



**Transportation Alternatives / CMAQ Application for
FY 2018, 2019, and 2020 Projects**

MCDOWELL ROAD BIKE LANES: PIMA ROAD TO 64TH STREET

Scottsdale

**APPLICATIONS ARE DUE AT MAG OFFICES BY
Monday, September 21, 2015 at 10:00 a.m.**

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

Scottsdale: McDowell Road Bike Lanes: Pima Road to 64th Street

PART A - CONTACT AND PROJECT DESCRIPTION	
Contact Information	
1. Name of Sponsoring Agency	Scottsdale
2. Agency Contact Name	Susan Conklu
3. Phone Number of Agency Contact	480-312-2308
4. E-Mail Address of Agency Contact	sconklu@scottsdaleaz.gov
5. Mailing Address of Agency Contact	7447 East Indian School Road, Suite 205, Scottsdale, AZ 85251
Project Description	
6. Please provide the Project Title.	McDowell Road Bike Lanes: Pima Road to 64th Street
7. Please provide a concise, specific description of the project (250 character limit):	
<p>This project will design and construct the unfinished segments of bicycle lanes on McDowell Rd in order to provide continuous bike lanes from 64th St to Pima Rd. The new bike lanes will be created by reducing the width of the median and travel lanes.</p>	
8. Please provide the project limits:	
<p>On McDowell Road in the existing roadway from Pima Road to 64th Street in Scottsdale.</p>	

Scottsdale : McDowell Road Bike Lanes: Pima Road to 64th Street

PART B-DETAILED 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 14-20, 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. Please select which funding source(s) this project is applying for. Check all that apply.

- Congestion Mitigation and Air Quality (CMAQ)
- Transportation Alternatives (TA)

2. What type of project is this? (Check all that apply)

- | | |
|---|---|
| <input type="checkbox"/> Bicycle Lane (4' min. w/o curb/gutter) | <input type="checkbox"/> Shoulder paving is within 4-miles of a PM-10 Monitor |
| <input checked="" type="checkbox"/> Bicycle Lane (5' min. with curb/gutter) | <input type="checkbox"/> Wide Sidewalk (8' min.) |
| <input type="checkbox"/> Buffered Bike Lane | <input type="checkbox"/> Detached Sidewalk with 4' min. buffer |
| <input type="checkbox"/> Protected Bike Lane | <input type="checkbox"/> Signalized Crossing |
| <input type="checkbox"/> Shared-use path (10' min.) | Other: |
| <input type="checkbox"/> Sidewalk (5' min.) | <input type="text"/> |
| <input type="checkbox"/> Planning Study | |

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

- | | |
|--|----------------------|
| <input type="checkbox"/> Bridge (overpass) | Other: |
| <input type="checkbox"/> Tunnel (underpass) | <input type="text"/> |
| <input type="checkbox"/> Signalized midblock crossing/HAWK | |
| <input type="checkbox"/> Countdown Pedestrian Signal | |

4. What amenities are included in this project?

- | | |
|---|--|
| <input type="checkbox"/> Number of Bike racks/lockers | <input type="checkbox"/> Number of Seating/Rest Area(s) |
| <input type="checkbox"/> Number of Drinking Fountains | <input type="checkbox"/> Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> Number of Way-finding Signs | <input type="checkbox"/> Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> Number of Trash receptacles | Other: |
| <input type="checkbox"/> Number of Trees | <input type="text"/> |
| <input type="checkbox"/> Number of new openings in street walls | |
| <input type="checkbox"/> Number of Shade Structures | |

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

The McDowell Road corridor has discontinuous bike lanes, high population density, several large activity centers, public and private schools, strong transit ridership, and many miles of intersecting bikeways. Various construction projects have added or contributed to bike lanes along McDowell Road. However, to date, only a portion of the bike lanes, 1-mile total, are completed in this corridor. The 2008 Transportation Master Plan assigned a Bicycle Level of Service "E" (the second-lowest performance measure) to McDowell Road due to bicyclists' perceived safety and comfort in relation to vehicular traffic.

Scottsdale : McDowell Road Bike Lanes: Pima Road to 64th Street

PART B-DETAILED PROJECT DESCRIPTION

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

This project will complete the gaps in the bike lanes, about 2-miles long, resulting in continuous bike lanes from 64th Street to Pima Road (the entire length of McDowell in Scottsdale). The median and travel lanes will be narrowed to add the bike lanes. There is approximately one-mile of existing bike lanes in two segments of McDowell: Miller to Hayden and Granite Reef to Pima. This will complete the gap.

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

Improve connectivity, safety, and quality of life for residents, students, visitors, and employees by completing the critical east/west gap on this major arterial road. This will give pedestrians, cyclists, and drivers comfortable space for each mode. Adding continuous bike lanes the full length of McDowell Road will improve local and regional connectivity by linking to the existing bikeway network: • McDowell BIKE LANES in Phoenix west of 64th Street • North/south BIKE LANES on 5 intersecting streets: Scottsdale Road, 64th Street, 68th Street, Miller Road, Granite Reef Road • North/south regional PATHS on CROSSCUT CANAL AND INDIAN BEND WASH with connections to Tempe • North/south PIMA PATH • Also connects to 7 adjacent TRANSIT ROUTES including the FREE trolley routes.

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

<input type="checkbox"/>	Medians with pedestrian crossing islands	Other <div style="border: 1px solid black; height: 100px; width: 100%;"></div>
<input type="checkbox"/>	Roadway Reconfiguration (Road Diet)	
<input checked="" type="checkbox"/>	Striping/re-striping to narrow vehicle lanes	
<input type="checkbox"/>	Color pavement or similar treatment	
<input type="checkbox"/>	Lighting	
<input type="checkbox"/>	Landscape buffer between sidewalk and roadway	
<input type="checkbox"/>	Rectangular Rapid Flash Beacon (RRFB)	
<input type="checkbox"/>	Driver Feedback Sign	

9. Does this project include a road safety education component?

<input type="checkbox"/>	Yes
<input checked="" type="checkbox"/>	No

Please Explain:
Overall our program provides safety education, but not during specific projects.

