

PROJECT SUMMARY

Project No. S4

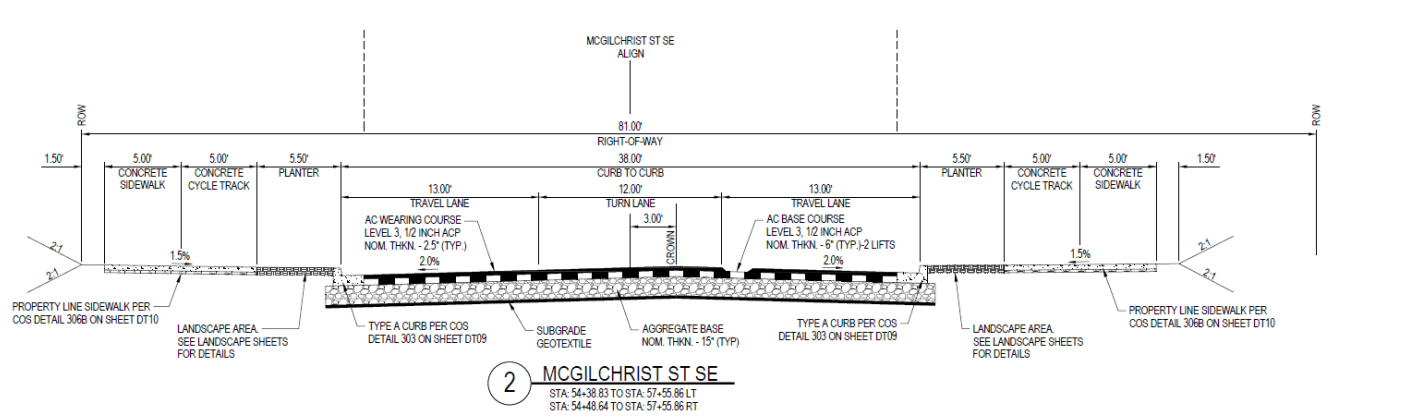
McGilchrist Street SE, Phase 3 (16th to 19th Streets)

Project Visual:



Project Description: This is Phase 3 of a larger project to improve McGilchrist St. SE from 12th St. to 25th St. This phase focuses on extending west to 16th Street SE from the end of Phase 1 at 19th Street SE. Phase 3 will extend multi-modal facilities west to 16th Street and construct turn lanes to accommodate freight movement. Completing these improvements will make McGilchrist safer and more accessible for users of all modes.

McGilchrist Street is designated a major arterial in the Salem Transportation System Plan. This street serves an older industrial area that has significant opportunities for infill development. The current condition of the road inhibits investment in the area. The roadway lacks any provisions for pedestrians or bicyclists and experiences flooding during wet weather. McGilchrist is a designated Critical Urban Freight Corridor. SKATS previously awarded funding for ROW acquisition and an initial phase of construction at McGilchrist and 22nd Streets (2023 construction).



Project Quick Facts		Project Ranking <i>(Leave Blank)</i>	
Location	McGilchrist Street SE	Initial Project Ranking* _____ of _____ *Subject to change after Policy Committee review	
Cross street(s)	16 th to 19 th Streets		
Length in feet	~1,100		
RTSP functional class	Minor Arterial		
Type of project	Roadway/Bike/Ped/Signal		
5-year crash history	6 (2015-2019)		
Bike/pedestrian volumes	Minimal	Estimated Project Cost	
Current traffic volume	9,781 (2021, Salem)	Federal funds requested	\$5,613,835
Transit ridership	n/a	Local match	\$553,385
Completion/purchase year	2027	Total project cost	\$6,167,220
Contact Information			
Sponsoring organization	City of Salem		
Contact person & title	Julie Warncke, Transportation Planning Manager		
Contact e-mail	jwarncke@cityofsalem.net	Phone	503-588-6211
For questions regarding the development of the Transportation Improvement Program: contact Karen Odenthal 503-540-1608 or kodenthal@mwvcog.org			



APPLICATION FOR: FFY 2024-2029 SKATS TIP

(Transportation Improvement Program)

- **STBG-U Funds** (Surface Transportation Block Grant Program-Urban)
- **TA-U Funds** (Transportation Alternatives-Urban)
- **CMAQ Funds** (Congestion Mitigation Air Quality Improvement Program)

