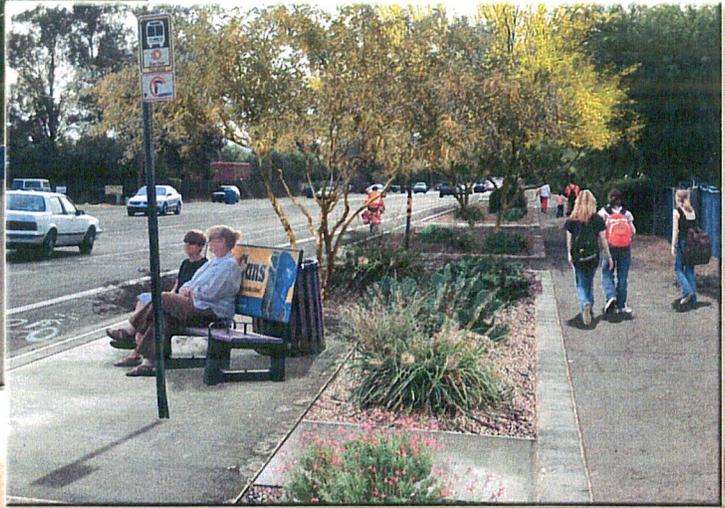
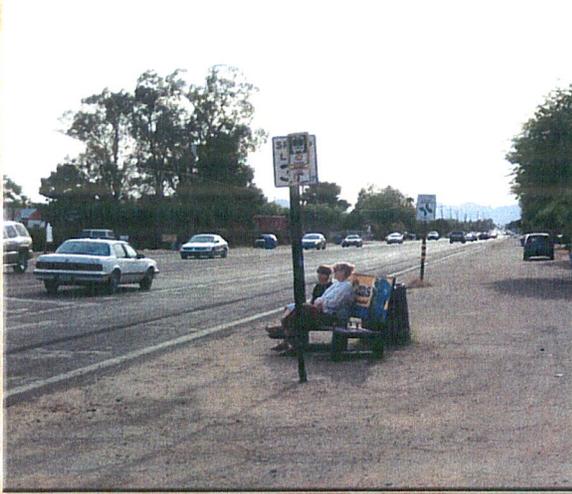


Pima Pedestrian Pathway

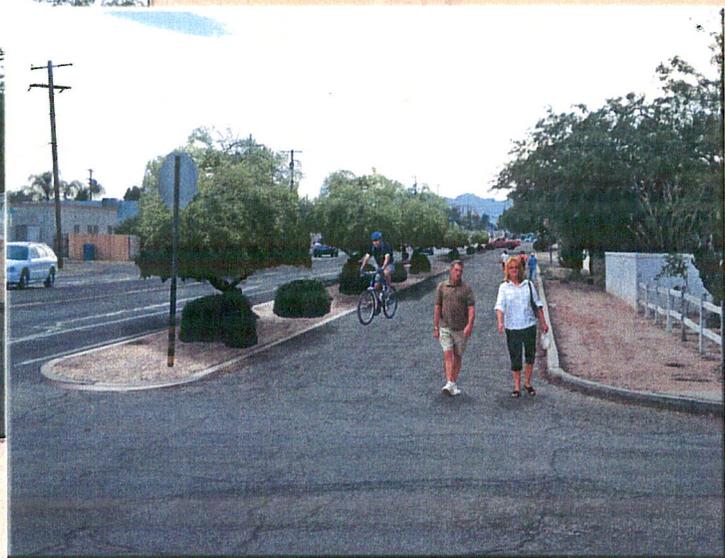
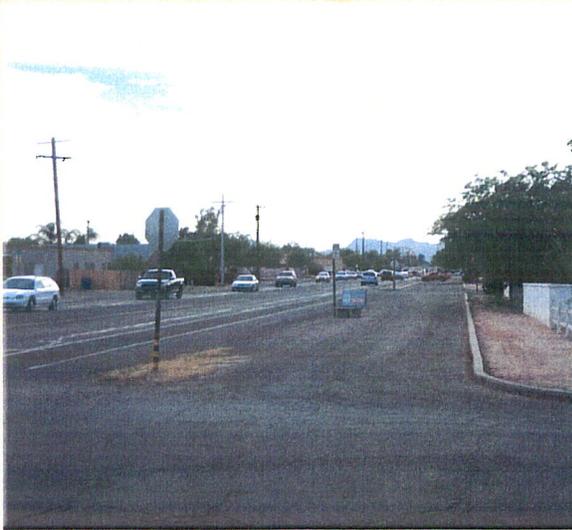
Final



Arizona Transportation Enhancement Program
Round 16



Sponsored by:
City of Tucson Department of Transportation
and
Arizona Department of Transportation



TRANSPORTATION ENHANCEMENT APPLICATION

APPLICANT INFORMATION

1. APPLICANT AND SPONSOR (Must be ADOT if on ADOT right of way)		MPO / COG		2. DATE	
Midtown Garden District Neighborhood Association (Midtown) / City of Tucson		Pima Association of Governments		August 22, 2008	
3. <u>PROJECT NAME</u> & LIMITS- Must provide physical/actual project limits by common name.					
Pima Pedestrian Pathway (PPP): Along the north side of Pima Street between Columbus Blvd and Alvernon Way in Tucson, Arizona					
4. MAILING ADDRESS					
City of Tucson, Department of Transportation, 201 N. Stone 6 th fl.					
CITY	ZIP CODE	5. COUNTY		6. CONGRESSIONAL DISTRICT	
Tucson	85701	Pima		07	
7. CONTACT PERSON Tom Thivener			PHONE NO: 837-6691		
			FAX NO: 791-5641		
TITLE: Bicycle/Pedestrian Program Manager			EMAIL: Tom.Thivener@tucsonaz.gov		
8. ALTERNATE PERSON Andrew McGovern			PHONE NO: 791-4371		
TITLE: Engineering Manager			FAX NO: 791-5641		
			EMAIL: Andrew.McGovern@tucsonaz.gov		
9. List eligible activity (s) by number and title:			1.) Provision of Facilities for Pedestrians and Bicycles 5.) Landscaping and other Scenic Beautification		
10. List requested amount:			\$ 433,450		
11. List total cost of project: (Fed \$ + match)			\$ 459,650		

