

<b>Contact Information</b>	
1. Lead Agency	City of Goodyear
2. Contact Name	Hugh Bigalk
3. Phone	623-882-7514
4. E-Mail Address	hugh.bigalk@goodyearaz.gov
5. Mailing Address	14455 W Van Buren Street, Suite D101, Goodyear, AZ 85338

<b>CMAQ Data</b>	
This part of the form is used to gather project related data to calculate an CMAQ Score and also gather the minimum data needed for a listing of the project in the Transportation Improvement Program.	
<b>Federal Funding Eligibility</b>	
All ITS projects to be funded with Federal CMAQ funds must be located within a nonattainment area. Please use the map provided in the tab named "Map" to verify that the project is located in a nonattainment area.	
<b>1. Traffic Estimate and Roadway Characteristics</b>	
a. Current Average Daily Traffic (ADT) on the facility or the nearest parallel facility of a similar facility type:	20200
b. Please describe how the ADT was estimated:	Traffic data was collected via tube counters by a consultant on 8/21/2019 & 8/22/2019.
c. When was the ADT estimate developed:	2019
d. Name of the roadway section used for the ADT estimate:	McDowell Road
e. Starting limit of the roadway section:	SR303
f. Ending limit of the roadway section:	Dysart Road
g. Length (miles):	5.1
h. Total number of through lanes on the roadway section:	6
i. Federal Functional Classification of the roadway section:	Minor Arterial
	<a href="#">Link to ADOT Functional Classification Maps</a>

**CMAQ Data**

**2. Improvements in Traffic Management & Operations**

a. Enter the pre-improvement (current) average corridor traffic speed: 29

b. In the table, check the box that best describes the project (Check only one box):

	Before (pre-improvement) condition	After (post-improvement) condition	Expected increase in speed
<input checked="" type="checkbox"/>	Interconnected, pre-timed signals with old timing plan	Advanced computer-based control	17.5 percent
<input type="checkbox"/>	Non-interconnected signals with traffic-actuated controllers	Advanced computer-based control	16.0 percent
<input type="checkbox"/>	Interconnected, pre-timed signals with actively managed timing	Advanced computer-based control	8.0 percent
<input type="checkbox"/>	Interconnected, pre-timed signals with various forms of master control and various qualities	Optimization of signal timing plans. No change in hardware	12.0 percent
<input type="checkbox"/>	Non-interconnected, pre-timed signals with old timing plan	Optimization of Signal Timing Plans	7.5 percent

NOTE: All ITS projects MUST involve eligible infrastructure improvements.

**3. Other Improvements (Check all that apply)**

- Traffic signal system improvements at a single agency
- Traffic signal system improvements that apply to more than one agency
- Includes improvements to coordination between arterial and freeway traffic operations
- Project conforms to local land use plans
- Adds features to traffic signals that would better accommodate seniors at pedestrian crossings

**4. Traffic Flow Improvement Due to Project (Not required for Traffic Mgmt & Operations Improvements)**

a. Enter the pre-improvement (current) average traffic speed of the corridor: (populated from #2a) 29

b. Enter the post-improvement average traffic speed of the corridor: 34

## ITS Project Information

Enter information in highlighted cells ONLY. Links to various websites are provided for additional information and help.

### 1. Project Title & Sponsor

a. Project Title	McDowell Road ICM Project
b. Lead Agency	City of Goodyear
c. Other Partnering Agencies	

### 2. Project Type

Prioritize SMO Buckets for the funding application	
First Priority	Bucket #1 – ICM Corridors
Second Priority	Bucket #3 – Local Priority Corridors
Third Priority	(Please Select a Bucket)

### 3. Project Goals & Objectives

a. Project Goals	To upgrade video detection and install vehicle travel time hardware along McDowell Road to better support ICM goals improving arterial/freeway coordination that supports/provides robust signal performance measures, video detection that provides reliable vehicle detection data, hardware to obtain travel time data and traffic signal controllers that support these functions.
b. Project Objectives	To implement reliable detection and vehicle travel time data collection along McDowell Road, decreasing travel time and reducing delay along the corridor. Using signal performance measures, use the data to optimize and document the performance of the corridor.

