



Transportation Alternatives / CMAQ Application for FY 2021 and FY 2022 Projects
SAFE ON BASE(line)
ENTER MAG MEMBER AGENCY NAME
APPLICATIONS ARE DUE AT MAG OFFICES BY Monday, September 25, 2017 at 10:00 a.m.
(LATE AND/OR INCOMPLETE APPLICATIONS WILL <u>NOT</u> BE ACCEPTED)

Tempe: Safe on Base(line)

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	Tempe Transportation Center 200 E. 5th Street Tempe, Az 85281

Project Description

6. Please provide the Project Title.	Safe on Base(line)
7. Please provide a concise, specific description of the project (250 character limit):	
<p>Construct an underpass at the 45mph Baseline Road, directly connecting the fragmented Valley Path at Western Canal. Greatly reducing potential vehicular/non-motorized conflicts, allowing users to remain on off-street facilities. Creating a sense of place through lighting, landscaping, ADA/MUTCD/AASHTO concrete path and connections. Identified in the Transportation Master Plan.</p>	
8. Please provide the project limits:	
<p>The project will be a 0.1 mile underpass extending under the seven lane Baseline Road from the terminus of the Western Canal Multi-Use Path at Kiwanis Park to the Terminus of the Western Canal Multi-Use Path to the north-west on the north side of Baseline Road (just east of Kyrene Road).</p>	

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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.) | Grade Separated Crossing (Underpass) | |
| <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 checked="" type="checkbox"/> | Tunnel (underpass) | |
| <input type="checkbox"/> | Signalized midblock crossing/HAWK | |
| <input type="checkbox"/> | Countdown Pedestrian Signal | |

4. What amenities are included in this project?

- | | | | |
|--------------------------------|--|--------------------------------|---|
| <input type="text" value="1"/> | Number of Bike racks/lockers | <input type="text" value="1"/> | Number of Seating/Rest Area(s) |
| <input type="text" value=""/> | Number of Drinking Fountains | <input type="text" value=""/> | Number of bicycle/pedestrian counting devices |
| <input type="text" value="4"/> | Number of Way-finding Signs | <input type="text" value=""/> | Number of bicycle/pedestrian counting devices |
| <input type="text" value=""/> | Number of Trash receptacles | Other: | |
| <input type="text" value="6"/> | Number of Trees | | |
| <input type="text" value=""/> | Number of new openings in street walls | | |
| <input type="text" value="1"/> | Number of Shade Structures | | |

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

Currently, the extensive Valley Path network of off-street facilities is fragmented along Western Canal at Baseline Road. The existing condition has led users wishing to continue on Western Canal at Baseline Road to travel to the nearest intersection at Kyrene Road. This most direct route requires users to leave the off-street facility, cross the Union Pacific Railroad, travel at sidewalk grade in a wrong-way direction, cross four driveways, and wait at the intersection to proceed. The current status quo of crossing fragments the regional Valley Path network, and introduces users to increased exposure to potential vehicular and pedestrian conflicts; discouraging lower confidence riders.

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

Construction of this underpass will ensure a direct, safe, and continuous network of off-street facilities at the Western Canal. A feasibility study will take place to determine the preferred alignment of the underpass. Construction will involve excavating and utility coordination to travel under Baseline Road. With this construction, opportunities for public art, landscaping, wayfinding, rest nodes, and safety improvements exists. The closing of this gap, will provide a continuous regional-off street facility directly connecting Gilbert, Mesa, Chandler, and Tempe (by way of Western Canal) and to existing on/off street facilities that converge onto the Western (e.g.,. Kyrene/Highline canals, City of Tempe bike lanes) connecting to Scottsdale, Phoenix, and Guadalupe.

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

The intent of this project is to provide equitable access for users of all ages, abilities, and confidence levels to regionally significant destinations by way of the Valley Path network. Tempe recognizes the Western Canal as a major transportation corridor for non-motorized traffic, and we hope to provide improved accessibility and safety connecting this major gap in the corridor. Direct, safe, and continuous bike facilities encourage and support the use of the Valley Path network as a convenient and attractive transportation alternative.

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
- No

Please Explain:

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

The main goal of this project is to improve the safety of this well traveled multi-use path. The current conditions show the majority of users wishing to make this connection do so in an unsafe manner by sharing the sidewalk grade, in a wrong way direction with increased exposure to potential vehicular conflicts. Or, alternatively, users wait for a potential gap in traffic and make an unsignalized mid-block crossing across the seven-lane arterial. This project will keep users of the Western Canal on the facility, negating the above unsafe crossing methods seen today.