10. How does this project or planning study address safety?

Currently, bike riders must use take the travel lane and share with cars or ride on the sidewalks with pedestrians. Some of the sidewalks are 5-feet wide attached to the curb and cross many driveways to businesses. Adding a continuous bike lane will discourage sidewalk riding where conflicts with pedestrians and turning vehicles are more common. Bicyclists of all abilities will have a comfortable, delineated bike lane.

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

This project will complete gaps in the bike network and improve access for all users, including people with disabilities who bicycle. They will be able to access local and regional bikeways, transit routes, shopping, jobs, schools, and other services nearby such as community/senior centers and medical offices.

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PART B-DETAILED PROJECT DESCRIPTION

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

This project will improve bicycle access to regionally recognized activity centers and employment areas for residents, visitors, students, and employees by connecting them to the bikeways system, seven transit routes, surrounding residential neighborhoods, and activity centers. These destinations include retail centers, restaurants, ASU Technology Center at SkySong, General Dynamics, Granite Reef Senior Center, Indian Bend Wash path and parks, Eldorado Aquatic & Fitness Center, Boys and Girls Club, downtown Scottsdale, Honor Healthcare & medical offices, Phoenix Zoo, Papago Park and ball fields, Desert Botanical Garden, Tempe, ASU, ON Semiconductor, Army National Guard, and (12) schools. Several multi-family residential developments have been approved by the city and are being constructed along McDowell Road corridor.

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

This will connect people to places, enhancing quality of life especially for short trips. Neighbors meet & get to know each other while regularly walking, bicycling, & traveling at "human speed."

14. Connectivity: (Check all that apply)

Project fills a gap in the system

Explain:

This project fills the two miles of bike lane gaps along the McDowell Road Corridor lacking bicycle facilities. Filling these gaps with bicycle facilities will provide connectivity to six regional facilities: 1) Crosscut Canal Path (Scottsdale/Tempe), 2) Indian Bend Wash Path (Scottsdale/Tempe) as well as existing bike lanes on 3) McDowell Road west of 64th Street (Phoenix), 4) 64th Street (Scottsdale, Phoenix, Tempe), 5) 68th Street/College Ave (Scottsdale, Tempe), and 6) Miller Road (Scottsdale/Tempe).

Project connects to other local bikeways

List of connected bikeways:

BIKE LANES: Scottsdale Road, 64th Street, 68th Street, Miller Road, Granite Reef Road.
PATHS: Crosscut Canal, Indian Bend Wash, Pima.

Multi Jurisdictional Project (please include letter of support (See Part C)

List of Participating Jurisdictions:

N/A

70 Total length of bikeways directly connected by this project (in miles)

15. 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.

97 Within 1/2 mile

16. Number of transit routes serviced by the transit stops in question 15 that this project will connect to. List associated route(s) and their peak frequency, using Valley Metro as the source.

7 Within 1/2 mile

List routes and frequency:

Route 17 (20 minutes), Neighborhood Trolley (20 minutes), Route 72 (20 minutes), Miller Road Trolley (30 minutes), Route 81 (30 minutes), Route 56 (30 minutes), Express 514 (2 trips during AM/PM Peak Hours).
Trolley routes are FREE to riders.

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PART B-DETAILED PROJECT DESCRIPTION

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

2 Within 1/2 mile
 List:
 SkySong on-street transit center at Scottsdale Road and McDowell Road, park and ride at Papago Plaza on the SW corner of McDowell and Scottsdale.

18. Number of non-commercial activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

6 Within 1/2 mile
 List:
 Granite Reef Senior Center, Vista del Camino Community Center, Vista del Camino Park, Eldorado Park, Eldorado Community Center and Pool, and the Boys and Girls Club

19. 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):

4 Within 1/2 mile
 List:
 ASU Technology Center at SkySong (1500 employees), General Dynamics, Papago Plaza, Fry's/Lowe's center.

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

4 Within 1/2 mile
 List:
 3 elementary schools (Tonalea, Yavapai, Hohokam), 1 middle school (Supai)

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

5 Within 1/2 mile
 List:
 1 high school (Coronado), 2 private/charter schools (New Way Learning Academy, and New Foundation), and 1 college (Cortiva Institute School of Massage Therapy).

22. Number of activity centers for air quality cost effectiveness (i.e. bank, church, hospital, health care facility, light rail station, park-and-ride lot, office park, post office, public library, shopping area, grocery store, university or junior college):

13 Within 1/4 miles
 List:
 HEALTHCARE (FastMed Urgent Care, Fresenius Medical Care, Plaza Healthcare), BANK (Comerica, Wells Fargo, TruWest Credit Union, Amtrust Bank), POST OFFICE (2), CHURCH (Living World Bible Church), Grocery Store (Fry's), Shopping Area (Fry's and Lowe's center), 1 park-and-ride lot on SW corner of Scottsdale and McDowell.

8 1/4 miles to 1/2 miles
 List:
 8 CHURCHES (St. Daniel, Abiding Savior Lutheran, Rock Church, LDS, Palm Lane, AZ Southern Baptist, Scottsdale Christian, Grace Baptist)

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PART B-DETAILED PROJECT DESCRIPTION

23. What are the demographics of the area served: [MAG Demographic Mapping](#)

People Per Square Mile

% Families in Poverty

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

24. 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:

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

Federal Functional Classification of the Facility:

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

Type of Facility the Improvement will be located on:

Length (in Miles)

Posted Speed Limit (MPH)

Number of Travel Lanes Before Project

Number of Travel Lanes After Project

25. Please provide an estimated traffic volume (ADT) on the nearest parallel arterial.

ADT Estimate

Date Counted

Name of road the traffic count was taken from

Description of Methodology and Source used for the ADT Estimate

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PART B-DETAILED PROJECT DESCRIPTION

26. 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.

There are no known issues that could affect work on these segments. The project is surrounded by and adjacent to development including roadway and canal corridors. We will work through the required clearances during the regular environmental process.

27. Current ROW: (Check all that apply)

- | | |
|--|---|
| <input checked="" type="checkbox"/> Agency owns all ROW Needed | <input type="checkbox"/> Agency owns easement |
| <input type="checkbox"/> ROW to be acquired | <input type="checkbox"/> Agency has right-of-use (i.e. canal) |
| <input type="checkbox"/> Owners will donate ROW | <input type="checkbox"/> Condemnation may be required |

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

There are no right of way issues associated with the project. The project will be done within city right of way.

