



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

Via Linda and Central Arizona Project (CAP) Canal Underpass and Path

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: Via Linda CAP Canal Underpass and Path

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.	Via Linda CAP Canal Underpass and Path
7. Please provide a concise, specific description of the project (250 character limit):	
<p>Design and construct a non-motorized underpass at Via Linda and 1-mile long 10-foot concrete path along the south side of the Central Arizona Project Canal from Via Linda to the Cactus and Frank Lloyd Wright intersection. It will complete a local corridor gap along the regional CAP Trail.</p>	
8. Please provide the project limits:	
<p>Via Linda along the west/south side of the Central Arizona Project Canal up to the SE corner of Cactus and Frank Lloyd Wright Boulevard.</p>	

Scottsdale : Via Linda CAP Canal Underpass and Path

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 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 checked="" type="checkbox"/> Shared-use path (10' min.) | Other: <input type="text"/> |
| <input type="checkbox"/> Sidewalk (5' min.) | |
| <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="text"/> |
| <input checked="" type="checkbox"/> Tunnel (underpass) | |
| <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="text"/> |
| <input type="checkbox"/> Number of Trees | |
| <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.

Currently, there is a gap through this area and users along the CAP Canal corridor must cross Via Linda (a 4-lane collector with 40 MPH speed limits and nearly 39,000 ADT) at-grade and midblock. The existing concrete path ends 138-feet from the midblock crossing and 0.25-mile from the signal at Via Linda and Frank Lloyd Wright. Northbound path users must leave the CAP Canal corridor in this area for the next mile before connecting back to the corridor near Frank Lloyd Wright and Cactus. From there, there are existing paths going west and north as well as westbound bike lanes. This barrier prevents people from crossing Via Linda and using the off-street corridor comfortably.

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

This project will construct a 1-mile long, 10-foot wide concrete path and 10-foot high by 14-20-foot wide underpass at Via Linda and along the regional CAP Trail corridor (the CAP Trail is planned as paved). The path will connect to existing path south of Via Linda and paths along both sides of Frank Lloyd Wright north of Cactus. It will also connect to existing paved paths, bike lanes on Cactus west of Frank Lloyd Wright, and a non-motorized bridge over CAP Canal with unpaved trail that continues on the north side for several miles. The lighted underpass will be constructed wider than the standard width, to increase comfort of pedestrians, bicyclists, equestrians. The desired width is 20-feet but will be determined during design.

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

Provide a comfortable crossing of Via Linda and complete a 1-mile gap in path connectivity through the area. This will separate users from vehicular traffic where they must currently cross mid-block and/or travel along the roadways to access existing paths in both directions. The project will provide continuous path travel to area bikeways, sidewalks, trails, and destinations. It will complete a local segment of the planned regional CAP Trail. Existing connections include: • PATH along the CAP Canal corridor from Via Linda to Shea Boulevard with additional paths along Shea. • Westbound and northbound PATHS from the Cactus Road and Frank Lloyd Wright Blvd intersection. • Access to the 17-mile Indian Bend Wash PATH within 2-miles (regional path with Tempe). • BIKE LANES on Cactus west of Frank Lloyd Wright. • NON-MOTORIZED BRIDGE over CAP Canal and UNPAVED TRAILS north of CAP.

- Nearby key DESTINATIONS include residential areas including multi-family and senior living, Cholla Park, Horizon Park, Taliesin West, Miracle League of Arizona (accessible stadium, playground, and baseball leagues for children and adults with special needs), and McDowell Mountain Park Aquatic & Fitness Center, Arabian Library, and WestWorld area with 4.5 miles of planned PATHS that are currently in design.

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

<input type="checkbox"/>	Medians with pedestrian crossing islands	Other Lighting in the Underpass
<input type="checkbox"/>	Roadway Reconfiguration (Road Diet)	
<input type="checkbox"/>	Striping/re-striping to narrow vehicle lanes	
<input type="checkbox"/>	Color pavement or similar treatment	
<input checked="" 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	Please Explain: Overall our program provides safety education, but not during specific projects.
<input checked="" type="checkbox"/>	No	

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

This will eliminate potential conflicts between vehicles and path users on Via Linda, a location where drivers may not expect to see path users crossing. It will also eliminate potential conflicts through the 1-mile corridor and eliminate the need to walk and bicycle along Frank Lloyd Wright where there is development along both sides of the roadway through that gap. Via Linda is a 4-lane collector road with 40 MPH speed limits and Frank Lloyd Wright is a 4-lane arterial with 45 MPH speed limits.