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

The project will be of direct benefit to users with disabilities and mobility constraints. The underpass will be built to exceed ADA standards, and will provide a significant shorter and less circuitous connection across Baseline Road. Currently, these users are required to travel the .25-mile loop, navigating driveways, intersections, and other bike/pedestrian traffic.

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

This project addresses the significant fragmentation of the Western Canal which connects directly to the neighborhoods of Tempe/Chandler, and the rest of the on/off-street that converge onto the canal. Construction of the underpass will allow for an ease of travel for the residents to make direct connections to the many employment, entertainment, recreation, and commercial opportunities that exist through the region by way of the Valley Path network.

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

With the construction of the underpass, there is a significant opportunity to create a sense of place. The underpass can serve not only as a direct connection to the path, but also be a safe and comfortable place of refuge along this extensive network where shade and rest opportunities are sparse. Public art will be a significant and integral part of the underpass, as well as other features contributing to making a safe and comfortable sense of place; including the underpass being well-lit and open.

14. Connectivity: (Check all that apply)

Project fills a gap in the system

Explain:

The Western Canal is a significant regional transportation corridor of the Valley Path network with this intersection at Baseline Road being the last arterial crossing left to be improved. Once complete, users of the Western Canal will have a continuous off-street facility for the entirety of path within the City of Tempe.

Project connects to other local bikeways

List of connected bikeways:

The Western Canal connects to the Kyrene Canal, Western Canal, and connects to another 95 miles of interconnected bike lanes and Tempe's BIKEIT bike boulevards in the city alone.

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

List of Participating Jurisdictions:

This project lies only with the City of Tempe, but closes the gap in the region, directly connecting Chandler, Gilbert, and Mesa.

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:

521 Express: 15 min., 77: 30 min, 66: 30 min, 65: 30 min, 62: 30 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:

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While no major transit facilities exist within 1/2 mile of the project area, bus routes 65 and 66 service the Tempe Transportation Center. 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/Recreation Center and Palmer Park.

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:

Park Plaza, Mill Towne Center, Carleton Business Park, Ash Business Center, Jackson Plaza, Baseline Business Park, ME Elecmetal, Mission Foods, Southwest Gas, Baseline Industrial Center, Pepperwood Plaza, Walgreens Center

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

Within 1/2 mile

List:

Aguilar Elementary School, Wood Elementary School, Getz 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 and Desert Choice Schools.

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, Caletton Business Park, Baseline Business Park Mill Towne Center, and Park Plaza

1/4 miles to 1/2 miles

List:

Arizona Federal Credit Union, Food City, Pepperwood Plaza, Ash Business Center, and Freedom Gate Church.

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PART B-DETAILED PROJECT DESCRIPTION

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:

Western Canal Multi-Use Path at Baseline Road.

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

Description of Methodology and Source used for the ADT Estimate

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.

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.

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 checked="" type="checkbox"/>	Canals & Drainage		
<input type="checkbox"/>	Power Lines & Cables		Other:
<input checked="" type="checkbox"/>	Pipelines, Sewer and Water		<input type="text"/>

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

Due to the nature of the project, extensive coordination will take place prior to construction to ensure the many underground utilities are properly identified and designed around. Major utilities in the project area include a water and sewer main running under the street centerline, and the Union Pacific Railroad.

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

<input checked="" type="checkbox"/>	AASHTO Guide for Bicycle Facilities	Other:
<input checked="" type="checkbox"/>	MAG Pedestrian Policies and Design Guidelines	Tempe Standard Details, Tempe BIKEiT Bike
<input checked="" type="checkbox"/>	MAG Complete Streets Guide	Boulevards, Transportation Master Plan.
<input 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"/>
With new development and capital improvement projects, bike lanes on collector streets are:	<input type="text"/>
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	<input type="text"/>
With new development or during development retrofits, shared-use paths are:	<input type="text"/>
Bicycle program implemented, including bike education, safety events, and bike maps	<input type="text"/>
Complete Streets Policy	<input type="text"/>

34. The project is: (Check one)

<input checked="" type="checkbox"/>	Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source) List: Tempe Transportation Master Plan: Recommended Bicycle and Pedestrian Improvements 2020. Tempe BIKEiT Bike Boulevards.
<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.

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.

