16 in a fatality. 74 pedestrians and bicyclists were children under the age of 18 and 40 of those were hit during school hours. 342 males and 126 females were struck (2 person's gender was unknown.) 341 of these collisions were reported during daylight leaving 129 occurring at night or twilight.</p> </div>																																					
<p>7. Safety improvements to be included for this project: (Check all that apply)</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none; vertical-align: top;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 20px; text-align: center;"><input type="checkbox"/></td><td>Wide bike lanes (6'-7')</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Wide sidewalk (8' min.)</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Grade-separated crossing (overpass or underpass)</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Signalized crossing/Ped countdown/HAWK</td></tr> <tr><td style="text-align: center;"><input checked="" type="checkbox"/></td><td>Lighting</td></tr> <tr><td style="text-align: center;"><input checked="" type="checkbox"/></td><td>Striping/re-striping of roadway</td></tr> <tr><td style="text-align: center;"><input checked="" type="checkbox"/></td><td>Countdown signals</td></tr> </table> </td> <td style="width: 50%; border: none; vertical-align: top;"> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td colspan="2">Buffer Zone, Width</td></tr> <tr><td style="width: 20px; text-align: center;"><input type="checkbox"/></td><td>Four foot landscape planter plus width of on-street parking spaces</td></tr> <tr><td colspan="2">Other</td></tr> <tr><td style="width: 20px; text-align: center;"><input type="checkbox"/></td><td>Sidewalks will be 12 feet wide.</td></tr> </table> </td> </tr> </table>		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="width: 20px; text-align: center;"><input type="checkbox"/></td><td>Wide bike lanes (6'-7')</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Wide sidewalk (8' min.)</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Grade-separated crossing (overpass or underpass)</td></tr> <tr><td style="text-align: center;"><input type="checkbox"/></td><td>Signalized crossing/Ped countdown/HAWK</td></tr> <tr><td style="text-align: center;"><input checked="" type="checkbox"/></td><td>Lighting</td></tr> <tr><td style="text-align: center;"><input checked="" type="checkbox"/></td><td>Striping/re-striping of roadway</td></tr> <tr><td style="text-align: center;"><input checked="" type="checkbox"/></td><td>Countdown signals</td></tr> </table>	<input type="checkbox"/>	Wide bike lanes (6'-7')	<input type="checkbox"/>	Wide sidewalk (8' min.)	<input type="checkbox"/>	Grade-separated crossing (overpass or underpass)	<input type="checkbox"/>	Signalized crossing/Ped countdown/HAWK	<input checked="" type="checkbox"/>	Lighting	<input checked="" type="checkbox"/>	Striping/re-striping of roadway	<input checked="" type="checkbox"/>	Countdown signals	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td colspan="2">Buffer Zone, Width</td></tr> <tr><td style="width: 20px; text-align: center;"><input type="checkbox"/></td><td>Four foot landscape planter plus width of on-street parking spaces</td></tr> <tr><td colspan="2">Other</td></tr> <tr><td style="width: 20px; text-align: center;"><input type="checkbox"/></td><td>Sidewalks will be 12 feet wide.</td></tr> </table>	Buffer Zone, Width		<input type="checkbox"/>	Four foot landscape planter plus width of on-street parking spaces	Other		<input type="checkbox"/>	Sidewalks will be 12 feet wide.												
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8. How does this project improve upon an existing safety issue?	Narrowing the roadway will help reduce speed of traffic on 1st Street. New mid-block crossings will reduce number of jay-walkers by offering pedestrians opportunities to cross the street at designated crossings. The addition of pedestrian lighting will provide comfort and enhance safety for night-time users.
9. How does the project improve ADA facilities for persons with disabilities?	The reduced width of the roadway and the reduction of the steep crown of the street will make crossing the street easier for persons with disabilities. New accessible ramps will be constructed at all intersections within the project area.
10. How does the project create a sense of place?	This project transforms the First Street streetscape by providing a local identity owned by the community. By creating a pedestrian street, the design of the streetscape will reflect a pedestrian friendly environment with an attention to safety, scale, beauty, and function that work for and celebrate the people rather than the cars. The pedestrian will feel connected, inspired, comfortable and safe.
11. Connectivity: (Check all that apply)	<input checked="" type="checkbox"/> Project fills a gap in the system Explain: Completes Downtown Pedestrian Loop  <input checked="" type="checkbox"/> Project connects to other local bikeways List of connected bikeways: Connects to Roosevelt St bike lane which will be constructed in 2014. Connects to Fillmore St bike boulevard.  <input type="checkbox"/> Multi Jurisdictional Project List of Participating Jurisdictions:  <input type="checkbox"/> Total length of facilities connected by this project (in miles)
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.	<input type="checkbox"/> 5 Within 1/4 mile List routes and frequency: Valley Metro Route #10 (30 min & 10 min average at rush hour); Route #0 (10 min); and Light Rail (12 min).
13. Number of major transit facilities (park and rides, transit centers, etc.) served by this project:	<input type="checkbox"/> 2 Within 1/4 mile List: Central Station (bus) and Light Rail Station.
14. Describe how this project will improve access from nearby neighborhoods and/or adjacent uses:	This project will be complete improvements to the final leg of a highly used downtown pedestrian loop which connects the downtown core, ASU campus, Phoenix Public Market, Roosevelt Row and First Fridays, Margaret T. Hance Park, Irish Cultural Center, Japanese Friendship Garden, Burton Barr Library, the Evans-Churchill neighborhood and the Roosevelt and Garfield Historic Districts.

