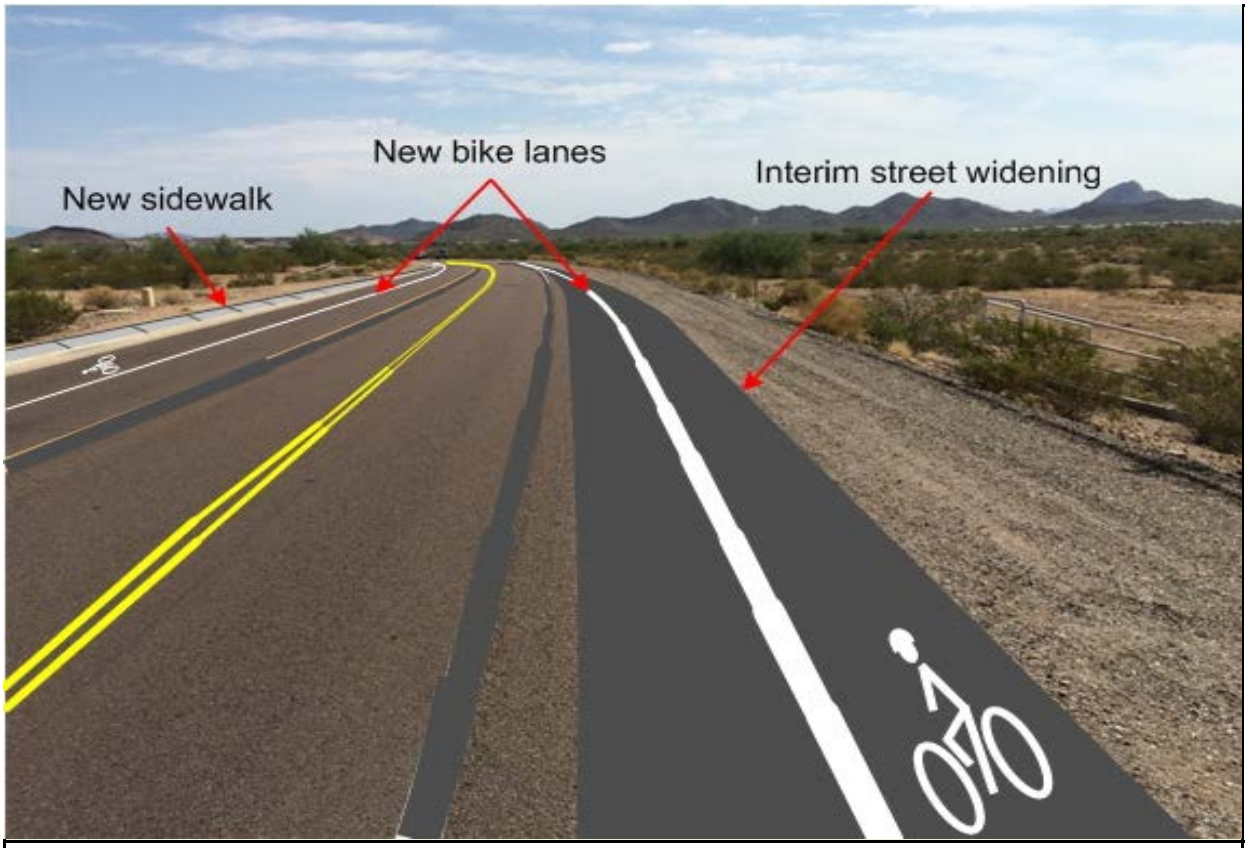


Transportation Alternatives / CMAQ Application for FY 2018, 2019, and 2020 Projects

83RD AVENUE SIDEWALK AND BIKE LANES

CITY OF PEORIA

APPLICATIONS ARE DUE AT MAG OFFICES BY
Monday, September 21, 2015 at 10:00 a.m.

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

Peoria: 83rd Avenue Sidewalk and Bike Lanes

PART A - CONTACT AND PROJECT DESCRIPTION	
Contact Information	
1. Name of Sponsoring Agency	Peoria
2. Agency Contact Name	Dan Nissen
3. Phone Number of Agency Contact	623-773-7214
4. E-Mail Address of Agency Contact	dan.nissen@peoriaaz.gov
5. Mailing Address of Agency Contact	9875 N. 85th Avenue Peoria, AZ 85345
Project Description	
6. Please provide the Project Title.	83rd Avenue Sidewalk and Bike Lanes
7. Please provide a concise, specific description of the project (250 character limit):	
Project along the half-street of 83rd Avenue between Happy Valley Road and Jomax Road to widen the asphalt on the east side of the street to provide width for 6' bike lanes on both sides (with curb on the west side and without curb on the east side). Project will also include construction of 5'-8' (as space and conflicts permit) sidewalk along the west side attached to the existing curb and gutter.	
8. Please provide the project limits:	
83rd Avenue from Happy Valley Road to Jomax Road	

Peoria : 83rd Avenue Sidewalk and Bike Lanes

PART B-DETAILED PROJECT DESCRIPTION

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

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

NOTE: For Part B, Questions 14-20, the specified distance will vary (and update automatically) depending on the project type identified in Part B, Question 1. Pedestrian-only projects will use a distance of 1/4 mile, while bicycle and Shared-Use projects will use a distance of 1/2 mile.

1. Please select which funding source(s) this project is applying for. Check all that apply.

X	Congestion Mitigation and Air Quality (CMAQ)
X	Transportation Alternatives (TA)

2. What type of project is this? (Check all that apply)

X	Bicycle Lane (4' min. w/o curb/gutter)		Shoulder paving is within 4-miles of a PM-10 Monitor
X	Bicycle Lane (5' min. with curb/gutter)	X	Wide Sidewalk (8' min.)
	Buffered Bike Lane		Detached Sidewalk with 4' min. buffer
	Protected Bike Lane		Signalized Crossing
	Shared-use path (10' min.)	Other:	
X	Sidewalk (5' min.)		
	Planning Study		

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

	Bridge (overpass)	Other:
	Tunnel (underpass)	
	Signalized midblock crossing/HAWK	
	Countdown Pedestrian Signal	

