



<p>Transportation Alternatives / CMAQ Application for FY 2021 and FY 2022 Projects</p>
<p>North South Rail Spur Multi-Use Path (Baseline Rd to Knox Rd)</p>
<p>City of Tempe</p>
<p><b>APPLICATIONS ARE DUE AT MAG OFFICES BY Monday, September 25, 2017 at 10:00 a.m.</b></p>
<p><b>(LATE AND/OR INCOMPLETE APPLICATIONS WILL <u>NOT</u> BE ACCEPTED)</b></p>

## Tempe: North South Rail Spur MUP - Baseline to Knox Rd

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

1. Name of Sponsoring Agency	Tempe
2. Agency Contact Name	Shelly Seyler
3. Phone Number of Agency Contact	480-350-8854
4. E-Mail Address of Agency Contact	shelly_seyler@tempe.gov
5. Mailing Address of Agency Contact	Transportation Center 200 E. 5th Street Tempe, Az 85281

**Project Description**

6. Please provide the Project Title.	North South Rail Spur MUP - Baseline to Knox Rd
7. Please provide a concise, specific description of the project (250 character limit):	Construct a 3.5-mile MUP with landscape, lighting, etc, adjacent to the UP Spur Line, from Baseline Rd to Chandler (Knox Road). The only continuous North South off-street facility through the city; connecting to Valley Path, BIKEiT Bike Boulevard system, and funded phase I to ASU and downtown. Identified in Masterplan and General Plan.
8. Please provide the project limits:	The proposed 3.5 miles of off-street facilities will start at Baseline Road traveling south to Knox Road at the Chandler border; running adjacent to the Union Pacific North South Rail Spur line. It will connect to previously funded CMAQ/Design Assistance Phase I from Baseline Road to Downtown Tempe.

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**PART B-DETAILED PROJECT DESCRIPTION**

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

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

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

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

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

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

- |                                     |   |                                |  |
|-------------------------------------|---|--------------------------------|--|
| <input type="checkbox"/>            | Bicycle Lane (4' min. w/o curb/gutter)  | <input type="checkbox"/>       | Shoulder paving is within 4-miles of a PM-10 Monitor |
| <input type="checkbox"/>            | Bicycle Lane (5' min. with curb/gutter) | <input type="checkbox"/>       | Wide Sidewalk (8' min.)                              |
| <input type="checkbox"/>            | Buffered Bike Lane                      | <input type="checkbox"/>       | Detached Sidewalk with 4' min. buffer                |
| <input type="checkbox"/>            | Protected Bike Lane                     | <input type="checkbox"/>       | Signalized Crossing                                  |
| <input checked="" type="checkbox"/> | Shared-use path (10' min.)              | Other:                         |  |
| <input type="checkbox"/>            | Sidewalk (5' min.)                      | Rail Road & Arterial Crossing. |  |
| <input type="checkbox"/>            | Planning Study                          |                                |  |

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

- |                                     |                                   |   |
|-------------------------------------|-----------------------------------|---|
| <input type="checkbox"/>            | Bridge (overpass)                 | Other:  |
| <input type="checkbox"/>            | Tunnel (underpass)                | Rail Road crossing improvements & Arterial crossings. |
| <input checked="" type="checkbox"/> | Signalized midblock crossing/HAWK |   |
| <input type="checkbox"/>            | Countdown Pedestrian Signal       |   |

4. What amenities are included in this project?

- |                          |    |  |  |   |   |
|--------------------------|----|--|--|---|---|
| <input type="checkbox"/> | 10 | Number of Bike racks/lockers           | <input type="checkbox"/>   | 3 | Number of Seating/Rest Area(s)                |
| <input type="checkbox"/> | 2  | Number of Drinking Fountains           | <input type="checkbox"/>   | 8 | Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> | 10 | Number of Way-finding Signs            | <input type="checkbox"/>   |   | Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> |    | Number of Trash receptacles            | Other:   |   |   |
| <input type="checkbox"/> | 90 | Number of Trees                        | Anti-graffiti coating on all exposed at-risk surfaces, public art. |   |   |
| <input type="checkbox"/> |    | Number of new openings in street walls |  |   |   |
| <input type="checkbox"/> | 3  | Number of Shade Structures             |  |   |   |

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

The proposed North South Railroad Spur MUP is located adjacent to the UP railroad spur line right-of-way and is separated from the roadway to provide nonmotorized transportation users with a direct and safe alternative to using the streets. The construction of the last 3.5 miles of this seven mile north/south facility will provide for the only true north/south connection that runs through the spine of Tempe. Currently users have no direct, north/south facility to travel comfortably by non-motorized means from city limit to city limit.