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 walk and bicycle. They will be able to access local and regional bikeways, transit routes, the grocery store, homes, Cholla Park, Miracle League of Arizona, and Indian Bend Wash Path. There is already use along this corridor through the unimproved dirt surface. This project will provide accessible bike and path travel for all users and a safe crossing.

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

The surrounding neighborhood is mostly residential use including single and multi-family, but there are several other uses just to the west of the project including grocery stores, parks, regional path links, a library and community fitness/aquatic center. There is a retirement community adjacent to the proposed underpass. There are three shopping centers (two grocery stores, one pharmacy, and restaurants), Cholla Park, and Miracle League of Arizona at Via Linda and Frank Lloyd Wright (0.2-miles away from underpass and south path connection). Two more shopping centers are within 0.5-mile near FLW and Shea. The project will improve access to this area for any path users traveling from the north end, so they won't have to travel along the road between Cactus and Frank Lloyd Wright. At the north end of the proposed path, access will be improved to the existing bikeways along Cactus to reach Indian Bend Wash Path 2-miles away and travel along that path for 17-miles. Also from the north end of the project, access will be made to the paths along Frank Lloyd Wright north of Cactus where the road is adjacent to CAP Canal. From there, path users can reach Horizon Park, WestWorld, McDowell Mountain Ranch Aquatic and Fitness Center, Arabian Library, and Desert Canyon Middle School in less than 3-miles. This will improve access for path users of all ages to these nearby uses and neighborhoods.

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 area has a 1-mile gap with existing path at the south end and existing connections from the north end.

Project connects to other local bikeways
List of connected bikeways:

It will connect to existing path along Cactus to the 17-mile long Indian Bend Wash Path (2-miles away) which provides access to all interconnected bikeways in central/south Scottsdale, as well as connect to existing bike lanes, paths and trails in north Scottsdale. This will provide 80 continuous miles of bikeways.

Multi Jurisdictional Project (please include letter of support (See Part C)
List of Participating Jurisdictions:

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

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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.

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.

Within 1/2 mile

List routes and frequency:

Route 8 (30 minute) also provides access to Route 514 on Shea (2 trips in the AM and 2 in the PM peak hours).

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

Within 1/2 mile

List:

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

Within 1/2 mile

List:

Miracle League of Arizona - a non-profit with an accessible stadium, playground, and baseball leagues for children and adults with special needs. Cholla Park with ball fields and tennis courts.

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):

Within 1/2 mile

List:

3 shopping centers at Via Linda and FLW (Albertson's center, Ancala Village Shopping Center with Safeway, Walgreens center), 2 shopping centers at FLW and Sahuaro.

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

Within 1/2 mile

List:

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

Within 1/2 mile

List:

Lexis Preparatory School and Scottsdale Unified School District Early Childhood Campus

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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):

5 Within 1/4 miles

List:

1 PARK (Cholla), 1 RECREATION FACILITY for special needs children and adults (Miracle League of AZ), 2 GROCERY STORES (Safeway, Albertsons), 1 PHARMACY (Walgreens).

4 1/4 miles to 1/2 miles

List:

1 POST OFFICE (UPS), 1 PHARMACY (Ranch Pharmacy), 2 shopping centers with stores, restaurants and day care.

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

3911 People Per Square Mile

4.1 % 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:

Central Arizona Project Canal corridor from Via Linda to Cactus Road.

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

Via Linda between Frank Lloyd Wright Boulevard and the Central Arizona Project Canal

Federal Functional Classification of the Facility:

Major Collector

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

Type of Facility the Improvement will be located on:

Collector Road

1 Length (in Miles)

40 Posted Speed Limit (MPH)

4 Number of Travel Lanes Before Project

4 Number of Travel Lanes After Project

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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

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.