29. Please indicate whether all parcels for this project have been inventoried.

- Yes No

30. Current Utilities in or abutting the alignment: (Check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> No Utility in or abutting the alignment | <input checked="" type="checkbox"/> Private Structures |
| <input checked="" type="checkbox"/> Canals & Drainage | |
| <input checked="" type="checkbox"/> Power Lines & Cables | |
| <input checked="" type="checkbox"/> Pipelines, Sewer and Water | Other: |

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

There are no known utility conflicts that will need to be addressed. The project will be done between existing curbs along the roadway. An issues with landscape irrigation on the medians will be addressed with the project.

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

- AASHTO Guide for Bicycle Facilities
- MAG Pedestrian Policies and Design Guidelines
- MAG Complete Streets Guide
- MAG Designing Transit Accessible Communities
- MAG Valley Path Brand & Wayfinding Signage Guidelines
- NACTO Urban Bikeway Design Guide
- RPTA Bus Stop Program and Standards

Other:

Scottsdale's Wayfinding Signage Guidelines

33. 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="text" value="Required"/>
With new development and capital improvement projects, bike lanes on collector streets are:	<input type="text" value="Required"/>
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	<input type="text" value="Required"/>
With new development or during development retrofits, shared-use paths are:	<input type="text" value="Required"/>
Bicycle program implemented, including bike education, safety events, and bike maps	<input type="text" value="Yes"/>
Complete Streets Policy	<input type="text" value="Yes"/>

34. The project is: (Check one)

- Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)
List:
- Consistent with general policy/practices, but not formally identified (provide source)
Explain:
- Not addressed by jurisdiction's plans, policies, or practices
Explain:

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PART B-DETAILED PROJECT DESCRIPTION

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

As with all city projects where a new connection is constructed, it is anticipated that there will be regular use after it is built. The city will conduct field observations of usage and solicit public feedback on the comfort and convenience of the improvement. There is strong support for biking infrastructure from both major employment centers on McDowell, the SkySong ASU Scottsdale Innovation Center and General Dynamics as well as members of the Transportation Commission, Path and Trails Subcommittee, and Tourism Advisory Task Force. We will continue to get their feedback.

36. 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?

We will conduct manual counts using traffic cameras at signalized intersections before and after construction. We will also borrow EcoCounter equipment from MAG's counter loan program to conduct regular automatic counts of bikes after construction. Our plan is to do this citywide on several existing bikeways with MAG's equipment, and then invest in our own counting equipment.

37. 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.

As typical with all City of Scottsdale projects, the community will be involved in the design and implementation of this project through the use of community meetings (public open houses, Path and Trails Subcommittee, and Transportation Commission) and other appropriate methods. These include email, the newspaper, project updates on the city's web page, and social media such as Facebook, Twitter, Speak Up Scottsdale, and Next Door online forums.

38. Will the project include wayfinding signage elements? If yes, please describe below.

Yes. The city's Path and Trails Wayfinding program is currently under design. It will include Wayfinding along streets near access points to the paths. Along McDowell Road, there are access points to the Crosscut Canal, Indian Bend Wash, and Pima paths. There will be signage added for those either through this project or the separate Wayfinding implementation. We will also use elements of the MAG Wayfinding Guidelines, NACTO, and MUTCD.

Scottsdale:

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:		Scottsdale	Project Title:		McDowell Road Bike Lanes Pima to 64th Street	Application Date:		21-Sep-15						
Part	Item Description			Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)			
A. Scoping (15% Preliminary Engineering Design)	1. SITE TOPOGRAPHIC SURVEY			LS	1	\$30,000.00	\$30,000.00	No	\$0.00	\$30,000.00				
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN			LS	1	\$50,000.00	\$50,000.00	No	\$0.00	\$50,000.00				
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)			LS	1	\$15,000.00	\$15,000.00	No	\$0.00	\$15,000.00				
	4. HAZMAT ASSESSMENT			LS	1	\$10,000.00	\$10,000.00	No	\$0.00	\$10,000.00				
	Subtotal Scoping (Part A)						\$105,000.00		\$0.00	\$105,000.00				
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.			LS	1	\$300,000.00	\$300,000.00	No	\$0.00	\$300,000.00				
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report			LS	1	\$10,000.00	\$10,000.00	No	\$0.00	\$10,000.00				
	3. DRAINAGE REPORT			LS	1	\$30,000.00	\$30,000.00	No	\$0.00	\$30,000.00				
	4. SWPPP			LS	1	\$15,000.00	\$15,000.00	No	\$0.00	\$15,000.00				
	Subtotal PE (Part B)						\$355,000.00		\$0.00	\$355,000.00				
Subtotal Preliminary Engineering (Part A + Part B)						\$460,000.00		\$0.00	\$460,000.00					
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition			LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00				
Subtotal Right-of-Way Acquisition (Part C)						\$0.00		\$0.00	\$0.00					
D. Utility Relocation	1. Utility Relocation			LS	1	\$20,000.00	\$20,000.00	No	\$0.00	\$20,000.00				
Subtotal Utility Relocation (Part D)						\$20,000.00		\$0.00	\$20,000.00					
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	1. Hardscape Construction			Installation Of SWPP Measures		LS	1	\$30,000.00	\$30,000.00	Yes	\$28,290.00	\$1,710.00		
				Site Preparation		LS	1		\$0.00	Yes	\$0.00	\$0.00		
	Demolition			Sawcut	LF	10,000	\$1.00	\$10,000.00	Yes	\$9,430.00	\$570.00			
				Remove Curbs	LF	8,000	\$6.00	\$48,000.00	Yes	\$45,264.00	\$2,736.00			
				Remove Fencing	LF	1		\$0.00	Yes	\$0.00	\$0.00			
				Remove Structural Concrete	CY	1		\$0.00	Yes	\$0.00	\$0.00			
				Remove Asphaltic Concrete Pavement	SY	2,000	\$10.00	\$20,000.00	Yes	\$18,860.00	\$1,140.00			
				Remove Concrete Sidewalks, Slabs	SF	26,000	\$5.00	\$130,000.00	Yes	\$122,590.00	\$7,410.00			
	Retaining Wall - Reinforced Concrete Cantilevered			Retaining Wall - Reinforced Concrete Cantilevered		LS	1		\$0.00	Yes	\$0.00	\$0.00		
				Subgrade Preparation		SY	7,000	\$20.00	\$140,000.00	Yes	\$132,020.00	\$7,980.00		
	Earthwork			Drainage Excavation		CY	1		\$0.00	Yes	\$0.00	\$0.00		
				Structural Excavation		CY	1		\$0.00	Yes	\$0.00	\$0.00		
				Structural Backfill		CY	1		\$0.00	Yes	\$0.00	\$0.00		
				Borrow (In Place)		CY	1		\$0.00	Yes	\$0.00	\$0.00		
				Curb & Gutter		LF	10,000	\$20.00	\$200,000.00	Yes	\$188,600.00	\$11,400.00		
	Aggregate Base			Aggregate Base		SY	7,000	\$20.00	\$140,000.00	Yes	\$132,020.00	\$7,980.00		
				Pathway Or Sidewalk Materials			Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
							Colored Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
							Stamped Color Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00
							Precast Concrete Pavers	SF	1		\$0.00	Yes	\$0.00	\$0.00
							Asphaltic Concrete	SY	7,000	\$60.00	\$420,000.00	Yes	\$396,060.00	\$23,940.00
	Slurry Seal (Includes Oblit & Striping)	SY	100,000				\$6.00	\$600,000.00	Yes	\$565,800.00	\$34,200.00			
	Crosswalk Enhancement			Concrete Pavers	SF	1		\$0.00	Yes	\$0.00	\$0.00			
				Stamped Asphalt	SF	1		\$0.00	Yes	\$0.00	\$0.00			
				Stamped Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00			
				Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00			
				Integral Color Concrete	SF	1		\$0.00	Yes	\$0.00	\$0.00			
	Pedestrian ADA Ramp			SF	1		\$0.00	Yes	\$0.00	\$0.00				
	Culvert Extensions			LF	1		\$0.00	Yes	\$0.00	\$0.00				
	Pedestrian Lighting Including Conduit And Trenching			Each	1		\$0.00	Yes	\$0.00	\$0.00				
Handrail			Standard	LF	1		\$0.00	Yes	\$0.00	\$0.00				
			Decorative	LF	1		\$0.00	Yes	\$0.00	\$0.00				
Subtotal Hardscape Construction						\$1,738,000.00		\$1,638,934.00	\$99,066.00					