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

This project will improve pedestrian, bicycle, and other non-motorized mobility in Tempe by enhancing connectivity of the city's existing off-street network and setting the foundation for a pathway system that spans the length of the city, where none currently exist. This project will construct a ADA/AASHTO/MUTCD compliant and safe bicycle/pedestrian shared-use path adjacent to the Union Pacific railroad south Tempe Spur Line, which will serve as a major non-motorized transportation corridor running the spine of the city. Construction would improve bicycle and pedestrian safety by establishing additional signalized crossing points across busy arterials throughout Tempe, adding smooth/flat concrete pavement, landscaping, lighting, and other amenities.

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

Provide and support comfortable and direct facilities for non-motorized transportation alternatives for the city of Tempe and region. This project will improve pedestrian and bicycle mobility in Tempe by enhancing connectivity of the city's existing off-street network and setting the foundation for a pathway system that spans the length of the city where none currently exist. The proposed path would connect the major regional off-street facilities of the Valley Path network like the Western Canal and Rio Salado path system, and on-street facilities that connect neighborhoods and residents to regionally significant destinations. The city of Tempe also plans to work with the city of Chandler to extend the path south through Chandler to continue this major, direct north/south connection through our cities to access the rest of the region that converge on the Rio Salado path system like Scottsdale, Mesa, and Phoenix.

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

Bike and Pedestrian Rail Road Crossing Signals.

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

- Yes
- No

Please Explain:

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

This project would provide for the only continuous off-street facility running north/south through the city. By its very nature, bike and pedestrians traveling north/south through the city or from the Valley Path regional network will experience a major reduction in exposure to potential vehicular/bike/ped conflicts. In addition, all arterial/railroad crossings will be improved as part of this project. Finally, opportunity for crime prevention through environmental design will be enabled by activating this space and recharacterizing this space as a public space for transportation and recreation with the addition of landscaping, lighting, and public art.

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

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The shared-use path will be constructed to meet or exceed current ADA requirements. Persons with disabilities and/or mobility constraints will be able to remain on a level, concrete, multi-use path away from potential vehicular conflicts and difficult street sidewalk, ramp, or driveway conditions that may not be ADA compliant. The project will provide a continuous ADA accessible off-street link for persons with disabilities that connects downtown Tempe, Town Lake, ASU, and the region by way of the Valley Path network.

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**PART B-DETAILED PROJECT DESCRIPTION**

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

The construction of the project would be the last 3.5 miles of a seven mile corridor that serves as the only continuous north/south off-street transportation corridor running the entirety of the city. Neighborhoods with this connection will now be able to travel directly, while remaining off-street, to the many regional east/west running facilities that connect the region such as Western Canal, Rio Salado path system, to ASU, Downtown, and major employment destinations immediately adjacent to those facilities.

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

The project reclaims this under-utilized and sparse space as a public space that serves as a non-motorized transportation corridor and linear park. Public art, landscaping, shade, lighting, rest nodes will all contribute to activating this space, and creating a sense of place for not only Tempe, but the region as a whole.

14. Connectivity: (Check all that apply)

Project fills a gap in the system

Explain:

Only off-street facility running north/south connecting the Valley Path network of Western Canal to Chandler, Gilbert, Mesa (which connects to Highline and Kyrene Canal) through the city of Tempe terminating at the Rio Salado path system and its connections (Scottsdale, Mesa, and Phoenix).

Project connects to other local bikeways

List of connected bikeways:

Western Canal, Highline Canal, Kyrene Canal, Rio Salado Path System, Indian Bend Wash, and the 95+ miles of connected bike lanes in Tempe and Chandler.