27. Current ROW: (Check all that apply)

Agency owns all ROW Needed
 ROW to be acquired
 Owners will donate ROW

Agency owns easement
 Agency has right-of-use (i.e. canal)
 Condemnation may be required

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

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29. Please indicate whether all parcels for this project have been inventoried.	
<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
30. Current Utilities in or abutting the alignment: (Check all that apply)	
<input type="checkbox"/> No Utility in or abutting the alignment	<input type="checkbox"/> Private Structures
<input checked="" type="checkbox"/> Canals & Drainage	Other: <input style="width: 100%; height: 20px;" type="text"/>
<input checked="" type="checkbox"/> Power Lines & Cables	
<input checked="" type="checkbox"/> Pipelines, Sewer and Water	
31. Please describe any utility conflicts that will need to be addressed.	
There are no known utility conflicts that will need to be addressed. There are utilities in the underpass area, but they will not restrict the 10-foot high and 14-20-foot wide underpass. Any issues will be addressed.	
32. Guidelines used to develop project: (Check all that apply)	
<input checked="" type="checkbox"/> AASHTO Guide for Bicycle Facilities	Other: <input style="width: 100%; height: 20px;" type="text" value="Scottsdale's Wayfinding Signage Guidelines"/>
<input checked="" type="checkbox"/> MAG Pedestrian Policies and Design Guidelines	
<input checked="" type="checkbox"/> MAG Complete Streets Guide	
<input checked="" type="checkbox"/> MAG Designing Transit Accessible Communities	
<input checked="" type="checkbox"/> MAG Valley Path Brand & Wayfinding Signage Guidelines	
<input checked="" type="checkbox"/> NACTO Urban Bikeway Design Guide	
<input type="checkbox"/> RPTA Bus Stop Program and Standards	
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)	
<input checked="" type="checkbox"/> Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)	
List: <input style="width: 100%; height: 40px;" type="text" value="2008 Transportation Master Plan - Bicycle Element identifies the CAP Canal Path and recommends grade-separated crossings where paths intersect streets. The 2004 Trails Master Plan also identifies the CAP Canal Trail."/>	
<input checked="" type="checkbox"/> Consistent with general policy/practices, but not formally identified (provide source)	
Explain: <input style="width: 100%; height: 20px;" type="text" value="City of Scottsdale 2001 General Plan, Community Mobility Element"/>	
<input type="checkbox"/> Not addressed by jurisdiction's plans, policies, or practices	
Explain: <input style="width: 100%; height: 20px;" type="text"/>	

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

There is already evidence of people using this corridor. This project will make an accessible path for everyone. 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 and walking infrastructure from residents, visitors, Scottsdale Stadium representatives, 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?

Yes. We will conduct manual & automatic counts using traffic cameras at the traffic signal and borrow EcoCounter equipment from MAG's counter loan program before construction. The construction will include installing our own EcoCounter equipment at the underpass and/or path.

