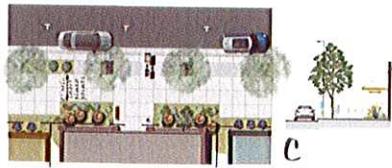
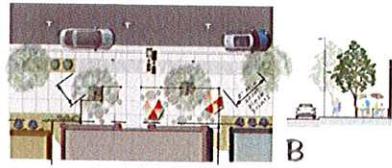
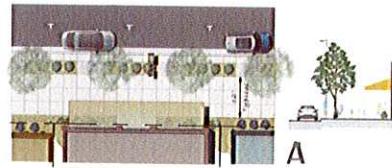
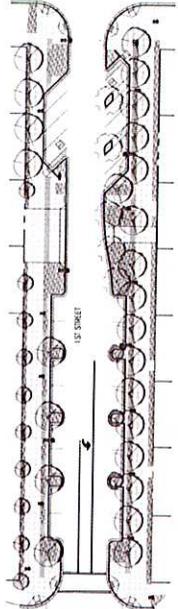
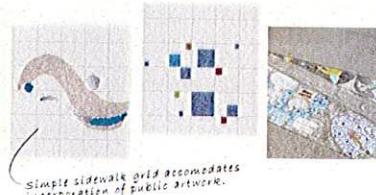
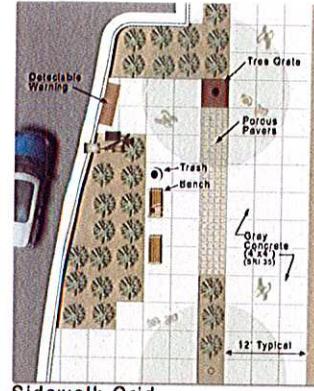
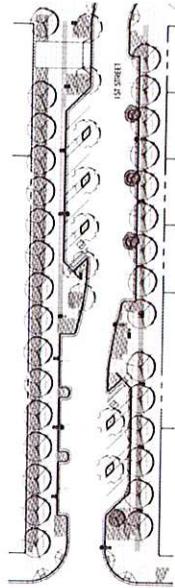
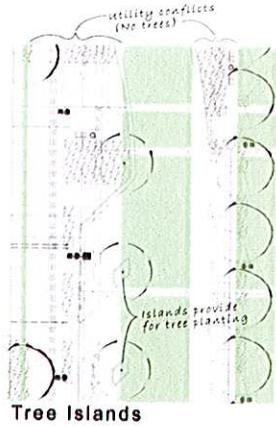


1st Street Pedestrian Improvement Project



First Street

**Congestion Mitigation and Air Quality (CMAQ)
Project Application
FY 2016 Application
September 19, 2012**

PEDESTRIAN, BICYCLE and SHARED-USE FACILITY PROJECT APPLICATION

General Instructions:

This Excel form is to be used to request federal Congestion Mitigation and Air Quality (CMAQ) funding available through the Maricopa Association of Governments (MAG) for Bicycle Projects to be included in the FY2014-FY 2018 MAG Transportation Improvement Program. Funding is available for Federal Fiscal Year (FFY) 2015, 2016 and 2017.

This application form includes:

- Part A - Contact and Project Description,
- Part B - Segment Description and Proposed Improvements,
- Part C - Total Project Budget and Schedule,
- Part D - Checklist and Signature Page, and Transmittal Instructions and Schedule.

Each part is a separate tab of this excel file. Please complete Parts A - D. Alternative application forms are available upon request.

Deadlines and Transmittal Instructions:

Two copies of a printed, complete and signed application must be received in the MAG offices by **10:00 a.m. Wednesday, September 19, 2012**. The application is to be submitted electronically and should include ArcGIS shape files depicting the project location if they are available.

Detailed transmittal instructions are located in a separate tab in this excel sheet. Late applications **will not be accepted**.

If member agencies need additional information or have questions, they should contact Teri Kennedy or Stephen Tate at (602)

<mailto:state@azmag.gov>
<mailto:tkennedy@azmag.gov>
<mailto:MDeCindis@azmag.gov>

All information is required, unless noted by the word - Optional.

PART A - CONTACT AND PROJECT DESCRIPTION

Contact Information	
1. Sponsoring Agency	Phoenix
2. Contact Name	Gail Brinkmann, RLA
3. Phone	(602) 495-2073
4. E-Mail Address	gail.brinkmann@phoenix.gov
5. Mailing Address	1034 E. Madison Street, Phoenix, AZ 85003
Project Description	
6. Please provide the Project Title.	1st Street Pedestrian Improvement Project
7. Please provide a general description of the project (Please no more than 200 characters)	
This project will reduce roadway width and allow more room to widen sidewalks, add landscape and install pedestrian amenities. It will complete the gap in the downtown pedestrian loop.	
8. Please attach a map with streets labeled showing the location(s) of the bicycle/shared-use facility.	Please attach map with transmittal

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

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.

CMAQ Funding Eligibility

All Pedestrian, Bicycle and Shared-Use projects to be funded with federal CMAQ funds must be located in the 8-Hour Ozone Nonattainment Area. Please use the following link to verify that the project is in the nonattainment area.