4. What amenities are included in this project?

	Number of Bike racks/lockers		Number of Seating/Rest Area(s)
	Number of Drinking Fountains		Number of bicycle/pedestrian counting devices
	Number of Way-finding Signs		Number of bicycle/pedestrian counting devices
	Number of Trash receptacles		
	Number of Trees	Other:	
	Number of new openings in street walls		
	Number of Shade Structures		

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

83rd Avenue between Happy Valley Road and Jomax Road is a 26' wide half street striped for two-way traffic separated by a double yellow centerline with curb and gutter on the west side and a 2' painted shoulder on the east side. This segment is a gap in the City's bicycle infrastructure between the bike lanes on Westwing Parkway and Happy Valley Road. Cyclists must either assume the full 12' lane or ride as close to the pavement edge as possible. Either option places the cyclist in a situation where motorists make unsafe and/or illegal maneuvers and violate the 3' safe passing distance. Additionally, there are no pedestrian facilities in the project area, so pedestrians must walk along an uneven dirt or gravel shoulder along this segment.

Peoria : 83rd Avenue Sidewalk and Bike Lanes

PART B-DETAILED PROJECT DESCRIPTION

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

The project will construct 5'-8' wide sidewalk behind the existing curb on the west side of 83rd Avenue from Happy Valley Road to Jomax Road. The sidewalk width will vary depending on utility conflicts or other significant obstructions. The asphalt will be widened by 12' along the east side of 83rd Avenue from Happy Valley Road to Jomax Road. The entire 1.2-mile segment will be micro sealed and restriped to provide a vehicle lane and a bike lane in each direction.

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

Peoria hopes to close a critical gap in its bike land infrastructure and connect the communities of Westwing with the rest of Peoria. Additionally, the addition of bike lanes on this street segment will allow for the rerouting of the new United States Bike Route 90, eliminating 4 miles of the high speed, high volume major arterial street travel on Lake Pleasant Parkway in favor of the lower volume, scenic minor arterial streets of Westwing Parkway, which becomes 83rd Avenue at Jomax Road.

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

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

Other

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

	Yes
X	No

Please Explain:

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

This project will provide separate bicycle and pedestrian facilities along a 1.2-mile corridor that currently is only wide enough for one vehicle lane in either direction.

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

This project will provide a fully accessible Pedestrian Access Route from the residential communities in Westwing and along Jomax Road to Happy Valley Road and beyond.

Peoria : 83rd Avenue Sidewalk and Bike Lanes

PART B-DETAILED PROJECT DESCRIPTION

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

This project will create a link between the residential communities north of Jomax Road and the shopping, schools, and residential communities along Happy Valley Road.

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

This corridor of 83rd Avenue already has a sense of place with beautiful desert mountain views, wildflowers in the spring and fall, and all the sights and smells of the desert. What this project provides is access to this place while not in a motor vehicle. Additionally, Peoria will recommend this segment become part of a minor reroute of United States Bike Route 90.

14. Connectivity: (Check all that apply)

X Project fills a gap in the system

Explain:

Closes a critical gap in the 83rd Avenue bike lane infrastructure.

X Project connects to other local bikeways

List of connected bikeways:

Connects to 4 miles of continuous bike lanes Westwing Parkway / 83rd Avenue, as well as 12 miles on Happy Valley Road/Parkway/Vistancia Blvd, 8 miles of bike lanes and routes along Lake Pleasant Parkway, and many more miles of bike lanes throughout Peoria.

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

List of Participating Jurisdictions:

25 Total length of bikeways directly connected by this project (in miles)

15. Number of transit stops this project will connect to. Do NOT count major transit facilities (park and rides, transit centers, etc.) in this question. List associated route(s) and their peak frequency, using Valley Metro as the source.

0 Within 1/2 mile

16. Number of transit routes serviced by the transit stops in question 15 that this project will connect to. List associated route(s) and their peak frequency, using Valley Metro as the source.

0 Within 1/2 mile

List routes and frequency:

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

0 Within 1/2 mile

List:

Peoria : 83rd Avenue Sidewalk and Bike Lanes

PART B-DETAILED PROJECT DESCRIPTION

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

2 Within 1/2 mile

List:

Westwing Park and Westwing Mountain Community Center

19. Number of commercial and employment destinations (malls, retail centers, business parks, etc.) this project will benefit (for example, a mall is ONE destination; do NOT count every store in a mall as a separate destination):

0 Within 1/2 mile

List:

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

1 Within 1/2 mile

List:

Westwing Elementary School

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

0 Within 1/2 mile

List:

22 Number of activity centers for air quality cost effectiveness (i.e. bank, church, hospital, health care facility, light rail station, park-and-ride lot, office park, post office, public library, shopping area, grocery store, university or junior college):

0 Within 1/4 miles

List:

1 1/4 miles to 1/2 miles

List:

Copper Hills Community Church (opening soon)

Peoria : 83rd Avenue Sidewalk and Bike Lanes

PART B-DETAILED PROJECT DESCRIPTION

23. What are the demographics of the area served: MAG Demographic Mapping

897	People Per Square Mile
5	% Families in Poverty

Use the MPO/COG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reporting," select "Custom Summary." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through all census block groups adjacent to your project, left-clicking where needed to change the direction of the line. Double-click to finish drawing the line. The selected census block groups will become highlighted in blue. A pop-up box will appear with "Results for Selected Block Groups." Select the "Summary Report" tab, and use the data found there. You may export the results to Excel (click the printer icon at the top-right side of the pop-up window) for your records.

24. Please provide the following information on the facility on which the improvement will be located.

For a linear project, please enter the Facility Name, Starting Limit and Ending Limit: 83rd Avenue - Happy Valley Road to Jomax Road

For a point project (e.g. an intersection or crossing), please enter a Facility Name and a Crossing Feature:

Federal Functional Classification of the Facility:
Minor Arterial — Link to MAG webpage for Federal Functional Classification Map

Type of Facility the Improvement will be located on:
Arterial Road

1.2	Length (in Miles)
40	Posted Speed Limit (MPH)
2	Number of Travel Lanes Before Project
2	Number of Travel Lanes After Project

Peoria : 83rd Avenue Sidewalk and Bike Lanes

PART B-DETAILED PROJECT DESCRIPTION

25. Please provide an estimated traffic volume (ADT) on the nearest parallel arterial.

7,626 ADT Estimate

2/12/15 Date Counted

Name of road the traffic count was taken from

83rd Avenue

Description of Methodology and Source used for the ADT Estimate

Pneumatic tube counts collected by Field Data Services of Arizona, Inc. as part of citywide semi-annual traffic counts.

