

Transportation Alternatives Application for

Western Powerline Trail - Union Pacific Railroad Grade Separated Pedestrian Crossing

Town of Gilbert

**APPLICATIONS ARE DUE AT MAG OFFICES BY
Tuesday, October 22, 2013 at 10:00 a.m.**

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

Western Powerline Trail/Union Pacific Railroad Crossing

PART A - CONTACT AND PROJECT DESCRIPTION	
Contact Information	
1. Name of Sponsoring Agency	Gilbert
2. Agency Contact Name	Michael Gillespie, P.E. Town Engineer
3. Phone Number of Agency Contact	480-503-6841
4. E-Mail Address of Agency Contact	michael.gillespie@gilbertaz.gov
5. Mailing Address of Agency Contact	90 E. Civic Center Dr. Gilbert, AZ 85234
Project Description	
6. Please provide the Project Title.	Western Powerline Trail - Union Pacific Railroad Grade Separated Pedestrian Crossing
7. Please provide a concise, specific description of the project (250 character limit):	
<p>The Town of Gilbert operates a shared use recreational trail designated as the Western Powerline Trail (WPT) along the Salt River Project's (SRP) Lateral 9.5 (Western Canal) and parallel to SRP's high voltage transmission facilities. At the project location, the trail has termini on either side of the Union Pacific Railroad (UPRR) Phoenix Subdivision (Mainline) at Neely Street and at a pedestrian bridge crossing the canal about ¼-mile east of the UPRR Mainline. There is no existing legal crossing of the UPRR Right-of-Way in this location. This project would design and construct a grade separated pedestrian crossing over the UPRR Mainline establishing safer, unobstructed connectivity to the heavily used regional trail system.</p>	
8. Please provide the project limits:	
<p>The project limits extend between the trail termini on both the east and west side of the UPRR and Western Canal Trail intersection, that will include an area north of the canal extending to the UPRR intersection with Neely Street, an area south of the canal bounded by the Foxworth-Galbraith Lumber Company and the Town's Vaughn Basin east of the UPRR.</p>	
Safe Routes to School (if project is NOT a Safe Routes to School project, proceed to Part B)	
9. School Name	
10. School Address	
11. School City, State, ZIP Code	

PART B-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 12-13 and 15-18, 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. What type of project is this? (Check only one)

<input type="checkbox"/>	Bicycle lane (4' min. w/o curb/gutter)	<input type="checkbox"/>	Wide Sidewalk (8' min.)
<input type="checkbox"/>	Bicycle lane (5' min. with curb/gutter)		
<input checked="" type="checkbox"/>	Shared-use path (10' min.)	Other:	
<input type="checkbox"/>	Detached Sidewalk with 4' min. buffer		Railroad Grade Separated Pedestrian Crossing
<input type="checkbox"/>	Sidewalk (5' min.)		

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

<input checked="" type="checkbox"/>	Bridge (overpass)	<input type="checkbox"/>	Number of new openings in street walls
<input type="checkbox"/>	Tunnel (underpass)	<input type="checkbox"/>	Number of Trees
<input type="checkbox"/>	Safe Routes to School	<input type="checkbox"/>	Number of Shade Structures
<input type="checkbox"/>	Signalized Crossing	<input type="checkbox"/>	Number of Seating/Rest Area(s)
<input type="checkbox"/>	Signalized midblock crossing/HAWK	<input type="checkbox"/>	Number of bicycle/pedestrian counting devices
<input type="checkbox"/>	Countdown Pedestrian Signal	Other:	
<input type="checkbox"/>	Number of Bike racks/lockers		
<input type="checkbox"/>	Number of Drinking Fountains		
<input type="checkbox"/>	Number of Way-finding Signs		
<input type="checkbox"/>	Number of Trash receptacles		