[Links to 8-Hr Ozone Nonattainment Area Map](#)

Section 1 - Project Description

1. What is the type of bicycle project? (Check all that apply)

<input type="checkbox"/> Bicycle lane (4' min. w/o curb/gutter)	<input type="checkbox"/> Shoulder paving is within 4-miles of a PM-10 monitor
<input type="checkbox"/> Bicycle lane (5' min. with curb/gutter)	Link MAG Webpage for Map of PM-10 Monitor Locations
<input type="checkbox"/> Shared-use path (10' min.)	<input type="checkbox"/> Signalized crossing
<input type="checkbox"/> Bridge (overpass)	<input type="checkbox"/> Signalized midblock crossing/HAWK
<input type="checkbox"/> Tunnel (underpass)	<input type="checkbox"/> Mid-block crossing w/ pedestrian refuge
<input type="checkbox"/> Paved shoulders (5' min.)	Other <input type="text"/>

1a. What is the type of pedestrian project? (Check all that apply)

<input type="checkbox"/> Sidewalk (5' min.)	<input checked="" type="checkbox"/> Signalized crossing
<input checked="" type="checkbox"/> Wide sidewalk (8' min.)	<input type="checkbox"/> Signalized midblock crossing/HAWK
<input type="checkbox"/> Detached sidewalk (4' min. buffer)	<input checked="" type="checkbox"/> Mid-block crossing w/ pedestrian refuge
<input type="checkbox"/> Bridge (overpass)	Other <input type="text"/>
<input type="checkbox"/> Tunnel (underpass)	

2. Please describe the facility on which the improvement will be located.

For a linear feature please enter the Facility Name, Starting Limit and Ending Limit. For a point feature (e.g. an intersection or crossing) please enter a Facility Name and a Crossing Feature.

The First Street Pedestrian Improvement Project is located entirely within existing right-of-way along First Street between Roosevelt Street and Moreland Street in Phoenix, AZ.

Federal Functional Classification of the Facility

[Link to MAG webpage for Federal Functional Classification Map](#)

Type of Facility the Improvement will be located on

Length (in Miles)

Posted Speed Limit (MPH)

Through Lanes

The application submission will include ArcGIS shapefiles.

3. Please provide a map, aerial map, graphics and photos that clearly show the segment alignment and features that connect to other bicycle facilities and that cross into or about the alignment such as: washes, canals, railroad crossings, and other crossing features that may affect the project.

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

4. Please provide 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.

5. Please provide an estimated traffic volume (ADT) below.

ADT Estimate

Date Counted

Name of road the traffic count was taken from

Description of Methodology used for the ADT Estimate

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.

6. 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.

Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.

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.

7. Current ROW: (Check all that apply)

Agency owns all ROW Needed
 ROW to be acquired
 Owners will donate ROW

Agency owns easement
 Agency has right-of-use (i.e. canal)
 Condemnation may be required

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

The project is located entirely within existing City of Phoenix right-of-way. There are no right-of-way issues associated with the project.

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

No Utility in or abutting the alignment
 Canals & Drainage
 Power Lines & Cables

Pipelines, Sewer and Water
 Private Structures
Other

10. 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.

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

Section 2 - Proposed Improvements

11. Please describe the work to be performed on the project:

The roadway will be narrowed to create more space for wider sidewalks and pedestrian enhancements. It will be reduced to one northbound, one southbound and one center turn 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 continuous base course below pavement while providing a material for the growth of 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 planters; and retain on-street parking with landscaped bump-outs between parking spaces.

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

- | | | | |
|-------------------------------------|---|-------|--------------------------|
| <input type="checkbox"/> | AASHTO Guide for Bicycle Facilities | Other | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | MAG Pedestrian Policies and Design Guidelines | | <input type="checkbox"/> |
| <input checked="" type="checkbox"/> | MAG Complete Streets Guide | | <input type="checkbox"/> |
- 1st Street Design Guidelines; ITE's Designing Walkable Urban Thoroughfares: A Context Sensitive Approach

13. Why is this project an enhancement to the local and/or regional transportation system? Is this a one-time opportunity?

First Street is the final leg to be improved of a highly used downtown pedestrian loop which includes Adams and Monroe Streets, 2nd Avenue, Roosevelt Row and the Margaret T. Hance Park, Taylor Mall and Pierce Street. It is a natural pedestrian pathway that connects the downtown core, ASU campus, Roosevelt Row and First Fridays, Hance Park, Irish Cultural Center, Japanese Friendship Garden and Burton Barr Library, the Evans-Churchill neighborhood and the Roosevelt Historic Districts.

14. Please describe the current surface condition of the proposed project

The asphalt roadway is approximately 75 feet wide. Concrete sidewalks are 5' wide. Existing planter areas are mostly bare.

15a. Safety improvements to be included for bike facilities: (Check all that apply)

- | | | | |
|--------------------------|--|--------------------|----------------------|
| <input type="checkbox"/> | Wide bike lanes (6'-7') | Buffer Zone, Width | <input type="text"/> |
| <input type="checkbox"/> | Grade-separated crossing (overpass or underpass) | | <input type="text"/> |
| <input type="checkbox"/> | Signalized crossing | Other | <input type="text"/> |
| <input type="checkbox"/> | Path lighting | | <input type="text"/> |

15b. Safety improvements to be included for pedestrian facilities: (Check all that apply)

- | | | | |
|-------------------------------------|--|--------------------|----------------------|
| <input checked="" type="checkbox"/> | Wide sidewalk (8' min.) | Buffer Zone, Width | <input type="text"/> |
| <input type="checkbox"/> | Grade-separated crossing (overpass or underpass) | | <input type="text"/> |
| <input checked="" type="checkbox"/> | Signalized crossing | Other | <input type="text"/> |
| <input checked="" type="checkbox"/> | Path lighting | | <input type="text"/> |
| <input checked="" type="checkbox"/> | Shade | | <input type="text"/> |

16a. Number of convenience improvements to be included for bike facilities:

- | | | | |
|--------------------------------|------------------------------|--------------------------------|----------------------------------|
| <input type="text" value="0"/> | Number of Drinking Fountains | <input type="text" value="0"/> | Number of Trees/shade structures |
| <input type="text" value="0"/> | Number of Way-finding Signs | | |
| <input type="text" value="4"/> | Number of Bike racks/lockers | Other | <input type="text"/> |
| <input type="text" value="0"/> | Number of Trash receptacles | | <input type="text"/> |

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

Number of Seating/Rest(s)

16b. Number of convenience improvements to be included for pedestrian facilities:

Number of Drinking Fountains

Number of Way-finding Signs

Number of Trash receptacles

Number of Seating/Rest(s)

Number of Trees/shade structures

Other

17. 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 for night-time users.

18. 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.