26. Federal law requires that all federally funded projects comply with a federal environmental clearance. For projects that have a minimum ground disturbance, environmental surveys are required and an environmental document will need to be prepared, which typically requires 12 months to complete.

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

None known.

27. Current ROW: (Check all that apply)

X	Agency owns all ROW Needed		Agency owns easement
	ROW to be acquired		Agency has right-of-use (i.e. canal)
	Owners will donate ROW		Condemnation may be required

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

There is ample right-of-way for the scope of this project.

29. Please indicate whether all parcels for this project have been inventoried.

X Yes

No

Peoria : 83rd Avenue Sidewalk and Bike Lanes

PART B-DETAILED PROJECT DESCRIPTION

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

	No Utility in or abutting the alignment		Private Structures
	Canals & Drainage		
X	Power Lines & Cables	Other:	
X	Pipelines, Sewer and Water		

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

None known

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

X	AASHTO Guide for Bicycle Facilities	Other:
X	MAG Pedestrian Policies and Design Guidelines	
	MAG Complete Streets Guide	
	MAG Designing Transit Accessible Communities	
X	MAG Valley Path Brand & Wayfinding Signage Guidelines	
	NACTO Urban Bikeway Design Guide	
	RPTA Bus Stop Program and Standards	

33. Jurisdiction has the following policies for improved bicycle/shared use faculties:

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:	Recommende
Bicycle program implemented, including bike education, safety events, and bike maps	Yes
Complete Streets Policy	Yes

34. The project is: (Check one)

X Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)

List:

Circulation Element of General Plan and 2014 Bicycle Development Plan

Consistent with general policy/practices, but not formally identified (provide source)

Explain:

Not addressed by jurisdiction's plans, policies, or practices

Explain:

Peoria : 83rd Avenue Sidewalk and Bike Lanes

PART B-DETAILED PROJECT DESCRIPTION

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

Success will be measured by closing a critical gap in the bike lane network and by addressing one of the top requested citizen items from public meetings and outreach. Additionally, this segment will be requested to be added to semi-annual bike counts.

36. Will bicycle/pedestrian count technology be incorporated? Will the devices broadcast automatic updates or require manual data collection? If manual, how will the agency identify staff resources to dedicate to collecting the data?

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

37. Will the project include an education/marketing component upon completion of construction, to publicize the project and increase citizen awareness of the project impact and benefits? If yes, please describe below.

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

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

This project will include BIKE LANE signs, as well as USBR90 guide signs if the route is altered to include this segment, as anticipated.

Peoria: 83rd Avenue Sidewalk and Bike Lanes

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM

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

Sponsoring Agency:	City of Peoria	Project Title:	83rd Avenue Sidewalk and Bike Lanes	Application Date:	9/21/2015

Part	Item Description		Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)
A. Scoping (15% Preliminary Engineering Design)	1. SITE TOPOGRAPHIC SURVEY		LS	1		$0.00	No	$0.00	$0.00	
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN		LS	1	$51,000.00	$51,000.00	No	$0.00	$51,000.00	
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)		LS	1		$0.00	No	$0.00	$0.00	
	4. HAZMAT ASSESSMENT		LS	1		$0.00	No	$0.00	$0.00	
	Subtotal Scoping (Part A)					**$51,000.00**		**$0.00**	**$51,000.00**	
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.		LS	1	$65,000.00	$65,000.00	No	$0.00	$65,000.00	
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report		LS	1		$0.00	No	$0.00	$0.00	
	3. DRAINAGE REPORT		LS	1		$0.00	No	$0.00	$0.00	
	4. SWPPP		LS	1	$4,500.00	$4,500.00	No	$0.00	$4,500.00	
	Subtotal PE (Part B)					**$69,500.00**		**$0.00**	**$69,500.00**	
	Subtotal Preliminary Engineering (Part A + Part B)					**$120,500.00**		**$0.00**	**$120,500.00**	
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition		LS	1		$0.00	No	$0.00	$0.00	
	Subtotal Right-of-Way Acquisition (Part C)					**$0.00**		**$0.00**	**$0.00**	
D. Utility Relocation	1. Utility Relocation		LS	1	$15,000.00	$15,000.00	No	$0.00	$15,000.00	
	Subtotal Utility Relocation (Part D)					**$15,000.00**		**$0.00**	**$15,000.00**	
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	1. Hardscape Construction	Installation Of SWPP Measures	LS	1		$0.00	Yes	$0.00	$0.00	
		Site Preparation	LS	1	$22,000.00	$22,000.00	Yes	$20,746.00	$1,254.00	
		Demolition – Sawcut	LF	1		$0.00	Yes	$0.00	$0.00	
		Demolition – Remove Structures and Obstructions	LS	1		$0.00	Yes	$0.00	$0.00	
		Demolition – Remove Fencing	LF	1		$0.00	Yes	$0.00	$0.00	
		Demolition – Remove Structural Concrete	CY	1		$0.00	Yes	$0.00	$0.00	
		Demolition – Remove Asphaltic Concrete Pavement	CY	1		$0.00	Yes	$0.00	$0.00	
		Demolition – Remove Concrete Sidewalks, Slabs	CY	1		$0.00	Yes	$0.00	$0.00	
		Hazmat Abatement	LS	1		$0.00	Yes	$0.00	$0.00	
		Retaining Wall - Reinforced Concrete Cantilevered	SF	1		$0.00	Yes	$0.00	$0.00	
		Earthwork – General Excavation	CY	1		$0.00	Yes	$0.00	$0.00	
		Earthwork – Drainage Excavation	CY	1		$0.00	Yes	$0.00	$0.00	
		Earthwork – Structural Excavation	CY	1		$0.00	Yes	$0.00	$0.00	
		Earthwork – Structural Backfill	CY	1		$0.00	Yes	$0.00	$0.00	
		Earthwork – Borrow (In Place)	CY	1		$0.00	Yes	$0.00	$0.00	
		Curb & Gutter	LF	1		$0.00	Yes	$0.00	$0.00	
		Aggregate Base	CY	1	$57,000.00	$57,000.00	Yes	$53,751.00	$3,249.00	
		Pathway Or Sidewalk Materials – Concrete	SF	1	$205,000.00	$205,000.00	Yes	$193,315.00	$11,685.00	
		Pathway Or Sidewalk Materials – Colored Concrete	SF	1		$0.00	Yes	$0.00	$0.00	
		Pathway Or Sidewalk Materials – Stamped Color Concrete	SF	1		$0.00	Yes	$0.00	$0.00	
		Pathway Or Sidewalk Materials – Precast Concrete Pavers	SF	1		$0.00	Yes	$0.00	$0.00	
		Pathway Or Sidewalk Materials – Asphaltic Concrete	Ton	1		$0.00	Yes	$0.00	$0.00	
		Pathway Or Sidewalk Materials – Polymer or Resin Stabilized Surface	SF	1		$0.00	Yes	$0.00	$0.00	
		Crosswalk Enhancement – Concrete Pavers	SF	1		$0.00	Yes	$0.00	$0.00	
		Crosswalk Enhancement – Stamped Asphalt	SF	1		$0.00	Yes	$0.00	$0.00	
		Crosswalk Enhancement – Stamped Concrete	SF	1		$0.00	Yes	$0.00	$0.00	
		Crosswalk Enhancement – Concrete	SF	1		$0.00	Yes	$0.00	$0.00	
		Crosswalk Enhancement – Integral Color Concrete	SF	1		$0.00	Yes	$0.00	$0.00	
		Pedestrian ADA Ramp	SF	1		$0.00	Yes	$0.00	$0.00	
		Culvert Extensions	LF	1		$0.00	Yes	$0.00	$0.00	
		Pedestrian Lighting Including Conduit And Trenching	Each	1		$0.00	Yes	$0.00	$0.00	
		Handrail – Standard	LF	1		$0.00	Yes	$0.00	$0.00	
		Handrail – Decorative	LF	1		$0.00	Yes	$0.00	$0.00	
		Subtotal Hardscape Construction				$284,000.00		$267,812.00	$16,188.00	