Please fill in every box

CHECK ALL BOXES THAT APPLY

12. Circle or highlight primary category in which you wish to be evaluated

1.	<input checked="" type="checkbox"/>	PROVISION OF FACILITIES FOR PEDESTRIANS AND BICYCLES. This does not include typical construction elements of a roadway such as; travel lanes, traffic signals, crosswalks, etc.
2.	<input type="checkbox"/>	PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS Activities must have a broad and preferably regional target audience
	<input checked="" type="checkbox"/>	ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES – <i>NOT ELIGIBLE IN ARIZONA</i>
4.	<input type="checkbox"/>	SCENIC OR HISTORIC HIGHWAY PROGRAMS (INCLUDING THE PROVISION OF TOURIST AND WELCOME CENTER FACILITIES) ADOT does have in place a Parkways, Historic, and Scenic Roads Program. This program does have a separate grant program for projects on those routes that have been designated by the State/ADOT. <u>Must be on or within 2 miles of a State designated Scenic or Historic road.</u>
5.	<input checked="" type="checkbox"/>	LANDSCAPING AND OTHER SCENIC BEAUTIFICATION This is for primarily plant landscaping activities. You can include site furniture such as benches, trash receptacles, etc. Stand-alone public art is not considered scenic beautification. You can include some art as part of a project but it is not eligible as a separate category under Transportation Enhancements. Public art has been included in the new Transit Enhancements funding program under the new TEA-21 legislation. Maintenance of landscaping does not qualify under this program.
6.	<input type="checkbox"/>	HISTORIC PRESERVATION Any work under this category must have a strong transportation link either past, present or future.
7.	<input type="checkbox"/>	REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND BRIDGES)
8.	<input type="checkbox"/>	PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)
9.	<input type="checkbox"/>	CONTROL AND REMOVAL OF OUTDOOR ADVERTISING
10.	<input type="checkbox"/>	ARCHEOLOGICAL PLANNING AND RESEARCH
11.	<input type="checkbox"/>	ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY
12.	<input type="checkbox"/>	ESTABLISHMENT OF TRANSPORTATION MUSEUMS Please be aware that there are specific requirements for this category. Please contact your MPO, COG representative or ADOT TE Section staff for additional information.

13. PROJECT GENERAL DESCRIPTION: INCLUDE PROJECT CONCEPT, LENGTH, MILEPOSTS, and NUMBER OF ACRES. LIST ALL KEY ELEMENTS OF THE PROJECT SCOPE.

Pima, a collector street, is paralleled by a half mile access road between Columbus and Alvernon. This contiguous access road is a major pedestrian route to numerous amenities and businesses in this densely populated area. There are no sidewalks, no physical barriers -- nothing to protect pedestrians from 35 mph traffic. The Pima Pedestrian Pathway (PPP) will improve the safety and connectivity of this busy pedestrian route and regional bicycle corridor. It will create curbed medians, enhanced ADA bus shelters, and protected pedestrian pathways behind landscaped barriers.

The PPP has two variations depending on the (1) placement of buildings relative to Pima, (2) the vehicle access needs of residents, and (3) emergency and service vehicle needs.

Concept A – Where homes/businesses face Pima between Columbus and Justin and between Village and Alvernon.

- 5' wide landscaped medians with curbs bordering current bike lane.
- Protects pedestrians from all but infrequent local traffic.
- 20'+ of access road remains for pedestrians, residents, and services.

Concept B – Between Justin and Village where vehicle access is unnecessary.

- Access road replaced with 30' wide landscaped nodes.
- Begins at edge of bike lane and ends 6' from property lines. Remaining 6' asphalt becomes pedestrian path.
- Two ADA compliant bus shelters supplied by Attention Transit Advertising Systems without charge.

14. Describe the project. Please answer all questions.

A.	Where is the project located?	
	On the north side of Pima Street between Columbus and Alvernon in the City of Tucson. See attached map.	
B.	Is the project on a planned, existing, or under construction transportation corridor?	Existing
	If on a planned corridor under construction, what is the approximate or scheduled completion date for the corridor?	N/A
C.	What major construction, design, and right-of-way work does the project entail? Describe any need for major land modification, retaining walls, etc. and include in cost estimate.	
	Design and Construction. Major construction items will include pavement removal, curb and gutter and landscaping and irrigation installation.	

D.	Can the project be constructed entirely within the project right-of-way	Yes
	Who owns the proposed project ROW?	City of Tucson
	Are there any private landowners involved? If so please list.	No
	What percent of the project area is on ADOT ROW?	0
E.	Are there drainage issues to consider?	No
	Describe any potential impacts to Waters of the U.S.	
F.	Are utility relocations necessary?	No
G.	What is the proposed time frame for completion of the project?	
	Within 2 to 3 years	
H.	Will the project be ADA accessible?	Yes

15. How will the project be maintained? All projects will require a signed Joint Project Agreement (JPA) prior to project construction with the government sponsoring entity. If the project is a state project the government entity for which the project falls will be responsible for long term maintenance. If agreement is not signed the project will be terminated. The following information is required for completing the JPA. Please answer all questions listed by describing how the project will be maintained and repaired after completion.

A.	Organization(s) responsible for on-going maintenance and repairs of the TE project. City of Tucson will maintain asphalt, streets and landscaping. The residents of Midtown Garden District Neighborhood Association will enter into an agreement with the City of Tucson to assist in maintaining landscaping.
B.	Proposed on-going maintenance and repair program
	See A.
C.	Source of funds for on-going maintenance and repairs
	Residents donate time; City for street and asphalt.

16. If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines? (See TE Handbook, revised 2007, for clarification).

X YES NO

17. Is the proposed project listed on or does it meet criteria for any local, state, or federal, historic or scenic designations?

YES NO

If so, please identify the specific designation(s) and limits and briefly describe why the proposed project qualifies. If this is a rail corridor project is the corridor "rail banked" or is the abandonment authorized by or proceeding before the Interstate Rail Commission?

18. Describe how the community was or will be involved in this project. Please include the following: Community involvement in the planning, scoping process, design process, or implementation. Is the project listed in any planning documents that had extensive public participation?

- * March, 2007, a questionnaire seeking input on priorities for improvements was mailed to all 3400 households in the one square mile Midtown Garden District. 130 were returned. Top priorities included safe passage for pedestrians, especially on Pima.
- * Midtown formed a committee to improve pedestrian and bike safety. Because City of Tucson has no plans to improve Pima Street for 10 years, and after considering utility and ROW issues, it was decided the first target for improvement on Pima would be between Columbus and Alvernon.
- * A PRO Neighborhoods Planning Award in 2007 enabled Midtown to work for a year with a professional team – an engineer, urban planner, hydrologist, and landscape architect.
- * Committee sought input and reported monthly at Midtown meetings and in newsletter and on website.
- * 100% of the residents and most businesses along the impacted stretch were surveyed; all fully supported PPP.
- * Input from and supported by: Ward VI, Cooper Library, Tucson Botanical Gardens, Wright School, Pima County, and TDOT.
- * Dr. Barbara Becker and University of Arizona Urban Planning students incorporated the PPP in Strategic Plan developed for Midtown.
- * Town Hall and smaller group design meetings held.
- * Bordering neighborhood associations support plan.