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

List of Participating Jurisdictions:

Chandler and Maricopa County.

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

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

Within 1/2 mile

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

Within 1/2 mile

List routes and frequency:

#62: 30 min #65: 30 min #66: 30 min #77: 25 min #108: 30 min #521: 15 min #522: 15 min Orbit Saturn: 30 min

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

Within 1/2 mile

List:

While no major transit facilities exist within 1/2 mile of the project area, the bus routes 65 and 66 service the Tempe Transportation Center. The Orbit Saturn will also service the Tempe Public Library which has established itself as an informal park and ride.

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

Within 1/2 mile

List:

Kiwanis Park and Recreational Center, Celaya Park, Tempe Sports Complex, Campbell Park, and Ken McDonald Public Golf Course

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

Within 1/2 mile

List:

There are over 22,000 employees spread across 450+ employers within a 0.5-mile of the project. **Knox to Warner:** 7 industrial/business centers and 3 retail centers. **Warner to Elliot:** 9 industrial/business centers and 5 retail centers **Elliot to Guadalupe:** 10 industrial/business centers **Guadalupe to Baseline:** 15 industrial/business centers and 4 retail centers. Notable large employers include Honeywell, SRP, Teletech, Express Scripts, and American Airlines.

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

Within 1/2 mile

List:

Aguilar Elementary School, Getz School, Wood Elementary School, and Kyrene de las Manitas Elementary School.

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

Within 1/2 mile

List:

Evans Elementary School, Desert Choice Schools, and Compadre High School

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

Within 1/4 miles

List:

The Orthopedic Clinic Association, Page Family Practice, 32 business parks/centers, and 1 shopping area

1/4 miles to 1/2 miles

List:

Arizona Federal Credit Union, Food City, Pepperwood Plaza, Ash Business Center, Freedom Gate Church, Wells Fargo, Chase Bank, Aurora Behavioral Healthcare Hospital, Ocotillo Medical Clinic, Mountain Park Health Center, 9 business parks/centers, and 11 shopping areas.

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23. What are the demographics of the area served: [MAG Demographic Mapping](#)

People Per Square Mile

% Families in Poverty

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

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

For a linear project, please enter the Facility Name, Starting Limit and Ending Limit:

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

Federal Functional Classification of the Facility:

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

Type of Facility the Improvement will be located on:

Length (in Miles)

Posted Speed Limit (MPH)

Number of Travel Lanes Before Project

Number of Travel Lanes After Project

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

ADT Estimate

Date Counted

Name of road the traffic count was taken from

Kyrene Road from **Baseline to Guadalupe** - 22,883 **Guadalupe to Elliot** - 26,421 **Elliot to Warner** - 18,219 **Warner to Knox** - 22,278. Above ADT Estimate is average of the four segments.

Description of Methodology and Source used for the ADT Estimate

City of Tempe conducts traffic counts during peak season (fall and spring) when ASU is in session and demand on the system is at its highest, by way of pneumatic tubes on the roads. Counts are conducted for 24 hours on mid-week days; Tuesdays, Wednesdays, and Thursdays.

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.

Initial preliminary concept design work shows the corridor is clear of environmental, cultural, and historical resources or issues that could affect work on the segment. Any archeological/historic sites will be identified in environmental process.

27. Current ROW: (Check all that apply)

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

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

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

Non-city entities that own parcels of land along the project corridor include Union Pacific, private residences, and ROW occurring on county islands. When required we will seek easements from property owners and Union Pacific Railroad; no ROW purchasing.

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

Yes

No

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30. 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 type="checkbox"/>	Pipelines, Sewer and Water		<input type="text"/>

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

None.