Due Friday, February 25, 2022 -- 5:00 pm

Section 1: Applicant Information			
Date:	February 21, 2022		
Sponsoring Organization:	City of Salem		
Organization Address:	555 Liberty Street SE, Room 325, Salem OR 97301		
Contact Person & Title:	Julie Warncke, Transportation Planning Manager		
Contact e-mail:	jwarncke@cityofsalem.net	Phone:	503-588-6211 x7338
Section 2: Project Information (Enter all applicable information.)			
Project Title:	McGilchrist Street SE, Phase 3 (16 th to 19 th Streets)		
Location (Street, highway, other identifier):	McGilchrist St SE		
Cross street(s) or other reference point:	16 th to 19 th Streets SE		
Length in feet:	1,100		
RTSP Functional Class:	Minor Arterial		
Current Traffic Volume:	9,781		
Existing Level of Service:	N/A		
Freight Volume:	12-15%		
Current Transit Ridership:	N/A		
Bike/Pedestrian Volumes:	Minimal due to lack of facilities		
5-year Crash History:	6 (2015-2019)	On the NHS? Enter yes or no →	No
State Senate District:	10	State Representative District:	19
Type of Project:	<i>(In MS Word, right click box, pick properties, pick "checked.")</i>		
Check all that apply (See Goals in RTSP)	<input checked="" type="checkbox"/> Safety	<input checked="" type="checkbox"/> Relieves Traffic Congestion	<input checked="" type="checkbox"/> Preservation
	<input checked="" type="checkbox"/> Multi-modal	<input checked="" type="checkbox"/> Efficiency	<input checked="" type="checkbox"/> Environment
	<input checked="" type="checkbox"/> Accessibility	<input checked="" type="checkbox"/> Equitability	<input type="checkbox"/> Other
a. Project Description:			
<p>This is Phase 3 of a larger project to improve McGilchrist St. SE from 12th St. to 25th St. This phase focuses on extending west to 16th Street SE from the end of Phase 1 at 19th Street SE. Phase 3 will extend multi-modal facilities west to 16th Street and construct turn lanes to accommodate freight movement. Completing these improvements will make McGilchrist safer and more accessible for users of all modes.</p> <p>The overall project will transform McGilchrist into a complete street that provides the necessary elements to support safe movement of goods and people by truck, rail, car, foot, and bicycle. Elements of the entire project include turn lanes, protected cycle tracks, sidewalks, planting areas, Green Stormwater Infrastructure, measures to reduce flooding, a new signalized street crossing, reconstruction of existing intersections, and improvements to the rail crossing.</p>			

b. Briefly describe the problem and the proposed solution:	
<p>McGilchrist Street is designated a minor arterial in the Regional Transportation Systems Plan and a major arterial in the <i>Salem Transportation System Plan</i>. This street is located in an older industrial area that has significant opportunities for infill development. The current condition of the road inhibits investment in the area. McGilchrist is in terrible condition, lacking the sufficient width to safely accommodate current traffic volumes, freight movement, people walking and bicycling, and stormwater drainage. The roadway lacks any provisions for pedestrians or bicyclists and experiences flooding during wet weather.</p> <p>This phase of the project will extend the corridor improvements west to 16th Street from where Phase 1 ends at 19th Street. The project includes protected bike facilities (cycle tracks), sidewalks, one travel lane in each direction, and a center turn lane.</p>	
c. Is this a continuation of a project currently in the TIP or STIP? Enter yes or no →	Yes
<p>If yes, describe the status of the project:</p> <p>KN 20739: McGilchrist St SE: 12th St SE to 25th St SE (Salem) – Right-of-way acquisition phase. Funds are obligated and work is ongoing. Total of 54 right-of-way files.</p> <p>KN 21887: McGilchrist Street SE at 22nd Ave SE (Salem) – Phase 1 construction. PE obligated; CN 2023.</p>	

