

TPB Data Request for Fiscal Year 2011 TIGER Regional Grant Application

TPB staff is assembling an application for regional rail station (Metrorail and commuter rail) access improvements to compete for a United States Department of Transportation (USDOT) Fiscal Year 2011 (FY 2011) Transportation Investment Generating Economic Recovery (TIGER) grant. Please identify potential components of this application package and provide information on your proposed projects according to the questions below.

The questions are derived from USDOT guidance on the FY 2011 TIGER Program as published on July 1, 2011. This is only an initial solicitation to review and verify project criteria for inclusion in the regional application; projects taken forward as part of the application will require the provision of much more detailed information, particularly for the required benefit-cost analyses (BCAs).

Please submit all project information **by close of business on Wednesday, August 10, 2011.**

Please submit this form to both Eric Randall (erandall@mwkog.org), 202-962-3254 and Sarah Crawford (scrawford@mwkog.org), 202-962-3237. Please contact us with any questions. An initial review meeting will take place on Wednesday, August 17, at 10:00 a.m. at MWCOG.

Contact Information:

1. Contact Name:	Mark Rawlings
2. Implementing Jurisdiction:	District of Columbia
3. Phone Number:	
4. Email Address:	

Short project description (25 words or less):

The primary goal of the project is to improve circulation so all modes can safely access and navigate the station area of the Fort Totten Metrorail station.

TPB Core Criteria for the Selection of Projects:

Please describe below how the proposed project meets the criteria developed for the TPB application

1. Projects should be located within ½ mile of a rail transit station. A rail transit station may be commuter rail or Metrorail, and may be existing or currently under construction.

The study area included roadways and paths within 1/4-mile of the Fort Totten Metrorail station.

2. Projects should be located in existing, under-utilized, or emerging employment or housing centers.

There are several significant changes coming to the area, including a planned reconfiguration of the Riggs Road/South Dakota intersection and several major real estate developments in various stages of planning and construction in the immediate vicinity that will significantly increase residential and commercial densities.

3. Projects should demonstrate support and coordination with local development. An ideal project would be a component of a larger project funded by a developer, a local jurisdiction, or a state DOT that exemplifies the regional goal of balanced growth, including reverse commute or selling the same seat twice on the region's rail transit system. Local and/or private matching funds of at least 20 percent are required.

The District Department of Transportation plans to provide 20% matching funds.

4. Projects should provide replicable regional examples that are innovative in design, concept, and/or implementation. Projects should be multimodal, multi-jurisdictional, multi-partnered and difficult to implement under other "modal" funding sources.

This project was initiated by the District Department of Transportation to improve access and circulation for the confluence of pedestrians, bicyclists, buses, and vehicles at the Fort Totten Metrorail station. There are several significant changes coming to the area, including a planned reconfiguration of the Riggs Road/South Dakota intersection and several major real estate developments in various stages of planning and construction in the immediate vicinity that will significantly increase residential and commercial densities. These and other projects underscore the need to provide safe and efficient multimodal traffic circulation in the project study area.

5. Project planning should be largely complete, including National Environmental Policy Act (NEPA) requirements.

Planning and conceptual phase were completed in August 2011.

Project Details:

1. Total project cost:

\$3,560,000

Please provide a preliminary list of project components and projected costs separately.

2. Total TIGER request (may be up to 80 percent of Total Project Cost in #1):

\$2,848,000

3. Amount of local match being provided (must be at least 20 percent). Please provide the source(s) of the match:

\$712,000

4. If applicable, source(s) of other funds not included in the TIGER request (such as other federal funds used to complete overall financing package):

5. The “sustainable source of revenue for long-term operations and maintenance”:

DDOT’s own maintenance program

Environmental Approvals

1. Is a NEPA process required? If required, when will NEPA be initiated and what is the estimated time required for completion of NEPA?

No

2. Please provide links to any environmental studies or other documents prepared for the project component(s):

<http://www.tooledesign.com/forttotten>

3. Please describe any completed, planned, or anticipated coordination with Federal and State agencies for NEPA or other environmental (e.g., historic preservation, etc.) approvals:

Sidewalk installation will occur adjacent to NPS property and depending on the construction design, some permitting might be necessary to disturb NPS property during construction.

Additional Criteria / Information

1. Please describe any land use coordination undertaken to determine specific project components:

Many meetings with Washington Metro, NPS, the DC Office of Planning were held to coordinate the effort.

2. For project components, please describe any specific safety improvements:

Building a missing sidewalk link, expanding some sidewalk areas to accommodate cyclists, relocating crosswalks to safer locations, and improving lightning.

3. Has the project location been the topic of any local planning efforts which involved community participation? If so, please elaborate.

Yes, three public meetings were held during the planning phase with the community.

4. For project components, please describe any innovative technologies being used:

The project calls from Low Impact Developments and storm water management features at two newly created pedestrian plazas near the Metro entrance.