<b>PART B-PROJECT DESCRIPTION</b>	
15. Number of activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:	
<p><input type="text" value="11"/> Within 1/4 mile</p> <p>List:</p> <p>Margaret T. Hance Park, Portland Park, Cancer Survivor's Park, Burton Barr Library, Japanese Friendship Garden, Irish Cultural Center, Arizona Jewish Historical Society, Phoenix Center for the Arts, Phoenix Trolley Museum, Portland Parkway, Civic Space Park.</p>	
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):	
<p><input type="text" value="2"/> Within 1/4 mile</p> <p>List:</p> <p>Roosevelt Row; Copper Square - downtown business core</p>	
17. Number of K-8 public schools this project will benefit:	
<p><input type="text" value="1"/> Within 1/4 mile</p> <p>List:</p> <p>Kenilworth Elementary</p>	
18. Number of other schools (charter schools, high schools, colleges, and universities) this project will benefit:	
<p><input type="text" value="7"/> Within 1/4 mile</p> <p>List:</p> <p>Arizona School for the Arts, Downtown ASU, Montessori School, Bioscience HS, New World Educational Center, Summit Elementary, Phoenix College Downtown</p>	
19. What are the demographics of the area served: <a href="#">MAG Demographic Mapping</a>	
<p><input type="text" value="5583"/> People Per Square Mile</p> <p><input type="text" value="20.9"/> % Families in Poverty</p>	<p>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.</p>

PART B-PROJECT DESCRIPTION	
20. 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:	<input style="width: 100%;" type="text" value="First Street: McKinley Street to Roosevelt Street"/>
For a point project (e.g. an intersection or crossing), please enter a Facility Name and a Crossing Feature:	<input style="width: 100%;" type="text"/>
Federal Functional Classification of the Facility:	<input style="width: 100%;" type="text" value="Not Classified"/> <a href="#">Link to MAG webpage for Federal Functional Classification Map</a>
Type of Facility the Improvement will be located on:	<input style="width: 100%;" type="text" value="Collector Road"/>
<input style="width: 50px;" type="text" value="0.15"/> Length (in Miles)	
<input style="width: 50px;" type="text" value="25"/> Posted Speed Limit (MPH)	
<input style="width: 50px;" type="text" value="2"/> Number of Travel Lanes	
21. Please provide an estimated traffic volume (ADT) below. If project is not on a road (ex. Canal path), use nearest parallel arterial.	
<input style="width: 50px;" type="text" value="844"/> ADT Estimate	
<input style="width: 50px;" type="text" value="12/6/11"/> Date Counted	
Name of road the traffic count was taken from	<input style="width: 100%;" type="text" value="First Street: McKinley to Roosevelt"/>
Description of Methodology and Source used for the ADT Estimate	
<input style="width: 100%; height: 40px;" type="text" value="Average Daily Traffic (ADT) is calculated by first normalizing to account for daily and seasonal fluctuations in traffic. ADT may not represent the actual count taken on a particular day but instead has been adjusted to represent anticipated traffic flow on an average day throughout the year. The daily factors are calculated by first averaging the by-directional traffic volume totals for the 12 full weeks of weekdays (1 week of weekdays in each month not containing a holiday). The factor is that average divided by the sum of each of the 12 instances of a weekday day."/>	
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.	
Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.	
<input style="width: 100%; height: 40px;" type="text" value="Street Transportation and Historic Preservation staff met with Arizona SHPO to discuss the proposed 1st Street project. SHPO indicated support for the project and anticipated that it would not adversely affect historic properties in the area. The City of Phoenix will prepare standard environmental assessments and NEPA clearance documents for this project. There are no other known environmental issues at this time."/>	
23. Current ROW: (Check all that apply)	
<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
24. Please describe any right of way issues associated with the project.	
<input style="width: 100%; height: 30px;" type="text" value="The project is located entirely within existing City of Phoenix right-of-way. There are no right-of-way issues associated with the project."/>	
25. Current Utilities in or abutting the alignment: (Check all that apply)	
<input type="checkbox"/> No Utility in or abutting the alignment	<input type="checkbox"/> Private Structures
<input type="checkbox"/> Canals & Drainage	
<input checked="" type="checkbox"/> Power Lines & Cables	Other:
<input checked="" type="checkbox"/> Pipelines, Sewer and Water	<input style="width: 100%; height: 20px;" type="text"/>