Yes, this project will include wayfinding signage elements. The Western Canal is designated as part of the "Handlebars" route of Tempe's BIKEIT Bike Boulevard system. The project would include BIKEiT branded signage indicating the route and landmarks adjacent to the project; e.g., Kiwanis Park. In addition, the project will incorporate Valley Path branding, to identify it as a regional off-street transportation network.

Part C - Required Attachments
<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><u>PLEASE INCLUDE EACH ATTACHMENT AS A SEPARATE .JPEG OR .PDF FILE ON YOUR APPLICATION CD.</u></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>
Required Attachments:
<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>
OPTIONAL Attachments:
<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>

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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%)	Note(s)		
A.	1. SITE TOPOGRAPHIC SURVEY	LS	1		\$0.00	No	\$0.00	\$0.00			
	2. PROJECT ASSESSMENT REPORT OR DETAILED WORKPLAN	LS	1		\$0.00	No	\$0.00	\$0.00			
	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)				\$0.00		\$0.00	\$0.00			
	B.	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1		\$0.00	No	\$0.00	\$0.00		
		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		\$0.00	No	\$0.00	\$0.00		
		Subtotal PE (Part B)				\$0.00		\$0.00	\$0.00		
C.	Subtotal Preliminary Engineering (Part A + Part B)				\$0.00		\$0.00	\$0.00			
	1. Right-of-Way Acquisition	LS	1		\$0.00	No	\$0.00	\$0.00			
D.	Subtotal Right-of-Way Acquisition (Part C)				\$0.00		\$0.00	\$0.00			
	1. Utility Relocation	LS	1		\$0.00	No	\$0.00	\$0.00			
E.	Subtotal Utility Relocation (Part D)				\$0.00		\$0.00	\$0.00			
	1. Hardscape Construction	LS	1		\$0.00	Yes	\$0.00	\$0.00			
	[For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	Installation Of SWPP Measures	LF	1		\$0.00	Yes	\$0.00	\$0.00		
		Site Preparation	LF	1		\$0.00	Yes	\$0.00	\$0.00		
		Demolition	Sawcut	LF	1		\$0.00	Yes	\$0.00	\$0.00	
			Remove Structures and Obstructions	LS	1		\$0.00	Yes	\$0.00	\$0.00	
			Remove Fencing	LF	1		\$0.00	Yes	\$0.00	\$0.00	
			Remove Structural Concrete	CY	1		\$0.00	Yes	\$0.00	\$0.00	
		Hazard Abatement	Remove Asphaltic Concrete Pavement	CY	1		\$0.00	Yes	\$0.00	\$0.00	
			Remove Concrete Sidewalks, Slabs	CY	1		\$0.00	Yes	\$0.00	\$0.00	
Retaining Wall - Reinforced Concrete Cantilevered			SF	1		\$0.00	Yes	\$0.00	\$0.00		
General Excavation			CY	1		\$0.00	Yes	\$0.00	\$0.00		
Earthwork	Drainage Excavation	CY	1		\$0.00	Yes	\$0.00	\$0.00			
	Structural Excavation	CY	1		\$0.00	Yes	\$0.00	\$0.00			
	Structural Backfill	CY	1		\$0.00	Yes	\$0.00	\$0.00			
	Borrow (In Place)	CY	1		\$0.00	Yes	\$0.00	\$0.00			
Pathway Or Sidewalk Materials	Curb & Gutter	LF	1		\$0.00	Yes	\$0.00	\$0.00			
	Aggregate Base	CY	1		\$0.00	Yes	\$0.00	\$0.00			
	Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00			
	Colored Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00			
Concrete Pavers	Stamped Color Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00			
	Precast Concrete Pavers	SF	1		\$0.00	Yes	\$0.00	\$0.00			
	Asphaltic Concrete	Ton	1		\$0.00	Yes	\$0.00	\$0.00			
	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			
	Stamped Asphalt	SF	1		\$0.00	Yes	\$0.00	\$0.00			
	Stamped Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00			
	Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00			
Pedestrian ADA Ramp	Integral Color Concrete	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			
	Standard	LF	1		\$0.00	Yes	\$0.00	\$0.00			
Subtotal Hardscape Construction	Decorative	LF	1		\$0.00	Yes	\$0.00	\$0.00			
					\$0.00		\$0.00	\$0.00			

Tempe: Safe on Base (Western Canal Underpass at Baseline Road)