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 the path and streets near access points to the paths and crossings. 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:		Via Linda CAP Canal Underpass and Path		Application Date:		9/21/2015						
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	\$15,000.00	\$15,000.00	No	\$0.00	\$15,000.00					
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN				LS	1	\$30,000.00	\$30,000.00	No	\$0.00	\$30,000.00					
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)				LS	1	\$10,000.00	\$10,000.00	No	\$0.00	\$10,000.00					
	4. HAZMAT ASSESSMENT				LS	1	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00					
	Subtotal Scoping (Part A)							\$60,000.00		\$0.00	\$60,000.00					
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.				LS	1	\$125,000.00	\$125,000.00	No	\$0.00	\$125,000.00					
	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	\$10,000.00	\$10,000.00	No	\$0.00	\$10,000.00					
	Subtotal PE (Part B)							\$175,000.00		\$0.00	\$175,000.00					
Subtotal Preliminary Engineering (Part A + Part B)							\$235,000.00		\$0.00	\$235,000.00						
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition				LS	1	\$50,000.00	\$50,000.00	No	\$0.00	\$50,000.00					
Subtotal Right-of-Way Acquisition (Part C)							\$50,000.00		\$0.00	\$50,000.00						
D. Utility Relocation	1. Utility Relocation				LS	1	\$150,000.00	\$150,000.00	No	\$0.00	\$150,000.00					
Subtotal Utility Relocation (Part D)							\$150,000.00		\$0.00	\$150,000.00						
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	\$43,000.00	\$43,000.00	Yes	\$40,549.00	\$2,451.00			
					Site Preparation		LS	1	\$15,000.00	\$15,000.00	Yes	\$14,145.00	\$855.00			
					Demolition	Sawcut		LF	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
						Remove Curbs		LF	176	\$8.00	\$1,408.00	Yes	\$1,327.74	\$80.26		
						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	300	\$15.00	\$4,500.00	Yes	\$4,243.50	\$256.50		
						Remove Concrete Sidewalks, Slabs		SF	750	\$4.00	\$3,000.00	Yes	\$2,829.00	\$171.00		
					Hazmat Abatement				LS	1		\$0.00	Yes	\$0.00	\$0.00	
					Retaining Wall - Reinforced Concrete Cantilevered				SF	1		\$0.00	Yes	\$0.00	\$0.00	
					Earthwork	Subgrade Preparation		SY	0	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
						Drainage Excavation		CY	1		\$0.00	Yes	\$0.00	\$0.00		
						Structural Excavation		CY	2,500	\$20.00	\$50,000.00	Yes	\$47,150.00	\$2,850.00		
						Structural Backfill		CY	450	\$40.00	\$18,000.00	Yes	\$16,974.00	\$1,026.00		
						Borrow (In Place)		CY	1		\$0.00	Yes	\$0.00	\$0.00		
					Curb & Gutter				LF	180	\$16.50	\$2,970.00	Yes	\$2,800.71	\$169.29	
					Aggregate Base				SY	300	\$30.00	\$9,000.00	Yes	\$8,487.00	\$513.00	
					Pathway Or Sidewalk Materials	Concrete		SF	49,000	\$6.00	\$294,000.00	Yes	\$277,242.00	\$16,758.00		