19. Connectivity: (Check all that apply)

Project fills a gap in the system

Project connects to other local facilities

Project is on a regional facility

Regional Facility Name

Multi Jurisdictional Project

List of Participating Jurisdictions

Number of transit routes and Park & rides served.

List: route number(s)/park & ride(s) served.

Valley Metro Route #10; Route #0; and Light Rail Station at Central & Roosevelt.

20. Total length of facility connected by this project (in miles)

Miles of facilities connected

21. Number of activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

Within 1/4 mile

List:

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

1/4 mile to 1/2 mile

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

List:

Roosevelt Park, Civic Space Park, Phoenix Art Museum, YWCA

7 1/2 mile to 1 mile

List:

Verde Park and Recreation Center, Heritage Square Park, Monterey Park, University Park and Recreation Center, Hu-O-Te Park, Heard Museum, Woodland Park

22. Number of commercial destinations (malls, retail centers, business parks, etc.) and transit services (bus/rail routes, stops, and stations) this project will benefit:

4 Within 1/4 mile

List:

Roosevelt Row; Copper Square - downtown business core; Light Rail; Valley Metro Routes 0 and 10

24 1/4 mile to 1/2 mile

List:

Downtown Business Dore; Midtown Business District; Light Rail; Valley Metro Routes 0, 3, 10, 400, 450, 480, 514, 520, 521, 522, 531, 533, 535, 541, 542, 562, 563, 571, 573, 575, and Grand Ave Limited

23 1/2 mile to 1 mile

List:

Park Central; Midtown Business District; Light Rail; Valley Metro Routes 0, 3, 400, 450, 480, 514, 520, 521, 522, 531, 533, 535, 541, 542, 562, 563, 571, 573, 575, and Grand Ave Limited

23. Number of schools (public elementary, middle, and high schools, colleges, and universities) this project will benefit:

7 Within 1/4 mile

List:

Kenilworth Elementary, Arizona School for the Arts, Downtown ASU, Montessori School, Bioscience HS, New World Educational Center, Summit Elementary

3 1/4 mile to 1/2 mile

List:

U of A Medical Center, ASU Preparatory Academy, Suns-Diamondbacks Education Academy

8 1/2 mile to 1 mile

List:

Garfield Elementary, Arizona Call-A-Teen Center for Excellence School, Children first Academy, Genesis Academy, Metropolitan Arts Institute, Summit High School, Faith North School, Ralph Waldo Emerson Elementary School

24. What are the demographics of the area served:

< 5 Units Housing Density (Number of dwelling units per acre) within 1/2 mile

The project is in a block group where the average household income is less than \$26,000/year (Use blockgroup data from the Census 2010)

X The project is in an area that serves adults over the age of 60 years (Use blockgroup data from the Census 2010)

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

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:

Recommended

PART B-PEDESTRIAN, BICYCLE & SHARED-USE PROJECT DESCRIPTION AND PROPOSED IMPROVEMENTS

With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	Recommended
With new development or during development retrofits, shared-use paths are:	Not Addressed
Bicycle program implemented, including bike education, safety events, and bike maps	Recommended
Complete Streets Policy	Recommended

26. The project is: (Check one)

- Identified in General Plan, council adopted policy, or Capital Improvements Program
List:
Downtown Code designates First Street as Enhanced Pedestrian Route with streetscape enhancements.
- Consistent with general policy/practices, but not formally identified
Explain
- Not addressed by jurisdiction's plans, policies, or practices

27. Describe how this project will be publicized to the general public.

Phoenix will follow the NEPA scoping process. Scoping letters will be sent to affected/involved agencies and public including property owners of adjacent properties. The 2010 stakeholders group developed to provide guidance during preparation of the conceptual plan, design guidelines for First Street between Fillmore and Moreland Streets and the first phase of construction will be updated. Members including adjacent property owners, various downtown organizations and neighborhood groups will be invited to final design and pre-construction meetings.

28. How will you determine customer satisfaction/evaluation?

An increase in pedestrians and development in between the downtown business core, ASU campus and Roosevelt Row and Margaret T. Hance Park will reflect customer satisfaction with this project.

PART C - TOTAL PROJECT SCHEDULE AND BUDGET INCLUDING ALL SEGMENTS

Please provide a cost and programming estimate for the total project (e.g. the cost to complete all planned segment improvements). 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 the segment description(s) in Part B(s).

Cost Estimate for the Project Including ALL Segments	Cost	Optional (Additional Notes)
1. ADOT Fee	\$23,079.00	None
2. Design	\$104,500.00	None
3. Right of way	\$10,000.00	None
4. Utilities	\$10,000.00	None
5. Construction	\$1,049,450.00	None
6. Contingency	\$50,000.00	None
7. Total Cost	\$1,177,029.00	None

8. Please attach a detailed cost estimate if available. [Link to MAG Webpage for Bike-Ped Cost Form](#)

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

10. Expected Annual Maintenance Cost

0	Note
---	------

Requested MAG Programming	Year	Local Funding Source	Local Cost	Federal Cost	Total Cost
11. Design	2013	HURF	104,500	Not Available	104,500
12. Right of way and Utilities	2014	HURF	20,000	Not Available	20,000
13. Construction	2015	HURF	59,819	989,631	1,049,450
			184,319	989,631	1,173,950

Pedestrian, Bicycle and Shared-Use Facility Project Application from Phoenix for '1st Street Pedestrian Improvement Project'

PART D - SIGNATURE AND CHECKLIST

As the jurisdiction'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: *R. Nalmark*

Name: Rick Nalmark

Title: Deputy City Manager

Date: September 18, 2012

WILL FILL OUT AFTER QUESTIONS APPROVED.