19. Describe why the project is an enhancement and how it relates to the transportation infrastructure of the community, region and/or state. Describe how this project will benefit the community and improve existing conditions. Why should this project be funded?

In 2006, 20,000 daily vehicle trips were made along this stretch of Pima Street. It's an area with dense concentrations of services, schools, churches, bus routes, and businesses. With large populations of low-income residents, elderly, immigrants, and preschool - college students, there are high numbers of pedestrians and bicyclists. The access road bordering Pima carries substantial pedestrian traffic, but does not offer protection from vehicles.

The Pima Pedestrian Pathway will:

- * Offer safer routes for children attending neighboring schools, e.g. Wright Elementary, St. Cyril's, Doolen, and Catalina High.
- * Increase accessibility and safety for pedestrians and bus riders from not only surrounding neighborhoods, but also for those who travel through Midtown.
- * Enhance the aesthetic appearance of a major commuting route.
- * Create an attractive landscaped buffer to help shelter residents from noise, traffic, casual crime, and trash.
- * Provide safer bike lanes since traffic can no longer cut across painted bike lanes to access homes or pass illegally.
- * Encourage motorists to slow down and drive the speed limit since studies show when roadways have defined edges and plantings, traffic slows.

The safety of our children and residents is in jeopardy. Dangerous conditions limit accessibility and connectivity. The PPP would provide the most basic protection and safe passage. Please invest in our future.

Approval of Authorized Official (Sponsor)

This project has the concurrence of the sponsoring agency, is consistent with the agency's plans and meets all of the basic criteria listed above, which are required by the state of Arizona's Transportation Enhancement Program.

Sponsor Representative
(Type in name and title)

Tom Thivener, Bicycle & Pedestrian
Program Manager

Signature of Rep



Date Signed

8/20/08

State projects must be signed by the appropriate District Engineer.

20. Endorsement of Metropolitan Planning Organization/Council of Governments

This project has been reviewed and endorsed by:

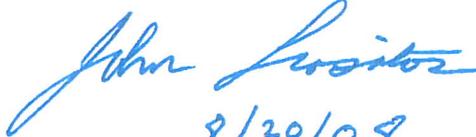
MPO or COG

PAG

Name and Title

John Liosatos Transportation Planning Manager

Signature



Date Signed

8/20/08

ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM ROUND 16 (2008) COST ESTIMATE

INSTRUCTIONS: List all items necessary to develop and construct your project. All applications MUST include scoping and environmental costs regardless if the application is for a state or local project. The applicant is responsible for verifying all costs and their accuracy. Construction cost overruns will be the responsibility of the sponsoring agency.

LOCAL PROJECTS: Please note that the Stage I Costs shown below are to be funded by the sponsoring agency and are not eligible for Federal Reimbursement.

STATE PROJECTS: To be eligible for State designation, the project must be on, adjacent to, or associated with the State Highway System, must be located on a minimum of 75% of ADOT right-of-way, and must have the signature and support of the appropriate ADOT District Engineer.

Enter values into GREEN CELLS.

The program will automatically calculate the Totals and Federal Share at 94.3%

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
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STAGE 1 – SCOPING (15% Preliminary Design)

All applications MUST include these costs regardless if the application is for a State or Local project.
Unit prices MUST be a reasonable representation of the work to be performed.

SCOPING COSTS - All applications MUST include these costs. Costs cannot be applied toward the federal participation or local match.

SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) <i>(Enter \$0 in Unit Price column if none required)</i>	LS	1	\$19,152.09	\$19,152.09	NO ENTRY	
SCOPING DOCUMENT - Scoping Letter, Project Assessment or DCR. (About 5% of construction cost) The cost MUST be a reasonable representation of the work to be performed.	LS	1	\$19,152.09	\$19,152.09		
ENVIRONMENTAL DETERMINATION including technical supporting documents. Anticipate \$20,000 to \$40,000. The cost MUST be a reasonable representation of the work to be performed.	LS	1	\$40,000.00	\$40,000.00		
HAZARDOUS MATERIALS ASSESSMENT Including heavy metals & asbestos (If an assessment is necessary, about \$1,500. Enter \$0 in Unit Price column if none required)	LS	1	\$0.00	\$0.00		
SUBTOTAL – PROJECT SCOPING COSTS				\$ 78,304		

STAGES II, III, IV - DESIGN

(30%, 60%, 95%-100% Design)

All applications MUST include these costs regardless if the application is for a State or Local project.

DESIGN COSTS

Note: The use of federal funds for design is optional and subject to authorization. Design should not go beyond Stage II (30%) without environmental approval.

