

Bancroft Street Project

Project Data Sheet August 8, 2013

Existing Conditions

Project Limits: Bancroft Street from Glenwood to Ashland Avenues.
Length: 0.53 miles (1.59 lane miles) or 2800 linear feet +/-
Classification: Urban Minor Arterial
Traffic Counts: Bancroft Street - Glenwood to Ashland Avenues *

Year	West of Collingwood	East of Collingwood
2009	12,300	
2004	15,650	
2003		15,127
2002	14,666	
2001	15,643	15,438
2000		12,070

*Source: Regional Traffic Count Database, TMACOG

Vehicle Acc. Ranking: Collingwood intersection ranks 20 of 97 identified intersections; Monroe to Collingwood section of Bancroft ranks 38 of 119 street sections.

Posted Speed: 35 MPH

Parking: permitted on both sides all blocks except Glenwood to Robinwood south side (no stopping any time) and during two peak hours. South side is signed no stopping 7- 9 AM and north side is signed no stopping 4-6 PM.

Right of Way: 80' wide Glenwood to Collingwood; 66' wide Collingwood to Ashland

Bus Routes: TARTA Route 22 from Collingwood west; 8 stops (4 each way at approach to intersections); UT Route to Art Museum Campus same as TARTA

Pavement Width: 36' wide between curbs, not in center of right of way (slightly south)

Lanes: Two 18' lanes, except three at west leg of Collingwood intersection (separate left turn lane for east bound to north bound turning traffic)

Pavement Type: Flexible (asphalt) overlay – curbs and storm drainage (catch basins)

Pavement Base: Uncertain, late 19th century most likely concrete, perhaps brick – 4" clay tile underdrains installed in 1933 [note: trolley tracks may still be present]

Last Treatment: 1974 asphalt overlay

PCR: 46 (scale 1-100, 60 or less considered deficient)

Sidewalks: Concrete on both sides, generally 6' wide but some areas vary

Tree Lawns: Varies from 0' (south side Collingwood to Ashland) to 10.5' - mostly 10'

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Project Budget and Schedule

Budget:

Phase	TOTAL	City Funds *	Federal Grant *
Preliminary Engineering	\$20,000	\$20,000	\$ 0
Design (Detailed Eng & Env. Documents)	\$120,000	\$120,000	\$ 0
Right of way	\$ 0	\$ 0	\$ 0
Construction (including \$70,000 for Streetscape elements)	\$1,773,000	\$354,600	\$1,418,400
Contingency	\$177,000	\$35,400	\$141,600
Construction Engrg.	\$140,000	\$140,000	\$ 0
TOTAL	\$2,230,000.00	\$670,000.00	\$1,560,000.00

*USDOT Surface Transportation Program Grant through TMACOG TIP, SFY 2015 – USDOT requires a minimum 20% match of local dollars and TMACOG requires City to cover PE and Design.

Tentative Schedule (funding requires bidding on project by May 2015)

Phase	Duration	Tentative Schedule	Comments
Survey, begin Section 106 Coordination, Develop Concept	5 months	Aug. – Dec. 2013	Claude Brown Assoc./Dick Meyers assisting City Staff
Stage 1 Design	7 months	Dec. '13 – July 2014	City Staff
Final Design, Env. Clearance, conclude 106 coordination	5 months	July – Dec. 2014	City Staff
File Plans with ODOT – Approval to bid	2 months	January – March 2015	ODOT
Relocate utilities, open bids	2 months	March –May 2015	City Staff
Start construction	1 month	June 2015	Contractor