Scottsdale:

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:	Scottsdale	Project Title:	McDowell Road Bike Lanes Pima to 64th Street	Application Date:	21-Sep-15
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Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)	
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	2. Landscaping & Irrigation Items	Requirements	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Trees (15 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Trees (5 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Shrubs (5 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Shrubs (1 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00	
		Landscaping and Irrigation Modifications	LS	1	\$50,000.00	\$50,000.00	Yes	\$47,150.00	\$2,850.00	
		Mulch	Decomposed Granite	CY	1		\$0	Yes	\$0	\$0
			Organic	CY	1		\$0	Yes	\$0	\$0
		Topsoil	CY	1		\$0	Yes	\$0	\$0	
		Seeding	Acre	1		\$0	Yes	\$0	\$0	
		Turf Sod	SY	1		\$0	Yes	\$0	\$0	
		Boulders	Each	1		\$0	Yes	\$0	\$0	
		Irrigation System	Drip	SF	1		\$0	Yes	\$0	\$0
			Turf	SF	1		\$0	Yes	\$0	\$0
		Sleeving For Irrigation System	Directional Bore	LF	1		\$0	Yes	\$0	\$0
	Cut and Patch		LF	1		\$0	Yes	\$0	\$0	
	Landscape Header Curb	LF	1		\$0	Yes	\$0	\$0		
	Landscape Establishment	LS	1		\$0	Yes	\$0	\$0		
	Subtotal Landscaping & Irrigation Items					\$50,000		\$47,150	\$2,850	
	3. Site Furnishings	Benches	Each	1		\$0	Yes	\$0	\$0	
		Seatwalls	LF	1		\$0	Yes	\$0	\$0	
		Bike Racks	Each	1		\$0	Yes	\$0	\$0	
		Trash Receptacles	Each	1		\$0	Yes	\$0	\$0	
		Drinking Fountains	Each	1		\$0	Yes	\$0	\$0	
		Signage (Standard Traffic Control)	LS	1	\$30,000	\$30,000	Yes	\$28,290	\$1,710	
		Signage (Wayfinding)	Each	1		\$0	Yes	\$0	\$0	
		Tree Grates	Each	1		\$0	Yes	\$0	\$0	
		Subtotal Site Furnishings					\$30,000		\$28,290	\$1,710
	4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows if Necessary)	Bicycle and Pedestrian Counter	Each	1		\$0	Yes	\$0	\$0	
		Public Art	LS	1	\$25,000	\$25,000	No	\$0	\$25,000	
		City Fees	LS	1	\$60,000	\$60,000	Yes	\$56,580	\$3,420	
		CPM Salaries (CPM, PM and City construction staff)	LS	1	\$120,000	\$120,000	Yes	\$113,160	\$6,840	
		WO Credits (CIP Supported client dept staff)	LS	1	\$120,000	\$120,000	Yes	\$113,160	\$6,840	
		CPM Allocation (CPM Admin, staff, equipment)	LS	1	\$120,000	\$120,000	Yes	\$113,160	\$6,840	
					1		\$0	Yes	\$0	\$0
					1		\$0	Yes	\$0	\$0
					1		\$0	Yes	\$0	\$0
					1		\$0	Yes	\$0	\$0
	Subtotal Other Construction					\$445,000		\$396,060	\$48,940	
	5. Mobilization And Administration Costs	Contractor Mobilization	LS	1	\$160,000	\$160,000	Yes	\$150,880	\$9,120	
		Traffic Control	LS	1	\$230,000	\$230,000	Yes	\$216,890	\$13,110	
		Construction Survey & Layout	LS	1	\$90,000	\$90,000	Yes	\$84,870	\$5,130	
		Construction Contingencies	LS	1	\$500,000	\$500,000	Yes	\$471,500	\$28,500	
		Construction Administration	LS	1	\$125,000	\$125,000	Yes	\$117,875	\$7,125	
		Subtotal Mobilization & Administration Costs					\$1,105,000		\$1,042,015	\$62,985
Subtotal Construction Or Implementation Cost (Part E)					\$3,368,000		\$3,152,449	\$215,551		
F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)					\$3,848,000		\$3,152,449	\$695,551		
G. Adot Fee Review Fee - \$10,000 for Certified Accepted agencies, otherwise \$30,0000					\$10,000	No	\$0	\$10,000		
H. Total Project Cost Including ADOT Fees (Part F + Part G)					\$3,858,000		\$3,152,449	\$705,551		

Scottsdale:

PART E - TOTAL PROJECT SCHEDULE AND BUDGET

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 24-27 in Part B.