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

<input checked="" type="checkbox"/>	AASHTO Guide for Bicycle Facilities	Other: <input type="text" value="Tempe Standard Details, Transportation Master Plan."/>
<input checked="" type="checkbox"/>	MAG Pedestrian Policies and Design Guidelines	
<input checked="" type="checkbox"/>	MAG Complete Streets Guide	
<input checked="" type="checkbox"/>	MAG Designing Transit Accessible Communities	
<input checked="" type="checkbox"/>	MAG Valley Path Brand & Wayfinding Signage Guidelines	
<input checked="" type="checkbox"/>	NACTO Urban Bikeway Design Guide	
<input type="checkbox"/>	RPTA Bus Stop Program and Standards	

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

With new development and capital improvement projects, bike lanes on arterial streets are:	<input type="text" value="Recommend"/>
With new development and capital improvement projects, bike lanes on collector streets are:	<input type="text" value="Recommend"/>
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	<input type="text" value="Recommend"/>
With new development or during development retrofits, shared-use paths are:	<input type="text" value="Required"/>
Bicycle program implemented, including bike education, safety events, and bike maps	<input type="text" value="Yes"/>
Complete Streets Policy	<input type="text" value="Yes"/>

34. The project is: (Check one)

<input checked="" type="checkbox"/>	Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source) List: <input type="text" value="Tempe Transportation Master Plan: Getting to School Safely &amp; 2040 improvements. Tempe Capital Improvement Program (2015-20). Tempe General Plan 2040."/>
<input type="checkbox"/>	Consistent with general policy/practices, but not formally identified (provide source) Explain: <input type="text"/>
<input type="checkbox"/>	Not addressed by jurisdiction's plans, policies, or practices Explain: <input type="text"/>

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

Measuring the success of this project will come through realizing Tempe's "Vision Zero" goal to eliminate fatal and serious injury crashes, and through increased ridership of lower confidence riders, 8 to 80. The city will review bicycle and pedestrian accident data and bicycle/pedestrian count data, as an indicator of success of this project. This project can serve as a model to the region of recharacterizing and activating rail corridors and non-motorized transportation corridor.

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?

As part of this project, the city is including the purchase of counters that automatically broadcast counts and updates, and will be deployed at the project location.

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.

Yes, as with every Tempe Capital Improvement Project, a public information officer (PIO) will be assigned to the project. Upon completion of the project, the PIO will coordinate extensive outreach and educational materials in monthly community newsletter in water bill, through social media, and press releases. In addition, every household and property in the project area receives door handers alerting the project and any public meeting notices.

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

This project would include wayfinding signage elements. As part of a regional off-street network, it would incorporate Valley Path signage, and BIKEiT Bike Boulevard signage when approaching intersecting routes and regionally significant landmarks.

<b>Part C - Required Attachments</b>
<p>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.</p> <p><b><u>PLEASE INCLUDE EACH ATTACHMENT AS A SEPARATE .JPEG OR .PDF FILE ON YOUR APPLICATION CD.</u></b></p> <p>Please insert ALL attachments at the end of your printed application, in the order they are listed below. See below for alternate submission requirements for GIS coverage files.</p>
<b>Required Attachments:</b>
<p>1) Please attach a map showing the general location of the proposed project in relation to the region, including a north arrow.</p>
<p>2) Please attach a map with streets labeled showing the detailed location(s) of the proposed project, including a north arrow.</p>
<p>3) Please attach up to four photos indicating existing conditions in the project area (two 4x6 photos per page).</p>
<p>4) Please attach a 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.</p>
<b>OPTIONAL Attachments:</b>
<p>(OPTIONAL) Attach up to two photos showing what the completed project will look like, if available (these can be photoshop, renderings, etc.).</p>
<p>(OPTIONAL) Attach up to three (3) letters of support for the project.</p>
<p>(OPTIONAL) If the applicant will be providing a GIS coverage (shapefile or geodatabase), please see the tab labeled "GIS Transmittal Instructions"</p>