Section 3: Eligibility (Check "yes," "no," or "not applicable" for each.)	Yes	No	N/A
RTSP: Is the project listed in, consistent with, or able to be added to the financially constrained RTSP during project time frame? (See p. 2-7 of RTSP about consistency.)	X		
Project number in RTSP, if applicable: <u>S126</u>			
State/Local Plans: Is the project in (or consistent with) a local adopted plan?	X		
Identify plan: <u>Salem Transportation System Plan</u> (See Maps and Plans section below, and attach information from plan.)			
Federal Eligibility: Is project eligible for STBGP-U, CMAQ, or TA-U funding under Federal guidelines? (See application instructions.)	X		
Local Match: Can agency provide minimum required matching funds to the requested federal funds? (This should be indicated in Section 7.)	X		
Sufficient Funding: Is the total of requested STBGP-U/TA-U/CMAQ funds plus local match and other committed funds sufficient to complete the project or a phase of the project?	X		
Readiness: Does the agency have the ability to utilize the requested federal funds in the Fiscal Years requested in Section 7?	X		
CMP: Is the project consistent with the regional Congestion Management Process (CMP)? (See RTSP, Appendix E for information.)	X		
Provide information if the answer is "no" or "n/a" for any of the above eligibility questions:			

Section 4: Maps and Plans (Project Site and Vicinity Maps are required for all construction projects. Include other applicable maps or drawings, if available.)	
	Description of attachments
<input checked="" type="checkbox"/> Attached	Vicinity Map showing project phases
<input type="checkbox"/> Not Applicable	Typical Cross Section

Section 5: Estimated Project Costs: REQUIRED			
A detailed cost estimate <u>must</u> be provided for construction projects.			
a. List estimated costs for the various activities listed below, as applicable to the proposed project.			
Items and activities			Estimated Cost
Project Planning and/or Administration (<i>included in PE</i>)			\$
Preliminary Engineering	(Enter % of Construction cost) -->	17%	\$801,000
Construction Engineering	(Enter % of Construction cost) -->	16%	\$750,000
Environmental Work			\$
Right-of-Way and/or Building purchase			\$
Capital Equipment			\$
Non-Construction Project Cost sub-total			\$1,551,000
Construction Estimate			\$3,846,850
Construction Contingency	(Enter % of Construction cost) -->	20%	769,370
Construction Project Cost sub-total			\$4,616,220
Non-Eligible Costs sub-total (other non-transportation project expenditures, e.g., non-reimbursable utilities)			\$0
Total Project Costs (Add the subtotals from above.)			\$6,167,220
b. Additional project cost information. Indicate below if other project cost information is being submitted such as detailed construction cost estimates or detailed capital equipment list and costs.			
<i>(In MS Word, right click box, pick properties, pick "checked.")</i>	Description of attachments		
	Additional project cost details are available upon request.		
	<input type="checkbox"/> Attached		
<input type="checkbox"/> Not Applicable			
c. Project Administration Details. Indicate below how the project will be administered.			
<input checked="" type="checkbox"/> Local/Certified Agency <input type="checkbox"/> Local/LAL (Local Agency Liaison) <input type="checkbox"/> ODOT <input type="checkbox"/> Local/Transit <input type="checkbox"/> Other _____			

Section 6: Project Budget and Funding Request Summary: REQUIRED						
Note federal funds require at least 10.27% of funds from non-federal sources.						
Estimated Total Project Cost	\$					
In this section, enter the amount of federal transportation funds requested, local match, and total estimated costs by project phase/use and preferred federal fiscal year.	Phase or use of funds	Federal Fiscal Year Obligated	Federal Funds Requested	Required Match 10.27% Minimum	Additional Match	Total Estimated Cost
	<i>Preliminary Engineering</i>	2024	\$729,126	\$71,874	\$	\$801,000
	<i>Right of Way</i>		\$	\$	\$	\$0
	<i>Construction</i>	2026	\$4,884,709	\$481,511	\$	\$5,366,220
	<i>Utility Relocate</i>		\$	\$	\$	\$0
	<i>Other</i>		\$	\$	\$	\$0
Total request of federal funds:			\$5,613,835	\$553,385	\$	\$6,167,220
Enter amounts and sources of committed funds and match:	\$553,385	Source:	Urban Renewal Area			
	\$	Source:				
	\$	Source:				
	\$	Source:				
Total Match	\$553,385					
Indicate which funding source you are willing to accept: <input type="checkbox"/> STBG-U <input type="checkbox"/> TA-U <input type="checkbox"/> CMAQ <input type="checkbox"/> Other <input checked="" type="checkbox"/> Any						
Provide other funding information, as relevant: Costs provided have been inflated to 2026.						