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

The Western Canal Trail is an eight and a half (8.5) mile segment that is part of the 110-mile Sun Circle Trail that loops around metro Phoenix. It cuts east/west through Gilbert between Guadalupe Road and Elliot Road linking Chandler to the west at N. Hamilton Place and Mesa to the east at Power Road. This corridor intersects the Union Pacific Railroad., Heritage Trail/Consolidated Canal, SRP Power line Trail, Eastern Canal/Santan Vista Trail and Roosevelt Water Conservation District (RWCD) Canal/East Maricopa Floodway/Marathon Trail Corridor (just within Mesa) corridors. Specific to the project limits, the SRP Western Canal is an open unlined channel with direction of flow from east to west. The unimproved roadways north and south of the canal are within SRP Right-of-Way utilized by SRP for Operations and Maintenance. Throughout sections of the Western Canal, Gilbert has formalized a shared use path for Pedestrians, Bicyclists and Operations & Maintenance uses. This project location has trail termini locations about 1/10 of a mile east and west of the UPRR Mainline, without any legal crossing to be utilized by the trail users, leaving a gap of nearly ¼ mile in the trail network. In acknowledgment of the lack of a legal crossing at the UPRR Mainline; Gilbert has established a detour route that directs users south/north along Neely St, east/west along Elliott Road and north/south on Gilbert Road and back onto the Western Canal Trail. The primary problem is that detour route is not effectively being utilized as access across the UPRR Mainline within the railroad crossing is not physically restricted to pedestrians.

This project addresses several problems and/or areas of concern:

1) Despite heavy bicycle and pedestrian traffic on this segment of the regional trail, there is not a legal crossing at the UPRR Mainline. This project is intended to create a legal, recognized crossing at the UPRR Mainline. 2) The unwieldy break in the regional trail and lack of a legal crossing does not appear to substantially deter bicycle and pedestrian traffic from crossing the railroad tracks. This project would continue the flow of bicycle and pedestrian traffic in a much safer manner. 3) Due to the location of a K-6 school nearby, UPRR officials reported witnessing young children illegally crossing, walking alongside and playing near the tracks in the proximity of moving trains as they attempt to take a shortcut to school. This project is intended to eliminate the ability of anyone to cross the UPRR track in any manner other than via the grade-separated crossing. 4) Gilbert has established a detour route in acknowledgement of the lack of a legal at-grade crossing at the UPRR Mainline, however, the detour route is not being utilized as access across the UPRR Mainline is not restricted. This project would create a safer and much more efficient alternative to both the detour route and the illegal crossing itself.

PART B-PROJECT DESCRIPTION

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

The proposed project will construct of a Railroad Grade Separated Pedestrian Crossing that will provide continuous travel along the Western Canal as it intersects the Union Pacific Railroad Mainline. The Grade Separated Pedestrian Crossing will begin on Town property east of the UPRR Mainline and end west of the UPRR Mainline with an at grade condition at or near the Neely Street intersection. While the Town owns property on the east side of the mainline, the west side will require land acquisition from the Foxworth-Galbraith Lumber Company to maintain a true east-west alignment as it intersects the mainline. The pedestrian crossing will also incorporate trail lighting, utility relocations, 10' wide concrete paved trail and aesthetic elements incorporated into the design.

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

This segment of the trail is a part of the larger 110 mile trail throughout the Phoenix Metro area, experiences high usage and is therefore of major local and regional significance. The heavy usage of the current non-legal crossing poses substantial safety concerns. This proposed project is intended to minimize to the greatest extent possible any safety concerns related to the railroad crossing while simultaneously providing continuous bicycle and pedestrian travel along the Western Canal..

6. Please provide a summary of any car-bicycle and car-pedestrian crashes by crash severity within 1/2 mile, based on the context of your project, for each of the five most recent years (i.e. 2008-2012).