<b>PART B-PROJECT DESCRIPTION</b>	
26. Please describe any utility conflicts that will need to be addressed.	
The existing water line must be reconstructed because it is too shallow to remain in place. It will be relocated to the center of the street to allow more room for trees to be planted. Certain sections of the gas line may also need to be lowered. Any existing dry-wells will be decommissioned.	
27. Guidelines used to develop project: (Check all that apply)	
<input type="checkbox"/> AASHTO Guide for Bicycle Facilities <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	Other: 1st Street Design Guidelines; ITE's Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
28. 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="checkbox"/> Required
With new development and capital improvement projects, bike lanes on collector streets are:	<input type="checkbox"/> Recommended
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	<input type="checkbox"/> Recommended
With new development or during development retrofits, shared-use paths are:	<input type="checkbox"/> Not Addressed
Bicycle program implemented, including bike education, safety events, and bike maps	<input type="checkbox"/> Yes
Complete Streets Policy	<input type="checkbox"/> Yes
29. The project is: (Check one)	
<input checked="" type="checkbox"/> Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source) List: Downtown Code designates First Street as "Enhanced Pedestrian Route with Streetscape Enhancements".	
<input type="checkbox"/> Consistent with general policy/practices, but not formally identified (provide source) Explain:	
<input type="checkbox"/> Not addressed by jurisdiction's plans, policies, or practices Explain:	
30. Identify the organization(s) responsible for on-going maintenance and repairs of the project:	
Once completed, improvements will be incorporated into the City of Phoenix Street Transportation Department maintenance and repair program specifically within public right-of-way.	
31. How will the applicant measure the success of this project?	
Success of this project will be measured qualitatively by public opinion and quantitatively by manual or tube counts (for bike, ped and vehical traffic) when appropriate.	
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?	
In general, no bike or pedestrian technology will be incorporated. Manual, tube or video counts can be done if deemed necessary.	
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.	
Generally, the City of Phoenix invites surrounding, impacted residents and businesses to public meetings so that they can learn about the purpose of the project and schedule. During the public meeting, general questions and comments are addressed. Many times, ribbon cutting ceremonies are also held for high profile community-based projects which also help increase citizen awareness.	

## **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"

# 1st Street Pedestrian Improvements Project



-  Project Location
-  Bus Stop
-  Light Rail Stop
-  Point of Pride
-  School



First Street is part of the highly used downtown pedestrian loop. It connects the downtown core, ASU campus, Roosevelt Row and Hance Park.



Existing sidewalks are narrow.

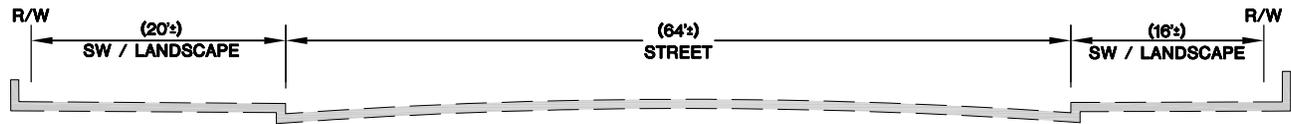


Narrowing the roadway will allow more room to widen sidewalk, add shade trees and install pedestrian amenities.