Cost Estimate for the Project Including ALL Segments	Cost	Additional Notes (if needed)
1. ADOT Fee	\$10,000	
2. Design	\$460,000	
3. Right of way	\$0	
4. Utilities	\$20,000	
5. Construction	\$2,868,000	
6. Contingency	\$500,000	No more than 20% of Construction Cost - Currently included in "Construction" total on Cost Worksheet
7. Total Cost	\$3,858,000	

8. Will the agency maintain the improvement after it is completed?

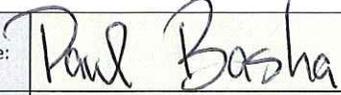
9. Expected Annual Maintenance Cost

10. Identify Source of Maintenance Funds

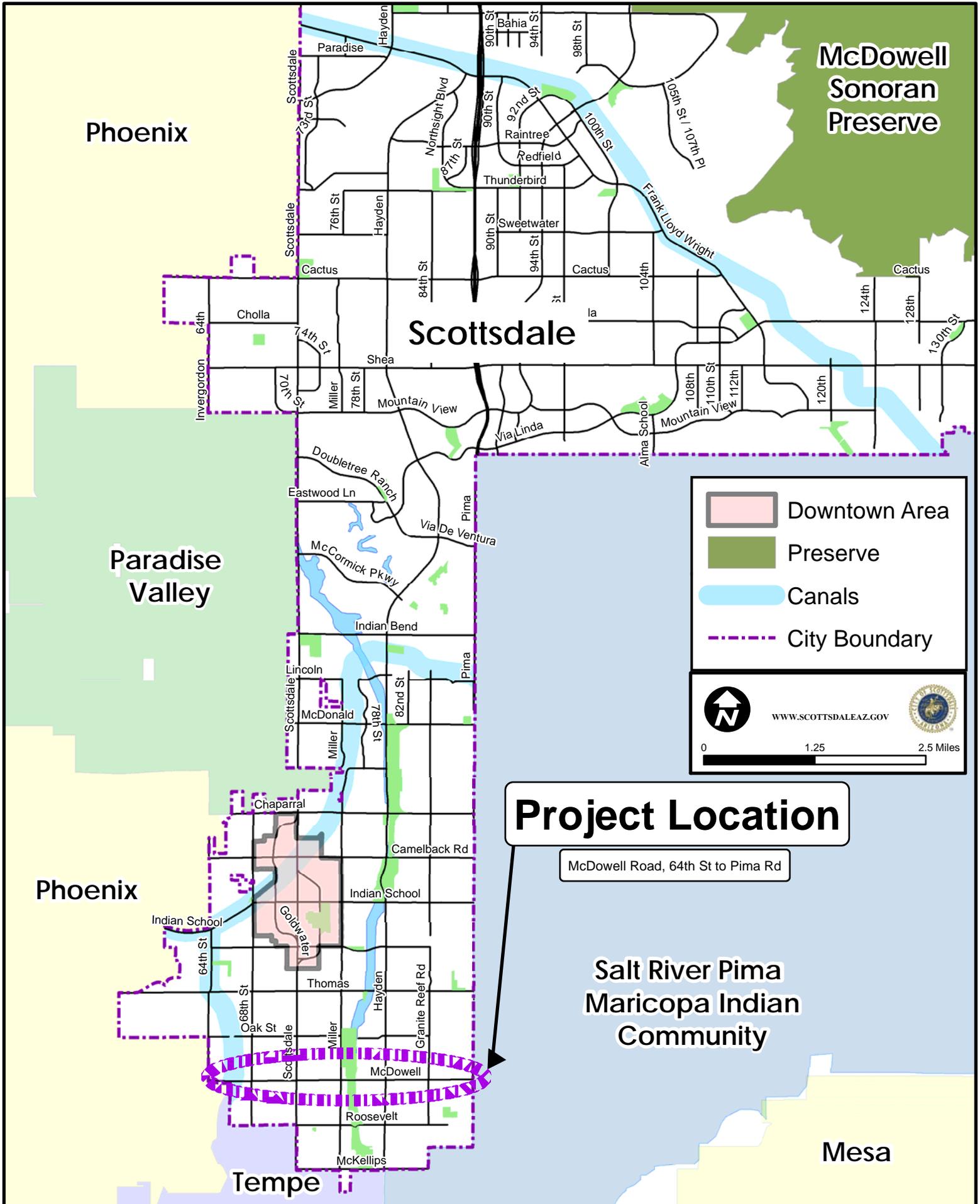
Requested MAG Programming	Year	Short Work Description (E.g. Construct Multiuse Path)	Local Funding Source	Local Cost	Federal Cost	Total Cost	Local Share
11. Design (Optional)	2017	Design bike lanes, narrow travel & median lanes	Sales Tax	\$460,000	Not Available	\$460,000	100.0%
12. Right of way (Optional)				\$0	Not Available	\$0	
13. Utilities (Optional)				\$20,000	Not Available	\$20,000	100.0%
14. Other (Optional)		ADOT Fee		\$10,000	Not Available	\$10,000	100.0%
15. Construction	2018	Construct bike lanes, narrow travel and median lanes.	Sales Tax	\$215,551	\$3,152,449	\$3,368,000	6.4%
16. Total Costs				\$705,551	\$3,152,449	\$3,858,000	18.3%