<u>Bike/Ped Crash Severity</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Fatal				1	
Incapacitating Injury			1	1	1
Non-Incapacitating Injury		5	2	1	3
Possible Injury			2		1
Property Damage Only		2			

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

<input type="checkbox"/>	Wide bike lanes (6'-7')	Buffer Zone, Width	<input type="text"/>
<input type="checkbox"/>	Wide sidewalk (8' min.)		
<input checked="" type="checkbox"/>	Grade-separated crossing (overpass or underpass)		
<input type="checkbox"/>	Signalized crossing/Ped countdown/HAWK	Other	<input type="text"/>
<input checked="" type="checkbox"/>	Lighting		
<input type="checkbox"/>	Striping/re-striping of roadway		
<input type="checkbox"/>	Countdown signals		

8. How does this project improve upon an existing safety issue?

Presently, trails users and others (oftentimes unsupervised young school children) cross the UPRR Mainline at a location where there is no legal access while disregarding Gilbert's detour route that is in place for this crossing. The train speed limit in this area is 60mph. The regular practice of children and other bicyclists and pedestrians crossing the tracks at this location poses numerous safety concerns and issues. The proposed grade separation project will provide a legal unobstructed crossing at the UPRR Mainline and Western Canal intersection, eliminating the interaction of users crossing the mainline tracks and reducing the trail and street crossings that exist along the trail detour route. Fundamentally, this project improves upon a very serious existing safety issue by introducing a grade-separated crossing, effectively eliminating the interaction of high-speed trains and pedestrians/bicyclists.

PART B-PROJECT DESCRIPTION

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

In addition to providing adequate lighting and signage, the proposed project will provide safe pedestrian connectivity within an existing gap along the Western Canal Trail that will meet the requirements set forth by the Americans with Disabilities Act. Previously, a disabled user of this trail became stuck/immobile on the railroad tracks and had to be rescued when attempting to use the non-legal crossing. The project provides safe access for persons with disabilities to the Heritage District, Residential Subdivision, Commercial and Industrial areas, as well as the McQueen Activity Center located adjacent to the trail further west of the project.

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

This trail crossing is in close proximity to Gilbert's Heritage District, a mixed use development with a distinctive, highly attractive character or sense of place. The trail sections adjacent to this project area are already well-designed and appealing in nature and the design of this project is intended to add substantial value to the identity/sense of place in this area. In addition, the Town of Gilbert is currently conducting a "Parks, Recreation, And Trails Master Plan" which has a vision to encourage "the health and well-being of its residents through diverse recreational opportunities and offering safe, well maintained facilities, parks and open spaces, including locally and regionally connected multi-use trails, equestrian paths and bicycle lanes." The proposed project is in line with and maintains the vision of this master plan.

11. Connectivity: (Check all that apply)

Project fills a gap in the system

Explain:

The proposed project will provide trail connectivity from the existing termini points on the east and west side of the UPRR Mainline along the Western Canal Trail.

Project connects to other local bikeways

List of connected bikeways:

The Western Canal Trail is aligned east/west through Gilbert between Guadalupe Road and Elliot Road linking the City of Chandler to the west and the City of Mesa. This corridor intersects the Union Pacific Railroad., Heritage Trail/Consolidated Canal, SRP Power line Trail, Eastern Canal/Santan Vista Trail and Roosevelt Water Conservation District (RWCD) Canal/East Maricopa Floodway/Marathon Trail Corridor. Specific to the project limits, the SRP Western Canal is an open unlined channel with direction of flow from east to west.

Multi Jurisdiccional Project

List of Participating Jurisdictions:

The Western Trail is an eight and a half (8.5) mile segment that is part of the 110 mile Sun Circle Trail that loops around the Metro Phoenix area.

125 Total length of facilities connected by this project (in miles)

12. 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.

2 Within 1/2 mile

List routes and frequency:

1. Route 136: Gilbert Road - Weekday and Saturday Route 2. Route 108: Elliott Road - Weekday, Saturday and Sunday Route

PART B-PROJECT DESCRIPTION

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

1 Within 1/2 mile

List:

Gilbert Park and Ride - Located in Hertige District at Oak St & Page St.

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

The Western Canal is aligned east/west through Gilbert between Guadalupe Road and Elliott Road which is adjacent to dozens of the residential subdivisions and other developments that have direct access to the subject trail. The proposed project will substantially improve access to all users as the project eliminates the direct interaction between the users and the UPRR Mainline, which has a train speed limit of 60 mph.

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

3 Within 1/2 mile

List:

1. Gilbert Senior Center located at Oak St and Park Ave. 2. Gilbert Water Tower Park located at Ash St and Page Ave. 3. Veterans Park located at Ash St and Park Ave.