### 4. Project Information

a. Project location description	McDowell Road - SR303 to Dysart Road (11 intersections)
Note: a PDF file of a map must be submitted to MAG as an attachment.	
b. Scope of the project	Upgrade video detection, traffic signal controllers and install vehicle travel time hardware at 11 intersections along McDowell Road from SR303 to Dysart Road. The project assessment and plans will be designed in house by the City of Goodyear.

## ITS Project Information

### 5. Identify Project Components in MAG Regional ITS Architecture

Service Area	Addressed in this Project? <small>(Dropdown: Y/N)</small>	<a href="#">Applicable ITS Service Packages</a>
Traffic Management	Yes	ATMS01, ATMS03
Maintenance and Construction	No	
Public Transportation	No	
Traveler Information	No	
Emergency Management	No	
Archived Data Management	No	

NOTE: Insert the relevant ITS Architecture flow diagram in the "ITS Architecture" worksheet.

### 6. Quantitative Criteria

Enter Quantitative Criteria for Bucket(s) selected in Section 2 "Project Type"

Average Daily Traffic (ADT) from 'CMAQ Data' tab in this funding application.	20,200
Crashes Per Mile Per Year (MAG Will Complete)	
Maximum Peak Period Travel Time Index (MAG Will Complete)	
Percentage network communication connectivity to traffic signals & ITS devices.	100%
Regional Priority Corridor Ranking (Enter shares of work in "Regional Priority - Top 100")	
Latest year of your agency's Operations/Management Center upgrade.	2008

### 7. Program Year Preference

Preferred Program Year 2021

ITS Project Information				
8. Project Budget by SMO Strategy				
Strategies for Bucket #1 – ICM Corridors	Federal Cost	Local Match (min 5.7%)	Total Cost	Share of Total Project
2-Real-time CCTV monitoring capabilities at all major-major arterial intersections on ICM corridors	\$ -			0%
3-Vehicle and pedestrian actuated detection at all signalized intersections to support signal operations and real-time collection of data collection, including data on turning movement counts	\$ 612,761.00			100%
11-Regional Asset Upgrade/Replace Program - ICM Corridors & Priority Arterials				0%
<b>Total</b>	<b>\$ 612,761.00</b>	<b>\$ 37,038.58</b>	<b>\$ 649,799.58</b>	<b>100%</b>
<b>Cost Percentage</b>	<b>94.3%</b>	<b>5.7%</b>		
Strategies for Bucket #2 – Regional Priority Arterials	Federal Cost	Local Match (min 5.7%)	Total Cost	Share of Total Project
8-Real-time visual monitoring capability at all major-major intersections on Priority Arterials				
9-Additional detection at signalized intersections for real-time collection of data, including turning movement counts stored by individual agencies and archived in RADS				
10-Reliable communications between TMCs and major-major intersections to facilitate remote management of traffic operations - Adds both fiber and wireless infrastructure				
11-Regional Asset Upgrade/Replace Program - ICM Corridors & Priority Arterials				
<b>Total</b>				
<b>Cost Percentage</b>				
Strategies for Bucket #3 – Local Priority Corridors	Federal Cost	Local Match (min 5.7%)	Total Cost	Share of Total Project
12-Local priority ITS projects	\$ 612,761.00			100%
<b>Total</b>	<b>\$ 612,761.00</b>	<b>\$ 37,038.58</b>	<b>\$ 649,799.58</b>	<b>100%</b>
<b>Cost Percentage</b>	<b>94.3%</b>	<b>5.7%</b>		