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%)	Note(s)		
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	2. Landscaping & Irrigation Items	Requirements	Each		\$0.00	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	CY	1		\$0	Yes	\$0	\$0		
		Topsoil	CY	1		\$0	Yes	\$0	\$0		
		Seeding	Acres	1		\$0	Yes	\$0	\$0		
		Turf Sod	SF	1		\$0	Yes	\$0	\$0		
		Boulders	Each	1		\$0	Yes	\$0	\$0		
		Irrigation System	SF	1		\$0	Yes	\$0	\$0		
		Sleeping For Irrigation System	LF	1		\$0	Yes	\$0	\$0		
		Landscaping Establishment	LF	1		\$0	Yes	\$0	\$0		
		Subtotal Landscaping & Irrigation Items	LS	1		\$150,000	Yes	\$141,450	\$8,550		
		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	Each	1		\$0	Yes	\$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		\$500,000	Yes	\$471,500	\$28,500
Preformed Underpass	Each			1		\$0	Yes	\$0	\$0		
	Each			1		\$0	Yes	\$0	\$0		
	Each			1		\$0	Yes	\$0	\$0		
	Each			1		\$0	Yes	\$0	\$0		
	Each			1		\$0	Yes	\$0	\$0		
	Each	1			\$0	Yes	\$0	\$0			
	Each	1			\$0	Yes	\$0	\$0			
	Each	1			\$0	Yes	\$0	\$0			
	Each	1			\$0	Yes	\$0	\$0			
5. Mobilization And Administration Costs	Subtotal Other Construction	LS	1		\$500,000	No	\$0	\$0			
	Contractor Mobilization	LS	1		\$125,000	Yes	\$0	\$0			
	Traffic Control	LS	1		\$60,000	Yes	\$56,580	\$3,420			
	Construction Survey & Layout	LS	1		\$35,000	Yes	\$33,005	\$1,995			
	Construction Contingencies	LS	1		\$350,000	Yes	\$300,050	\$19,950			
	Construction Administration	LS	1		\$130,000	Yes	\$122,590	\$7,410			
	Subtotal Mobilization & Administration Costs				\$700,000		\$542,225	\$157,775			
	Subtotal Construction Or Implementation Cost (Part E)				\$1,962,800		\$1,733,045	\$229,755			
	F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)				\$2,393,600		\$1,733,045	\$660,555			
	G. Adot Fee Review Fee - \$10,000 for Certified Accepted agencies, otherwise \$30,000				\$10,000		\$0	\$10,000			
H. Total Project Cost Including Adot Fees (Part F + Part G)				\$2,403,600		\$1,733,045	\$670,555				

Tempe: Safe on Base (Western Canal Underpass at Baseline Road)

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	\$307,300	
3. Right of way	\$0	
4. Utilities	\$123,500	
5. Construction	\$1,612,800	
6. Contingency	\$350,000	No more than 20% of Construction Cost
7. Total Cost	\$2,053,600	

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

9. Expected Annual Maintenance Cost

10. Identify Source of Maintenance Funds

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)				\$305,300	Not Available	\$305,300	100.0%
12. Right of way (Optional)				\$0	Not Available	\$0	
13. Utilities (Optional)				\$123,500	Not Available	\$123,500	100.0%
14. Other (Optional)					Not Available	\$0	
15. Construction	2022	Construct Underpass and Path Connections		\$229,755	\$1,723,745	\$1,953,500	11.8%
16. Total Costs				\$658,555	\$1,723,745	\$2,382,300	27.6%

Tempe: Safe on Base(line)

PART F - SIGNATURE AND CHECKLIST**Checklist**

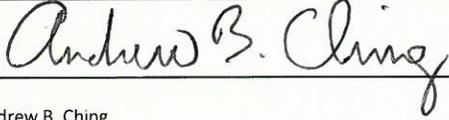
This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed.

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.	No
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	No
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