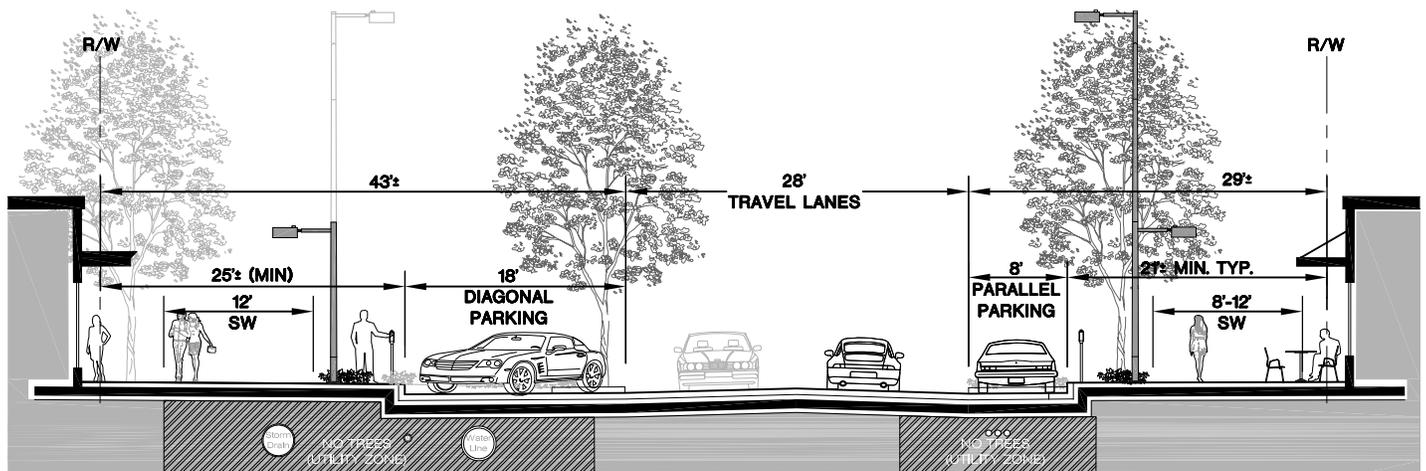


The crown of the road is elevated above the top of curb and the curbs are an old style with a 10-inch plus height. Reducing the steep crown will make crossing the street easier for persons with disabilities and eliminate ponding .

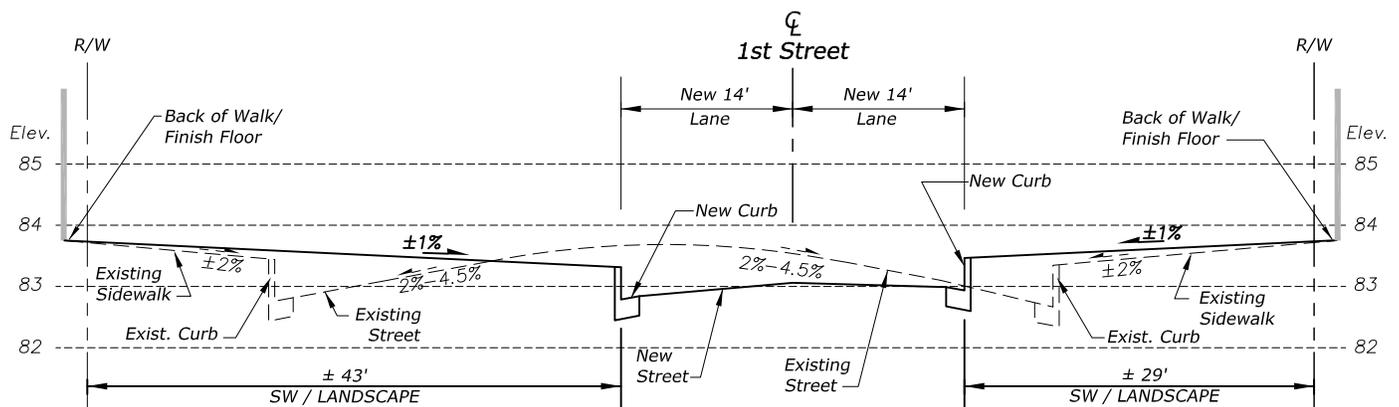
# 1<sup>ST</sup> STREET STREETSCAPE GRAPHIC STREET SECTIONS



(1st STREET EXISTING SECTION)



1st STREET TYPICAL SECTION WITH PARKING  
LOOKING NORTH



1st STREET TYPICAL SECTION WITHOUT PARKING  
Exaggerated Vertical Scale - LOOKING NORTH