<b>ITS Project Information</b>	
<b>9. System Maintenance and Operations</b>	
a. Current staff resources available to support ITS operations at the local agency (in FTEs)	3
b. Additional staff resources required for fully utilizing features added by project (in FTEs)	N/A
c. Agency's estimated current annual ITS operations & maintenance (O & M) budget	\$100,000
d. Estimated additional annual O & M funds required for features added by this project	\$11,000
e. Estimated DATE from when required additional local O & M funds will be available	07/01/2020
f. Other comments	
<b>10. Systems Engineering Analysis Requirement</b>	
<p><b>Commitment to address the federal requirement for Systems Engineering Analysis:</b>                      Agency's intent to follow the process described in the 'V' diagram during the project development process.  <a href="#">ADOT Systems Engineering Checklist</a></p>	
<p><b>The project sponsor/lead agency of this application intends to incorporate the Systems Engineering Analysis in the project's scope of work, following guidance on the ADOT's System Engineering Checklist.</b></p>	<p><input checked="" type="checkbox"/> Yes, the agency intends to follow the process.</p>

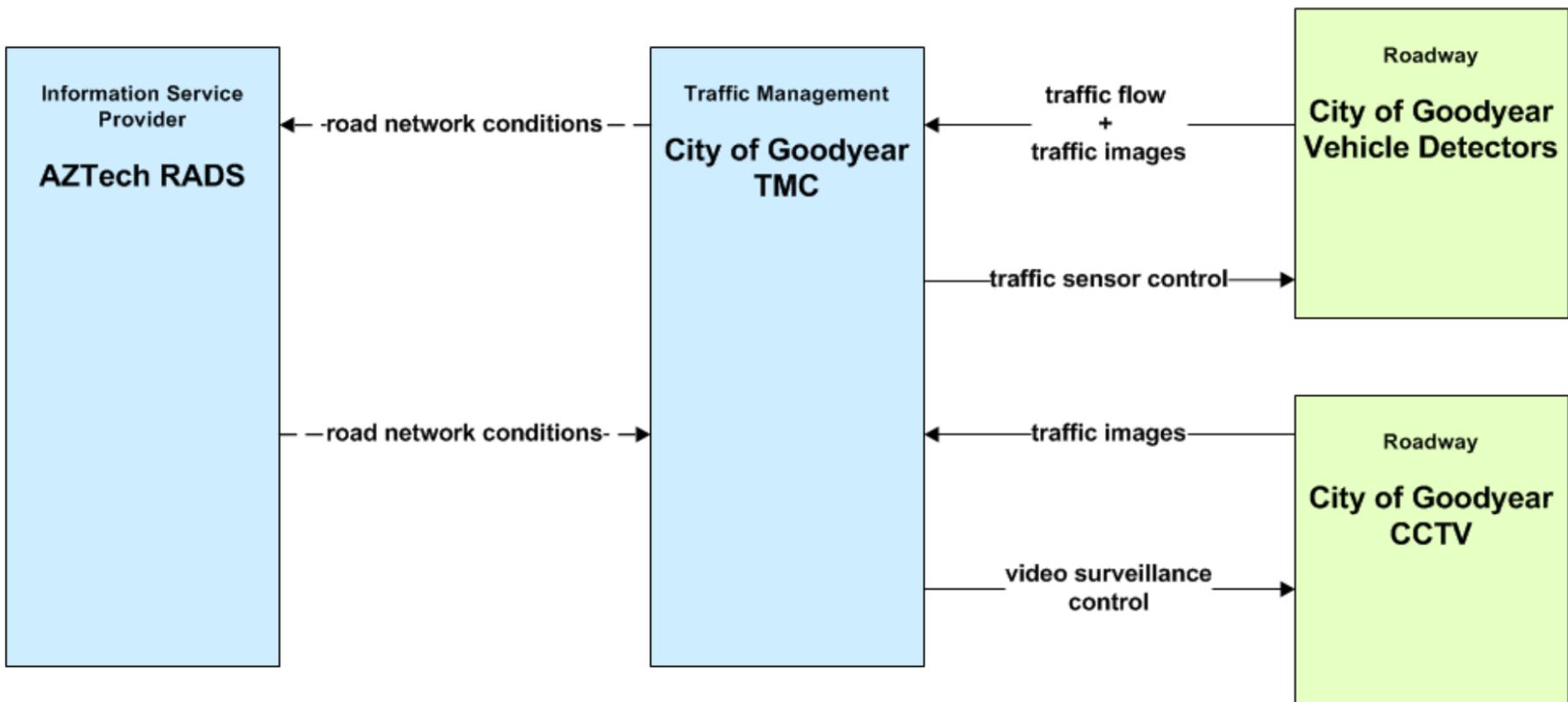
### ITS Architecture Flow Diagram

All relevant ITS Architecture Flow Diagrams MUST be inserted below for the relevant ITS Service Packages addressed by the proposed ITS project. This is to ensure that the project complies with the Regional ITS Architecture and meets a federal requirement for all federally funded ITS projects.

Find the relevant Service Packages addressed by the project in the MAG ITS Architecture (found in the link below). Copy and paste the graphic in the space provided.

[MAG Regional ITS Architecture](#)

### ATMS01 - Network Surveillance City of Goodyear



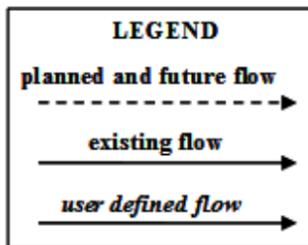
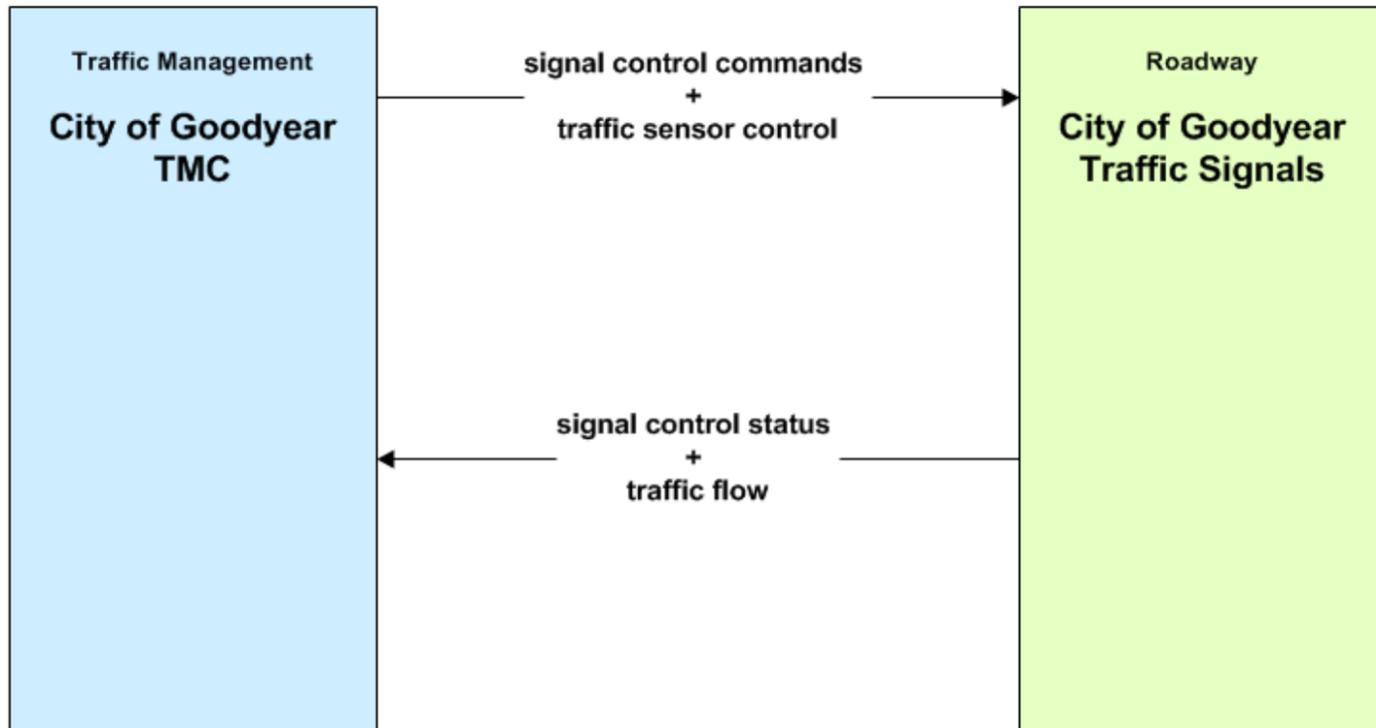
**LEGEND**