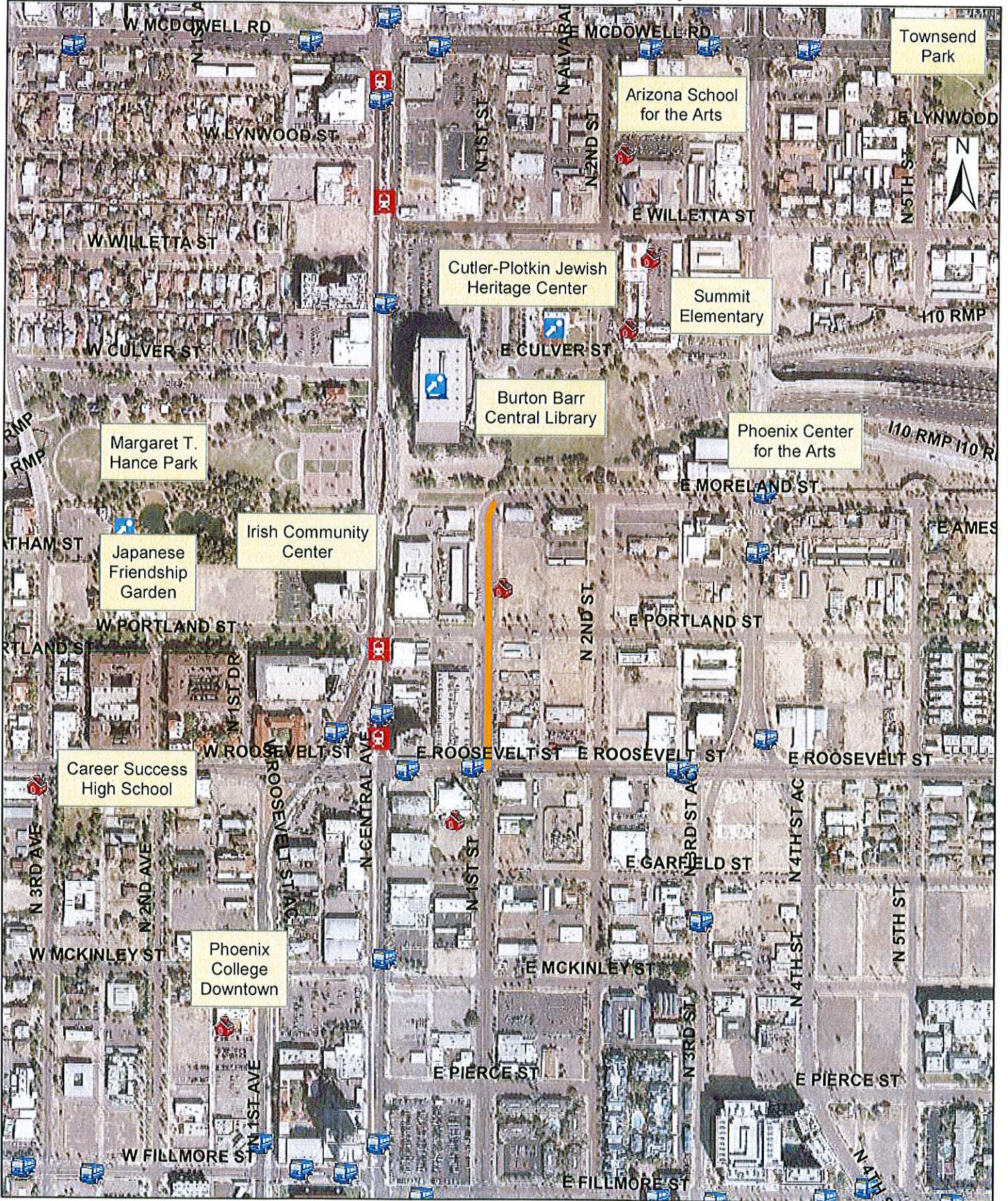
Checklist - OPTIONAL

This check list is optional, but is included to facilitate applicant review and verification that all required fields in the form have been completed.

PART A - Contacts and Project Description Fields	Complete?
Contact Information, fields 1 – 5 are complete	<input type="checkbox"/>
Project Description, fields 6 - 7 are complete	<input type="checkbox"/>
Project Description, field 8 – project map is provided in the printed application. Please attach a PDF file in the electronic submittal.	<input type="checkbox"/>
PART B - Segment Description and Proposed Improvements Fields	Complete?
Project Description, Section 1	
Fields 1 - 2 are complete	<input type="checkbox"/>
Field 3 – segment alignment map is provided in the printed application. Please attach PDF file in the electronic submittal.	<input type="checkbox"/>
Field 4 - please check box if included and provided in the printed application. Please attach PDF file in the electronic submittal.	<input type="checkbox"/>
Fields 5 – 10 are complete	<input type="checkbox"/>
Proposed Improvements, Section 2	
Fields 11 – 28 are complete	<input type="checkbox"/>
PART C - Total Project Schedule and Budget Including All Segment Fields	Complete?
Fields 1 – 7 are complete	<input type="checkbox"/>
Field 8 - please check box if included and provided in the printed application. Please attach PDF file in the electronic submittal.	<input type="checkbox"/>
Field 9 - 10 are complete	<input type="checkbox"/>
Fields 11 – 13 Years are complete	<input type="checkbox"/>
Fields 11 – 13 Local Funding Sources are complete	<input type="checkbox"/>
Fields 11 – 13 Local Costs are complete	<input type="checkbox"/>
Field 11 - 13 Federal Costs are complete	<input type="checkbox"/>
PART D - Signature Page Fields	Complete?
Form is signed	<input type="checkbox"/>
Name, title and date fields are completed.	<input type="checkbox"/>

Pedestrian, Bicycle and Shared-Use Facility Project Application from Phoenix for '1st Street Pedestrian Improvement Project'