PS&E's - Plans, Special Provisions, Cost Estimates & Schedules. Anticipate 18%-20% of constr. costs. The cost MUST be a reasonable representation of the work to be performed. Federal funds, if used, shall be refunded if project is not constructed.	LS	1	\$76,608.35	\$76,608.35	\$72,241.67	\$4,366.68
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ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
GEOTECHNICAL INVESTIGATION (If a report is necessary, About 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) Enter \$0 in Unit Price column if none required.	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
DRAINAGE REPORT (If a report is necessary, about 5% of construction cost) Enter \$0 in Unit Price column if none required)	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, about 1% of construction cost) Enter \$0 in Unit Price column if none required.	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
SUBTOTAL – PROJECT DESIGN COSTS						
Federal Funds for design are calculated at 94.3% of the total design cost. If requesting less than 94.3% Federal Funds for design, enter new total or 0 in the Federal column.				\$ 76,608	\$72,242	\$4,367
STAGE V – CONSTRUCTION						
SITE ACQUISITION & HARDSCAPE CONSTRUCTION						
RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, about 5% of constr. costs) Enter \$0 in Unit Price column if area of disturbance is less than one acre.	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
DEMOLITION						
Sawcut	LF	4,000	\$10.00	\$40,000.00	\$37,720.00	\$2,280.00
Remove Structures and Obstructions	LS	1	\$4,000.00	\$4,000.00	\$3,772.00	\$228.00
Remove Fencing	LF	0	\$10.00	\$0.00	\$0.00	\$0.00
Remove Structural Concrete	CY	0	\$500.00	\$0.00	\$0.00	\$0.00
Remove Asphaltic Concrete Pavement		250	\$20.00	\$5,000.00	\$4,715.00	\$285.00
Remove Concrete Sidewalks, Slabs		7	\$20.00	\$140.00	\$132.02	\$7.98
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; about 5% of construction cost) Enter \$0 in Unit Price column if none required.	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
UTILITY RELOCATION (If necessary) Only the cost of utilities needing relocation as a direct result of the enhancement project are eligible for federal reimbursement. Because of the costs involved, the undergrounding of overhead utilities is not eligible	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
RETAINING WALL (Concrete; SF of face above the footing)	SFF	0	\$45.00	\$0.00	\$0.00	\$0.00
EARTHWORK						
General Excavation	CY	0	\$5.00	\$0.00	\$0.00	\$0.00
Drainage Excavation		0	\$15.00	\$0.00	\$0.00	\$0.00
Structural Excavation		0	\$50.00	\$0.00	\$0.00	\$0.00
Structural Backfill		0	\$100.00	\$0.00	\$0.00	\$0.00
Borrow (In Place)		700	\$10.00	\$7,000.00	\$6,601.00	\$399.00
CURB & GUTTER	LF	2,520	\$20.00	\$50,400.00	\$47,527.20	\$2,872.80
AGGREGATE BASE	CY	41	\$30.00	\$1,230.00	\$1,159.89	\$70.11
PATHWAY OR SIDEWALK MATERIALS						
Concrete		0	\$5.00	\$0.00	\$0.00	\$0.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
Colored Concrete	SF	0	\$6.00	\$0.00	\$0.00	\$0.00
Stamped Color Concrete		0	\$6.00	\$0.00	\$0.00	\$0.00
Precast Concrete Pavers		0	\$8.00	\$0.00	\$0.00	\$0.00
Asphaltic Concrete	Ton	180	\$60.00	\$10,800.00	\$10,184.40	\$615.60
Polymer or Resin Stabilized Surface	SF	0		\$0.00	\$0.00	\$0.00
CROSSWALK ENHANCEMENT						
Concrete Pavers	SF	0	\$10.00	\$0.00	\$0.00	\$0.00
Stamped Asphalt		0	\$6.00	\$0.00	\$0.00	\$0.00
Stamped Concrete		0	\$8.00	\$0.00	\$0.00	\$0.00
Concrete		0	\$4.00	\$0.00	\$0.00	\$0.00
Integral Color Concrete		0	\$6.00	\$0.00	\$0.00	\$0.00
PEDESTRIAN ADA RAMP	LS	0	\$1,200.00	\$0.00	\$0.00	\$0.00
CONCRETE DRIVE APRON	SF	0	\$9.00	\$0.00	\$0.00	\$0.00
CULVERT EXTENSIONS	LF	0		\$0.00	\$0.00	\$0.00
PEDESTRIAN LIGHTING (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.	Each	0	\$2,500.00	\$0.00	\$0.00	\$0.00
HANDRAIL						
Standard	LF	0	\$20.00	\$0.00	\$0.00	\$0.00
Decorative		0	\$50.00	\$0.00	\$0.00	\$0.00
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				\$ 118,570	\$111,812	\$6,758
LANDSCAPING & IRRIGATION ITEMS						
TREES (Above 15 gallon in size as required per local code or special design requirements)	Each	0		\$0.00	\$0.00	\$0.00
TREES (15 GALLON SIZE)	Each	65	\$75.00	\$4,875.00	\$4,597.13	\$277.88
TREES (5 GALLON SIZE)	Each	30	\$35.00	\$1,050.00	\$990.15	\$59.85
SHRUBS (5 GALLON SIZE)	Each	1,860	\$20.00	\$37,200.00	\$35,079.60	\$2,120.40
SHRUBS (1 GALLON SIZE)	Each	1,860	\$8.00	\$14,880.00	\$14,031.84	\$848.16
CACTUS (5 GALLON SIZE)	Each	0	\$35.00	\$0.00	\$0.00	\$0.00
MULCH						
Decomposed Granite	CY	350	\$50.00	\$17,500.00	\$16,502.50	\$997.50
Organic		0	\$35.00	\$0.00	\$0.00	\$0.00
TOPSOIL	CY	0	\$35.00	\$0.00	\$0.00	\$0.00
SEEDING	Acre	0	\$3,000.00	\$0.00	\$0.00	\$0.00
TURF SOD	SY	0	\$4.00	\$0.00	\$0.00	\$0.00
BOULDERS	Each	0	\$250.00	\$0.00	\$0.00	\$0.00
IRRIGATION SYSTEM						
Drip	SF	0	\$1.00	\$0.00	\$0.00	\$0.00
Turf		0	\$1.00	\$0.00	\$0.00	\$0.00
SLEEVING FOR IRRIGATION SYSTEM						
Directional Bore	LF	0	\$100.00	\$0.00	\$0.00	\$0.00
Cut and Patch		0	\$80.00	\$0.00	\$0.00	\$0.00
LANDSCAPE HEADER CURB	LF	1,800	\$10.00	\$18,000.00	\$16,974.00	\$1,026.00
LANDSCAPE ESTABLISHMENT (Typically about 4.5% of the cost of landscaping)	LS	1	\$15,000.00	\$15,000.00	\$14,145.00	\$855.00
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS				\$108,505	\$102,320	\$6,185
SITE FURNISHINGS						
BENCHES	Each	0	\$800.00	\$0.00	\$0.00	\$0.00
SEATWALLS	LF	0	\$75.00	\$0.00	\$0.00	\$0.00
BIKE RACKS	Each	0	\$350.00	\$0.00	\$0.00	\$0.00
TRASH RECEPTACLES	Each	0	\$250.00	\$0.00	\$0.00	\$0.00
DRINKING FOUNTAINS	Each	0	\$3,000.00	\$0.00	\$0.00	\$0.00
SIGNAGE (Standard Traffic Control)	Each	0	\$250.00	\$0.00	\$0.00	\$0.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
TREE GRATES	Each	0	\$500.00	\$0.00	\$0.00	\$0.00
SUBTOTAL – SITE FURNISHINGS				\$ -	\$0	\$0
OTHER CONSTRUCTION ITEMS (List line items)						
RELOCATE MAIL BOXES	EA	14	\$200.00	\$2,800.00	\$2,640.40	\$159.60
BUS SHELTER PADS	EA	2	\$2,000.00	\$4,000.00	\$3,772.00	\$228.00
MILL EXIST PVMT (2") (Pathway only)	SY	1,280	\$10.00	\$12,800.00	\$12,070.40	\$729.60
TACK COAT	TON	1	\$400.00	\$400.00	\$377.20	\$22.80
ASPHALTIC CONCRETE PATCHES	LS	1	\$10,000.00	\$10,000.00	\$9,430.00	\$570.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				\$ 30,000	\$28,290	\$1,710
MOBILIZATION AND ADMINISTRATION COSTS						
CONTRACTOR MOBILIZATION (Typically about 8% of construction cost)	LS	1	\$20,566.00	\$20,566.00	\$19,393.74	\$1,172.26
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	\$20,566.00	\$20,566.00	\$19,393.74	\$1,172.26
CONSTRUCTION SURVEY & LAYOUT (Typically about 1% of constr. cost)	LS	1	\$25,707.50	\$25,707.50	\$24,242.17	\$1,465.33
CONSTRUCTION CONTINGENCIES (Typically about 5% of constr. cost)	LS	1	\$12,853.75	\$12,853.75	\$12,121.09	\$732.66
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	\$46,273.50	\$46,273.50	\$43,635.91	\$2,637.59
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				\$ 125,967	\$118,786.65	\$7,180.10
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				\$ 383,042	\$361,208.37	\$21,833.38
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification Acceptance or Self-administration projects, change to \$3,000)	LS	1	\$3,000.00	\$3,000.00	NO ENTRY	
TOTAL PROJECT COST (All subtotals + ADOT review fee)				\$ 540,954	NO ENTRY	
SUMMARY OF FEDERAL AND LOCAL FUNDS						
TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE, AND DESIGN COSTS IF REQUESTING FEDERAL FUNDS FOR DESIGN. Include design costs (Stages II thru IV) if federal funds are requested for design as shown under Design Costs in the federal column above.					BOX A	\$ 459,650
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,000,000 for state projects).					BOX B	\$ 433,450
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). The maximum amount that should be shown on this line is \$30,223 for local projects (\$60,445 for state projects). Note:					BOX C	\$ 26,200
TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH). Enter the amount in Box A in excess, if any, of \$530,223 for local projects or \$1,060,445 for state projects.					BOX D	\$ 0
TOTAL SPONSOR FUNDS (Sum of Box C and Box D).					BOX E	\$ 26,200