Peoria: 83rd Avenue Sidewalk and Bike Lanes

PART D - TRANSPORTATION ALTERNATIVES COST ESTIMATE FORM

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

Sponsoring Agency:	City of Peoria	Project Title:	83rd Avenue Sidewalk and Bike Lanes	Application Date:	9/21/2015

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	1		$0.00	Yes	$0.00	$0.00	
		Trees (15 Gallon Size)		Each	1		$0.00	Yes	$0.00	$0.00	
		Trees (5 Gallon Size)		Each	1		$0.00	Yes	$0.00	$0.00	
		Shrubs (5 Gallon Size)		Each	1		$0.00	Yes	$0.00	$0.00	
		Shrubs (1 Gallon Size)		Each	1		$0.00	Yes	$0.00	$0.00	
		Cactus (5 Gallon Size)		Each	1		$0.00	Yes	$0.00	$0.00	
		Mulch	Decomposed Granite	CY	1		$0	Yes	$0	$0	
			Organic	CY	1		$0	Yes	$0	$0	
		Topsoil		CY	1		$0	Yes	$0	$0	
		Seeding		Acre	1		$0	Yes	$0	$0	
		Turf Sod		SY	1		$0	Yes	$0	$0	
		Boulders		Each	1		$0	Yes	$0	$0	
		Irrigation System	Drip	SF	1		$0	Yes	$0	$0	
			Turf	SF	1		$0	Yes	$0	$0	
		Sleeving For Irrigation System	Directional Bore	LF	1		$0	Yes	$0	$0	
			Cut and Patch	LF	1		$0	Yes	$0	$0	
		Landscape Header Curb		LF	1		$0	Yes	$0	$0	
		Landscape Establishment		LS	1		$0	Yes	$0	$0	
		Subtotal Landscaping & Irrigation Items					$0		$0	$0	
	3. Site Furnishings	Benches		Each	1		$0	Yes	$0	$0	
		Seatwalls		LF	1		$0	Yes	$0	$0	
		Bike Racks		Each	1		$0	Yes	$0	$0	
		Trash Receptacles		Each	1		$0	Yes	$0	$0	
		Drinking Fountains		Each	1		$0	Yes	$0	$0	
		Signage (Standard Traffic Control)		Each	1		$0	Yes	$0	$0	
		Signage (Wayfinding)		Each	1		$0	Yes	$0	$0	
		Tree Grates		Each	1		$0	Yes	$0	$0	
		Subtotal Site Furnishings					$0		$0	$0	
	4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)	Bicycle and Pedestrian Counter		Each	1		$0	Yes	$0	$0	
		Paving		Ton	1	$201,000	$201,000	Yes	$189,543	$11,457	
					1		$0	Yes	$0	$0	
					1		$0	Yes	$0	$0	
					1		$0	Yes	$0	$0	
					1		$0	Yes	$0	$0	
					1		$0	Yes	$0	$0	
					1		$0	Yes	$0	$0	
					1		$0	Yes	$0	$0	
					1		$0	Yes	$0	$0	
		Sutotal Other Construction					$201,000		$189,543	$11,457	
	5. Mobilization And Administration Costs	Contractor Mobilization		LS	1	$22,000	$22,000	No	$0	$22,000	
		Traffic Control		LS	1	$22,000	$22,000	Yes	$20,746	$1,254	
		Construction Survey & Layout		LS	1	$9,000	$9,000	Yes	$8,487	$513	
		Construction Contingencies		LS	1	$106,000	$106,000	Yes	$99,958	$6,042	
		Construction Administration		LS	1	$30,000	$30,000	Yes	$28,290	$1,710	
		Subtotal Mobilization & Administration Costs					$189,000		$157,481	$31,519	
	Subtotal Construction Or Implementation Cost (Part E)						**$674,000**		**$614,836**	**$59,164**	
F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)							**$809,500**		**$614,836**	**$194,664**	
G. Adot Fee Review Fee - $10,000 for Certified Accepted agencies, otherwise $30,0000							**$30,000**	No	$0	$30,000	
H. Total Project Cost Including ADOT Fees (Part F + Part G)							**$839,500**		**$614,836**	**$224,664**	

Peoria: 83rd Avenue Sidewalk and Bike Lanes

PART E - TOTAL PROJECT SCHEDULE AND BUDGET

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

The design for the project should be programmed at least 1 year, preferably 2 years, prior to construction. Utilities and right of way should be programmed at least 1 year prior to construction, but may occur in the same year as construction depending on utility and right of way concerns that are identified in questions 24-27 in Part B.