16. 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):

5 Within 1/2 mile

List:

1. Heritage District located in Downtown Gilbert 2. Village Square Shopping Center located SW of Gilbert Road and Guadalupe Road. 3. Industrial District bound by Neely St, Guadalupe Road, Cooper Rd and UPRR Mainline. 4. Neely Wastewater Treatment Plant located 1/8 mile west of the project site. 5. Foxworth-Galbraith Lumber Company located just south of the project site.

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

1 Within 1/2 mile

List:

1. Gilbert Elementary located at Oak St and Gilbert Road.

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

1 Within 1/2 mile

List:

1. Neely Traditional Academy located just north of the project site.

19. What are the demographics of the area served:

[MAG Demographic Mapping](#)

3307 People Per Square Mile

13 % Families in Poverty

Use the MAG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reporting," select "Custom." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through all census blocks 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 blocks 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.

PART B-PROJECT DESCRIPTION

20. 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:

Western Powerline Trail -Union Pacific Railroad Grade Separated Crossing. Starting 500 lineal feet west of UPRR Mainline and ending 600 lineal feet east of the UPRR Mainline.

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

SRP Western Canal Alignment and UPRR Mainline Intersection

Federal Functional Classification of the Facility:

Not Classified

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

Type of Facility the Improvement will be located on:

Unpaved Road/Path

0.2 Length (in Miles)

n/a Posted Speed Limit (MPH)

n/a Number of Travel Lanes

21. Please provide an estimated traffic volume (ADT) below. If project is not on a road (ex. Canal path), use nearest parallel arterial.

21,120 ADT Estimate

3/1/13 Date Counted

Name of road the traffic count was taken from

Guadalupe Road

Description of Methodology and Source used for the ADT Estimate

Counts were taken through the use of air tube counters.

22. 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.

N/A

23. 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

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

The proposed alignment will require right-of-way acquisition along the Foxworth-Galbraith Lumber Company and a UPRR Crossing Agreement. The Town of Gilbert has actively been coordinating with both MAG and UPRR on the proposed pedestrian crossing in order to identify all of the impacts that may exist at this location.

PART B-PROJECT DESCRIPTION

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

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

The proposed alignment may require the relocation of Town of Gilbert Water, Sewer and Reclaimed Waterline infrastructure, Centurylink Fiber Optic, Southwest Gas, Cos Communications Overhead Cable, APS Overhead Electric and UPRR Communication Lines within the same corridor. The design will evaluate the necessary utility relocations to accommodate the trail underpass.

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

<input checked="" type="checkbox"/>	AASHTO Guide for Bicycle Facilities	Other: <input type="text"/>
<input checked="" type="checkbox"/>	MAG Pedestrian Policies and Design Guidelines	
<input type="checkbox"/>	MAG Complete Streets Guide	
<input type="checkbox"/>	MAG Designing Transit Accessible Communities	
<input type="checkbox"/>	NACTO Urban Bikeway Design Guide	
<input type="checkbox"/>	RPTA Bus Stop Program and Standards	

28. 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="checkbox"/> Required
With new development and capital improvement projects, bike lanes on collector streets are:	<input type="checkbox"/> Required
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	<input type="checkbox"/> Required
With new development or during development retrofits, shared-use paths are:	<input type="checkbox"/> Not Addressed
Bicycle program implemented, including bike education, safety events, and bike maps	<input type="checkbox"/> Yes
Complete Streets Policy	<input type="checkbox"/> No

29. The project is: (Check one)

Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)
List:
Gilbert's 2013-2018 Capital Improvement Plan currently has CIP Project No. PR011 which is scoped to improved the trail immediately west of this project location which is intend to tie into this pedestrian crossing.

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

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

PART B-PROJECT DESCRIPTION

30. Identify the organization(s) responsible for on-going maintenance and repairs of the project:

Town of Gilbert - Parks and Recreation Department

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

Success will be measured by the usership counts on the trail system and a potential implementation of on-line citizen trail survey.

32. 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?

The proposed project intends to research the potential of incorporating automatic updates for usership counts.