- planned and future flow* → (dashed line)
- existing flow* → (solid line)
- user defined flow* → (solid line)

*The planned and future flows are not necessarily being funded. They may reflect the desire to have the data link from either or both sides of the stakeholders.*

**ITS Architecture Flow Diagram**

**ATMS03 - Traffic Signal Control**  
**City of Goodyear**



PROJECT COST ESTIMATE WORKSHEET (Cost Estimates Are Required Regardless of Programming)										
DESIGN	REQUESTED PROGRAMMING (Complete if item will be programmed in the MAG TIP)	Location Description	McDowell Road - SR303 to Dysart Road							
		Work Description	McDowell Road - Vehicle Detection and Data Improvements							
		Funding Source	Local							
		Preferred Year to Program Work	2020							
	COST ESTIMATE FOR DESIGN		UNITS	QUANTITY	UNIT COST	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL	
	PRELIMINARY ENGINEERING (15% plans) (Required for Budget)	Topographic Survey	LS	1	-	\$ -	No	-	-	
		Project Assessment Report or Detailed Workplan	LS	1		\$ -	No	-	-	
		Systems Engineering Analysis (must address FHWA requirements)	LS	1		\$ -	No	-	-	
		Federal Project Environmental Determination	LS	1	75,000	\$ 75,000.00	No	-	75,000	
		HAZMAT Assessment	LS	1	15,000	\$ 15,000.00	No	-	15,000	
	SUBTOTAL - PRELIMINARY ENGINEERING COSTS					\$ 90,000.00		-	90,000	
	FINAL DESIGN (30, 60, 95, 100% plans) (Required for Budget)	Right-of-Way Acquisition	LS	1		\$ -	No	-	-	
		Plans, Specifications, Cost Estimates, Bidding	LS	1		\$ -	No	-	-	
		Geotechnical Report	LS	1		\$ -	No	-	-	
		Drainage Report	LS	1		\$ -	No	-	-	
SWPPP		LS	1		\$ -	No	-	-		
SUBTOTAL - FINAL DESIGN COSTS					\$ -		-	-		
TOTAL PRELIMINARY ENGINEERING AND DESIGN COST AVAILABLE FOR PROGRAMMING						\$ 90,000.00		90,000		
PROCUREMENT	REQUESTED PROGRAMMING (Complete if item will be programmed in the MAG TIP)	Location Description	McDowell Road - SR303 to Dysart Road							
		Work Description	McDowell Road - Vehicle Detection and Data Improvements							
		Funding Source	CMAQ							
		Preferred Year to Program Work	2020							
	COST ESTIMATE FOR PROCUREMENT		UNITS	QUANTITY	UNIT COST	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL	
	PROCUREMENT COSTS	Place for entering item #1	EA			\$ -	Yes	-	-	
		Place for entering item #2	EA			\$ -	Yes	-	-	
		Place for entering item #3	EA			\$ -	Yes	-	-	
		Place for entering item #4	EA			\$ -	Yes	-	-	
		Place for entering item #5	EA			\$ -	Yes	-	-	
		Place for entering item #6	EA			\$ -	Yes	-	-	
		Place for entering item #7	EA			\$ -	Yes	-	-	
		Place for entering item #8	EA			\$ -	Yes	-	-	
		Place for entering item #9	EA			\$ -	Yes	-	-	
		Place for entering item #10	EA			\$ -	Yes	-	-	
TOTAL - PROCUREMENT						\$ -		-		
CONSTRUCTION	REQUESTED PROGRAMMING (Complete only if Construction will be programmed in the MAG TIP)	Location Description	McDowell Road - SR303 to Dysart Road							