Cost Estimate for the Project Including ALL Segments	Cost	Additional Notes (if needed)
1. ADOT Fee	$30,000	
2. Design	$120,500	
3. Right of way	$0	
4. Utilities	$15,000	
5. Construction	$568,000	
6. Contingency	$106,000	No more than 20% of Construction Cost
7. Total Cost	$839,500	

8. Will the agency maintain the improvement after it is completed?	Yes
9. Expected Annual Maintenance Cost	6,500
10. Identify Source of Maintenance Funds	City Operating Budget

Requested MAG Programming	Year	Short Work Description (E.g. Construct Multiuse Path)	Local Funding Source	Local Cost	Federal Cost	Total Cost	Local Share
11. Design (Optional)	2017	Design roadway widening and sidewalk construction	Bond Proceeds	$120,500	Not Available	$120,500	100.0%
12. Right of way (Optional)				$0	Not Available	$0	
13. Utilities (Optional)	2018	Utility relocations	Bond Proceeds	$15,000	Not Available	$15,000	100.0%
14. Other (Optional)		ADOT review fee	Bond Proceeds	$30,000	Not Available	$30,000	100.0%
15. Construction	2018	Widen roadway and construct sidewalk	Bond Proceeds	$59,164	$614,836	$674,000	8.8%
16. Total Costs				$224,664	$614,836	$839,500	26.8%

PART F - SIGNATURE AND CHECKLIST

Checklist

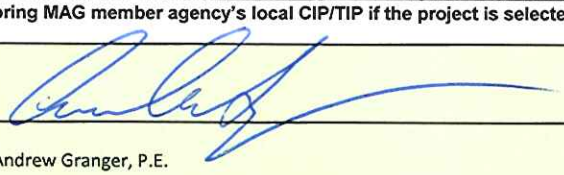
This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed.

COVER SHEET	**Complete?**
Cover Sheet is completely filled out	Yes
PART A - Contacts and Project Description Fields	**Complete?**
Contact Information, fields 1 – 5 are complete	Yes
Project Description, fields 6 - 8 are complete	Yes
PART B - Project Description	**Complete?**
Fields 1 - 14 (Project Description) are complete	Yes
Fields 15 - 17 (Transit) are complete	Yes
Fields 18 – 22 (Attractors and Demographics) are complete	Yes
Fields 23 – 30 (Traffic, Environmental, ROW, and Utilities) are complete	Yes
Fields 31 – 33 (Guidelines, Policies, and Plans) are complete	Yes
Fields 34 – 37 (Maintenance, Performance Measurement, and Wayfinding) are complete	Yes
PART C - Required Attachments	**Complete?**
Field 1 - Map showing the general location of the proposed project in relation to the region, including a north arrow provided in the printed application and the PDF application.	Yes
Field 2 - Map with streets labeled showing the detailed location(s) of the proposed project, including a north arrow provided in the printed application and the PDF application.	Yes
Field 3 - Up to four (4) photos of existing conditions are provided in the printed application and the PDF application (two 4x6 per page).	Yes
Field 4 -Simple diagram of the current typical cross section of the segment, that shows the right of way limits, widths, sidewalks and shoulders (if any), and the lanes of travel in the printed application and the PDF application.	Yes
(OPTIONAL)- Up to two (2) photos/renderings of the completed project are provided in the printed application and the PDF application.	Yes
(OPTIONAL) - Up to three (3) letters of support for the project are provided in the printed application and the PDF application.	Yes
(OPTIONAL) - GIS coverage (shapefile or geodatabase) is provided on the CD with the application.	Yes
PART D - Cost Estimate Worksheet	**Complete?**
Sponsoring Agency, Project Title, and Application Date are complete	Yes
Part A - Scoping is complete	Yes
Part B - Final Preliminary Engineering Design is complete	Yes
Part C - Right-of-Way Acquisition is complete	Yes
Part D - Utility Relocation is complete	Yes
Part E - Construction or Implementation is complete	Yes
Parts F, G, and H - Costs are complete and accurate	Yes
PART E - Total Project Schedule and Budget Including All Segment Fields	**Complete?**
Fields 1 – 7 are complete and costs are accurate	Yes
Field 8 - 10 are complete	Yes
Fields 11 – 15 Years are complete	Yes
Fields 11 – 15 Local Funding Sources are complete	Yes
Fields 11 – 15 Local Costs are complete and accurate	Yes