PART F - SIGNATURE AND CHECKLIST	
<h1>Checklist</h1>	
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
PART B - Project Description	Complete?
Fields 1 - 14 (Project Description) are complete	Yes
Fields 15 - 17 (Transit) are complete	Yes
Fields 18 – 22 (Attractors and Demographics) are complete	Yes
Fields 23 – 30 (Traffic, Environmental, ROW, and Utilities) are complete	Yes
Fields 31 – 33 (Guidelines, Policies, and Plans) are complete	Yes
Fields 34 – 37 (Maintenance, Performance Measurement, and Wayfinding) are complete	Yes
PART C - Required Attachments	Complete?
Field 1 - Map showing the general location of the proposed project in relation to the region, including a north arrow provided in the printed application and the PDF application.	Yes
Field 2 - Map with streets labeled showing the detailed location(s) of the proposed project, including a north arrow provided in the printed application and the PDF application.	Yes
Field 3 - Up to four (4) photos of existing conditions are provided in the printed application and the PDF application (two 4x6 per page).	Yes
Field 4 - Simple diagram of the current typical cross section of the segment, that shows the right of way limits, widths, sidewalks and shoulders (if any), and the lanes of travel in the printed application and the PDF application.	Yes
(OPTIONAL)- Up to two (2) photos/renderings of the completed project are provided in the printed application and the PDF application.	Yes
(OPTIONAL) - Up to three (3) letters of support for the project are provided in the printed application and the PDF application.	Yes
(OPTIONAL) - GIS coverage (shapefile or geodatabase) is provided on the CD with the application.	No
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 – 7 are complete and costs are accurate	Yes
Field 8 - 10 are complete	Yes
Fields 11 – 15 Years are complete	Yes
Fields 11 – 15 Local Funding Sources are complete	Yes
Fields 11 – 15 Local Costs are complete and accurate	Yes

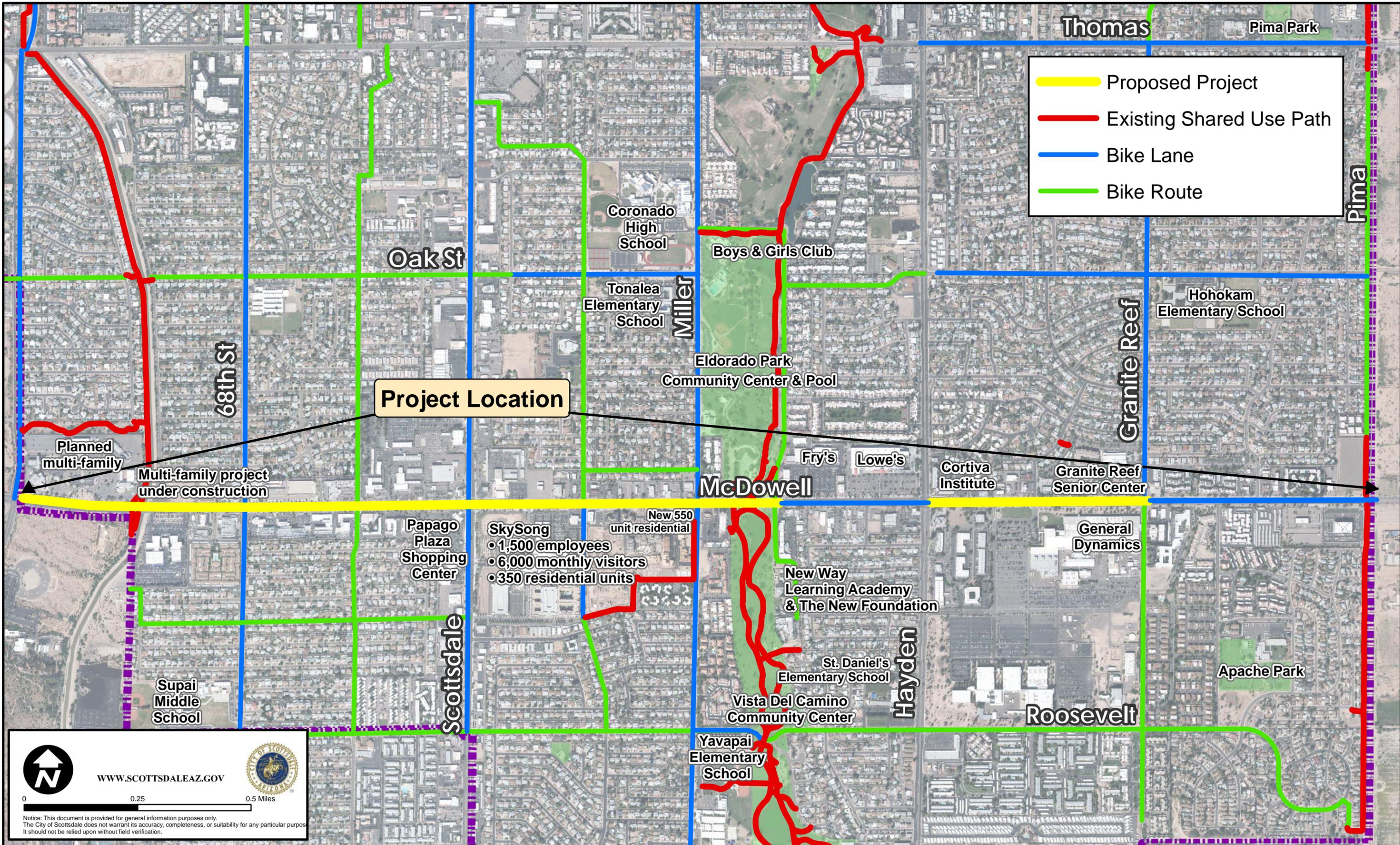
Field 11 - 15 Federal Costs are complete and accurate	Yes
Field 16 Total Costs are complete and accurate	Yes
PART F - Signature and Checklist	Complete?
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager/administrator or designated representative.	Yes
Name, title and date fields under the signature are completed.	Yes

SIGNATURE(S):	
<p>As the MAG member agency's <u>manager/administrator or designated representative</u>, 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.</p>	
Signature:	
Name:	Paul Basha
Title:	Transportation Director
Date:	18-Sep-15

City of Scottsdale Attachment 1: McDowell Road Bike Lanes From 64th Street to Pima Road



City of Scottsdale Attachment 2: McDowell Road Bike Lanes From 64th Street to Pima Road



Scottsdale: McDowell Road Bike Lanes: Pima Road to 64th Street
Part C – Attachments: Photos



Photo 1: View of existing eastbound travel lanes along McDowell Road at Scottsdale Road.

Issues:

- No bike lane facilities
- Heavy traffic



Photo 2: View of existing westbound travel lanes along McDowell Road at Scottsdale Road.