1st Street Pedestrian Improvements Project



Project Location

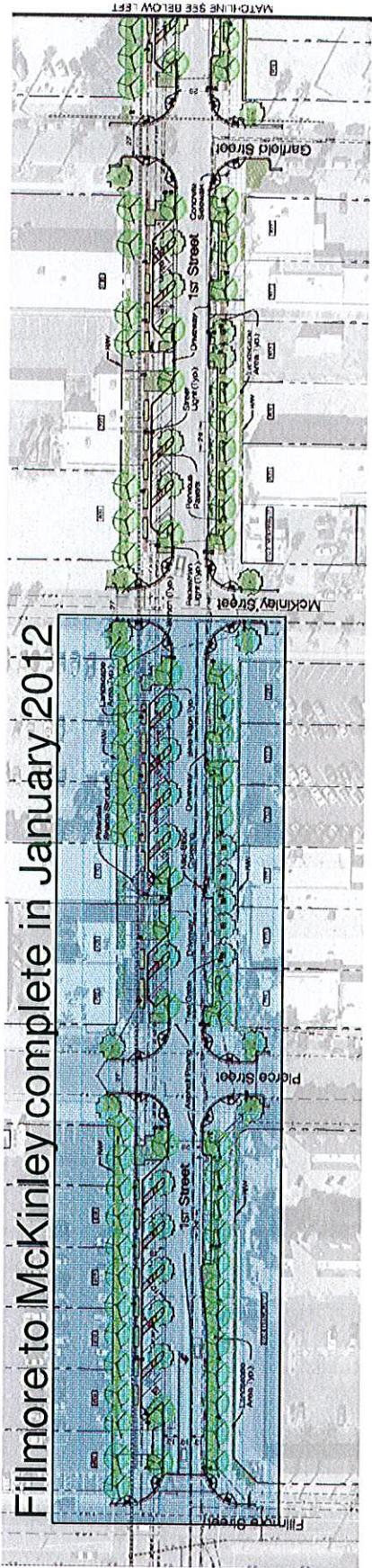
Bus Stop

Light Rail Stop

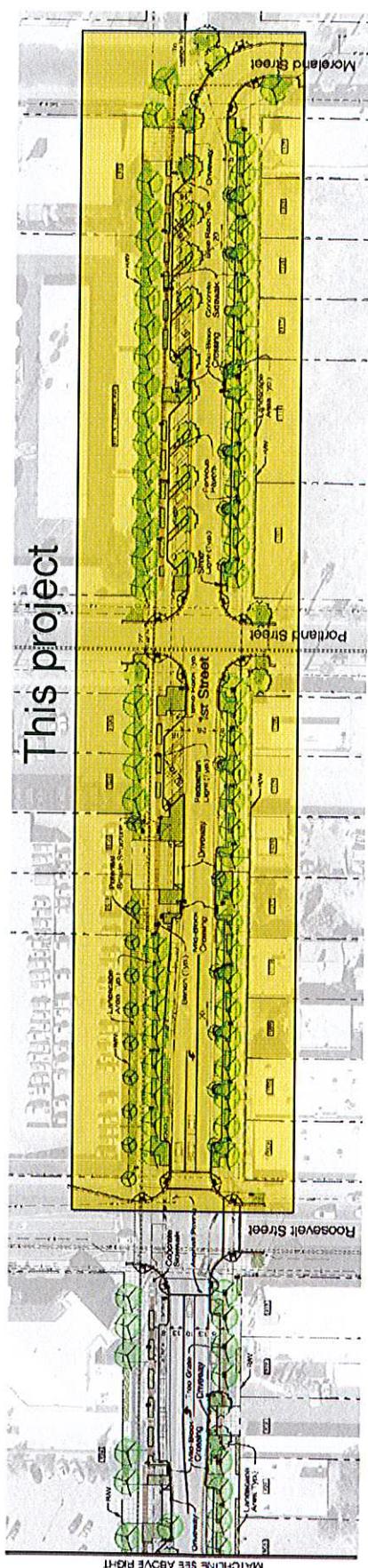
Point of Pride

School

1ST STREET - PROPOSED STREETSCAPE LAYOUT



Fillmore to McKinley complete in January 2012



This project

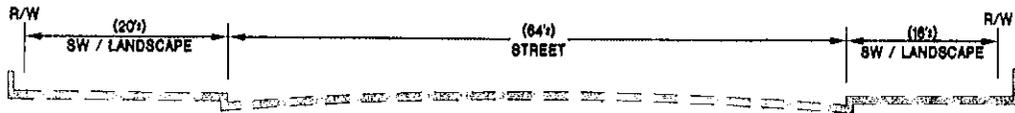
1st St Pedestrian Improvements: Roosevelt Street to Garfield Street

NOV 2010

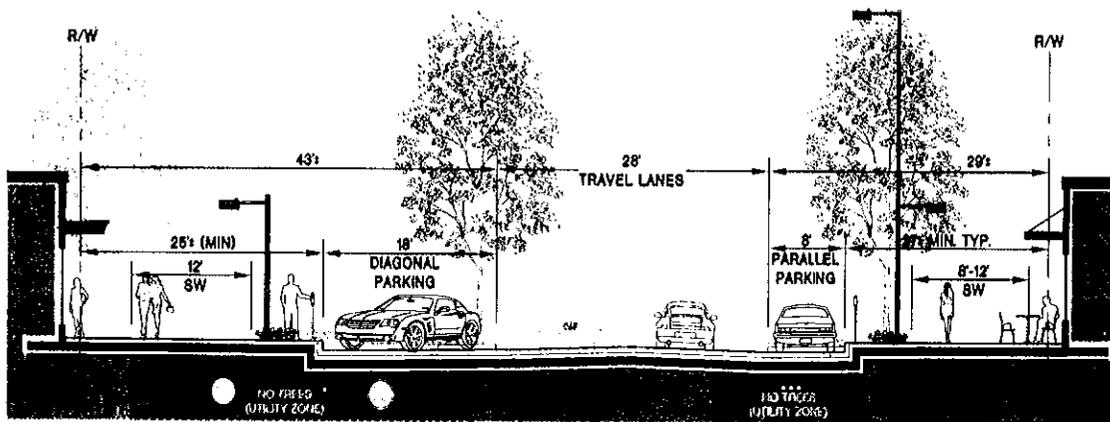
Gavan Barker City of Phoenix

The 1st Street Proposed Streetscape Layout was approved by stakeholders in September 2010 after a series of three public meetings. The layout is available on the Street Transportation Department website so that those interested can view it.