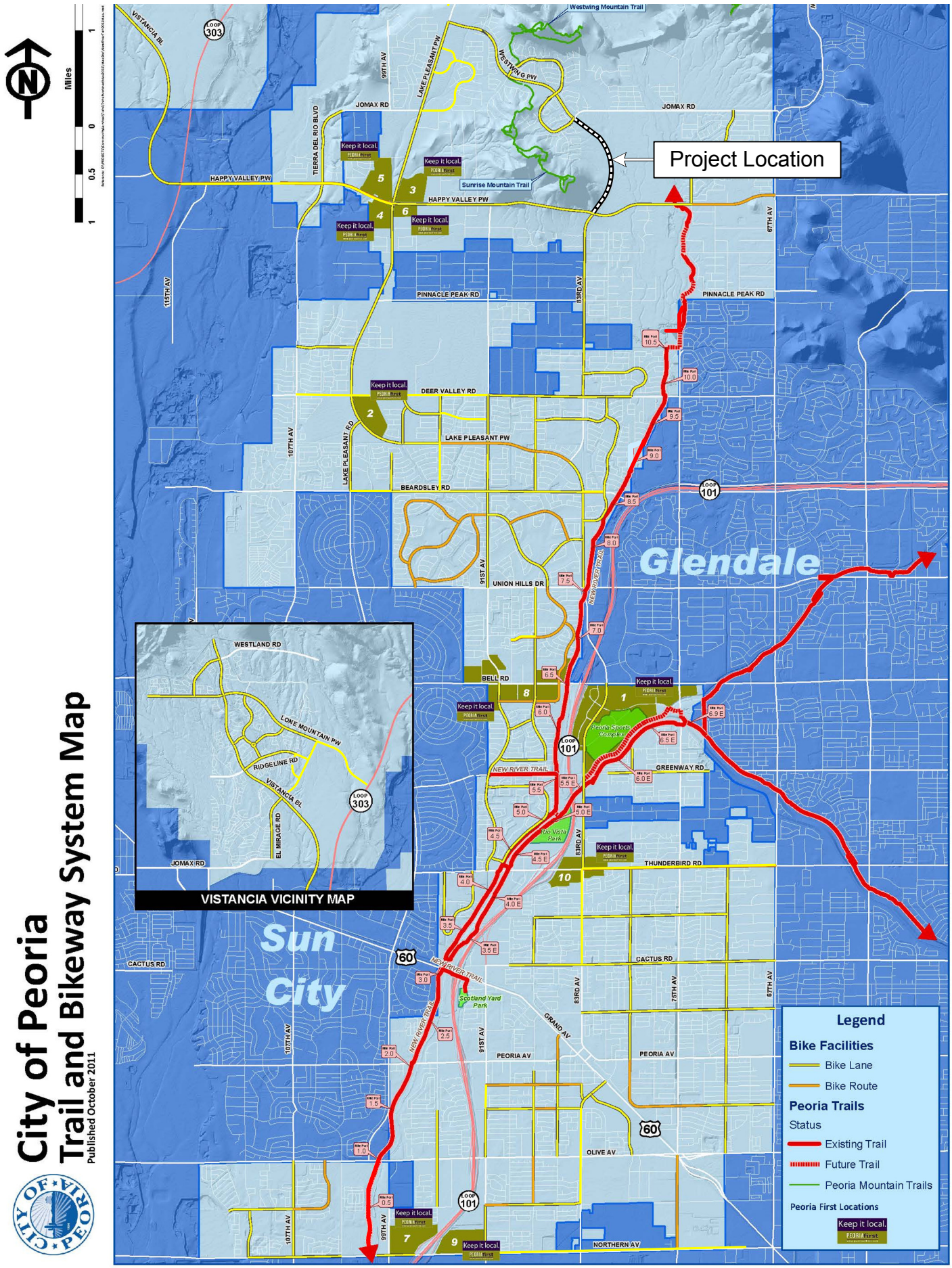
Field 11 - 15 Federal Costs are complete and accurate	Yes
Field 16 Total Costs are complete and accurate	Yes
PART F - Signature and Checklist	**Complete?**
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager/administrator or designated representative.	Yes
Name, title and date fields under the signature are completed.	Yes

SIGNATURE(S):

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

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

Transportation Alternatives / CMAQ
FY 2018, 2019, and 2020 Projects
83rd Avenue Sidewalk and Bike Lanes
City of Peoria



City of Peoria
Trail and Bikeway System Map
Published October 2011

Transportation Alternatives / CMAQ
FY 2018, 2019, and 2020 Projects
83rd Avenue Sidewalk and Bike Lanes
City of Peoria