ADOPTED BY THE
MAYOR AND COUNCIL

PROPOSED RESOLUTION NO. _____

RELATING TO TRANSPORTATION; AUTHORIZING THE DIRECTOR OF THE CITY OF TUCSON DEPARTMENT OF TRANSPORTATION TO SUBMIT AND SPONSOR NINE (9) FEDERAL SAFETEA-LU TRANSPORTATION ENHANCEMENT PROJECT PROPOSALS TO THE ARIZONA DEPARTMENT OF TRANSPORTATION REVIEW COMMITTEE AND TO EXPEND LOCAL MATCHING FUNDS IN THE EVENT OF APPROVAL; AND DECLARING AN EMERGENCY.

BE IT RESOLVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, AS FOLLOWS:

SECTION I. The Director of the Department of Transportation is authorized to submit and sponsor nine (9) Federal SAFETEA-LU Transportation Enhancement Project Proposals described in Exhibit A, attached hereto, is authorized and directed to send these proposals to the Arizona Department of Transportation Review Committee for consideration for Federal funding; is authorized and directed to expend local matching funds at 5.7%, any overmatch, and all cost overruns incurred to design and construct these projects for which federal funding is approved, is authorized and directed to reimburse the Arizona Department of Transportation and the Federal Highway Administration for all federal funds used if an approved project is cancelled by the City of Tucson, is authorized and directed to advertise the approved projects within three (3) years, and is authorized to execute and submit all documents, including any funding agreements which may be necessary to complete the approved projects.

SECTION 2. The various City officers and employees are authorized and directed to perform all acts necessary or desirable to give effect to this resolution.

SECTION 3. WHEREAS, it is necessary for the preservation of the peace, health and safety of the City of Tucson that this resolution become immediately effective, an emergency is hereby declared to exist and this resolution shall be effective immediately upon its passage and adoption.

PASSED, ADOPTED AND APPROVED BY THE MAYOR AND COUNCIL OF THE CITY OF TUCSON, ARIZONA, _____.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

REVIEWED BY:

CITY ATTORNEY

CITY MANAGER

Draft Resolution for the Department of Transportation
8/18/2008 11:50 AM



CITY OF
TUCSON

DEPARTMENT OF
TRANSPORTATION

August 9, 2008

State Transportation Enhancement Review Committee
Arizona Department of Transportation
206 S. 17th Avenue
Phoenix, AZ 85007-3213

**SUBJECT Transportation Enhancement Grant –
Pima Street Pedestrian Path**

Dear Committee Members:

On behalf of the Tucson Department of Transportation, I am writing to voice my support of the Pima Street Pedestrian Path for Transportation Enhancement funding. Separating Pima Street from the frontage road by creating a dedicated place for pedestrians to walk would allow for a safer path along Pima Street. This enhancement will connect pedestrians to the library, schools, and other amenities

As the City's direct sponsor of this project, we believe the Pima Street Pedestrian Path project will provide a needed enhancement in our community and allow pedestrians to safely travel along Pima Street.

Thank you for your considering this important project for funding.

Sincerely,

James W. Glock, P.E., Director
Department of Transportation

JWG:JD:mc



4224 E. Grant Rd., Tucson, AZ 85712

Voice: (520) 881-4404 * Fax: (520) 881-4191

May 6, 2008

Friends and Advisors

Dr. Alice Chang
Mr. Brad Holland
Mid-Town Neighborhood
Mr. Cac Minh Dao
Mr. David Kha
Liverpool Computer Center

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Billie Holbrook
Community At Large
Mr. Bill S. Kuczek
Community At Large
Ms. Linda Rousos
Community At Large
Ms. Diem Thu Nguyen
Vietnamese Community

Executive Director

Ms. Erina Delic

To Whom It May Concern,

We support Midtown Garden District Neighborhood Association in its request for funds to provide a safer pedestrian path along Pima from Columbus to Alvernon. On behalf of the Tucson International Alliance of Refugee Communities, Inc. (TIARC), I am writing this letter to offer our support for this project.