						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	300	\$55.00	\$16,500.00	Yes	\$15,559.50	\$940.50		
						Slurry Seal (Includes Oblit & Striping)		SY		\$0.00	\$0.00	Yes	\$0.00	\$0.00		
					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	750	\$4.50	\$3,375.00	Yes	\$3,182.63	\$192.38		
						Integral Color Concrete		SF	1		\$0.00	Yes	\$0.00	\$0.00		
					Pipe Culvert Wash Crossing				LS	1	\$30,000.00	\$30,000.00	Yes	\$28,290.00	\$1,710.00	
					Box Culvert Underpass				LS	1	\$400,000.00	\$400,000.00	Yes	\$377,200.00	\$22,800.00	
					Pedestrian Lighting Including Conduit And Trenching				Each	1	\$20,000.00	\$20,000.00	Yes	\$18,860.00	\$1,140.00	
					Handrail	Standard		LF	1		\$0.00	Yes	\$0.00	\$0.00		
Decorative		LF	1			\$0.00	Yes	\$0.00	\$0.00							
Subtotal Hardscape Construction							\$910,753.00		\$858,840.08	\$51,912.92						

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:		Via Linda CAP Canal Underpass and Path	Application Date:		9/21/2015					
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	\$55,000.00	\$55,000.00	Yes	\$51,865.00	\$3,135.00		
		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						\$55,000		\$51,865	\$3,135			
	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	\$0	\$0	Yes	\$0	\$0		
		Signage (Wayfinding)			Each	1		\$0	Yes	\$0	\$0		
		Tree Grates			Each	1		\$0	Yes	\$0	\$0		
		Subtotal Site Furnishings						\$0		\$0	\$0		
		Bicycle and Pedestrian Counter			Each	1		\$0	Yes	\$0	\$0		
	4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)	Public Art			LS	1	\$15,000	\$15,000	No	\$0	\$15,000		
		City Fees			LS	1	\$30,000	\$30,000	Yes	\$28,290	\$1,710		
		CPM Salaries (CPM, PM and City construction staff)			LS	1	\$60,000	\$60,000	Yes	\$56,580	\$3,420		
		WO Credits (CIP Supported client dept staff)			LS	1	\$60,000	\$60,000	Yes	\$56,580	\$3,420		
		CPM Allocation (CPM Admin, staff, equipment)			LS	1	\$60,000	\$60,000	Yes	\$56,580	\$3,420		
						1		\$0	Yes	\$0	\$0		
						1		\$0	Yes	\$0	\$0		
						1		\$0	Yes	\$0	\$0		
	Subtotal Other Construction						\$225,000		\$198,030	\$26,970			
	5. Mobilization And Administration Costs	Contractor Mobilization			LS	1	\$150,000	\$150,000	Yes	\$141,450	\$8,550		
		Traffic Control			LS	1	\$60,000	\$60,000	Yes	\$56,580	\$3,420		
		Construction Survey & Layout			LS	1	\$30,000	\$30,000	Yes	\$28,290	\$1,710		
		Construction Contingencies			LS	1	\$300,000	\$300,000	Yes	\$282,900	\$17,100		
		Construction Administration			LS	1	\$125,000	\$125,000	Yes	\$117,875	\$7,125		
		Subtotal Mobilization & Administration Costs						\$665,000		\$627,095	\$37,905		
	Subtotal Construction Or Implementation Cost (Part E)							\$1,855,753		\$1,735,830	\$119,923		
F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)							\$2,290,753		\$1,735,830	\$554,923			
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)							\$2,300,753		\$1,735,830	\$564,923			