Section 7: Description of Project Benefits (Relates to the goals of the RTSP.)	
For each section, describe the benefits of the project, as applicable (or enter "n/a" for not applicable).	
a. Accessibility, Mobility, and Connectivity	Describe how the completed project fills in key gaps in the transportation system; completes system components; or provides better pedestrian, bicycle, or roadway accessibility for users in the region. Does it connect to schools, parks, community centers, or other public locations? Who benefits from the project?
<p>This phase is part of a larger project that will transform McGilchrist into a complete street that provides the necessary elements to support safe movement of goods and people by truck, rail, car, bus, foot, and bicycle. Phase 3 builds on the improvements constructed in Phase 1, extending multi-modal improvements west to 16th Street from where Phase 1 stops at 19th Street. This will improve freight accessibility from I-5 to the industrial area surrounding McGilchrist Street. It will also improve accessibility for freight movement to and from the Salem Airport, located on 25th Street. Bicycle and pedestrian access will be improved to employment centers and service providers located along this corridor. In particular, this phase will extend the bicycle and pedestrian facilities to include the Salem offices of the Social Security Administration and the Veteran’s Administration Outpatient Clinic.</p>	

<p>b. Preservation</p>	<p>Describe how the requested funds will be used to maintain and preserve the regional transportation system in good repair.</p>
<p>McGilchrist is an adopted Critical Urban Freight Corridor in Oregon. Despite this designation the roadway and drainage barely support the demands placed on it today. Improving McGilchrist is needed to raise it to the standard required by the demands placed upon it. This project is located in a flood plain and has inadequate stormwater drainage. While flooding cannot be entirely eliminated, stormwater drainage will be improved significantly, thereby reducing the frequency and severity of flooding.</p> <p>City maintenance crews grade the roadside ditches annually, fill potholes, and do minor surface treatments in an attempt to maintain its functionality; however, this is not a cost-effective use of resources. The project will be constructed to meet current standards with a 20-year design life. Once constructed, City resources can be transitioned from corrective to preventative maintenance at this location.</p>	
<p>c. Safety</p>	<p>Describe how the completed project improves the security and safety for all users.</p>
<p>Safety is a prime objective of this project. McGilchrist is severely lacking in pedestrian and bicycle facilities, the narrow travel lanes do not meet the needs of truck traffic, and there are no turn lanes. Phase 3 of the McGilchrist project will extend sidewalks and a protected cycle track west to 16th Street. These facilities will serve a high-volume service destination located at 1750 McGilchrist Street SE, the location of the Social Security Administration and a Veteran’s Administration Outpatient Clinic. A center left turn lane will be added on McGilchrist to improve safety for vehicles turning off McGilchrist. The project will add street lighting that will improve safety for all users.</p>	
<p>d. Equity/Environmental Justice</p>	<p>At the project and regional levels, describe how the completed project promotes equitable outcomes (by avoiding, minimizing, or mitigating disproportionately high and adverse human health or environmental effects including social and economic effects on minority and low-income populations).</p>
<p>This project is located within the South East Salem Neighborhood Association (SESNA). SESNA is located in the inner-south area of Salem, with a population of 5,651 residents (2010). The percentage of the population who identify as Hispanic or Latino is 27.3%, higher than the average rate for the City of Salem (20.3%). The median household income in this neighborhood is \$28,771, as compared to \$46,479 for the City as a whole. The neighborhood has a higher percentage of renter-occupied housing units, at 61.2%, compared to 44.3% citywide.</p> <p>The project will provide benefits to this neighborhood through the provision of a transportation facility that meets the needs of all users. This project promotes safe access for people accessing the Social Security Administration and the Veteran’s Administration Outpatient Clinic. Both entities serve a clientele with below average incomes.</p> <p>This project will not have disproportionately high or adverse human health or environmental effects on minority or low-income populations.</p>	
<p>e. Efficiency</p>	<p>Describe how the project provides benefits to users of the system in a manner that is cost efficient.</p>
<p>The McGilchrist Urban Renewal Area is situated in close proximity to the regional transportation system, with nearby connections to OR 22, Interstate-5, the Union Pacific Railroad, and the Salem Municipal Airport. In addition, this industrial area is located close to several neighborhoods. Providing transportation facilities to support development in an area close to the regional transportation system and residential areas is an efficient use of funding by minimizing transportation costs for moving freight and people.</p>	