Photo 1: West side of 83rd Avenue north of Happy Valley Road facing north

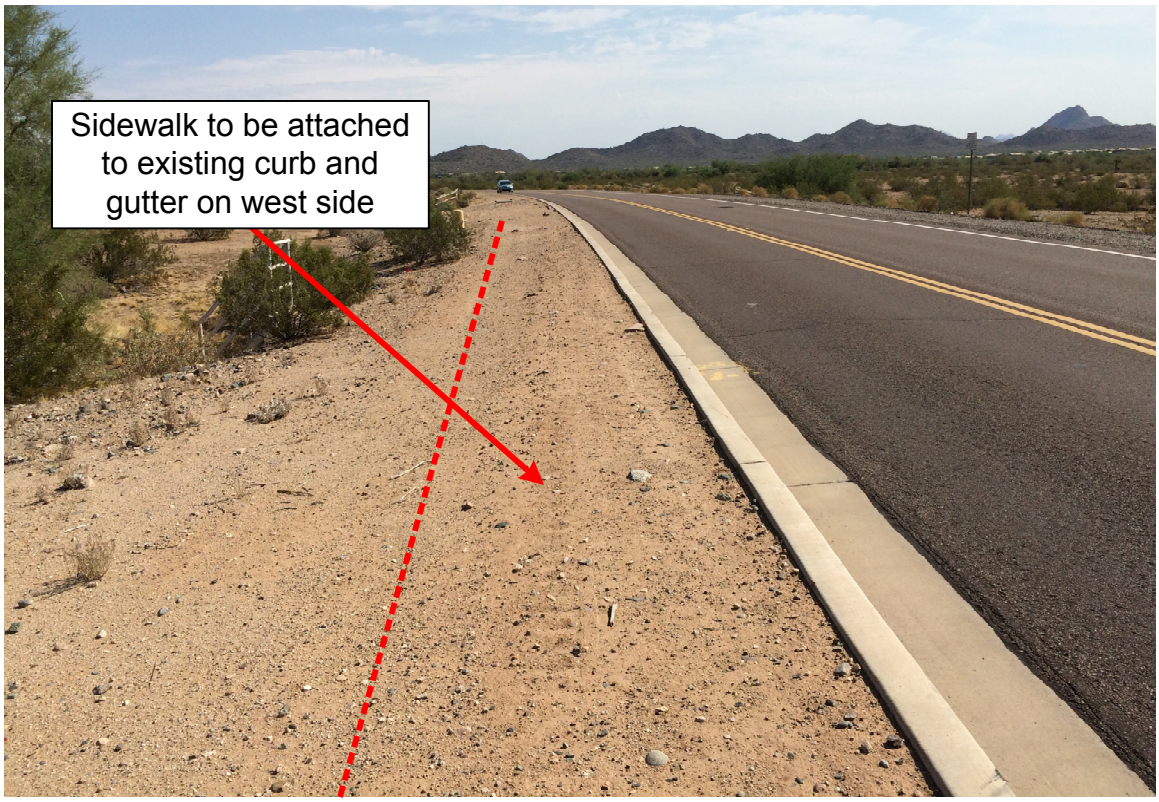


Photo 2: East side of 83rd Avenue north of Happy Valley Road facing north

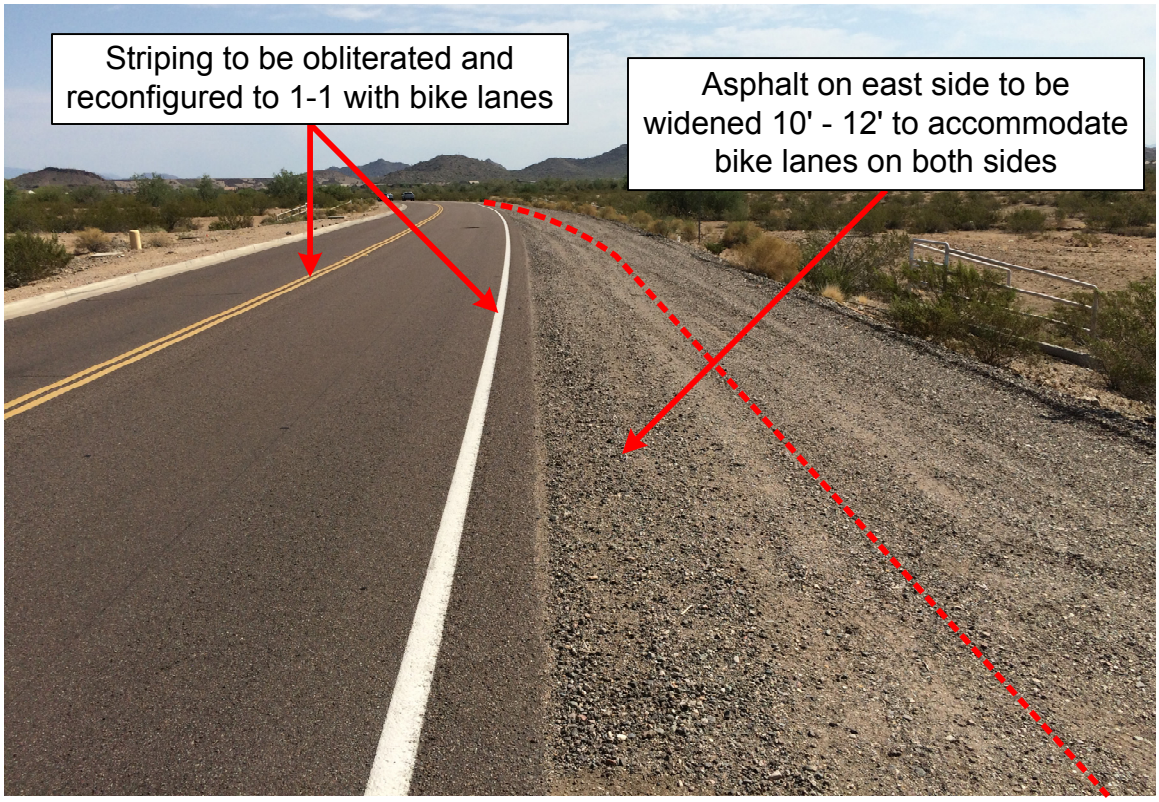


Photo 3: West side of 83rd Avenue south of Jomax Road facing south

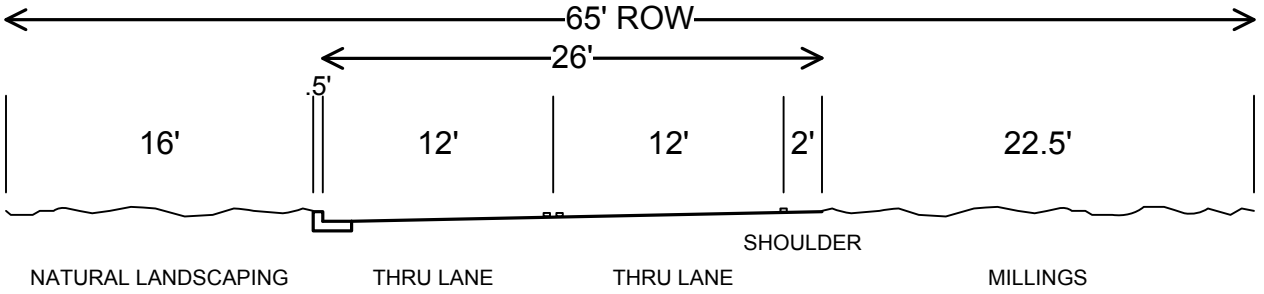
Photo 4: East side of 83rd Avenue south of Jomax Road facing north