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

The Town intends to promote the proposed project through various digital media outlets and establish a trail survey to obtain usership feedback.

Part C - Required Attachments

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.

PLEASE INCLUDE EACH ATTACHMENT AS A SEPARATE .JPEG OR .PDF FILE ON YOUR APPLICATION CD.

Please insert ALL attachments between Part B and Part D on your printed application, in the order they are listed below. See below for alternate submission requirements for GIS coverage files.

Required Attachments:

1) Please attach a map with streets labeled showing the location(s) of the proposed project, including a north arrow.

2) Please attach up to four photos indicating existing conditions in the project area (two 4x6 photos per page).

3) Please attach a simple diagram of the current typical cross section, including widths, of the segment that shows the right of way limits, sidewalks and shoulders (if any), and the lanes of travel.

OPTIONAL Attachments:

(OPTIONAL) Attach up to two photos showing what the completed project will look like, if available (these can be photoshop, renderings, etc.).

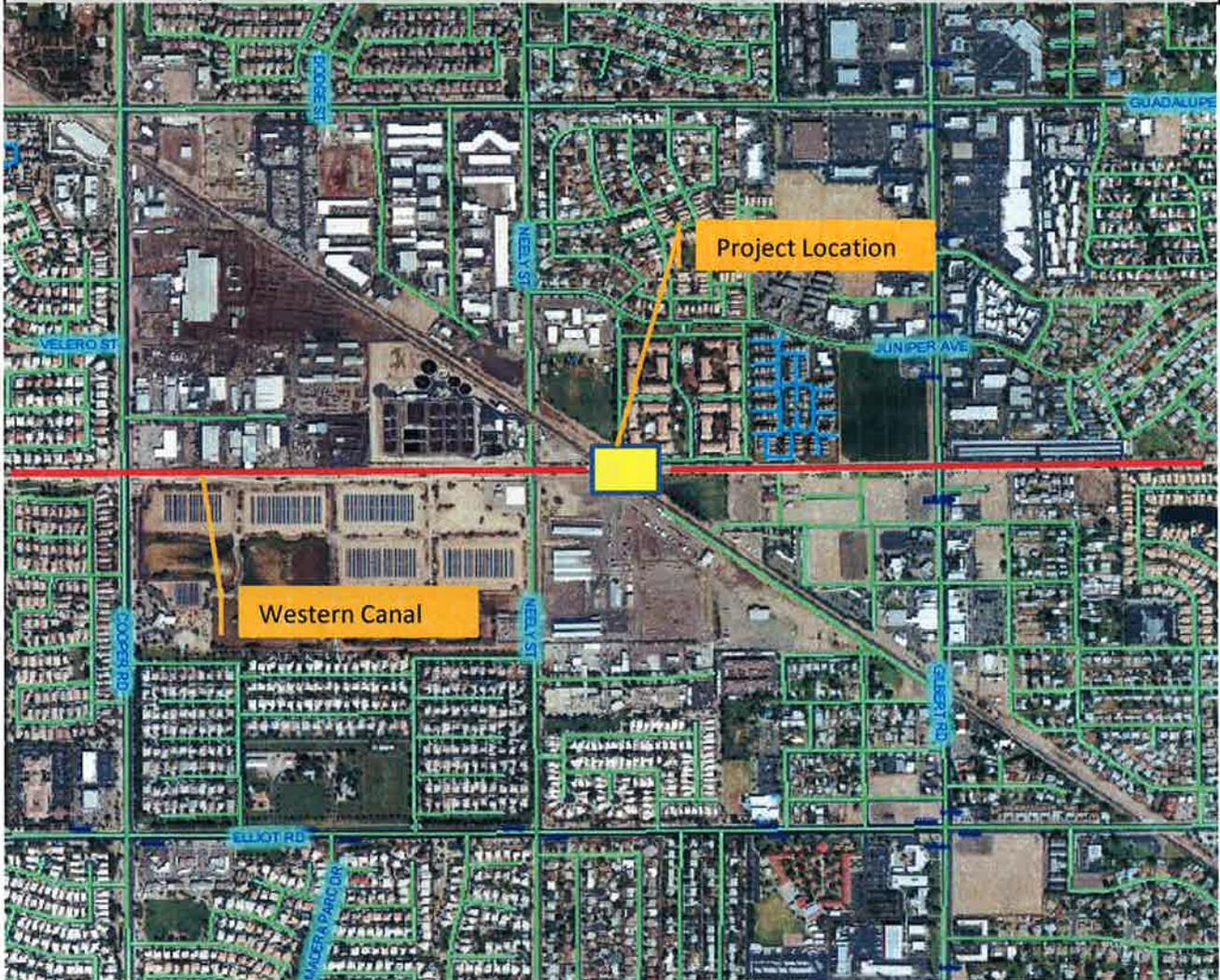
(OPTIONAL) Attach any crash report(s) referenced in Part B, Section 2, #6.