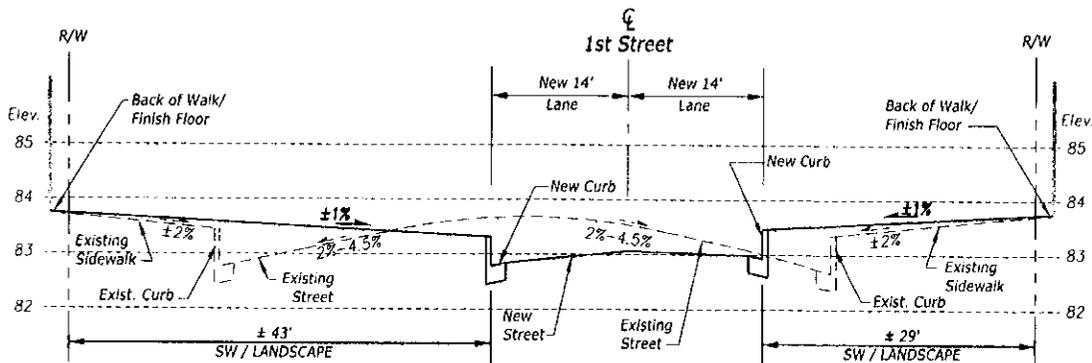
1ST STREET STREETSCAPE GRAPHIC STREET SECTIONS



(1ST STREET EXISTING SECTION)



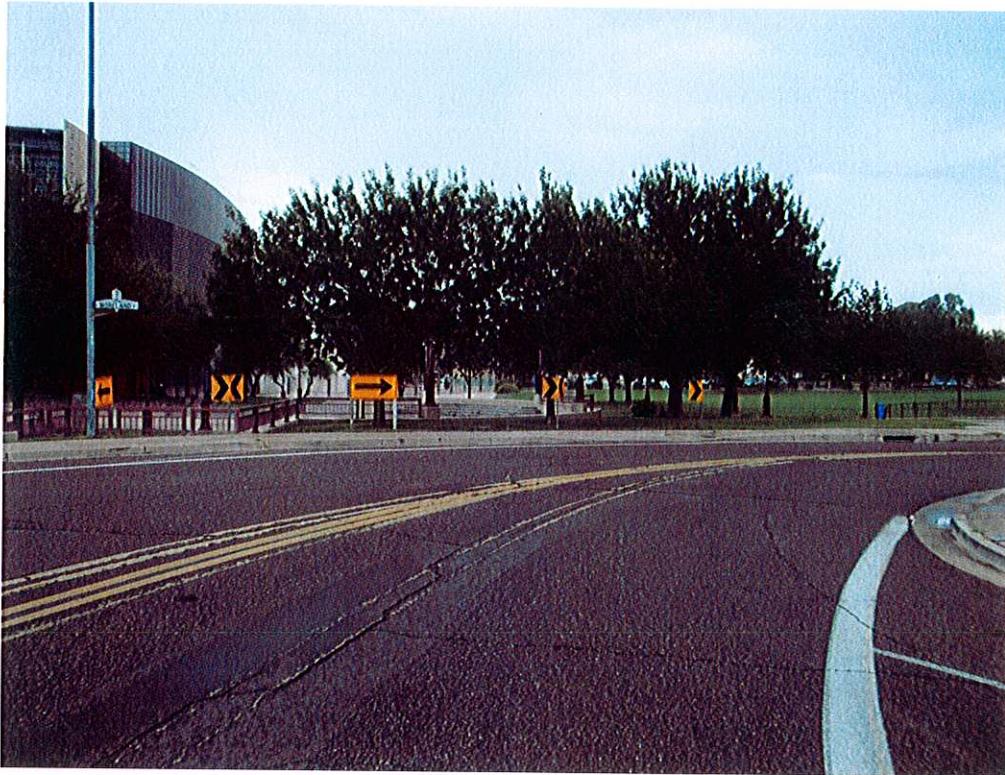
1ST STREET TYPICAL SECTION WITH PARKING
LOOKING NORTH



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

1st Street Pedestrian Improvements:
Roosevelt Street to Moreland Street





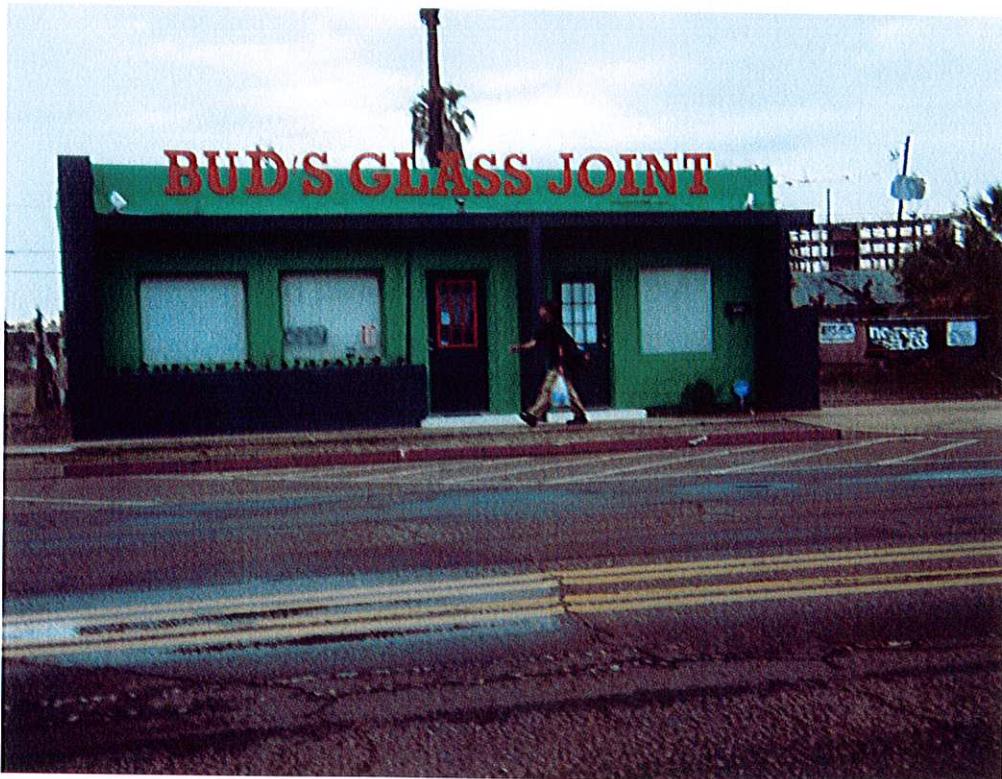
1st Street is part of the highly used downtown pedestrian loop. It connects the downtown core, downtown ASU campus, Roosevelt Row and Margaret T. Hance Park.