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	\$235,000	
3. Right of way	\$50,000	
4. Utilities	\$150,000	
5. Construction	\$1,555,753	
6. Contingency	\$300,000	No more than 20% of Construction Cost
7. Total Cost	\$2,300,753	

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

9. Expected Annual Maintenance Cost

10. Identify Source of Maintenance Funds

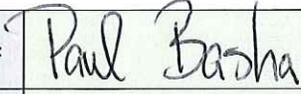
Requested MAG Programming	Year	Short Work Description (E.g. Construct Multiuse Path)	Local Funding Source	Local Cost	Federal Cost	Total Cost	Local Share
11. Design (Optional)	2018		Sales Tax	\$235,000	Not Available	\$235,000	100.0%
12. Right of way (Optional)			Sales Tax	\$50,000	Not Available	\$50,000	100.0%
13. Utilities (Optional)			Sales Tax	\$150,000	Not Available	\$150,000	100.0%
14. Other (Optional)		ADOT Fee	Sales Tax	\$10,000	Not Available	\$10,000	100.0%
15. Construction	2019		Sales Tax	\$119,923	\$1,735,830	\$1,855,753	6.5%
16. Total Costs				\$564,923	\$1,735,830	\$2,300,753	24.6%

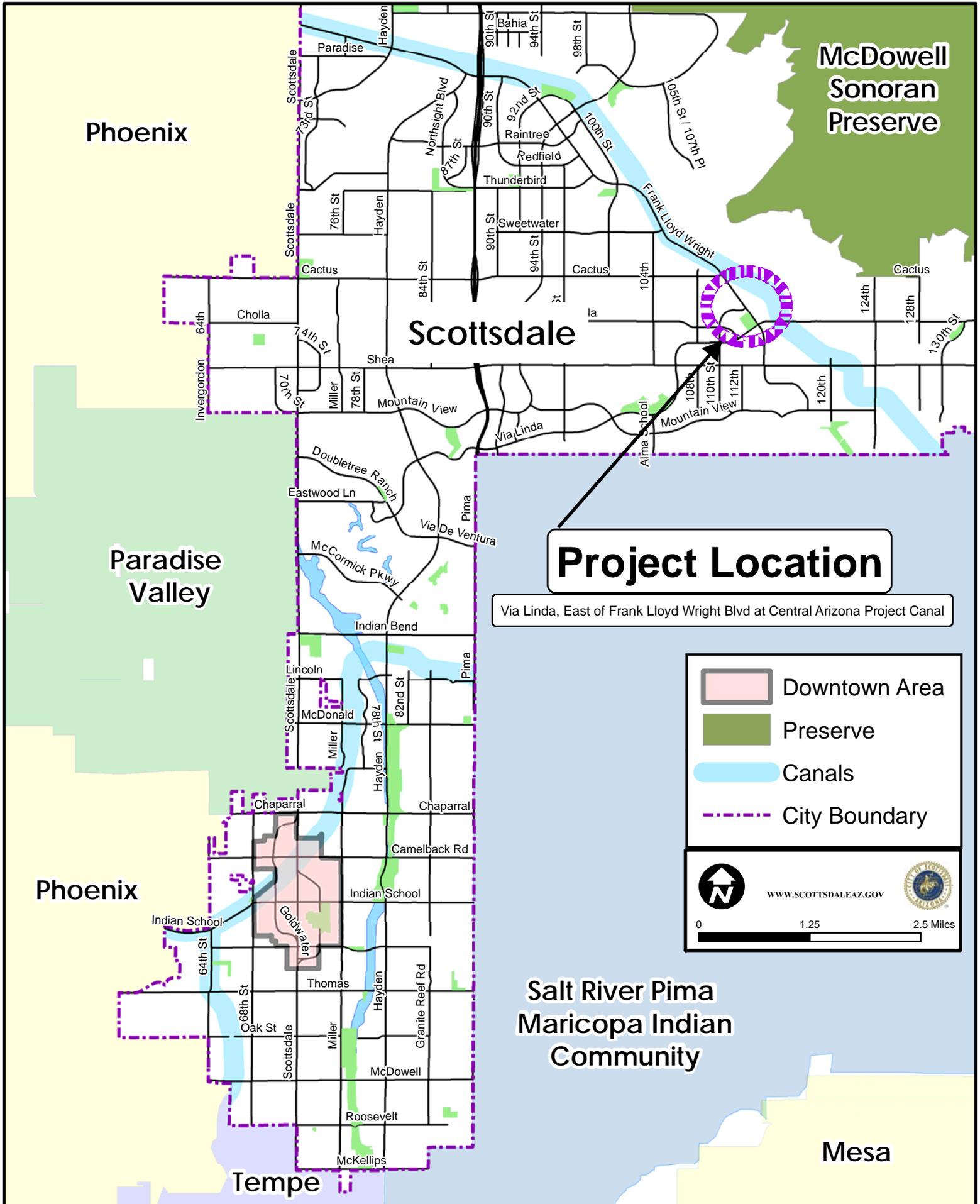
PART F - SIGNATURE AND CHECKLIST	
<h1>Checklist</h1>	
This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed.	
COVER SHEET	Complete?
Cover Sheet is completely filled out	Yes
PART A - Contacts and Project Description Fields	Complete?
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):

As the MAG member agency's manager/administrator or designated representative, 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.