1st Street Pedestrian Improvements:  
McKinley Street to Roosevelt Street





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

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

<b>Sponsoring Agency:</b>		City of Phoenix	<b>Project Title:</b>		1st Street: McKinley to Roosevelt	<b>Application Date:</b>		22-Oct-13					
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	\$3,000.00	\$3,000.00	No	\$0.00	\$3,000.00		
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN				LS	1	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00		
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)				LS	1	\$15,000.00	\$15,000.00	No	\$0.00	\$15,000.00		
	4. HAZMAT ASSESSMENT				LS	1	\$2,500.00	\$2,500.00	No	\$0.00	\$2,500.00		
	<b>Subtotal Scoping (Part A)</b>							<b>\$25,500.00</b>		<b>\$0.00</b>	<b>\$25,500.00</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	\$100,000.00	\$100,000.00	No	\$0.00	\$100,000.00		
	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	\$0.00	\$0.00	No	\$0.00	\$0.00		
	<b>Subtotal PE (Part B)</b>							<b>\$104,500.00</b>		<b>\$0.00</b>	<b>\$104,500.00</b>		
<b>Subtotal Preliminary Engineering (Part A + Part B)</b>							<b>\$130,000.00</b>		<b>\$0.00</b>	<b>\$130,000.00</b>			
C. Right-of-Way Acquisition	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>			
D. Utility Relocation	1. Utility Relocation				LS	1	\$200,000.00	\$200,000.00	No	\$0.00	\$200,000.00		
<b>Subtotal Utility Relocation (Part D)</b>							<b>\$200,000.00</b>		<b>\$0.00</b>	<b>\$200,000.00</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	\$3,000.00	\$3,000.00	Yes	\$2,829.00	\$171.00		
		Site Preparation			LS	1	\$8,000.00	\$8,000.00	Yes	\$7,544.00	\$456.00		
		Demolition	Sawcut			LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Remove Structures and Obstructions			LS	1	\$25,000.00	\$25,000.00	Yes	\$23,575.00	\$1,425.00	
			Remove Fencing			LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Remove Structural Concrete			LS	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Remove Asphaltic Concrete Pavement			SY	6,000	\$8.00	\$48,000.00	Yes	\$45,264.00	\$2,736.00	
			Remove Concrete Sidewalks, Slabs			SF	18,000	\$2.50	\$45,000.00	Yes	\$42,435.00	\$2,565.00	
		Hazard 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	1,500	\$30.00	\$45,000.00	Yes	\$42,435.00	\$2,565.00	
		Aggregate Base				CY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Pathway Or Sidewalk Materials	Concrete			SF	18,000	\$4.50	\$81,000.00	Yes	\$76,383.00	\$4,617.00	
			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	
			Permeable Concrete Pavers			SF	1,500	\$7.50	\$11,250.00	Yes	\$10,608.75	\$641.25	
			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	600	\$12.00	\$7,200.00	Yes	\$6,789.60	\$410.40	
			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	200	\$13.00	\$2,600.00	Yes	\$2,451.80	\$148.20	
		Culvert Extensions				LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
Pedestrian Lighting including Conduit And Trenching				LS	1	\$100,000.00	\$100,000.00	Yes	\$94,300.00	\$5,700.00			
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>\$376,050.00</b>		<b>\$354,615.15</b>	<b>\$21,434.85</b>			

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

Please provide a detailed cost estimate for this project. The data entered in this cost estimate sheet will automatically transfer into the correct fields in Part E. Rows 1-9 will remain visible at the top of this page at all times.