Appendix F: Construction Cost Estimate

A preliminary construction cost estimate was developed for the preferred conceptual design. Pay items were identified and rough quantity take-offs were developed. Unit costs were assigned based on historical cost data from the District of Columbia, DDOT and other sources. It is assumed that each phase will be a separate construction contract. Costs are based on 2010 dollars with a 20% contingency applied to total cost for each phase. The estimate does not include further costs for engineering design or acquisition of any right-of-way or easements. As previously stated the estimate was broken into the anticipated design phases. A more detailed breakdown of the cost estimate is located in the following tables.

Physical Improvements 10% Concept Design Cost Estimates Summary	
Section	Total
1st Place NE: Riggs Road to WMATA Property	\$760,000
WMATA Property	\$1,720,000
Galloway Street NE: WMATA Property to South Dakota Avenue	\$440,000
Wayfinding Signs	\$10,000
	\$2,930,000
Note:	
-This cost estimate is a planning level estimate only.	
-The WMATA Property Section could include additional \$600k in optional plaza amenities (see 'WMATA Property' estimate for more details)	

1st Place and Galloway Street, NE Transportation Access Study & Improvement Plan

1st Place, NE Section: Riggs Road to WMATA Property
Physical Improvements 10% Concept Design Cost Estimate

Item	Unit	Quantity	2010 Unit Cost	Total Cost
Earthwork, Excavation, Grading	CY	507	\$15.00	\$7,602
Milling	SY	1,728	\$6.00	\$10,367
Remove Curb and Gutter	LF	1,110	\$10.00	\$11,100
Asphalt	TON	395	\$60.00	\$23,700
Aggregate Base Course	CY	58	\$50.00	\$2,886
Reinforced Concrete	SY	131	\$70.00	\$9,178
Generic Utility Pole Demolition	EA	7	\$2,350.00	\$16,450
Curb and Gutter	LF	1,260	\$55.00	\$69,300
Concrete Sidewalk (4" Thickness)	SF	13,150	\$5.00	\$65,750
Thermoplastic Pavement Marking (all widths up to 24")	LF	1,305	\$3.00	\$3,915
24" Thermoplastic Pavement Marking	LF	470	\$10.00	\$4,700
Thermoplastic Pavement Marking (Symbol or Text)	EA	11	\$250.00	\$2,750
Standard Catch Basin	EA	4	\$3,000.00	\$12,000
15" RCP	LF	75	\$30.00	\$2,250
Pedestrian Light Pole and Fixture	EA	12	\$6,000.00	\$72,000
Street Tree	EA	20	\$1,000.00	\$20,000
ADA Detective Warning Material	SF	42	\$8.00	\$336
New Utility Pole	EA	7	\$10,000.00	\$70,000
Utility Cover Adjustment	EA	26	\$500.00	\$13,000
Fire Hydrant Adjustment	EA	2	\$1,500.00	\$3,000
Seed and Mulch	SY	691	\$3.00	\$2,073
Lump Sum Items				
Landscaping (5%)	LS	1.00	\$21,118.00	\$21,118
Traffic Items (5%)	LS	1.00	\$21,118.00	\$21,118
E&S (5%)	LS	1.00	\$21,118.00	\$21,118
Maintenance of Traffic (10%)	LS	1.00	\$42,236.00	\$42,236
Additional Utility Adjustments (10%)	LS	1.00	\$42,236.00	\$42,236
			Subtotal	\$570,183
Mobilization (10%)	LS	1.00	\$57,018.00	\$57,018
			Subtotal	\$627,201

20% Contingency \$125,440
Total Estimated Cost \$752,641

Note: This cost estimate is a planning level estimate only.