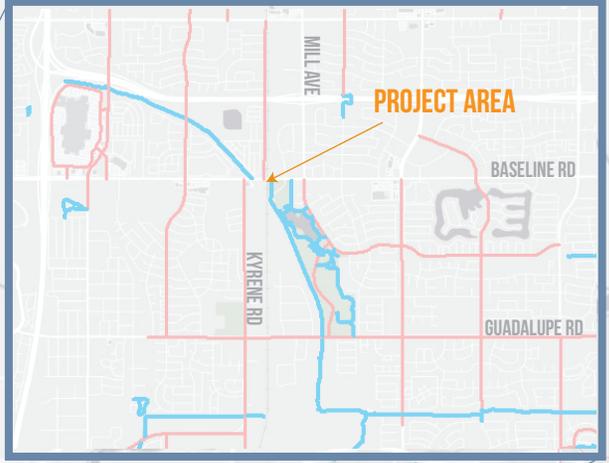
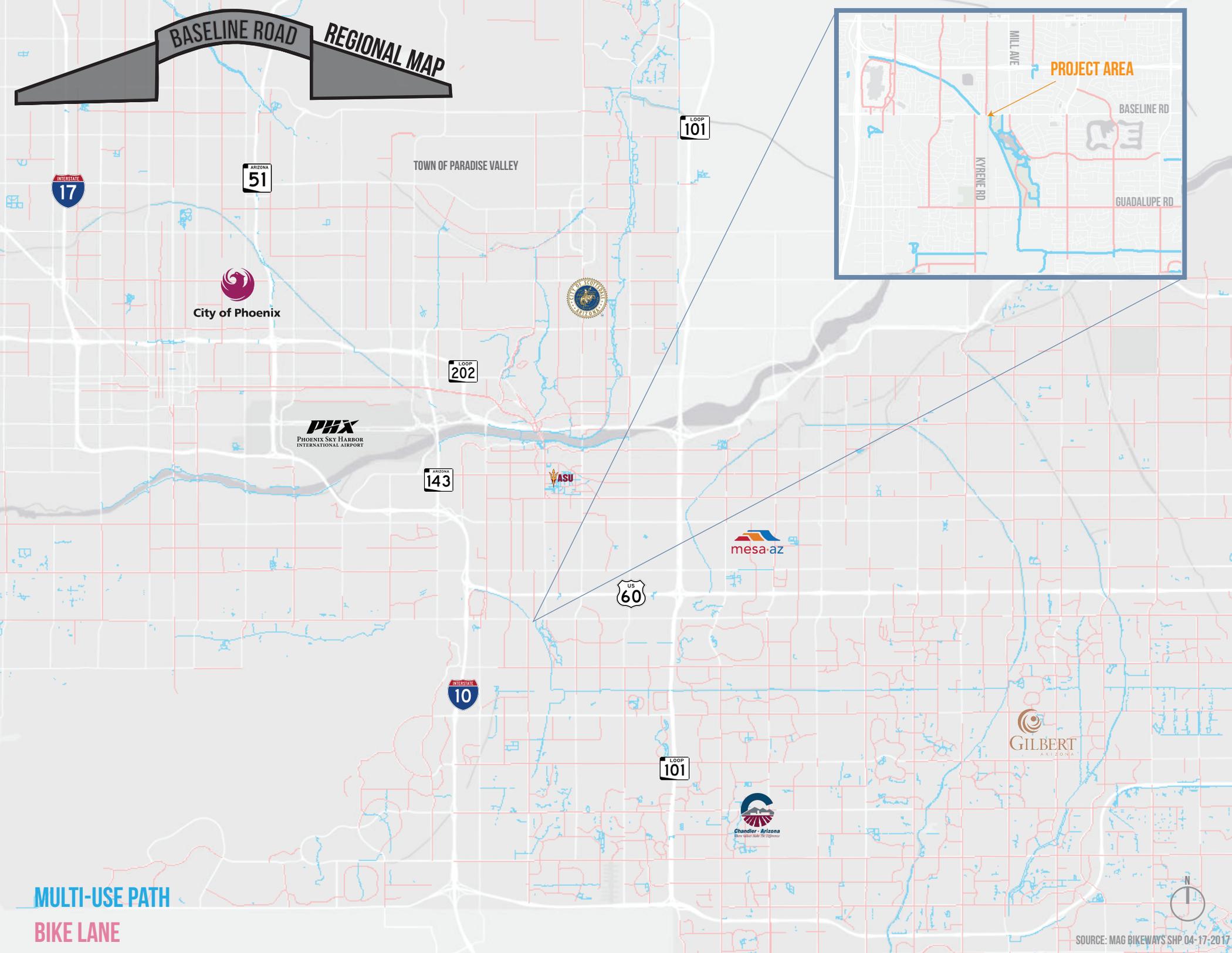
SIGNATURE(S):