<p>f. Multimodal</p>	<p>Describe how the completed project benefits more than one transportation mode or purpose (e.g., roadway and transit, bicycle and roadway users, or roadway and identified freight route, etc.).</p>
<p>This project provides significant multimodal benefits. It will benefit people walking, by providing sidewalks; bicyclists, with construction of a protected cycle track; roadway users, with construction of turn lanes, and freight users on this Critical Urban Freight Corridor by providing adequate lane widths, turn lanes, and separation from people walking and bicycling.</p>	
<p>g. Environmental Impact</p>	<p>Describe how the completed project minimizes the impact to the natural and built environment. In the event that the MPO receives Carbon Reduction Program funds, how would this project fit the program requirements? (Additional information will be provided later.)</p>
<p>There are currently no water quality treatment facilities along this section of roadway. Existing runoff is collected by catch basins and roadside ditches that discharge to the East Fork of Pringle Creek. The Pringle Creek Watershed flows into the Willamette River and provides important habitat for many fish and wildlife species. Phase 3 of the McGilchrist project will treat stormwater and benefit the environment by improving water quality within the Pringle Creek Watershed.</p> <p>The project will benefit bicycle and pedestrian travel in this area, allowing more people to choose non-automobile modes to access nearby businesses and residential areas. Creating facilities for people to walk and bike to destinations benefits the environment by reducing emissions of greenhouse gases.</p>	
<p>h. Funding</p>	<p>Describe why is this an appropriate use of federal funds.</p>
<p>McGilchrist Street is part of the regional transportation network and an adopted Critical Urban Freight Corridor in Oregon. The McGilchrist Street corridor serves an industrial area that has the potential to bring increased employment to the Salem area. This project has been designed to meet federal requirements. Federal funds have already been allocated for right-of-way acquisition for the entire McGilchrist Complete Street project (KN 20739) and for construction of Phase 1 (KN 21887). Phase 3 will continue construction of this important project. This phase will improve safety and accessibility for all users in this corridor.</p>	
<p>i. Economy</p>	<p>Describe how the completed project will support and enhance a vibrant regional economy.</p>
<p>The area surrounding McGilchrist Street was identified as a significant opportunity area in the 2015 NEN-SESNA Neighborhood Plan. This area, which is primarily zoned for industrial uses, consists of approximately 468 acres situated in inner-south Salem. McGilchrist is the primary east-west roadway connecting this industrial land to freeway access and the airport. McGilchrist is a Critical Urban Freight Corridor, one of only nine miles with this designation in the SKATS MPO.</p> <p>The primary obstacle to development in the McGilchrist area is the substandard condition of this roadway and its intersections. In addition to substandard geometry, there is insufficient capacity to serve future growth. With this recognition, the City in 2006 formed the McGilchrist Urban Renewal Area to support transportation improvements along this corridor.</p> <p>The Salem Economic Opportunities Analysis identified the McGilchrist Urban Renewal Area as high value industrial land and placed importance on preserving this area for industrial uses. Characteristics that support this designation include proximity to multi-modal transportation (rail, Interstate-5, and airport), flat land, and a long-term concentration of industrial and manufacturing uses. This area is envisioned to play an important role in retaining existing and attracting new traded-sector industries.</p> <p>Continuing improvements to this corridor by funding Phase 3 (16th to 19th Streets) is part of a larger effort to improve the economic vitality of the McGilchrist corridor.</p>	

j. Other	Describe other benefits of the completed project or use of the requested transportation funds not listed above.
<p>There is great interest in the revitalization of this area as a commercial attraction. On June 10, 2019, Mayor Bennett proclaimed this area as the "Salem Brewery District". Commercial growth alongside the existing industrial presence in the area requires improved transportation facilities that are accessible to all users. As things currently stand it is common to see pedestrians and bicyclists struggling on gravel shoulders as 18-wheel trailers pass closely by.</p>	