Sponsoring Agency:		City of Phoenix	Project Title:		1st Street: McKinley to Roosevelt	Application Date:		22-Oct-13		
Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)	
E. Construction Or Implementation (For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4)	2. Landscaping & Irrigation Items	Requirements	Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Trees (36" Box)	Each	80	\$350.00	\$28,000.00	Yes	\$26,404.00	\$1,596.00	
		Trees (15 Gallon Size)	Each	20	\$120.00	\$2,400.00	Yes	\$2,263.20	\$136.80	
		Shrubs (5 Gallon Size)	Each	300	\$15.00	\$4,500.00	Yes	\$4,243.50	\$256.50	
		Shrubs (1 Gallon Size)	Each	100	\$7.00	\$700.00	Yes	\$660.10	\$39.90	
		Cactus (5 Gallon Size)	Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Mulch	Decomposed Granite	CY	60	\$85.00	\$5,100.00	Yes	\$4,809.30	\$290.70
			Organic	CY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Structural Soil	CY	500	\$100.00	\$50,000.00	Yes	\$47,150.00	\$2,850.00	
		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	LS	1	\$70,000.00	\$70,000.00	Yes	\$66,010.00	\$3,990.00
			Turf	SF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Sleeving For Irrigation System	Directional Bore	LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Cut and Patch	LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Landscape Header Curb	LF	175	\$15.00	\$2,625.00	Yes	\$2,475.38	\$149.63	
		Landscape Establishment	LS	1	\$10,000.00	\$10,000.00	Yes	\$9,430.00	\$570.00	
	Subtotal Landscaping & Irrigation Items					\$173,325.00		\$163,445.48	\$9,879.53	
	3. Site Furnishings	Benches	Each	4	\$2,100.00	\$8,400.00	Yes	\$7,921.20	\$478.80	
		Seatwalls	LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Bike Racks	Each	6	\$1,200.00	\$7,200.00	Yes	\$6,789.60	\$410.40	
		Trash Receptacles	Each	2	\$600.00	\$1,200.00	Yes	\$1,131.60	\$68.40	
		Drinking Fountains	Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Signage (Standard Traffic Control)	Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Signage (Wayfinding)	Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Tree Grates	Each	10	\$2,000.00	\$20,000.00	Yes	\$18,860.00	\$1,140.00	
		Subtotal Site Furnishings					\$16,800.00		\$15,842.40	\$957.60
		4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)	Bicycle and Pedestrian Counter	Each	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00
	Asphalt Concrete Base		Ton	1,350	\$85.00	\$114,750.00	Yes	\$108,209.25	\$6,540.75	
			Asphalt Concrete Surface Course	Ton	380	\$85.00	\$32,300.00	Yes	\$30,458.90	\$1,841.10
	Permanent Pavement Replacement		SY	30	\$45.00	\$1,350.00	Yes	\$1,273.05	\$76.95	
	Concrete Pavement, 8" for parking		SY	65	\$55.00	\$3,575.00	Yes	\$3,371.23	\$203.78	
	Decommission Drywell per ADEQ		Each	4	\$8,000.00	\$32,000.00	Yes	\$30,176.00	\$1,824.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
				1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Subtotal Other Construction					\$183,975.00		\$173,488.43	\$10,486.58	
	5. Mobilization And Administration Costs	Contractor Mobilization	LS	0	\$0.00	\$0.00	No	\$0.00	\$0.00	
Traffic Control		LS	1	\$15,000.00	\$15,000.00	Yes	\$14,145.00	\$855.00		
Construction Survey & Layout		LS	1	\$60,000.00	\$75,000.00	Yes	\$70,725.00	\$4,275.00		
Construction Contingencies		LS	1	\$100,000.00	\$100,000.00	Yes	\$94,300.00	\$5,700.00		
Construction Administration		LS	1	\$125,000.00	\$125,000.00	Yes	\$117,875.00	\$7,125.00		
Subtotal Mobilization & Administration Costs					\$315,000.00		\$297,045.00	\$17,955.00		
<b>Subtotal Construction Or Implementation Cost (Part E)</b>							<b>\$1,004,436.45</b>	<b>\$60,713.55</b>		
<b>F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)</b>							<b>\$1,395,150.00</b>	<b>\$390,713.55</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>\$27,903.00</b>	<b>\$27,903.00</b>		
<b>H. Total Project Cost Including ADOT Fees (Part F + Part G)</b>							<b>\$1,423,053.00</b>	<b>\$418,616.55</b>		

Phoenix: First Street Pedestrian Improvements: McKinley Street to Roosevelt Street

**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	\$27,903				
2. Design	\$130,000				
3. Right of way	\$0				
4. Utilities	\$200,000				
5. Construction	\$1,065,150				
6. Total Cost	\$1,423,053				
7. Will the agency maintain the improvement after it is completed?		Yes			
8. Expected Annual Maintenance Cost		20,000			
9. Identify Source of Maintenance Funds		Street Maintenance Operating Budget			
Requested MAG Programming	Year	Local Funding Source	Local Cost	Federal Cost	Total Cost
10. Design	2015	HURF	\$130,000	Not Available	\$130,000
11. ADOT Fee	2015	HURF	\$27,903	Not Available	\$27,903
12. Right of way and Utilities	2015	HURF	\$200,000	Not Available	\$200,000
13. Construction	2016	HURF	\$60,714	\$1,004,436	\$1,065,150
14. Total Costs			\$418,617	\$1,004,436	\$1,423,053

**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.	Yes
(OPTIONAL) - Crash report(s) are provided in the printed application and the PDF application	No
(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:	Wylie Beal, PE PhD
Title:	City of Phoenix Street Transportation Director
Date:	10/22/2013

### 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:	