TIARC is a community based organization that serves refugees from all over the world: Somalia, Liberia, Sudan, Ethiopia, Eritrea, Iran, Afghanistan, former Soviet Union, Bosnia, and Cuba to name a few. TIARC is located within the Midtown Garden District Neighborhood at 4228 E. Gant Road. About 5000 new arrival refugees live in the area between Dodge and Swan, Grant and Fort Lowell. Not all of them have a car and they walk to shopping and other businesses, as well as to our Center to use our services. The children at Wright Elementary School, Doolen Middle School, and Catalina High School also walk to get to school, especially the small children who are at Wright Elementary.

Sidewalks and safe pedestrian routes are a critical safety issue for refugees and their families. Many refugees and their children are finding their way along the frontage road beside Pima without the benefit of sidewalks or even a median to ensure their safety from the traffic. If you consider the fact that refugees come from different countries with different socio-economic backgrounds and without knowledge about traffic in the United States, this could be very dangerous for their lives.

If I can be of any further assistance, please feel free to contact me. I can be reached at (520) 881-4404 or via email at tiarc.erna@beehive.org. Thank you for your time.

Sincerely,



Erina Delic



MidTown Garden District Neighborhood Association

Boundaries: Alvemon/Swan/Speedway/Grant
Registered 501(C)(3): 86-0838923

May 12, 2008

To: State Transportation Enhancement Review Committee
Topic: Pima Pedestrian Pathway (PPP)

As president of the Midtown Garden District Neighborhood Association (MGDNA), I know first hand the needs of our community and our commitment to a safe and aesthetic environment.

Our needs were spelled out succinctly when we surveyed our 3400 households in our one square mile area. The top priority was safer pedestrian routes since there are so few sidewalks in our neighborhood. This is particularly important since we are in a high walk zone area, with a great many children, especially, walking from John B. Wright School to the Martha Cooper Library to various businesses and to bus stops. Pima Street, without sidewalks, is a heavily traversed area by vehicles and pedestrians. The Pima Pedestrian Pathway (PPP) will have a great impact on making Pima Street safer, by creating a pathway within a landscaped barrier.

MGDNA is committed to a safe and aesthetic environment. Well attended monthly meetings, an informative monthly newsletter, successfully building our Neighborhood Watch program and working hand in hand with businesses and organizations in our community are just some of the ways neighbors are involved. MGDNA has been engaged in the PPP project from the beginning. It is of paramount importance in our vision for a safe and lovely neighborhood.

The Pima Pedestrian Pathway will most effectively meet the needs of our community in terms of safety and enhanced aesthetics.

Sincerely,

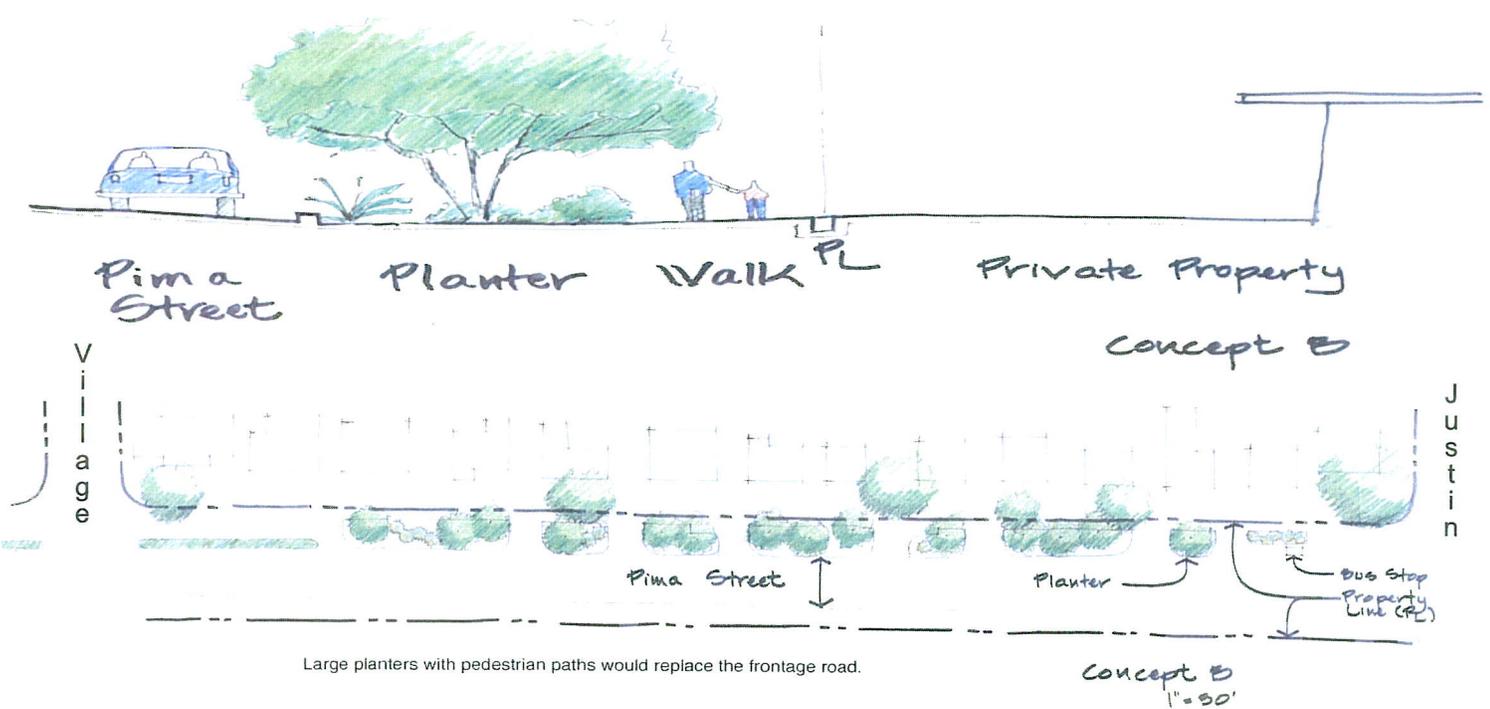
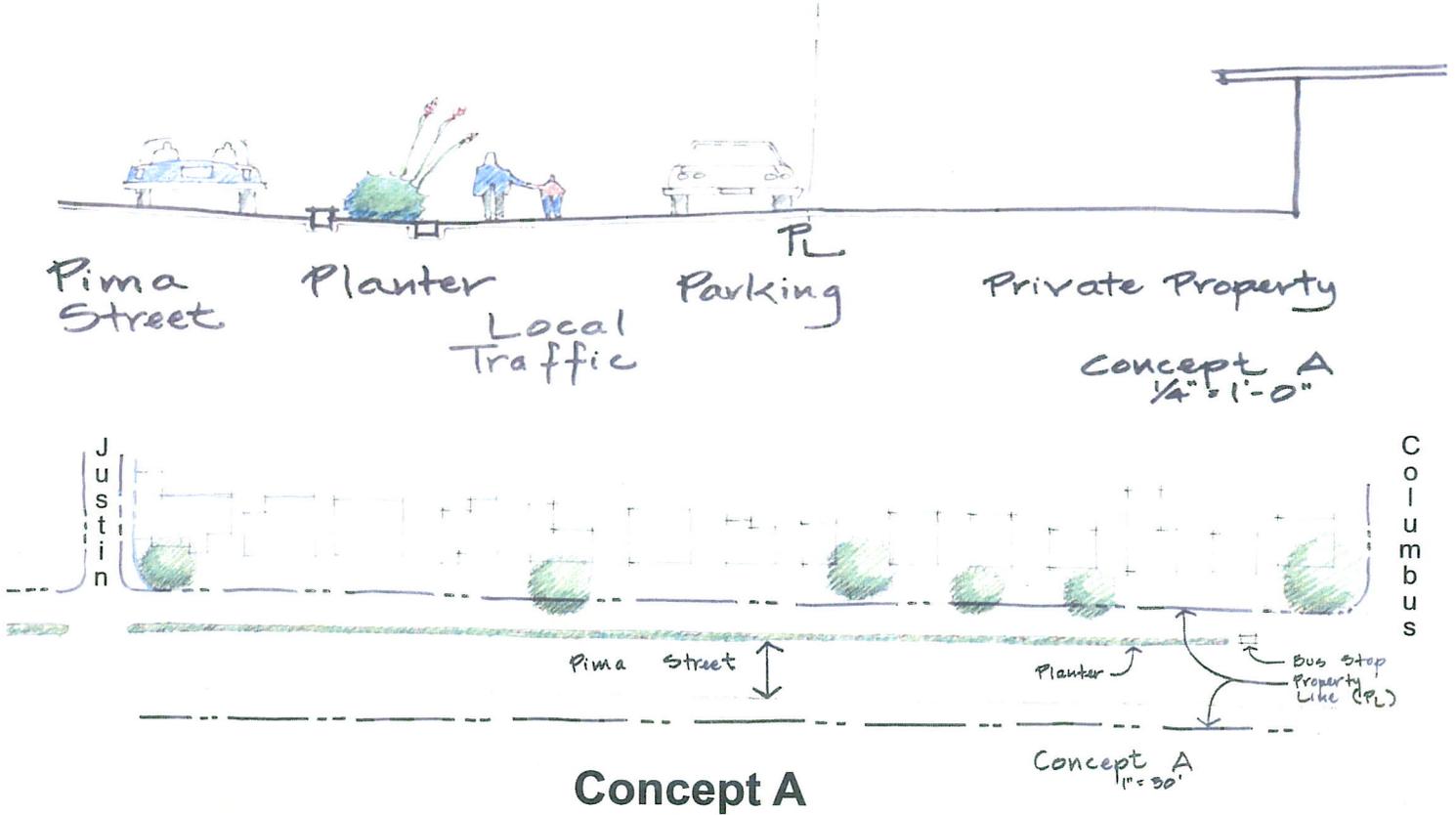
Ida Plotkin,