Section 8: Performance Measures: Indicate which performance measure(s) this project will address.		
a. Roadway Safety		
<input checked="" type="checkbox"/> Serious Injuries and Fatalities per vehicle-mile traveled	<input checked="" type="checkbox"/> Number of Serious Injuries and Fatalities for non-motorized users	
<input checked="" type="checkbox"/> Number of Serious Injuries and Fatalities		
b. Pavement and Bridge Condition on the NHS		
<input type="checkbox"/> Condition of Interstate Pavements	<input type="checkbox"/> Condition of NHS Bridges	
<input type="checkbox"/> Condition of Non-Interstate NHS Pavements		
c. Performance of the National Highway System (NHS)		
<input type="checkbox"/> Percent of reliable person-miles on Interstate	<input type="checkbox"/> Truck Travel Time Reliability on Interstate	
<input type="checkbox"/> Percent of reliable person-miles on NHS	<input type="checkbox"/> CMAQ - Total Emissions Reductions (CO)	
d. Transit Asset Management		
<input type="checkbox"/> Percent of vehicles that exceed useful life benchmark	<input type="checkbox"/> Percent of facilities that are rated less than 3 on the TERM scale (see instructions)	
e. Transit Safety		
<input type="checkbox"/> Fatalities per unlinked passenger trip by mode	<input type="checkbox"/> Injuries per unlinked passenger trip by mode	
<input type="checkbox"/> Number and rate of reportable events by mode		
f. Describe how the project will help support the target for the performance measure(s) checked above.		
<p>This project will make the McGilchrist Street corridor accessible and safer for all users. The land uses in this area lead to conflicts between bicycles/pedestrians and heavy industrial vehicles sharing insufficient facilities. McGilchrist Street from 12th to 25th Streets is an uncomfortable bicycle/pedestrian experience in need of significant improvements, such as what is proposed through this project. The improvements are expected to improve roadway safety and decrease the number of serious injuries and fatalities for all users.</p>		
Section 9: Congestion Management Process (CMP) (Relates to the CMP in the RTSP)		
	Yes	No
a. Is the project exempt from CMP consideration? (2015-2035 RTSP page E-13) If Yes, skip to d.	X	
b. Is the project on a CMP corridor? If so, please submit a completed CMP Project Checklist (see instructions).		
c. Does the project add or subtract single occupancy vehicle capacity equivalent of at least ½-mile of a general-purpose travel lane?		
d. Is it a regional solution? (See instructions for examples.)		X
e. Describe how the project is consistent with the CMP:		
McGilchrist is not on a CMP corridor.		

Section 10: Importance and Support Describe the importance and support for the project.	
a. Importance and Near-term Need	Describe the project's priority for the agency, community, or region and its relative priority for the regional transportation system and how its importance is documented (e.g., identify adopted plans or policies, as applicable). Describe the need in terms of problems or lost opportunities that arise if the project is not awarded federal transportation funds in the near term.
<p>This project is a top priority for the regional transportation system. The City is seeking funding for a third phase of construction of the overall project. The City has, and will continue, to seek construction funds for the entire McGilchrist Complete Street project through nationwide competitive federal funding programs such as and the RAISE discretionary grant program. Evidence of support for the overall project is documented in letters obtained to support the City's 2021 application for the RAISE grant program. The importance of this project is reflected in the Salem Transportation System Plan and the NEN/SESNA Neighborhood Plan. The City Council identified this as its second highest priority for new funding among the applications being submitted to SKATS for consideration in this round of funding applications. Phase 3 of the McGilchrist project could be constructed concurrent with, before, or after construction of Phase 2 (a separate TIP application).</p>	
b. Public Involvement	Describe any public involvement activities that demonstrated support for the project. List any letters of support attached to the application or submitted separately.
<p>The project to improve the McGilchrist corridor has been developed with extensive public involvement, both through the creation of the McGilchrist Urban Renewal Area (2006) and the development of the NEN-SESNA Neighborhood Plan (2015). In 2016, the City conducted several meetings with the public, property, and business owners as part of developing 60-percent design documents.</p> <p>In conjunction with the City's application for RAISE 2021 funds, the City received letters of support from the following:</p> <ul style="list-style-type: none"> ● Salem Municipal Airport ● Bine Valley Brewing ● Chamber of Commerce ● Cherriots ● Denezol Tool ● Hancock Real Estate ● State Legislators ● Levin Real Estate ● Mayor Bennett ● SEDCOR ● Ratchet Brewery ● Oregon Transportation Commission ● Walling Properties LLC ● Oregon Fruit Products LLC ● Southeast Salem Neighborhood Association (SESNA) ● U.S. Senators Wyden and Merkley <p>These letters of support are addressed to the Secretary of Transportation, Pete Buttigieg, and attached to this application.</p>	