Signature:	
Name:	Paul Basha
Title:	Transportation Director
Date:	9/18/2015



Project Location

Via Linda, East of Frank Lloyd Wright Blvd at Central Arizona Project Canal

Downtown Area
 Preserve
 Canals
 City Boundary


WWW.SCOTTSDALEAZ.GOV

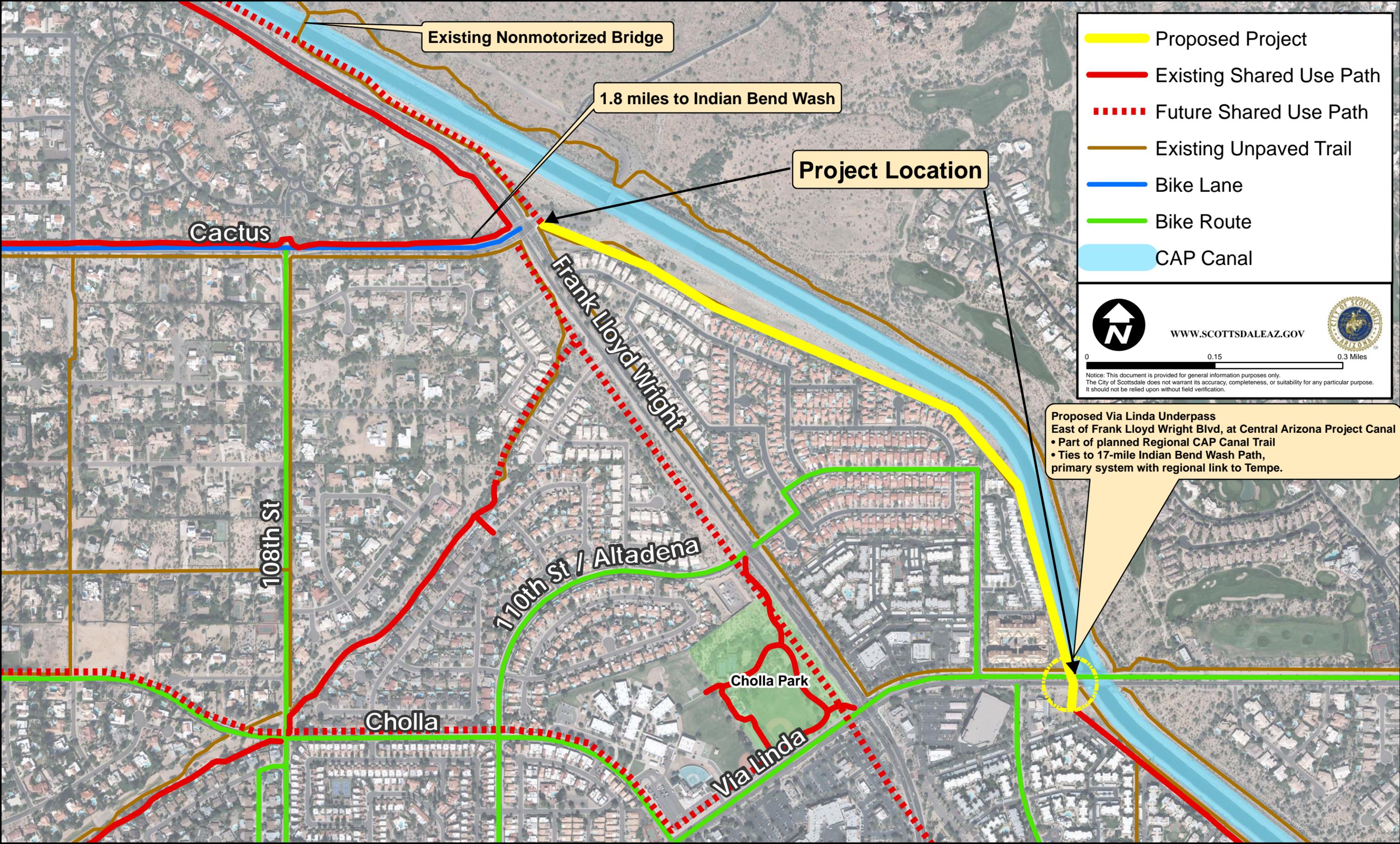

0
 1.25
2.5 Miles

Salt River Pima
Maricopa Indian
Community

Mesa

Tempe

City of Scottsdale Attachment 2: Via Linda Underpass and Path Along the Central Arizona Project Canal



Scottsdale: Via Linda Underpass and Path at CAP Canal
Part C – Attachment 3: Photos



Photo 1: Looking south of Via Linda, west of CAP Canal.

- Existing path near homes to the right side.
- New path will connect to existing path and approach new underpass.



Photo 2: Looking north of Via Linda, west of CAP Canal.

- New underpass will connect to new path along lower elevation area and continue north.

Scottsdale: Via Linda Underpass and Path at CAP Canal
Part C – Attachment 3: Photos



Photo 3: Looking SW from CAP Canal and Taliesin Drive (becomes Cactus to the west).