1st Place and Galloway Street, NE Transportation Access Study & Improvement Plan

WMATA Property Section

Physical Improvements 10% Concept Design Cost Estimate

Item	Unit	Quantity	2010 Unit Cost	Total Cost
Earthwork, Excavation, Grading	CY	1,255	\$15.00	\$18,822
Milling	SY	9,607	\$6.00	\$57,641
Generic Utility Pole Demolition	EA	13	\$2,350.00	\$30,550
Remove Curb and Gutter	LF	2,105	\$10.00	\$21,050
Remove Fence/Railing	LF	800	\$3.00	\$2,400
Asphalt	TON	1,373	\$60.00	\$82,380
Aggregate Base	CY	634	\$50.00	\$31,704
Curb and Gutter	LF	3,670	\$55.00	\$201,850
Concrete Sidewalk (4" Thickness)	SF	21,365	\$5.00	\$106,825
Thermoplastic Pavement Marking (all widths up to 24")	LF	4,832	\$3.00	\$14,496
24" Thermoplastic Pavement Marking	LF	490	\$10.00	\$4,900
Thermoplastic Pavement Marking (Symbol or Text)	EA	36	\$250.00	\$9,000
Standard Catch Basin	EA	9	\$3,000.00	\$27,000
15" RCP	LF	100	\$30.00	\$3,000
Pedestrian Light Pole and Fixture	EA	19	\$6,000.00	\$114,000
Street Tree	EA	17	\$1,000.00	\$17,000
ADA Detective Warning Material	SF	60	\$8.00	\$480
New Utility Pole	EA	13	\$10,000.00	\$130,000
Utility Cover Adjustment	EA	15	\$500.00	\$7,500
Seed and Mulch	SY	616	\$3.00	\$1,847
Rain Garden	SF	2,600	\$30.00	\$78,000
Lump Sum Items				
Roadway Landscaping (5%)	LS	1.00	\$48,022.00	\$48,022
Traffic Items (5%)	LS	1.00	\$48,022.00	\$48,022
E&S (5%)	LS	1.00	\$48,022.00	\$48,022
Maintenance of Traffic (10%)	LS	1.00	\$96,045.00	\$96,045
Additional Utility Adjustments (10%)	LS	1.00	\$96,045.00	\$96,045
			Subtotal	\$1,296,601
Mobilization (10%)	LS	1.00	\$129,660.00	\$129,660
			Subtotal	\$1,426,261

20% Contingency \$285,252
Total Estimated Cost \$1,711,513

Note: This cost estimate is a planning level estimate only.

Optional Plaza Items

Item	Unit	Quantity	2010 Unit Cost	Total Cost
Concrete Pavers	SY	2,944	\$90.00	\$265,000
Secure Bicycle Parking (Modular unit for 36 bikes)	LS	1.00	\$90,000.00	\$90,000
Plaza Landscape Space	LS	1.00	\$22,200.00	\$22,200
Lump Sum Items				
E&S (5%)	LS	1.00	\$18,860.00	\$18,860
Maintenance of Traffic (10%)	LS	1.00	\$37,720.00	\$37,720
Additional Utility Adjustments (10%)	LS	1.00	\$37,720.00	\$37,720
			Subtotal	\$471,500
Mobilization (10%)	LS	1.00	\$47,150.00	\$47,150
			Subtotal	\$518,650

20% Contingency \$103,730
Total Estimated Cost for Optional Items \$622,380

1st Place and Galloway Street, NE Transportation Access Study & Improvement Plan

Galloway Street, NE Section: WMATA Property to South Dakota Avenue
Physical Improvements 10% Concept Design Cost Estimate

Item	Unit	Quantity	2010 Unit Cost	Total Cost
Earthwork, Excavation, Grading	CY	267	\$15.00	\$4,002
Milling	SY	2,267	\$6.00	\$13,600
Asphalt	TON	375	\$60.00	\$22,500
Aggregate Base Course	CY	46	\$50.00	\$2,319
Reinforced Concrete	SY	278	\$70.00	\$19,483
Concrete Sidewalk (4" Thickness)	SF	6,645	\$5.00	\$33,225
Thermoplastic Pavement Marking (all widths up to 24")	LF	990	\$3.00	\$2,970
24" Thermoplastic Pavement Marking	LF	240	\$10.00	\$2,400
Thermoplastic Pavement Marking (Symbol or Text)	EA	6	\$300.00	\$1,800
ADA Detective Warning Material	SF	12	\$8.00	\$96
Utility Cover Adjustment	EA	18	\$500.00	\$9,000
Retaining Wall	SF	2,250	\$60.00	\$135,000
Lump Sum Items				
Landscaping (5%)	LS	1.00	\$12,320.00	\$12,320
Traffic Items (5%)	LS	1.00	\$12,320.00	\$12,320
E&S (5%)	LS	1.00	\$12,320.00	\$12,320
Maintenance of Traffic (10%)	LS	1.00	\$24,640.00	\$24,640
Additional Utility Adjustments (10%)	LS	1.00	\$24,640.00	\$24,640
			Subtotal	\$332,635
Mobilization (10%)	LS	1.00	\$33,264.00	\$33,264
			Subtotal	\$365,899

20% Contingency \$73,180
Total Estimated Cost \$439,079

Note: This cost estimate is a planning level estimate only.

1st Place and Galloway Street, NE Transportation Access Study & Improvement Plan

Wayfinding Signage

Physical Improvements 10% Concept Design Cost Estimate

Item	Unit	Quantity	2010 Unit Cost	Total Cost
Sign Panel	SF	121	\$15.00	\$1,818
Sign Post	LF	150	\$20.00	\$3,000
Lump Sum Items				
Maintenance of Traffic (5%)	LS	1.00	\$241.00	\$241
			Subtotal	\$5,059
Mobilization (10%)	LS	1.00	\$506.00	\$506
			Subtotal	\$5,565

20% Contingency \$1,113
Total Estimated Cost **\$6,678**

Note: This cost estimate is a planning level estimate only.