Issues:

- No bike lane facilities
- Heavy traffic

Scottsdale: McDowell Road Bike Lanes: Pima Road to 64th Street
Part C – Attachments: Photos



Photo 3: View of existing westbound travel lanes along McDowell Road at Granite Reef Road.

Issues:

- **No bike lane facilities**

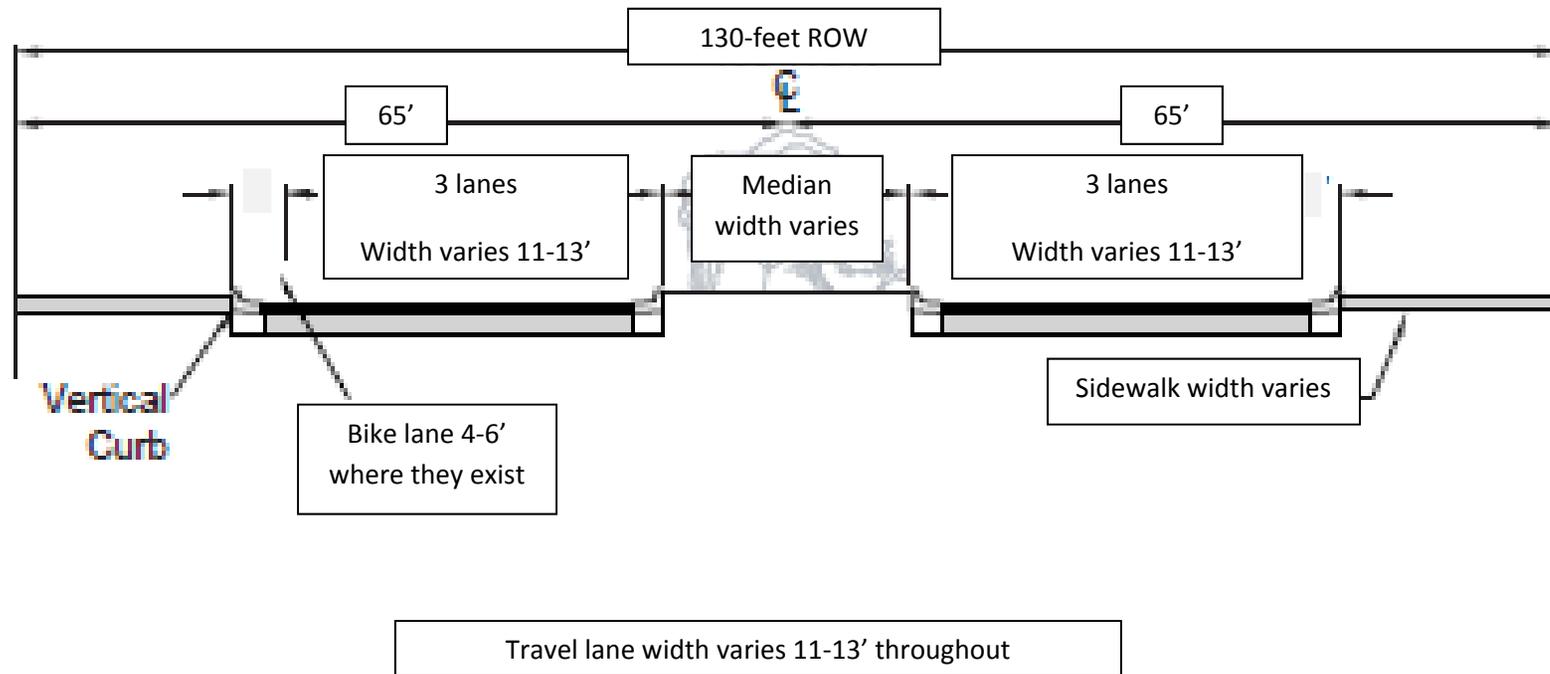


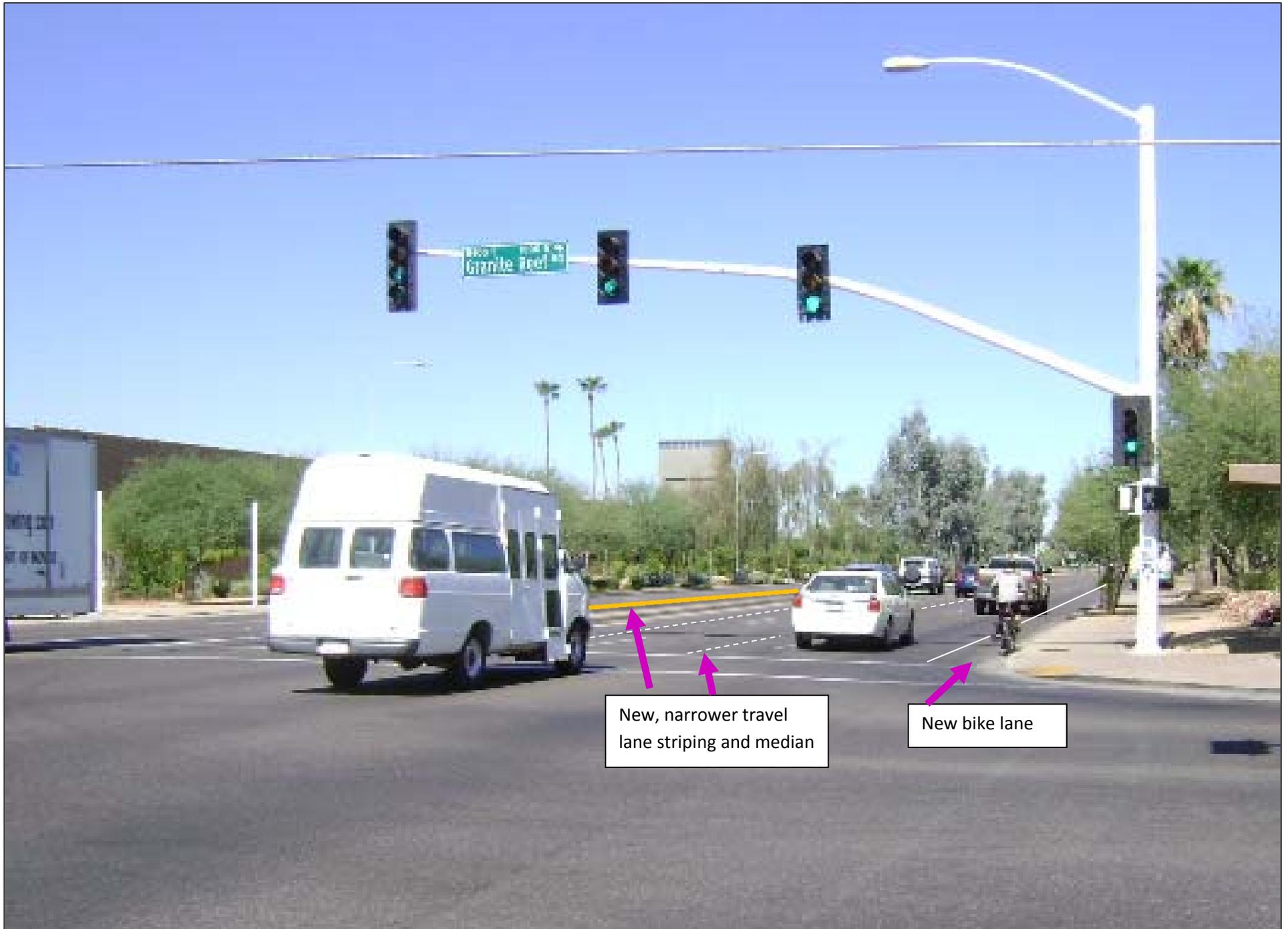
Photo 4: View of existing westbound travel lanes along McDowell Road at Pima Road. Bike lanes exist from Pima Road to Granite Reef Road.