**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:**

**Project Title:**

**Application Date:**

Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Notes(s)		
A.	1. SITE TOPOGRAPHIC SURVEY	LS	1	\$40,000.00	\$40,000.00	No	\$0.00	\$40,000.00			
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	1	\$12,000.00	\$12,000.00	No	\$0.00	\$12,000.00			
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)	LS	1	\$156,000.00	\$156,000.00	No	\$0.00	\$156,000.00			
	4. HAZMAT ASSESSMENT	LS	1	\$12,000.00	\$12,000.00	No	\$0.00	\$12,000.00			
	<b>Subtotal Scoping (Part A)</b>				<b>\$220,000.00</b>		<b>\$0.00</b>	<b>\$220,000.00</b>			
B.	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$198,000.00	\$198,000.00	No	\$0.00	\$198,000.00			
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1	\$14,000.00	\$14,000.00	No	\$0.00	\$14,000.00			
	3. DRAINAGE REPORT	LS	1	\$25,000.00	\$25,000.00	No	\$0.00	\$25,000.00			
	4. SWPPP	LS	1	\$15,000.00	\$15,000.00	No	\$0.00	\$15,000.00			
	<b>Subtotal PE (Part B)</b>				<b>\$252,000.00</b>		<b>\$0.00</b>	<b>\$252,000.00</b>			
C.	<b>Subtotal Preliminary Engineering (Part A + Part B)</b>				<b>\$472,000.00</b>		<b>\$0.00</b>	<b>\$472,000.00</b>			
	<b>Subtotal Right-of-Way Acquisition</b>										
D.	1. Right-of-Way Acquisition	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00			
	1. Utility Relocation	LS	1	\$50,000.00	\$50,000.00	No	\$0.00	\$50,000.00			
	<b>Subtotal Utility Relocation (Part C)</b>				<b>\$50,000.00</b>		<b>\$0.00</b>	<b>\$50,000.00</b>			
E.	1. Hardscape Construction	Installation of SWPP Measures									
		Site Preparation									
		Demolition	Sawcut	LF	1	\$0.00	\$0.00	Yes	\$51,865.00	\$3,135.00	
			Remove Structures and Obstructions	LS	1	\$60,000.00	\$60,000.00	Yes	\$56,580.00	\$3,420.00	
			Remove Fencing	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Remove Structural Concrete	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Hazard Abatement	Remove Asphaltic Concrete Pavement	CY	1	\$12,000.00	\$12,000.00	Yes	\$11,316.00	\$684.00	
			Remove Concrete Sidewalks, Slabs	CY	1	\$25,000.00	\$25,000.00	Yes	\$23,575.00	\$1,425.00	
			Retaining Wall - Reinforced Concrete Cantilevered	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Earthwork	General Excavation	CY	1	\$60,000.00	\$60,000.00	Yes	\$56,580.00	\$3,420.00	
			Drainage Excavation	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Structural Excavation	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Structural Backfill	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
			Borrow (In Place)	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Aggregate Base	Curb & Gutter	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
Concrete	CY		1	\$455,000.00	\$455,000.00	Yes	\$429,065.00	\$25,935.00			
Pathway Or Sidewalk Materials	Colored Concrete	SF	1	\$25,000.00	\$25,000.00	Yes	\$23,575.00	\$1,425.00			
	Stamped Color Concrete	SF	1	\$45,000.00	\$45,000.00	Yes	\$42,435.00	\$2,565.00			
	Precast Concrete Pavers	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
	Asphaltic Concrete	Ton	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
	Polymer or Resin Stabilized Surface	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
	Concrete Pavers	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
	Stamped Asphalt	SF	1	\$24,000.00	\$24,000.00	Yes	\$22,632.00	\$1,368.00			
Crosswalk Enhancement	Stamped Concrete	SF	1	\$25,000.00	\$25,000.00	Yes	\$23,575.00	\$1,425.00			
	Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
	Integral Color Concrete	SF	1	\$50,000.00	\$50,000.00	Yes	\$47,150.00	\$2,850.00			
	Pedestrian ADA Ramp	SF	12	\$2,000.00	\$24,000.00	Yes	\$22,632.00	\$1,368.00			
Pedestrian Lighting Including Conduit And Trenching	Culvert Extensions	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
	Pedestrian Lighting Including Conduit And Trenching	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
	Standard	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
Subtotal Hardscape Construction	Decorative	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
					<b>\$860,000.00</b>		<b>\$810,980.00</b>	<b>\$49,020.00</b>			



**PART E - TOTAL PROJECT SCHEDULE AND BUDGET**

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

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

Cost Estimate for the Project Including ALL Segments	Cost	Additional Notes (if needed)
1. ADOT Fee	\$10,000	
2. Design	\$472,000	
3. Right of way	\$0	
4. Utilities	\$50,000	
5. Construction	\$2,885,335	
6. Contingency	\$180,000	No more than 20% of Construction Cost
7. Total Cost	\$3,417,335	