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

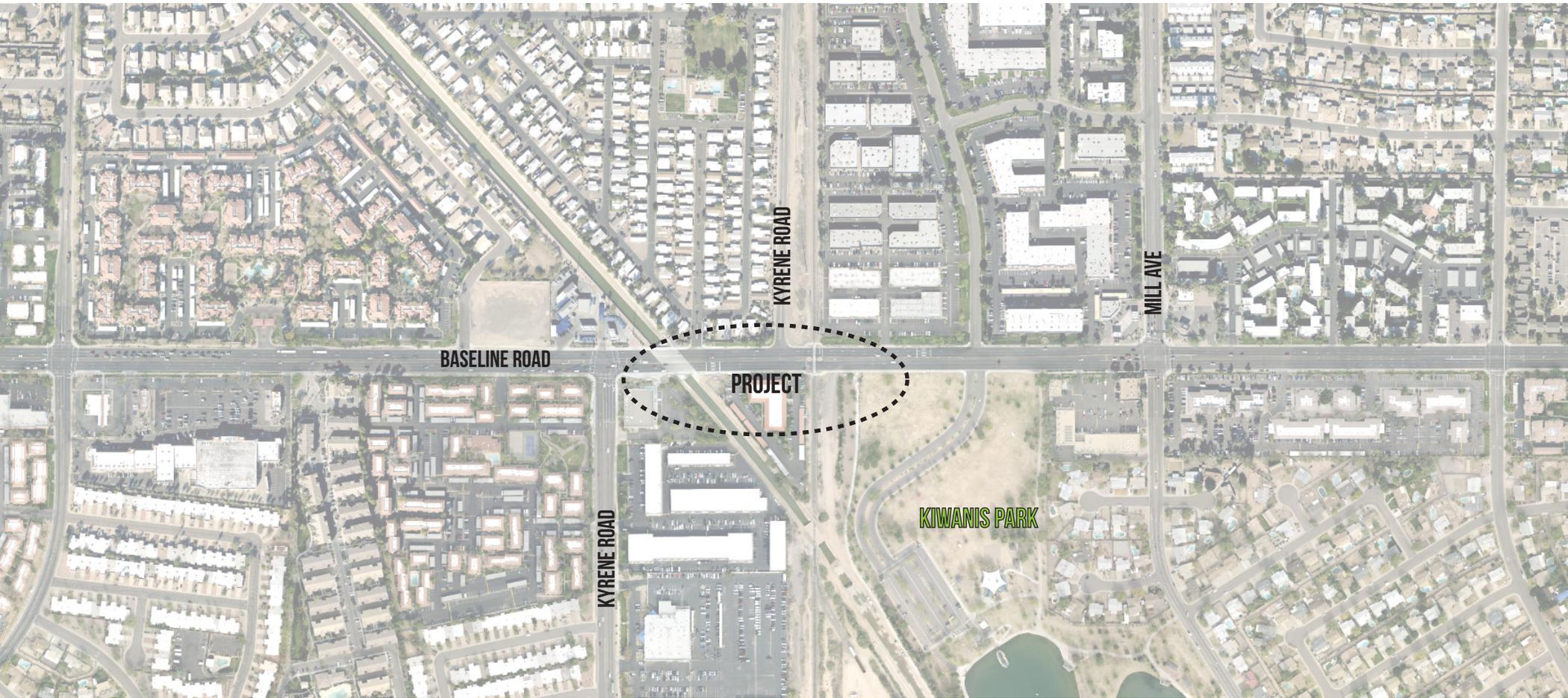
REGIONAL MAP

BASELINE ROAD



MULTI-USE PATH
BIKE LANE

BASELINE ROAD PROJECT MAP



EXISTING BASELINE ROAD CONDITIONS

1



MAKING WESTERN CANAL CONNECTION AT BASELINE ROAD. USERS LEAVE MUP, CONTINUE ON SIDEWALK IN WRONG WAY DIRECTION TOWARD NEAREST INTERSECTION.

2



MAKING WESTERN CANAL CONNECTION AT BASELINE ROAD. USERS LEAVE MUP, MAKE UNSIGNALIZED MID-BLOCK CROSSING, TIMING GAPS IN TRAFFIC FLOW, SEEKING REFUGE IN CENTER LANE.