President, Midtown Garden District Neighborhood Association (MGDNA)

- Ida Plotkin, President
 - Caroline Rondeau, Vice President
 - Lois Pawlak, Treasurer
 - Barbara Barnett, Secretary
 - NW Quadrant Leader, Lois Pawlak
 - NE Quadrant Leader, Virginia Caldwell
 - SW Quadrant Leader, Arthur Block
 - SE Quadrant Leader, Judy Ostermeyer
 - Mailing Address: 1805 N. Belvedere Ave, Tucson, AZ 85712
 - Phone: (520) 326-1557
- <http://www.midtowngardendistrict.org>

Preliminary Conceptual Drawings

Developed by the Community and the Professional Team from Pro-Neighborhoods



Large planters with pedestrian paths would replace the frontage road.

Concept B



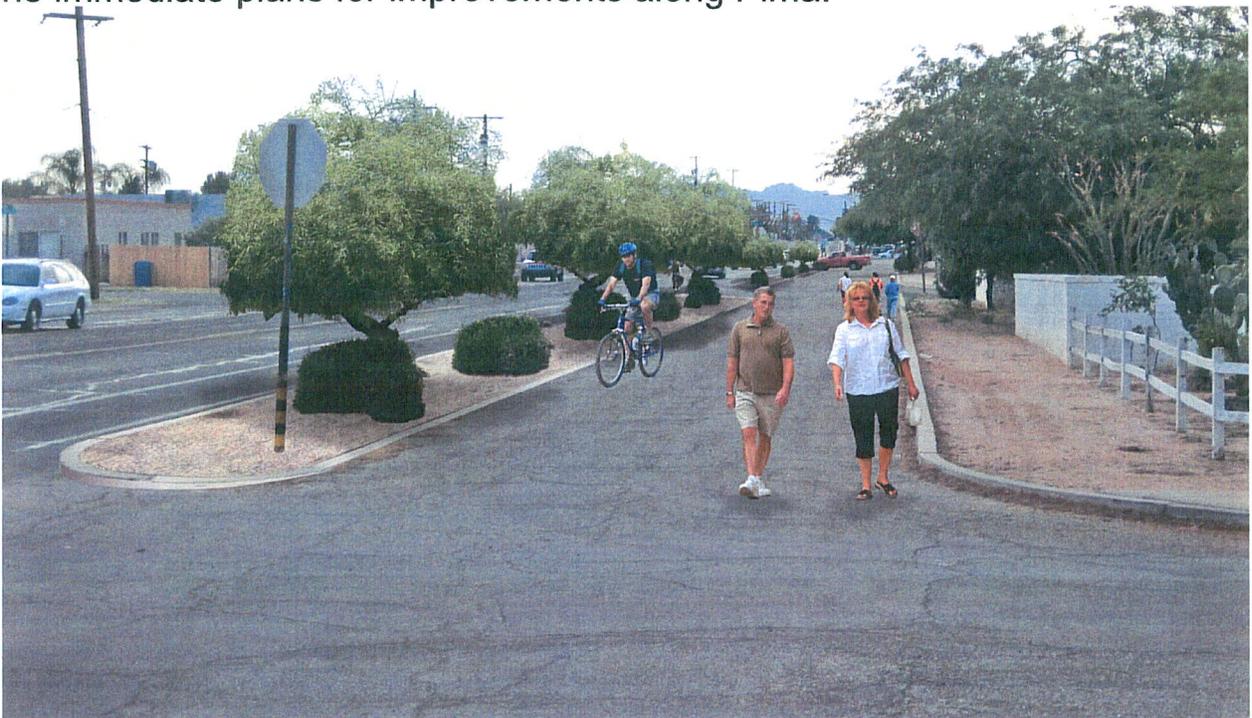
Existing: The access road that parallels Pima is a highly traveled pedestrian route. A large population of preschool through college age students, low-income residents (median household income \$27,747, 2000 Census), elderly, and an estimated 5,000 immigrants live within one mile of Pima. Many resident live in the area because they prefer walking to services and/or do not own vehicles.