Issues:

- **Discontinuous bike lane facilities**

Scottsdale: McDowell Road Bike Lanes: Pima Road to 64th Street
Part C – Attachments: Existing Cross Section





New, narrower travel
lane striping and median

New bike lane

September 16, 2015

Sharon Harper
President and CEO

sharonharper@theplazaco.com

Alex Oreschak and Members of the Bicycle and Pedestrian Committee
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, AZ 85003

RE: Support for Bike Lanes

Dear Committee:

On behalf of one of the largest businesses in South Scottsdale on McDowell Road, I am writing in support of the importance of bicycle pathways for our employees, visitors, and residents. Also, I write on behalf of our efforts to redirect future companies and jobs to Scottsdale.

SkySong, the ASU Scottsdale Innovation Center, have helped to rebrand the area along McDowell Road. To date, the project has built 450,000 square feet of commercial office space and has been a magnet for high profile companies that require a talented work force. Construction has started on an additional 150,000 square feet, and we hope to continue to be a magnet for the young, talented work force.

We now have 1500 employees located at SkySong, and the project also attracts some 6,000 visitors a month. There are 350 apartments at SkySong and an additional 550 apartments just to the east. This "live, work and play" environment workforce profile is extremely interested in bicycles and have articulated countless times, through letters and focus groups, how important bicycles accommodators are.

The most recent building, SkySong 3, developed a Bicycle Center with locker rooms for bicycles, showers and secure storage. This is heavily used by the people who travel to Scottsdale for their jobs via bicycles. We believe this will become more prevalent as the project continues to grow.

On behalf of the companies, the work force, the residents and the visitors that come to SkySong, we strongly support the need for bicycle paths. We want our visitors and workers to arrive safely to have an opportunity to bicycle to work and to take advantage of a great work environment and the bike storage facility with storage and showers. We want them to be able to connect to downtown Scottsdale, ASU, Papago Park and the Indian Bend work.

With the City of Scottsdale making the connection between Pima and 64th Street this vision will not only become a reality, but will be instrumental as we attract more companies, residents, and the millennial worker to Scottsdale.

I have attached a copy of an Economic Impact Study that the Greater Phoenix Economic Council did about SkySong. We will be able to continue to grow this economic impact if we are able to continue to attract young growing companies and talented work force to the region. The importance of bicycle paths cannot be under estimated with this work force.

We strongly urge and support the completion and connection for bike lanes on McDowell Road from Pima Road to 64th Street.

Thank you very much.

Very truly yours,



Sharon Harper, CRE
President and CEO

Plaza Companies, AMO®
9401 W. Thunderbird Road, Suite 200
Peoria, Arizona 85381
Tel: 623.972.1184
Fax: 623.972.5554

sharonharper@theplazaco.com

www.theplazaco.com

Conklu, Susan

From: Leslie Lanigan <Leslie.Lanigan@theplazaco.com> on behalf of Sharon Harper <Sharon.Harper@theplazaco.com>
Sent: Thursday, September 17, 2015 8:28 AM
To: Conklu, Susan
Subject: Support of bike lanes

Dear Susan,

Workiva is one of the largest employers at SkySong and a prestigious national company.

Please see the attached letter below about how important bicycles and bicycle paths are to them. This exemplifies how many companies at SkySong and throughout the region feel about this issue.

Thank you,

Sharon Harper, CRE

President and CEO

Plaza Companies, AMO®
9401 W. Thunderbird Road, Suite 200
Peoria, Arizona 85381
Tel: 623.972.1184
Fax: 623.972.5554
sharonharper@theplazaco.com
www.theplazaco.com

From: Mike Myers [<mailto:mike.myers@workiva.com>]
Sent: Thursday, September 17, 2015 6:16 AM
To: Becky Morehead
Subject: Support of bike lanes

Becky, Linda Cunningham advised me that there may be a move to construct and install bike lanes on the roadways near Skysong in Scottsdale where our Workiva offices are located. I would like to express support for this project as our company is promoting alternative transportation for our employees for exercise reasons and energy conservation purposes while reducing our impact on the environment. As a company, we provide bikes at each of our 15 offices in the United States, including the Scottsdale office, where nearly a forth of our 130 person workforce there is committed to biking either to and from work, or recreationally throughout the day. Having bike lanes on city streets is becoming increasingly common throughout the US to provide safer access to work facilities. Recent studies have shown that many people do not bike to work on regular city streets due to safety concerns. Bike lanes greatly reduce the risk of injuries to cyclist in city or rural streets. We at Workiva would like to express our very strong support for installing safe bike lanes on streets in the Skysong and Scottsdale vicinity.

Mike Myers
Director of Facilities
Workiva Inc.