8. Will the agency maintain the improvement after it is completed? Yes

9. Expected Annual Maintenance Cost 20,000

10. Identify Source of Maintenance Funds Tempe Transit Tax

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)	2020			\$472,000	Not Available	\$472,000	100.0%
12. Right of way (Optional)				\$0	Not Available	\$0	
13. Utilities (Optional)	2020			\$50,000	Not Available	\$50,000	100.0%
14. Other (Optional)				\$0	Not Available	\$0	
15. Construction	2022			\$250,164	\$2,815,171	\$3,065,335	8.2%
16. Total Costs				\$772,164	\$2,815,171	\$3,587,335	21.5%

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

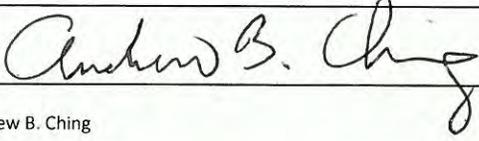
This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed.

<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
<b>PART B - Project Description</b>	<b>Complete?</b>
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
<b>PART C - Required Attachments</b>	<b>Complete?</b>
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.	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 – 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
<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

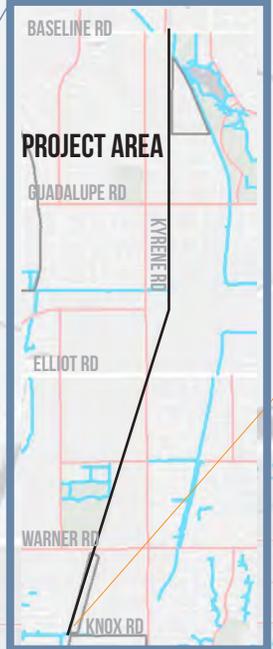
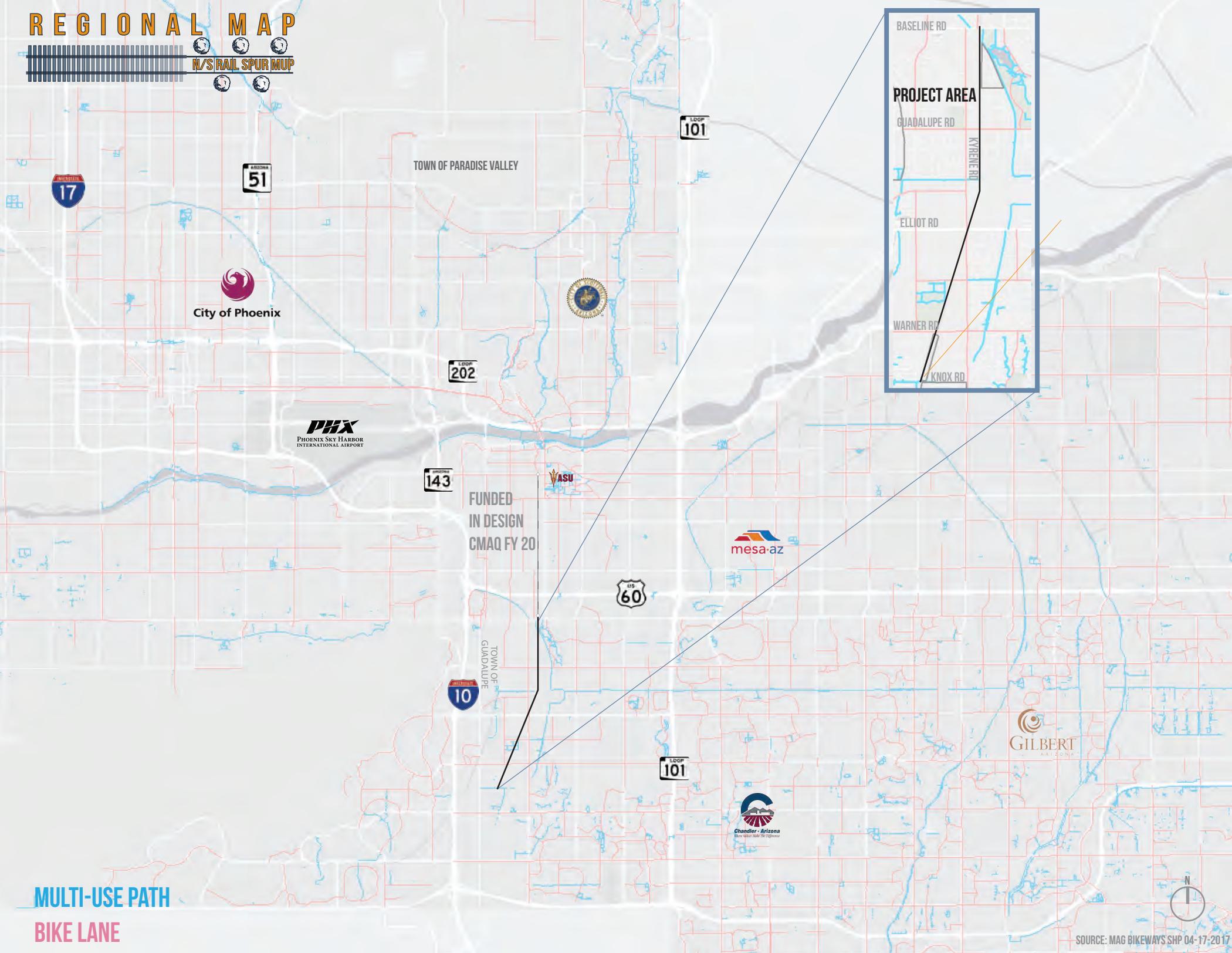
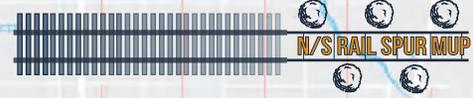
## SIGNATURE(S):