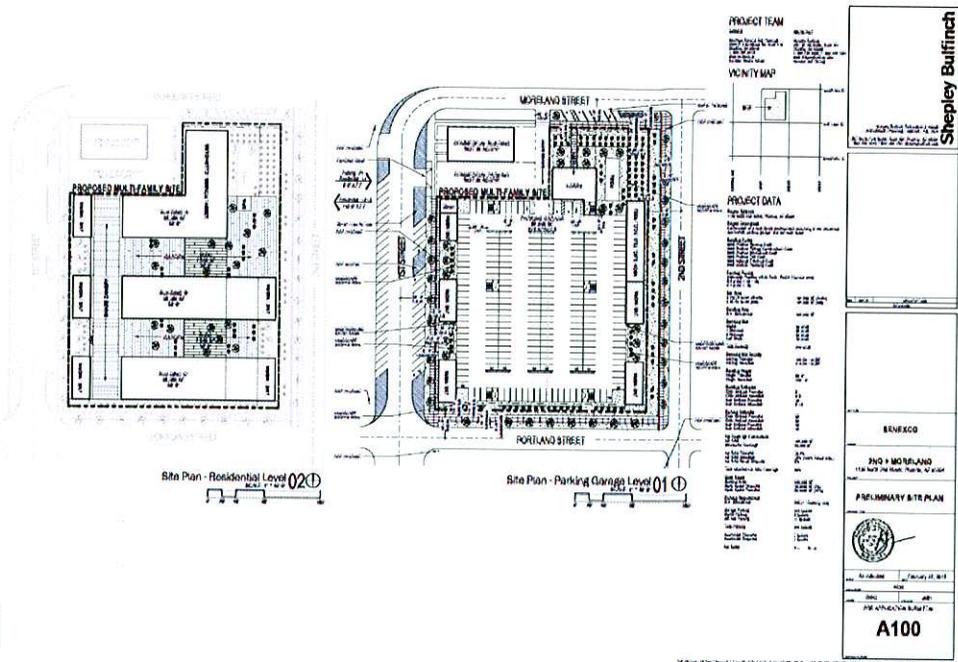
A jazz club on the corner of 1st and Roosevelt attracts many patrons who often wait to enter the club. Providing wider sidewalks with space for a patio will make the experience more pleasant.



The 1st Street roadway between Roosevelt Street and Moreland Street is 75 feet wide and encourages speeding.



Narrowing the roadway will allow more room to widen sidewalks, add landscape and install pedestrian amenities. It will help reduce speed of traffic on 1st Street.



Plans for the new 2+Moreland multi-family development consisting of 240 residential apartments and live-work space are being reviewed by the Planning & Development Department. Construction is anticipated to begin next summer.



2+Moreland will be constructed on this vacant parcel on the east side of 1st Street just south of Moreland.

Pedestrian/Bicycle Cost Estimation Form

Design Funding	Locally Funded	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	
A. Scoping (15% Preliminary Engineering Design)		1. SITE TOPOGRAPHIC SURVEY	LS	1	\$3,000.00	\$3,000.00	FALSE	\$0.00	\$3,000.00	
		2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	1	\$5,000.00	\$5,000.00	FALSE	\$0.00	\$5,000.00	
		3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting	LS	1	\$15,000.00	\$15,000.00	FALSE	\$0.00	\$15,000.00	
		4. HAZMAT ASSESSMENT	LS	1	\$2,000.00	\$2,000.00	FALSE	\$0.00	\$2,000.00	
		Subtotal Scoping (Part A)				\$25,000.00		\$0.00	\$25,000.00	
	B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E		1. Right-of-Way Acquisition	LS	1	\$0.00	\$0.00	FALSE	\$0.00	\$0.00
			2. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$75,000.00	\$75,000.00	FALSE	\$0.00	\$75,000.00
			3. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1	\$3,000.00	\$3,000.00	FALSE	\$0.00	\$3,000.00
			4. DRAINAGE REPORT	LS	1	\$1,500.00	\$1,500.00	FALSE	\$0.00	\$1,500.00
			5. SWPPP	LS	0	\$0.00	\$0.00	FALSE	\$0.00	\$0.00
		Subtotal PE (Part B)				\$79,500.00		\$0.00	\$0	
	C. Construction Or Implementation For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4		Installation Of SWPP Measures	LS	1	\$3,000.00	\$3,000.00	TRUE	\$2,829.00	\$171.00
			Site Preparation	LS	1	\$7,500.00	\$7,500.00	TRUE	\$7,072.50	\$427.50
			Misc. Removals	LS	1	\$10,000.00	\$10,000.00	TRUE	\$9,430.00	\$570.00
			Remove Structures and Obstructions	LS	1	\$10,000.00	\$10,000.00	TRUE	\$9,430.00	\$570.00
		Remove Fencing	LF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Remove Structural Concrete	CY	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Remove Asphaltic Concrete Pavement	SY	6,500	\$8.00	\$52,000.00	TRUE	\$49,036.00	\$2,964.00	
		Remove Concrete Sidewalks, Slabs	SF	20,000	\$2.50	\$50,000.00	TRUE	\$47,150.00	\$2,850.00	
		Hazmat Abatement	LS	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Utility Relocation	LS	1	\$100,000.00	\$100,000.00	TRUE	\$94,300.00	\$5,700.00	
		Retaining Wall - Reinforced Concrete Cantilevered	SF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		General Excavation	CY	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Drainage Excavation	CY	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Structural Excavation	CY	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Structural Backfill	CY	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Borrow (In Place)	CY	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Curb & Gutter	LF	1,900	\$30.00	\$57,000.00	TRUE	\$53,751.00	\$3,249.00	
		Aggregate Base	CY	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Concrete	SF	20,000	\$4.50	\$90,000.00	TRUE	\$84,870.00	\$5,130.00	
		Colored Concrete	SF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Stamped Color Concrete	SF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Permeable Concrete Pavers	SF	1,600	\$7.50	\$12,000.00	TRUE	\$11,316.00	\$684.00	
		Asphaltic Concrete	Ton	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Polymer or Resin Stabilized Surface	SF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
		Concrete Pavers	SF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00	
	Stamped Asphalt	SF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
	Stamped Concrete	SF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
	Concrete	SF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
	Crosswalk Enhancement	SF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
	Pedestrian ADA Ramp	SF	120	\$13.00	\$1,560.00	TRUE	\$1,471.08	\$88.92		
	Culvert Extensions	LF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00		
	Pedestrian Lighting Including Conduit And Trenching	LS	1	\$140,000.00	\$140,000.00	TRUE	\$132,020.00	\$7,980.00		