		Work Description	McDowell Road - Vehicle Detection and Data Improvements							
		Funding Source	CMAQ							
		Preferred Year to Program Work	2020							
	COST ESTIMATE FOR CONSTRUCTION		UNITS	QUANTITY	UNIT COST	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL	
	UTILITY RELOCATIONS (Required for Budget, May be 0 if no Utilities)	Relocate 69 kv (+) Poles	EA			\$ -	Yes	-	-	
		Relocate/Underground 12 kv lines	LF			\$ -	Yes	-	-	
		Relocate/Underground Irrigation Canal	LF			\$ -	Yes	-	-	
		SWG Relocations	LS			\$ -	Yes	-	-	
		Telephone/Cable TV Relocations	LS			\$ -	Yes	-	-	
		Upgrade Railroad Crossings	LS			\$ -	Yes	-	-	
		Other Utilities	LS			\$ -	Yes	-	-	
		Other Utilities	LS			\$ -	Yes	-	-	
		SUBTOTAL - UTILITY RELOCATION COSTS					\$ -		-	-
		CONSTRUCTION (Required for Budget)	Video Detection Four Camera System (Cable/Mounts/Installation)	EA	11	40,000	\$ 440,000.00	Yes	414,920	25,080
	Traffic Signal Controller		EA	11	7,000	\$ 77,000.00	Yes	72,611	4,389	
	Vehicle Travel Time Hardware		EA	11	10,000	\$ 110,000.00	Yes	103,730	6,270	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
						\$ -	Yes	-	-	
	SUBTOTAL - CONSTRUCTION COST					\$ 627,000.00		591,261	35,739	
MOBILIZATION AND ADMINISTRATION COSTS	CONTRACTOR MOBILIZATION (Typically 8% of construction cost)			4,560	\$ 4,560.00	Yes	4,300	260		
	TRAFFIC CONTROL (0-8% of construction cost)			4,560	\$ 4,560.00	Yes	4,300	260		
	CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)			570	\$ 570.00	Yes	538	32		
	CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)			2,850	\$ 2,850.00	Yes	2,688	162		
	CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)			10,260	\$ 10,260.00	Yes	9,675	585		
SUBTOTAL - MOBILIZATION & ADMINISTRATION COSTS					\$ 22,800.00		21,500	1,300		
TOTAL UTILITIES, CONSTRUCTION AND MOBILIZATION FOR PROGRAMMING						\$ 649,800.00		612,761	37,039	
ADOT REVIEW FEE	Please enter 'Yes' if your agency is certified accepted by ADOT for construction		No							
	ADOT REVIEW FEE		AGENCY TYPE	RATE	HOURS	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL	
	Contracts and Specs \ Advertise Project		Non CA	55	100	\$ 5,500	No	-	5,500	
	District \ Review Stage Submittals		Non CA	50	40	\$ 2,000	No	-	2,000	
	Environmental Planning \ Issue Clearance		All	50	40	\$ 2,000	No	-	2,000	
	Right of Way \ Issue Clearance		Non CA	55	24	\$ 1,320	No	-	1,320	
	Compliance Review \ Compliance Review		Non CA	175	40	\$ 7,000	No	-	7,000	
	Project Management Group \ Project Management		Non CA	120	100	\$ 12,000	No	-	12,000	
	Project Management Group \ Project Management		CA Only	120	60	\$ -	No	-	-	
	Utilities and Railroad Sections \ Issue Clearance		Non CA	50	24	\$ 1,200	No	-	1,200	
TOTAL COST ESTIMATE						\$ 770,820		612,761	158,059	