(OPTIONAL) If the applicant will be providing a GIS coverage (shapefile or geodatabase), please see the tab labeled "GIS Transmittal Instructions"

Part C - Required Attachments

1) Please attach a map with streets labeled showing the location(s) of the proposed project, including a north arrow.

Part C 1 - Project Map



Part C - Required Attachments

2) Please attach up to four photos indicating existing conditions in the project area (two 4x6 photos per page).

Part C 2 - Existing Conditions

Project Site Looking West



Project Site Looking South



Part C - Required Attachments

2) Please attach up to four photos indicating existing conditions in the project area (two 4x6 photos per page).

Part C 2 - Existing Conditions

Project Site Looking East



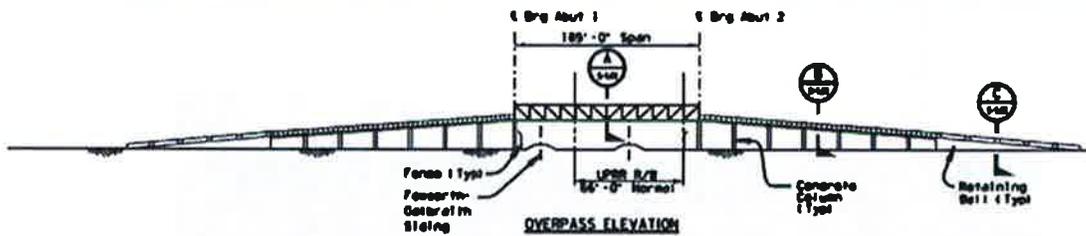
Project Site Looking North



Part C - Required Attachments

3) Please attach a simple diagram of the current typical cross section, including widths, of the segment that shows the right of way limits, sidewalks and shoulders (if any), and the lanes of travel.

Part C 3 - Proposed Crossing



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:					
Town of Gilbert		Western Canal Trail - UPRR Grade Separated Pedestrian Crossing		October 22, 2013					
Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Notes(s)
A. Scoping (15% Preliminary Engineering Design)	1. SITE TOPOGRAPHIC SURVEY	LS	1	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00	
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	1	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00	
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)	LS	1	\$10,000.00	\$10,000.00	No	\$0.00	\$10,000.00	
	4. HAZMAT ASSESSMENT	LS	1	\$2,000.00	\$2,000.00	No	\$0.00	\$2,000.00	
	Subtotal Scoping (Part A)				\$22,000.00		\$0.00	\$22,000.00	
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$215,000.00	\$215,000.00	No	\$0.00	\$215,000.00	
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1	\$15,000.00	\$15,000.00	No	\$0.00	\$15,000.00	
	3. DRAINAGE REPORT	LS	1	\$7,500.00	\$7,500.00	No	\$0.00	\$7,500.00	
	4. SWPPP	LS	1	\$2,000.00	\$2,000.00	No	\$0.00	\$2,000.00	
	Subtotal PE (Part B)				\$239,500.00		\$0.00	\$239,500.00	
	Subtotal Preliminary Engineering (Part A + Part B)				\$261,500.00		\$0.00	\$261,500.00	
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition	LS	1	\$100,000.00	\$100,000.00	No	\$0.00	\$100,000.00	
	Subtotal Right-of-Way Acquisition (Part C)				\$100,000.00		\$0.00	\$100,000.00	
D. Utility Relocation	1. Utility Relocation	LS	1	\$50,000.00	\$50,000.00	No	\$0.00	\$50,000.00	
	Subtotal Utility Relocation (Part D)				\$50,000.00		\$0.00	\$50,000.00	
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	1. Hardscape Construction	LS	1	\$15,000.00	\$15,000.00	Yes	\$14,145.00	\$855.00	
	Site Preparation	LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Sawcut	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Remove Structures and Obstructions	LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Remove Fencing	LF	1,000	\$1.50	\$1,500.00	Yes	\$1,414.50	\$85.50	
	Demolition								
	Remove Structural Concrete	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Remove Asphaltic Concrete Pavement	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Remove Concrete Sidewalks, Slabs	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Hazmat Abatement	LS	1	\$5,000.00	\$5,000.00	Yes	\$4,715.00	\$285.00	
Retaining Wall - Reinforced Concrete Cantilevered	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
General Excavation	SY	178	\$5.00	\$890.00	Yes	\$899.27	\$0.73		
Drainage Excavation	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		