Handrail	Standard	Decorative	LF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
2. Landscaping & Irrigation Items									
Subtotal Hardscape Construction									
Trees Above 15 Gallon In Size As Required Per Local Code Or Special Design Requirements									
Trees (15 Gallon Size)			Each	90	\$350.00	\$31,500.00	TRUE	\$29,704.50	\$1,795.50
Trees (5 Gallon Size)			Each	10	\$120.00	\$1,200.00	TRUE	\$1,131.60	\$68.40
Shrubs (5 Gallon Size)			Each	300	\$15.00	\$4,500.00	TRUE	\$4,243.50	\$256.50
Shrubs (1 Gallon Size)			Each	100	\$7.00	\$700.00	TRUE	\$660.10	\$39.90
Cactus (5 Gallon Size)			Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
Mulch		Decomposed Granite	CY	49	\$85.00	\$4,165.00	TRUE	\$3,927.60	\$237.41
		Organic	CY	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
Structural Soil			CY	400	\$100.00	\$40,000.00	TRUE	\$37,720.00	\$2,280.00
Seeding			Acre	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
Turf Sod			SY	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
Boulders			Each	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
Irrigation System		Drip Turf	LS	1	\$50,000.00	\$50,000.00	TRUE	\$47,150.00	\$2,850.00
Sleeving For Irrigation System		Directional Bore Cut and Patch	LF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
Landscape Header Curb			LF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
Landscape Establishment			LF	200	\$15.00	\$3,000.00	TRUE	\$2,829.00	\$171.00
Subtotal Landscaping & Irrigation Items			LS	1	\$5,000.00	\$5,000.00	TRUE	\$4,715.00	\$285.00
Benches			Each	4	\$2,050.00	\$8,200.00	TRUE	\$7,732.60	\$467.40
Seatwalls			LF	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
Bike Racks			Each	4	\$1,200.00	\$4,800.00	TRUE	\$4,526.40	\$273.60
Trash Receptacles			Each	2	\$500.00	\$1,000.00	TRUE	\$943.00	\$57.00
Drinking Fountains			Each	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
Signage (Standard Traffic Control)			Each	0	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
Tree Grates			Each	10	\$2,000.00	\$20,000.00	TRUE	\$18,860.00	\$1,140.00
Subtotal Site Furnishings						\$34,000.00	TRUE	\$32,062.00	\$1,938.00
3. Site Furnishings									
Asphalt Concrete Base									
Asphalt Concrete Surface Course			Ton	700	\$95.00	\$66,500.00	TRUE	\$62,709.50	\$3,790.50
Tack Coat			Ton	200	\$95.00	\$19,000.00	TRUE	\$17,917.00	\$1,083.00
Permanent Pavement Replacement			Ton	3	\$1,400.00	\$4,200.00	TRUE	\$3,960.60	\$239.40
Concrete Pavement, 8" for Parking			SY	20	\$45.00	\$900.00	TRUE	\$848.70	\$51.30
Decommission Drywell per ADEQ			SY	35	\$55.00	\$1,925.00	TRUE	\$1,815.28	\$109.73
			Each	2	\$8,400.00	\$16,800.00	TRUE	\$15,842.40	\$957.60
			Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
			Each	1	\$0.00	\$0.00	TRUE	\$0.00	\$0.00
Subtotal Other Construction						\$109,325.00	TRUE	\$103,093.48	\$6,231.53
Contractor Mobilization			LS	0	\$0.00	\$0.00	FALSE	\$0.00	\$0.00
Traffic Control			LS	1	\$13,000.00	\$13,000.00	TRUE	\$12,259.00	\$741.00
Construction Survey & Layout			LS	1	\$50,000.00	\$50,000.00	TRUE	\$47,150.00	\$2,850.00
Construction Contingencies			LS	1	\$50,000.00	\$50,000.00	TRUE	\$47,150.00	\$2,850.00
Construction Administration			LS	1	\$120,000.00	\$120,000.00	TRUE	\$113,160.00	\$6,840.00
Subtotal Mobilization & Administration Costs						\$233,000.00	TRUE	\$219,719.00	\$13,281.00
Subtotal Construction Or Implementation Cost (Part C)									
D. Total Scoping, PE and Construction (Part A, B, and C)									
E. Adot Fee For Pe Reviews And Staff Charges (The higher of \$20,000 or 2% of Total Cost (Part D))									
F. Total Project Cost Including ADOT Fees (Part D + Part E)									