**Budget and Signature Page**

Phase	Location Description	Work Description	Year to be Programmed	Funding Source	Federal Amount	Local Amount	Total	Local Share
Design, excludes ADOT review fees	McDowell Road - SR303 to Dysart Road	McDowell Road - Vehicle Detection and Data Improvements	2020	Local	\$ -	\$ 90,000	\$ 90,000	100.0%
Construction	McDowell Road - SR303 to Dysart Road	McDowell Road - Vehicle Detection and Data Improvements	2020	CMAQ	\$ 612,761	\$ 37,039	\$ 649,800	5.7%
<b>Total Programmed</b>					\$ 612,761	\$ 127,039	\$ 739,800	17.2%
ADOT Design Review Fee					\$ -	\$ 31,020	\$ 31,020	100.0%
<b>Total Cost</b>					\$ 612,761	\$ 158,059	\$ 770,820	20.5%

**Signature: To be signed and scanned with PDF copy that is sent to MAG via email**

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

Signature: 

Name: Julie Arendall

Title: City Manager

Date: September 12, 2019

<b>CHECKLIST - OPTIONAL</b>	
This check list is optional, but is included to facilitate applicant review and verification that all required fields in the form have been completed.	
<b>Contact Information</b>	<b>Complete?</b>
Contact Information, fields 1 – 5	Yes
<b>CMAQ Data</b>	<b>Complete?</b>
1. Traffic Estimate and Roadway Characteristics: Fields a - i	Yes
2. Improvements in Traffic Management & Operations: Fields a - b	Yes
3. Other Improvements: As applicable	Yes
4. Traffic Flow Improvement Due to Project: Fields a - b	Yes
<b>ITS Project Information</b>	<b>Complete?</b>
Section 1 is complete	Yes
Section 2 is complete	Yes
Section 3 is complete	Yes
Section 4 is complete & a PDF file of map will be attached to the submittal to MAG	Yes
Section 5 is complete & all relevant Architecture Flow Diagrams have been inserted in the worksheet	Yes
Section 6 is complete	Yes
Section 7 is complete	Yes
Section 8 is complete	Yes
Section 9 is complete	Yes
Section 10 is complete	Yes
<b>ITS Architecture Flow Diagram</b>	<b>Complete?</b>
ITS Architecture Flow Diagram have been inserted	Yes
<b>Prproject Cost Estimate Worksheet</b>	<b>Complete?</b>
ITS Architecture Flow Diagram have been inserted	Yes
<b>Budget &amp; Signature Page</b>	<b>Complete?</b>
Form is signed	Yes
Name, title and date fields are completed	Yes



*SR303*

*Sarival Avenue*

*PebbleCreek Parkway*

*Bullard Avenue*

*Litchfield Road*

*Palm Valley Cornerstone & McDowell Road*



*SR303 & McDowell Road*

*Sarival Avenue & McDowell Road*

*158th Avenue & McDowell Road*

*153rd Avenue & McDowell Road*

*150th Drive & McDowell Road*

*145th Avenue & McDowell Road*

*146th Avenue & McDowell Road*

*141st Avenue & McDowell Road*

*136th Drive & McDowell Road*

*Palm Valley Boulevard & McDowell Road*



LEGEND

○ *Project Intersection*

*Exhibit A  
McDowell Road - SR303 to Palm Valley Cornerstone  
Proposed Project  
City of Goodyear*