c. Existing Plans	Describe what approved plan this project is in, and what public process was used in developing and approving the plan (TSP, Corridor Study, Transit Plan, ITS Plan, etc.).
This project is included in the adopted Salem Transportation System Plan, the McGilchrist Urban Renewal Plan, the NEN-SESNA Neighborhood Plan, and the Regional Transportation System Plan. There has been extensive public involvement in developing and adopting all of the above plans.	

Section 11: Timetable and Readiness Information: REQUIRED

a. Indicate anticipated timing for major activities for the project (preliminary engineering, right-of-way, construction start/completion, purchases, year the activity will be operational, etc.), as applicable. Provide a date, if known, or year.

Anticipated Dates	Activity
2024	Preliminary Engineering
2026	Construction
2027	Project Complete

b. Describe any planning, coordination, or development activities that are planned or have taken place.

Preliminary design for the entire corridor was developed to 60% plans and environmental documents were completed in 2017 for the DAP phase. Given the passage of time, the environmental documents are being updated for the entire corridor, with approval anticipated in 2022. Right-of-way funds have been obligated and acquisitions are underway for the entire corridor. Design for Phase 1 (22nd Street intersection) is nearing completion with bid opening anticipated for later in 2022 and construction starting in 2023.

Phase 3 will build upon the work completed in Phase 1, including the updated environmental approvals. Phase 2 is a separate application that could be constructed either before, after, or concurrently with Phase 3.

c. Describe any issues or controversy that may delay the project.

Construction funding has not been secured. If this project is awarded SKATS funding, there are no issues anticipated that would delay the project.

d. Indicate if there are any circumstances that could delay the obligation of funds.

None anticipated.

Section 12: Submittal Approval			
Project Sponsor Signature Authority Information - REQUIRED			
The Authorizing Authority identified below approved the submittal of this application on behalf of the Project Sponsor. Project sponsors will be required to sign an Intergovernmental Agreement (IGA) with ODOT prior to receiving any project funds. The IGA with the state will detail the requirements for the use and management of requested funds.			
Authorizing Authority Name:	Steve Powers		
Authorizing Authority Title:	City Manager		
<input checked="" type="checkbox"/> Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.			
Signature:		Date:	
Co-Sponsor Signature Authority Information			
The signature below demonstrates support of this application on behalf of the Co-Sponsor			
Authorizing Authority Name:			
Authorizing Authority Title:			
<input type="checkbox"/> Electronic submittal was approved by the identified authorizing individual. No signature needed if checked.			
Signature:		Date:	
If you have more than one Co-Sponsor, list further Co-Sponsors' submittal authority names and titles in the box below and ask those named to provide their signatures and the date signed by their names.			

Section 13: Project Summary Sheet
Complete the project summary sheet (available at http://www.mwvcog.org/programs/transportation-planning/skats/planning-programs/transportation-improvement-program-tip/), and attach in word format to the application transmittal.