EXISTING **BASELINE ROAD** **CONDITIONS**

3



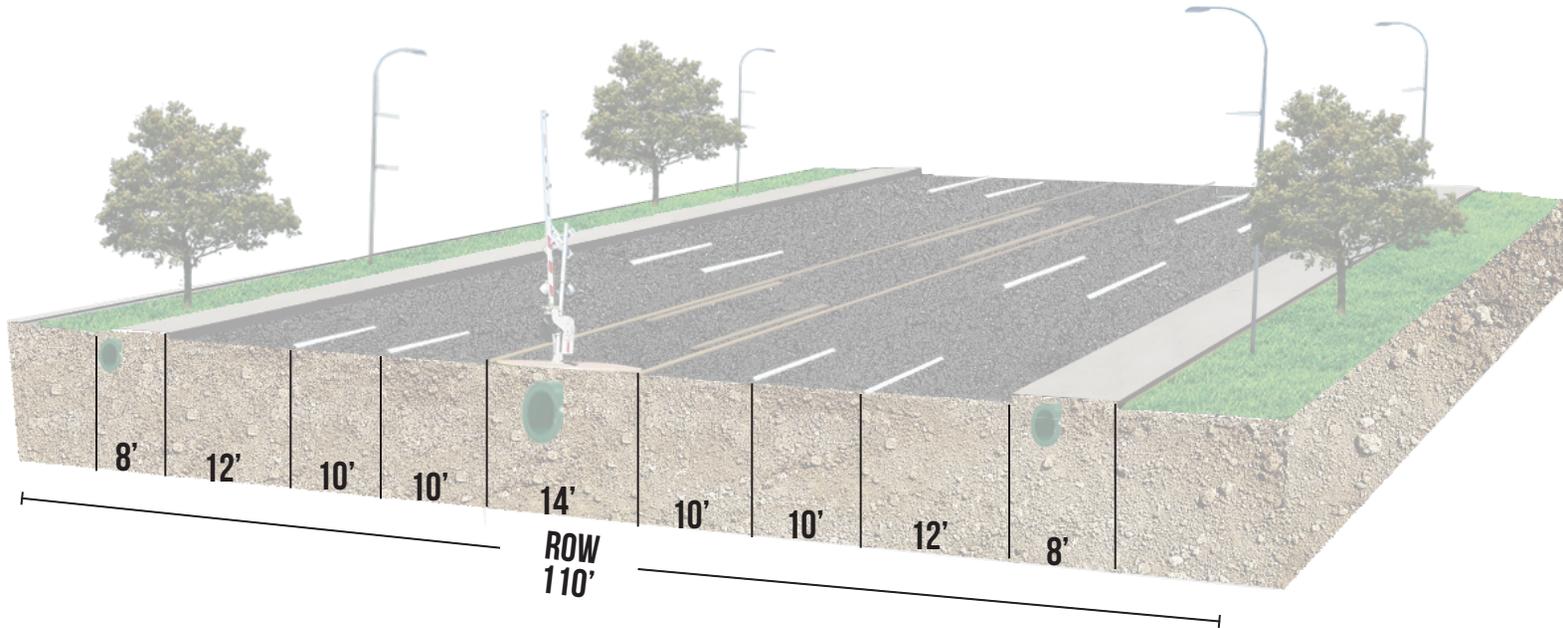
LOOKING EB ON 45 MPH BASELINE ROAD. USERS MAKING THIS CONNECTION MUST SHARE GRADE WITH HIGH PEDESTRIAN /BIKE TRAFFIC, BUS STOP, AND NAVIGATE MULTIPLE DRIVEWAYS ON SIDEWALK.