Many Preschool through 5th Grade students, often unescorted by adults, walk on the Pima access road to reach Wright Elementary School, one block from Pima. The school has approximately 600 students, and only 8 qualify for bus services. Ninety-percent of the children are on free and reduced lunch and over 20 languages are spoken at Wright.



Existing: The Pima Street Pathway will offer a safer route for pedestrians, increase accessibility and connectivity, and enhance the aesthetic appearance of a neighborhood with aging infrastructure. The city and county have no immediate plans for improvements along Pima.



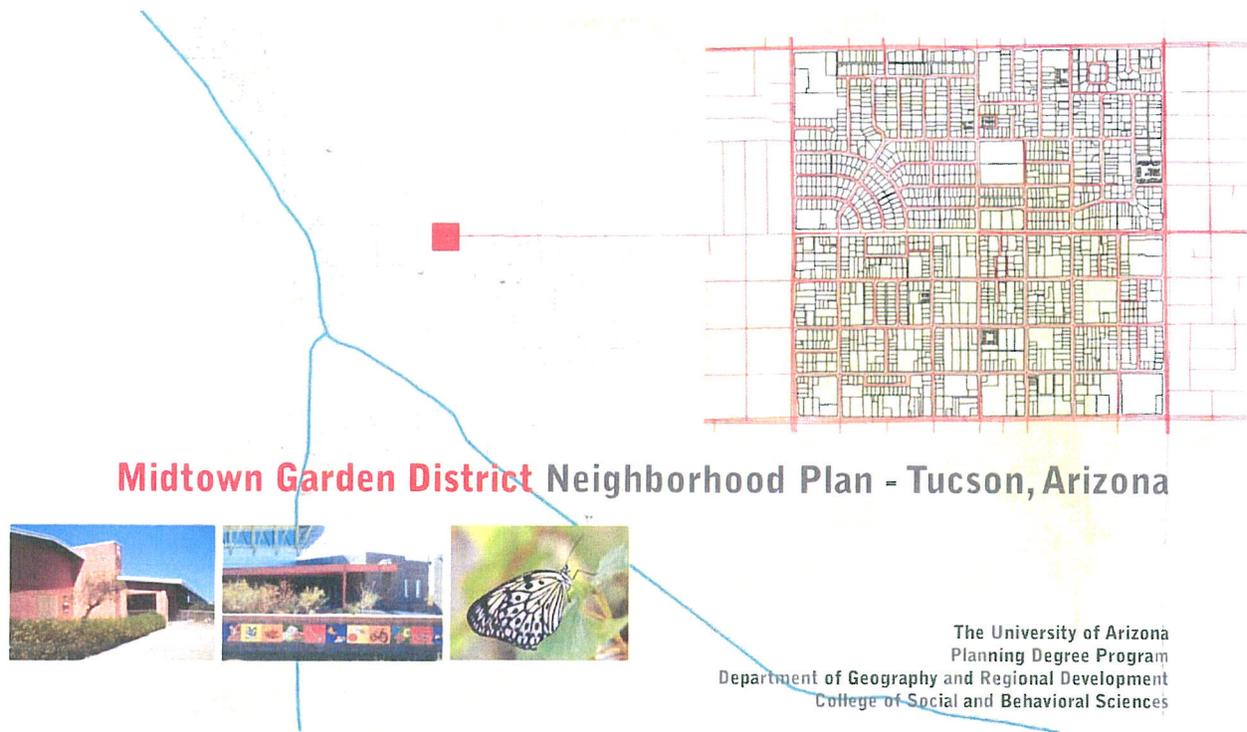
Proposed Concept A: The 5' wide landscaped median with curbing will protect pedestrians from 35 mph traffic on Pima while allowing residents and neighborhood services (mail, garbage, and emergency vehicles) to access homes and businesses. It will enhance the entrance to the neighborhood and improve safety for bicyclists.



Existing: Midtown is in critical need of safer, more accessible routes to connect pedestrians and bicyclists with services, amenities, and other areas of the city. Midtown received a \$455,000 grant from Pima County Neighborhood Reinvestments to improve north/south access and build sidewalks on the one mile stretch of Columbus between Grant and Speedway. The Pima Pedestrian Path is the next step to address concerns about safety, accessibility, and connectivity on the east/west access.



Proposed Concept B: The new landscaped medians will improve safety and handicapped accessibility not only for the residents of the Midtown Neighborhood, but also for all those in the surrounding neighborhoods that bike or walk to the numerous bus stops, businesses, and services in the area. It will also improve bicyclists' safety on Pima since there will be a curbed edge for the bike lane which will eliminate or lessen illegal passing and other traffic violations.



Midtown Garden District Neighborhood Plan - Tucson, Arizona

Dr. Barbara Becker, Professor and Executive Director of the University of Arizona Planning Degree Program, and Grace Evans, Adjunct Professor, supervised the development of a strategic action plan for the Midtown Garden District Neighborhood. Graduate and undergraduate students enrolled in the Strategic and Comprehensive Planning course worked for five months with Midtown to create this plan which states:

“Midtown’s location gives residents the ability to drive, bike and walk to a large variety of businesses, entertainment and neighborhood resources. However, circulation challenges exist in Midtown. These include lack of sidewalks, undesignated pathways for bicycles and pedestrians, as well as crosswalks near Wright Elementary. There is also a need for improvement for physically and mobility challenged individuals and preventing cut through traffic.”

“Circulation Goal 1: Improve Midtown’s role as a safe, multi-modal neighborhood.
 Objective: Implement traffic calming techniques within the neighborhood.
 Objective: Create a safe network of pedestrian walkways.”

“Aesthetics and Quality of Life Goal 1: Enhance the landscape to create a neighborhood that reflects its name.
 Objective: Install medians filled with native plants and artwork.
 Objective: Increase shade trees to enhance “walkability” and add to the garden-like appearance of the Midtown Garden District.”