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.

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Town of Gilbert		Western Canal Trail - UPRR Grade Separated Pedestrian Crossing		October 22, 2013					
Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)
	Earthwork	CY	956	\$15.00	\$14,340.00	Yes	\$13,522.62	\$817.38	
	Structural Excavation	CY	1,165	\$15.00	\$17,475.00	Yes	\$16,478.93	\$996.08	
	Structural Backfill	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Borrow (In Place)	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Curb & Gutter	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Aggregate Base	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Structural Concrete Class AA	CY	1,079	\$350.00	\$377,650.00	Yes	\$356,123.95	\$21,526.05	
	Concrete Sidewalk	SF	1,600	\$6.00	\$9,600.00	Yes	\$9,052.80	\$547.20	
	Stamped Color Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	6' High Chain Link Fence	LF	1,164	\$20.00	\$23,280.00	Yes	\$21,953.04	\$1,326.96	
	Asphaltic Concrete	Ton	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Curb Mounted Pedestrian Fence	LF	1,950	\$150.00	\$292,500.00	Yes	\$275,827.50	\$16,672.50	
	Concrete Pavers	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Stamped Asphalt	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Stamped Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Crosswalk Enhancement	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Integral Color Concrete	LB	215,760.00	\$0.75	\$161,820.00	Yes	\$152,596.26	\$9,223.74	
	Reinforcing Steel	LB	70,768	\$10.00	\$707,680.00	Yes	\$667,342.24	\$40,337.76	
	Structural Steel	Each	1	\$15,000.00	\$15,000.00	Yes	\$14,145.00	\$855.00	
	Pedestrian Lighting Including Conduit And Trenching	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Standard	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Decorative	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Subtotal Hardscape Construction				\$1,641,735.00		\$1,548,156.11	\$93,578.90	

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:						
Town of Gilbert		Western Canal Trail - UPRR Grade Separated Pedestrian Crossing		October 22, 2013						
Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)	
5.	Contractor Mobilization	LS	1	\$172,000.00	\$172,000.00	No	\$0.00	\$172,000.00		
	Traffic Control	LS	1	\$2,400.00	\$2,400.00	Yes	\$2,263.20	\$136.80		
	Construction Survey & Layout	LS	1	\$43,000.00	\$43,000.00	Yes	\$40,549.00	\$2,451.00		
	Construction Contingencies	LS	1	\$750,000.00	\$750,000.00	Yes	\$707,250.00	\$42,750.00		
	Construction Administration	LS	1	\$214,000.00	\$214,000.00	Yes	\$201,802.00	\$12,198.00		
	Subtotal Mobilization & Administration Costs				\$1,181,400.00		\$951,864.20	\$229,535.80		
	Subtotal Construction Or Implementation Cost (Part E)				\$2,967,774.00		\$2,696,414.88	\$271,359.12		
	F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)				\$3,379,274.00		\$2,636,414.88	\$742,859.12		
	G. Addot Fee For Pa Reviews And Staff Charges (The higher of \$20,000 or 2% of Total Cost (Part F))				\$67,585.48	No	\$0.00	\$67,585.48		
	H. Total Project Cost Including ADOT Fees (Part F + Part G)				\$3,446,859.48		\$2,636,414.88	\$810,444.60		

PART E - TOTAL PROJECT SCHEDULE AND BUDGET INCLUDING ALL SEGMENTS

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 23-26 in Part B.