4

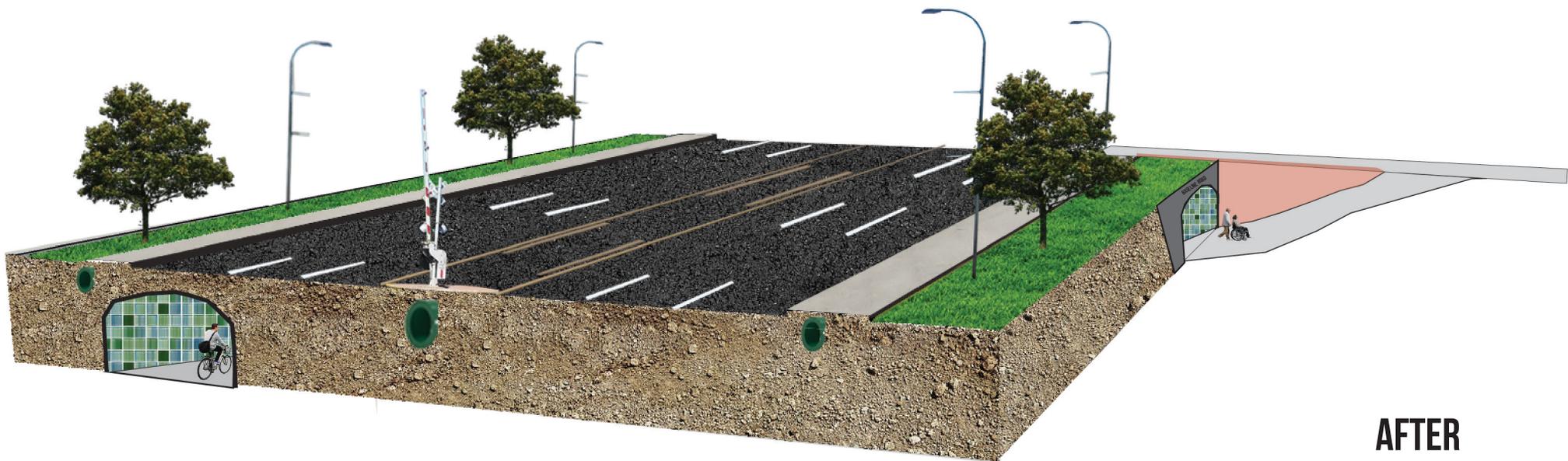


NORTH SIDE OF BASELINE ROAD AT WESTERN CANAL MUP TERMINUS, LOOKING EB TOWARD THE NEXT ENTRANCE OF THE WESTERN CANAL MUP (.25-MILE AWAY) AT KIWANIS PARK.

CROSS BASELINE ROAD SECTION



BEFORE



AFTER

Maricopa Association of Governments

Regional Bicycle and Pedestrian Committee

302 N. 1st Avenue, Suite 300

Phoenix, Arizona 85003

RE: Western Canal Underpass at Baseline Road

Dear Bicycle and Pedestrian Committee Members:

This letter is in support of the City of Tempe's grant request of construction funding for the Western Canal Underpass at Baseline Road. The Western Canal Multi-Use Path provides for an excellent transportation corridor for regional travel by bike or foot; however, Baseline Road is a significant barrier to north/south travel. The current crossing situation invites dangerous behavior, as the nearest crossing is slightly out of the way. Even the nearest signalized crossing of Baseline is less than safe due to the high probability of vehicular conflicts.

Kiwanis Park is a regional destination that is connected by the well-traveled Western Canal Multi-Use path off-street facility. This crossing at Baseline Road is a lynchpin to the Tempe's central western bikeway network. From north of Baseline, users may either travel from the north on the low traffic Kyrene Road facility, or travel from the northwest on the Western Canal Path. These two routes from the north converge at Baseline Road, but there is no safe crossing to continue southward on the Western Canal Path. Users are required to leave the off-street facility or low-stress facility, cross the north/south rail spur line, and travel in a wrong-way manner on the sidewalk across four driveways, and across an often busy bus stop pull-out. Construction of the underpass will ensure not only a direct connection in the fragmented Valley Path network, but more importantly, will greatly reduce exposure and dangerous bike and pedestrian conditions that the current configuration supports.

The canal multi-use path system and low-stress bikeway system plays an important role in recreation and transportation to/from the many parks, schools, and businesses. This proposed underpass is key in providing safe, direct, improved access to/through our parks and open space system. Continuous off-street and low-stress multi-modal facilities will undoubtedly result in increased public health for the residents ages 6 to 70 in our region (my daughter is 6).

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

Sincerely,

David Rice



212 W. Knight Ln.
Tempe

September 25, 2017

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

RE: Western Canal Underpass at Baseline Road

Dear Bicycle and Pedestrian Committee Members:

This letter is in support of Tempe's grant request of construction funding for a much-needed underpass at the Western Canal and Baseline Road. As a local citizen bike advocacy organization, our mission is to advocate and support safe, comfortable, and direct bike facilities that will encourage bike ridership as a legitimate mode of travel for users of all ages and confidence levels. The current configuration hinders direct regional travel, and by its nature, discourages lower confidence riders by requiring them to leave the path, and share the sidewalk grade to travel to the nearest intersection in a wrong-way direction.

The region is growing rapidly with new businesses and residents locating near amenities and facilities that support transportation alternatives for non-motorized traffic. The *Valley Path* network of off-street facilities provides access to the many neighborhoods, parks, employment, entertainment, education, and other regionally significant destinations that is highly valued.

We have supported the City of Tempe through addressing the other grade crossings at major arterials, and have made great progress in maintaining direct and safe connections of the Western Canal Multi-Use path. This project has long been identified as a priority for Tempe Bicycle Action Group, and we are encouraged and supportive of Tempe's initiative to close this gap in the regional *Valley Path* network.

Awarding the City of Tempe grant funding for construction of this project is a big step forward for legitimizing bike travel in the overall transportation network, and will enable greater regional accessibility.

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

Sincerely,



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