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 B. Ching
Title:	City Manager
Date:	9/22/2017

# REGIONAL MAP

N/S RAIL SPUR MAP



TOWN OF PARADISE VALLEY

  
City of Phoenix

**PHX**  
PHOENIX SKY HARBOR  
INTERNATIONAL AIRPORT

FUNDED  
IN DESIGN  
CMAQ FY 20

  
mesa-az

  
GILBERT  
ARIZONA

  
Chandler - Arizona  
PARTNER

MULTI-USE PATH  
BIKE LANE

# EXISTING CONDITIONS



1



LOOKING EAST, ON EXISTING **NEIGHBORHOOD CONNECTION** AT **CHANDLER BORDER** (KNOX ROAD). N/S MUP WILL PROVIDE CONNECTIONS TO THIS FUTURE **BIKE BOULEVARD** (SEAT ROUTE), AS WELL AS THREE OTHERS.

2



LOOKING EAST AT INTERSECTION OF MAG SUPPORTED AND FUNDED WESTERN EXTENSION MUP (IN DESIGN), PROVIDING **CONNECTIONS** TO **VALLEY PATH SYSTEM** (HIGHLINE, WESTERN, AND KYRENE CANALS).

# EXISTING CONDITIONS



3



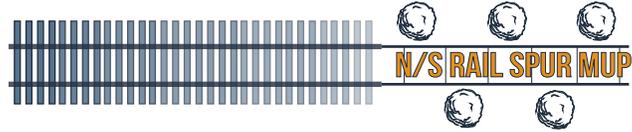
LOOKING NORTH AT SOUTHERN EXTENT OF PROJECT (KNOX RD). OPPORTUNITY TO RECHARACTERIZE THE LITTER AND UNKEMPT VEGETATION DOMINATED SPACE INTO A NON-MOTORIZED TRANSPORTATION CORRIDOR, RUNNING THE SPINE OF THE CITY TO DT TEMPE, ASU, WESTERN CANAL, ETC.

4



LOOKING SOUTH AT EXISTING (1/4-MILE) COMPLETED SEGMENT, THAT CAN SERVE AS A MODEL FOR BOTH THE MAG SUPPORTED AND FUNDED 1ST PHASE OF THE N/S MUP TO BASELINE (FY 20), AND THIS APPLICATION (FY 22) SOUTH OF BASELINE TO CHANDLER BORDER.