Cost Estimate for the Project Including ALL Segments	Cost	Additional Notes (if needed)			
1. ADOT Fee	\$67,585				
2. Design	\$261,500				
3. Right of way	\$100,000				
4. Utilities	\$50,000				
5. Construction	\$2,967,774				
6. Total Cost	\$3,446,859				
7. Will the agency maintain the improvement after it is completed?		Yes			
8. Expected Annual Maintenance Cost		\$ 4,000.00			
9. Identify Source of Maintenance Funds		General Fund			
Requested MAG Programming	Year	Local Funding Source	Local Cost	Federal Cost	Total Cost
10. Design	2014/2015	General Fund	\$261,500	Not Available	\$261,500
11. ADOT Fee	2014/2015	General Fund	\$67,585	Not Available	\$67,585
12. Right of way and Utilities	2014/2015	General Fund	\$150,000	Not Available	\$150,000
13. Construction	2015/2016	General Fund	\$331,359	\$2,636,415	\$2,967,774
14. Total Costs			\$810,445	\$2,636,415	\$3,446,859

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
Safe Routes to School, fields 9-12 are complete (if applicable)	Yes
PART B - Project Description	Complete?
Fields 1 - 11 (Project Description) are complete	Yes
Fields 12– 14 (Transit and Access) are complete	Yes
Fields 15 – 19 (Attractors and Demographics) are complete	Yes
Fields 20 – 26 (Traffic, Environmental, ROW, and Utilities) are complete	Yes
Fields 27 – 29 (Guidelines, Policies, and Plans) are complete	Yes
Fields 30 – 33 (Maintenance and Performance Measurement) are complete	Yes
PART C - Required Attachments	Complete?
Field 1 - Project map is provided in the printed application and the PDF application	Yes
Field 2 - Up to 4 photos of existing conditions are provided in the printed application and the PDF application (two 4x6 per page).	Yes
Field 3 - Cross-section(s) provided in the printed application and the PDF application.	Yes
(OPTIONAL)- Up to 2 photos/renderings of the completed project are provided in the printed application and the PDF application.	
(OPTIONAL) - Crash report(s) are provided in the printed application and the PDF application	
(OPTIONAL) - GIS coverage (shapefile or geodatabase) is provided on the CD with the application.	
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 – 6 are complete and costs are accurate	Yes
Field 7 - 9 are complete	Yes
Fields 10 – 13 Years are complete	Yes
Fields 10 – 13 Local Funding Sources are complete	Yes
Fields 10 – 13 Local Costs are complete and accurate	Yes
Field 10 - 13 Federal Costs are complete and accurate	Yes
Field 14 Total Costs are complete and accurate	Yes
PART F - Signature and Checklist	Complete?
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager/administrator or designated representative.	Yes
Name, title and date fields under the signature are completed.	Yes
(SAFE ROUTES TO SCHOOL PROJECTS ONLY) - Additional signatures and related name, date, and title are completed.	

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:	<i>Michael A Gillespie</i>
Name:	MICHAEL A. GILLESPIE
Title:	TOWN ENGINEER
Date:	10-22-2013

Complete the following ONLY if this is a Safe Routes to School Project.

Note: All signatures indicate an agreement in principle and a partnership on this project between the applicant and the signing organization. Although not all signatures are required, applications that include more signatures will be ranked higher

School/Site Official (required): (Principal, assistant principal, teacher-in-charge, PE Teacher, SRTS coordinator)	
Signature:	
Name:	
Title:	
Date:	
School District official (required):	
Signature:	
Name:	
Title:	
Date:	
Law Enforcement Official (required):	
Signature:	
Name:	
Title:	
Date:	