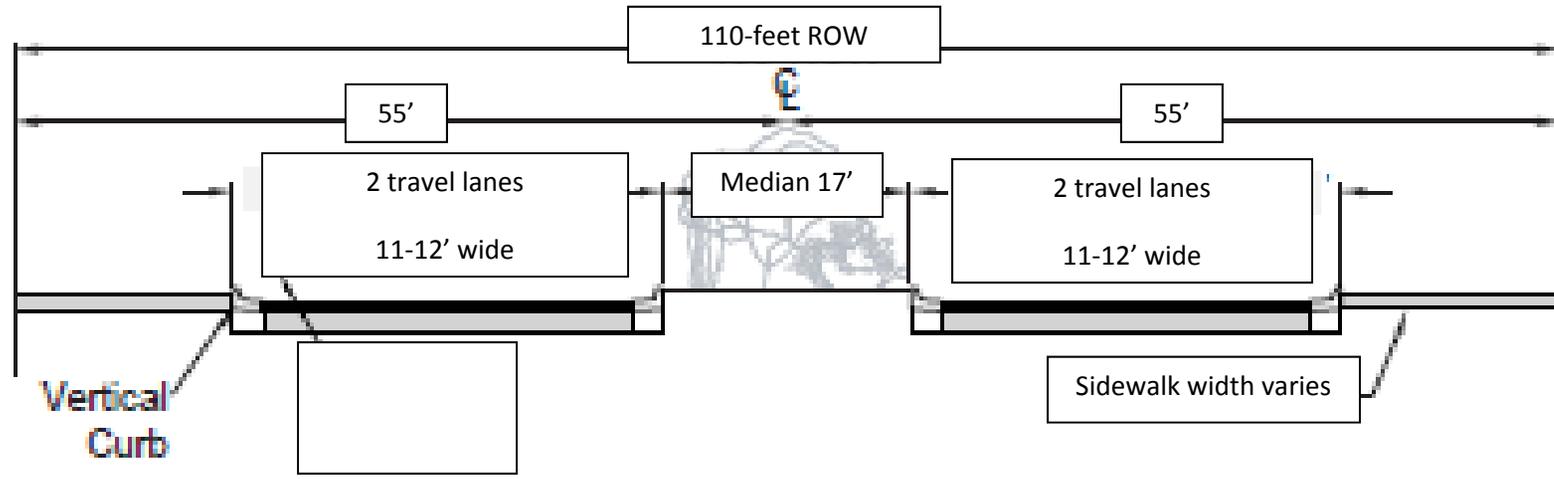
- **New path will continue behind homes, turning near the corner of the block wall shown, and connect with the SE corner of Cactus and Frank Lloyd Wright.**
- **Existing path connections from the intersection.**



Photo 4: Looking towards the SE corner of Cactus and Frank Lloyd Wright.

- **Path will continue through this area and connect to the traffic signal.**
- **Evidence of existing use by neighbors.**
- **Right of Way or easement will need to be acquired here from Frank Lloyd Wright Foundation, the property owner.**

Scottsdale: Via Linda Underpass and Path at CAP Canal
Part C – Attachment 3: Cross Section



Scottsdale: Via Linda Underpass and Path at CAP Canal
Part C – (Optional) Attachment: Photo Rendering of Proposed Improvements

Proposed underpass

- 10-feet tall x 14-20-feet wide
- Width will be determined during design



Proposed 10-foot wide concrete path, one-mile long



P.O. Box 43020 • Phoenix, AZ 85080-3020
23636 North Seventh Street • Phoenix, AZ 85024

623-869-2333 • www.cap-az.com

September 17, 2015

Ms. Susan Conklu
Senior Transportation Planner
City of Scottsdale

Dear Ms. Conklu:

Central Arizona Water Conservation District (CAWCD) is a multi-county water conservation district and political subdivision of the state of Arizona organized pursuant to A.R.S. §48-3701 *et seq.* for the purposes, among others, of contracting with the United States for the delivery of Central Arizona Project (CAP) water, repayment of CAP costs and operation and maintenance of the CAP aqueduct. As part of managing the CAP system, CAWCD is also responsible for facilitating the construction and long term maintenance of the CAP Trail. The conceptual alignment of the trail was established by the Bureau of Reclamation during the original construction of the CAP canal system.

In order to improve the trail alignment, CAWCD works directly with individual municipalities to develop Recreational Trail agreements that identify the roles and responsibilities associated with the long term maintenance of the trail. That partnership between CAWCD and the City of Scottsdale has allowed both parties to work cooperatively for many years now to construct the CAP Trail when opportunity presents itself.

Therefore, please accept this letter as full support for the proposed "Via Linda Underpass and Path Along the Central Arizona Project Canal" project. As part of a Recreational Trail Agreement, CAWCD will work with the City of Scottsdale to place an underpass and 10-foot wide concrete path on CAP property. These improvements will help improve safety on the CAP Trail by not having to cross at grade; provide additional connections to residential, commercial and recreational facilities in the area, and be part of a bigger regional pathway system that link adjacent municipalities together.

If there is any other way that CAP can support this project, please let me know.

Thank you for continuing to support the development of the CAP Trail system and for maintaining the strong partnership between CAWCD and the City.

Sincerely,

Thomas Fitzgerald

Tom Fitzgerald
Lands and Records Supervisor