PRELIMINARY ENGINEER'S ESTIMATE

ODOT SPEC	DESCRIPTION	UNIT PRICE	UNIT	QTY	AMOUNT
PART 00100, ODOT (GENERAL CONDITIONS) & 00200, ODOT (TEMPORARY FEATURES & APPURTENANCES)					
00210	Mobilization	\$ 370,000	L.S.	1	\$ 370,000
00220-00270	Temporary Traffic Control, Work Access/Containment, Temporary Access and Fencing	\$ 135,000	L.S.	1	\$ 135,000
00280	Erosion and Sediment Control	\$ 35,000	L.S.	1	\$ 35,000
PART 00300, ODOT (ROADWORK)					
00305	Construction Surveying	\$ 40,000	L.S.	1	\$ 40,000
00310	Removal of Structures and Obstructions (incl. sawcut)	\$ 65,000	L.S.	1	\$ 65,000
00320	Clearing and Grubbing	\$ 35,000	L.S.	1	\$ 35,000
00330	General excavation	\$ 20	C.Y.	7000	\$ 140,000
PART 00400, ODOT (DRAINAGE & SEWERS)					
00445	New 12" PVC Storm Pipe, 5-Foot Depth	\$ 92	L.F.	740	\$ 68,080
00470	Stormwater drainage, quantity, and quality retrofit improvements	\$ 2	S.F.	140000	\$ 280,000
00470	New Catch Basins	\$ 2,700	EA.	19	\$ 51,300
00470	Replace existing Catch Basins, extend lateral and connect to existing storm drain	\$ 3,300	EA.	0	\$ -
00470	New Storm Drain Manholes (Shallow)	\$ 4,500	EA.	4	\$ 18,000
00490	Post pave MH adjustment	\$ 800	Ea.	3	\$ 2,400
PART 00500, ODOT (BRIDGES)					
00510	Structure Excavation (Retaining Walls)	\$ 40	CY	0	\$ -
00596B	Modular Retaining Walls	\$ 110	S.F.	0	\$ -
PART 00700, ODOT (WEARING SURFACES)					
00759	6' Sidewalk (4" PCC, 3300 psi)	\$ 9	S.F.	29000	\$ 261,000
00759	10' Multi-use Path (4" PCC, 4000 psi)	\$ 10	S.F.	47900	\$ 479,000
00759	PCC Driveway Drops	\$ 3,500	E.A.	47	\$ 164,500
00759	Curb Ramps (per corner)	\$ 7,500	E.A.	28	\$ 210,000
00759	Curb and gutter	\$ 35	L.F.	6220	\$ 217,700
00744	Level 3, 1/2- inch ACP	\$ 120	TON	1360	\$ 163,200
PART 00600, ODOT (BASES)					
00620	Cold Plane Pavement Removal	\$ 6	S.Y.	1360	\$ 8,160
00640	Aggregate Base	\$ 35	TON	1950	\$ 68,250
PART 00800, ODOT (PERMANENT TRAFFIC SAFETY & GUIDANCE DEVICES)					
00860-00865	Striping	\$ 98,000	L.S.	1	\$ 98,000
PART 00900, ODOT (PERMANENT TRAFFIC CONTROL & ILLUMINATION DEVICES)					
00900	Rapid Flashing Beacon	\$ 30,000	EA	2	\$ 60,000
00940	Signage	\$ 48,000	EA	1	\$ 48,000
00970	Street lighting	\$ 235,000	EA	1	\$ 235,000
PART 01000 ODOT (ROW DEVELOPMENT & CONTROL)					
01040	Landscape	\$ 12	S.Y.	5900	\$ 70,800
01040	Planting - Street Trees 2" Caliper	\$ 500	EA.	170	\$ 85,000
01050	Replace private yard items, signs, decorative walls, fences, etc	\$ 28,000	L.S.	1	\$ 28,000
01070	Mailboxes	\$ 12,000	L.S.	1	\$ 12,000
PART 01100 ODOT (WATER SUPPLY SYSTEMS)					
01120	Irrigation Restoration	\$ 17,000	L.S.	1	\$ 17,000
01140	Potable Water Pipe and Fittings - Extend fire hydrant runs and water services (incl. test, flush, chlorination)	\$ 19,450	L.S.	1	\$ 19,450
OTHER					
	Franchise Utilities	\$ 65,000	L.S.	1	\$ 65,000
	Bus Shelter/Benches	\$ 7,500	EA	0	\$ -

CONSTRUCTION SUBTOTAL \$ **3,549,840**
CONTINGENCY (30%) \$ **1,064,952**

ROW and Constructiton Easement Acquisition \$ **250,000**
Engineering and Administration (30%) \$ **1,064,952**
ALTERNATIVE 3 PROJECT TOTAL \$ **5,929,744**