# CROSS SECTION



A

200'

UNION PACIFIC ROW

CITY  
PROPERTY

EACH 1/2- MILE OF PATH WILL UTILIZE CITY ROW/PROPERTY OR PRIVATE EASEMENTS TO MINIMIZE UPRR ROW NEEDS.

PRIVATE  
PROPERTY



September 25, 2017

Maricopa Association of Governments  
Regional Bicycle and Pedestrian Committee  
302 N. 1<sup>st</sup> Avenue, Suite 300  
Phoenix, Arizona 85003

RE: North South Kyrene Branch Rail Spur Multi-Use Path – Baseline Road to Knox Road

Dear Bicycle and Pedestrian Committee Members:

The City of Chandler supports the Tempe grant request of construction funding for the North-South Kyrene Branch Rail Spur Multi-Use Path Project. The project directly connects with our border at Knox Road and also connects to the Western Canal Path that travels east through Chandler. Repurposing the rail corridor into a bike and pedestrian friendly corridor will greatly benefit not just Chandler and Tempe, but the region as a whole.

Construction of this non-motorized path along the rail alignment would provide a much-needed north/south connection for Chandler residents to directly access the on and off-street facilities and destinations that converge onto this seven-mile alignment. Once constructed, this project will increase accessibility gained through adding facilities to the many rail corridors that currently fragment our region.

The City of Chandler has partnered with Tempe many times to provide quality, accessible bicycling and pedestrian facilities. Constructing the North South Kyrene Branch Rail Spur Multi-Use Path would ensure that residents of all ages, skill levels, and income have equitable non-motorized facilities that they can travel safely and comfortably throughout the region.

Thank you for the opportunity to express our support of this project.

Respectfully,

Daniel W. Cook, PE  
Transportation Policy Manager  
City of Chandler

*Mailing Address*  
Mail Stop 405  
PO Box 4008  
Chandler, Arizona 85244-4008

*Transportation & Development Department*  
*Transportation Policy Manager*  
Telephone (480)782-3403  
Web [www.chandleraz.gov](http://www.chandleraz.gov)

*Location*  
215 East Buffalo Street  
Chandler, Arizona 85225

September 25, 2017

Maricopa Association of Governments  
Regional Bicycle and Pedestrian Committee  
302 N. 1<sup>st</sup> Avenue, Suite 300  
Phoenix, Arizona 85003

RE: North South Rail Spur Multi-Use Path – Baseline Road to Knox Road

Dear Bicycle and Pedestrian Committee Members:

The Tempe Bicycle Action Group (T.B.A.G.), a local citizen bike advocacy organization, supports the City of Tempe grant request for construction funding of the second phase of the North South Rail Spur Multi-Use Path from Baseline Road to Knox Road. The three miles of this phase would be the last piece in a seven-mile multi-modal transportation corridor adjacent to the Union Pacific Rail Spur running north/south from the regional Rio Salado Multi-Use Path to Chandler at Knox Road.

The North South Rail Spur Multi-Use Path captures a unique opportunity to create a mostly off-street transportation corridor running through Tempe, beyond the canal network. This project would enable a direct, off-street connection to the numerous other regional bike facilities already in place, such as Western Canal, Highline Canal, and the Rio Salado Path system.

T.B.A.G. recognizes the value this project would bring to not only the City of Tempe, but for the region. Today, there exists no true north/south off-street bike and pedestrian facility in the city; thereby fragmenting the extensive regional off-street *valley path* network. This project would ensure a safe, comfortable, and direct connection of these facilities and regionally significant destinations in Tempe.

For many years T.B.A.G. has been a proud advocate for paths along the canal system as a recreation and transportation corridor. We feel the construction of this facility will realize the same potential along the rail corridors that exist throughout Tempe and the region.

Thank you for the opportunity to support this project

Sincerely,

A handwritten signature in black ink, appearing to read 'Patrick Valandra', written in a cursive style.

**Patrick Valandra**  
President - Tempe Bicycle Action Group  
(602) 377-6641  
valandra@biketempe.org