CITY OF PEORIA

83RD AVENUE FROM HAPPY VALLEY ROAD TO JOMAX ROAD

CROSS-SECTION DETAILS

EXISTING CROSS-SECTION



PROPOSED CROSS-SECTION

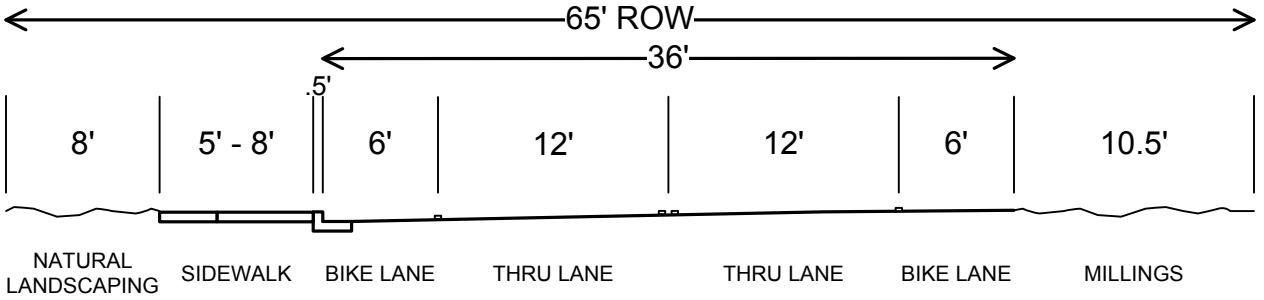
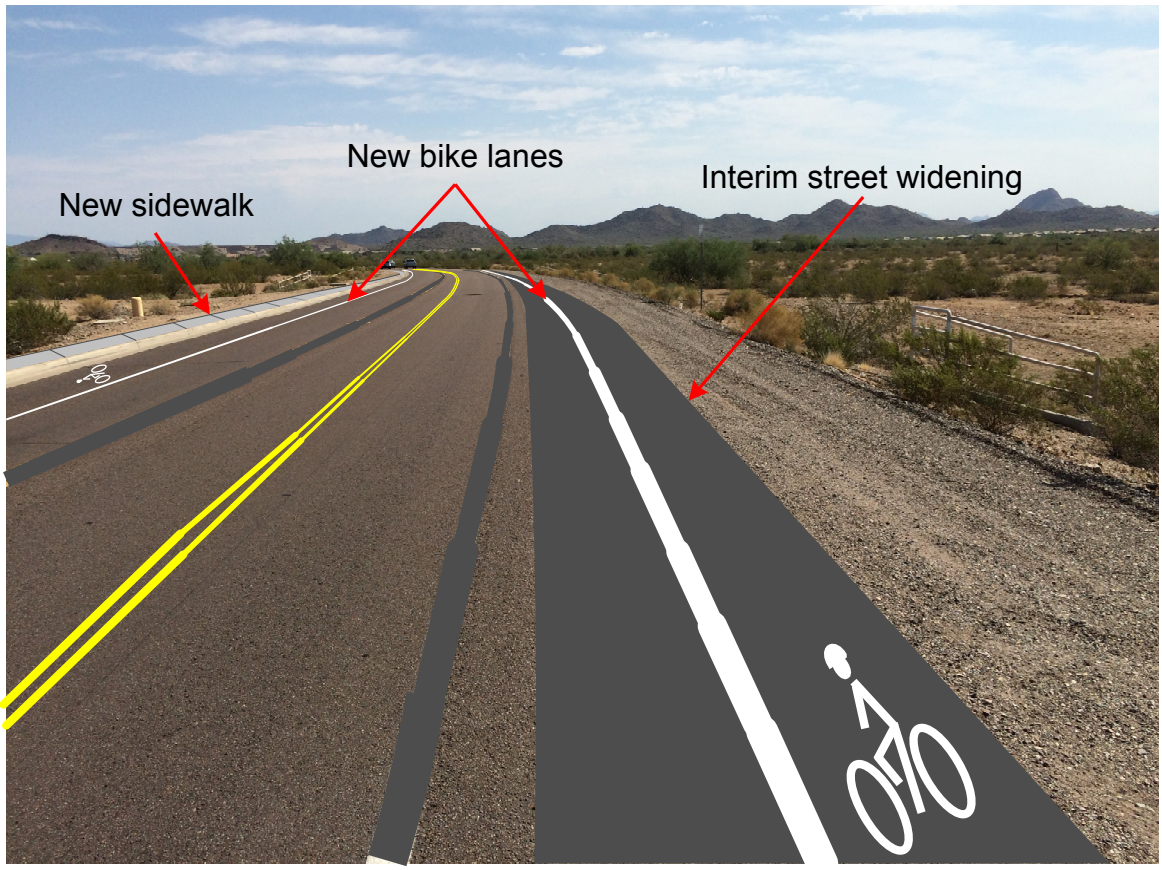


Photo 5: Rendering of new street configuration depicting east side of 83rd Avenue north of Happy Valley Road facing north



Trilogy Bicycle Club

June 23, 2015

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

Mr Brandon Forrey

The City of Peoria had done a great job of providing a bicycle friendly community that is enjoyed and used by many. Trilogy and Vistancia Village are attracting new homeowners because of the safe and excellent bicycling opportunities.

One popular route from Vistancia is the West Wing Pkwy and Happy Valley Pkwy. We can find bike lanes in West Wing and on Happy Valley Rd, Lake Pleasant Pkwy, and 83 Ave south of Happy Valley Rd. However, a busy missing segment is about a mile portion from Happy Valley Rd north to Jomax Rd in West Wing.

The Trilogy Bike Club supports the City of Peoria expediting the planning for bike lanes on 83 Ave that will provide safe bicycle passage to the other bike lanes.

Gail Johnson

Gail Johnson
President, Trilogy-Vistancia Bicycle Club
Peoria, AZ
602-762-4673
gailorbob@gmail.com

Southwest Bicycles Cycling Club
SWBCC
www.swbcc.org

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

June 18, 2015

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

RE: Support for bicycling/pedestrian improvements on 83rd Ave

Dear Brandon,

I am writing in support of the City of Peoria's request for design assistance for the 83rd Avenue segment between Happy Valley Road and Jomax Road to include bicycle lanes on the east and west sides of the current roadway.

I am the co-founder and president of a local 100+ member cycling club; the SouthWest Bicycles Cycling Club. As our name implies, SouthWest Bicycles located in the city of Peoria, is our sponsoring bicycle shop. Our club members ride in the referenced area weekly.

The bicycle lanes on 83rd Ave between Deer Valley Rd and Happy Valley Rd provide cyclists with a viable North/South route. 83rd Ave turns into West Wing Parkway north of Jomax and continues with bicycle lanes to Lake Pleasant Parkway. However; from Happy Valley Road north to Jomax Road, 83rd Avenue curves around the base of the foothills and provides no bike lane and a very narrow shoulder. That segment is more dangerous for cyclists to travel, because the road is not wide enough for cyclists and motor vehicles to share. As a result, many of our cyclists avoid that section of road and must travel west to Lake Pleasant Parkway to head north to West Wing Parkway which adds several miles to a route. Southbound through that segment presents similar safety challenges for cyclists.

The potential addition of bike lanes along this mile segment would provide continuity through the West Wing community, connecting the new bike lanes on Lake Pleasant Road with those that are south of Happy Valley Rd on 83rd Avenue. This would be a welcomed addition to the cycling infrastructure in the referenced area. The additional lanes would provide a safer alternative for cyclists riding 83rd Ave between Happy Valley Road and Jomax Road.

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

Regards,

Teresa Filleman, President
SouthWest Bicycles Cycling Club

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

SOUTHWEST SWB BICYCLES