



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

Osborn Road Complete Street: Hayden to Scottsdale Road

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: Osborn Road Complete Street: Hayden to Scottsdale Road

| 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. | Osborn Road Complete Street: Hayden to Scottsdale Road |
| 7. Please provide a concise, specific description of the project (250 character limit): | |
| <p>This will add bike lanes and sidewalk to Osborn Road from Hayden Road to Scottsdale Road downtown. It will include connections to Osborn Park and Indian Bend Wash Path as well as a roundabout with geometric speed control to slow vehicles and pedestrian refuges at the Miller Road intersection.</p> | |
| 8. Please provide the project limits: | |
| <p>On Osborn Road from Hayden Road to Scottsdale Road, including approximately 655-feet east of Hayden.</p> | |

Scottsdale : Osborn Road Complete Street: Hayden to Scottsdale Road

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 checked="" 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 checked="" type="checkbox"/> Sidewalk (5' min.) | <input type="checkbox"/> The bike lanes widths will be determined during design. |
| <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="checkbox"/> Roundabout with pedestrian refuges and geometric speed control for traffic calming |
| <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="checkbox"/> |
| <input type="checkbox"/> Number of new openings in street walls | |
| <input type="checkbox"/> Number of Shade Structures | |

Scottsdale : Osborn Road Complete Street: Hayden to Scottsdale Road

PART B-DETAILED PROJECT DESCRIPTION

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

This area has high pedestrian and bicycle use along the road and the intersecting Indian Bend Wash Path. Osborn Road has discontinuous bike lanes for one-mile and a short gap in the sidewalk through/near Indian Bend Wash. There is a paved shoulder with an edgeline that may be mistaken for a bike lane, but only provides 12-18-inches of rideable surface in many areas, and 3-feet in others. There are missing connections between Osborn Road and the path near the non-motorized bridge. People often try to walk through the dirt on the steep hill between the street and north side of the bridge/path. People also walk through the grass or roadway shoulder along the north side where the sidewalk gap exists. It also lacks sidewalk connections between Osborn Park and the roadway so people often walk through the grass there. This project will complete the street for all modes, reduce vehicular speeds, and increase comfort and convenience for bicyclists and pedestrians.

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

This project will complete a one-mile gap in the bike lane on Osborn between Hayden and Scottsdale Road, resulting in approximately 2-miles of continuous bike lanes from 64th Street to Pima. This includes approximately 655-feet of bike lane east of Hayden and 1559-feet of 6-foot wide sidewalk west of Hayden through Indian Bend Wash. The median and travel lanes will be narrowed to add the bike lanes. A roundabout with geometric speed control and pedestrian refuges will be added at Miller Road. Small connections from the bike lanes and sidewalks will be added to Osborn Park and the non-motorized bridge at Indian Bend Wash Path. The project will also provide traffic calming and bike/pedestrian connectivity.

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 collector road downtown. This will give pedestrians, cyclists, and drivers comfortable space for each mode. Adding continuous east/west bike lanes the full length of Osborn Road will improve local and regional connectivity by linking to the existing bikeway network: • Osborn BIKE LANES from Scottsdale Road to 64th Street and east of Hayden to Pima • North/south BIKE LANES on Miller Road a regional route to Tempe • North/south regional PATHS on CROSSCUT CANAL AND INDIAN BEND WASH with connections to Tempe • North/south low stress bike routes on 9 local streets • Connects to 2 north/south TRANSIT ROUTES on Miller and Hayden.

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

- Medians with pedestrian crossing islands
- Roadway Reconfiguration (Road Diet)
- Striping/re-striping to narrow vehicle lanes
- Color pavement or similar treatment
- Lighting
- Landscape buffer between sidewalk and roadway
- Rectangular Rapid Flash Beacon (RRFB)
- Driver Feedback Sign

Other

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

- Yes
- No

Please Explain:

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

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PART B-DETAILED PROJECT DESCRIPTION

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

Currently, bike riders must use take the travel lane or ride on the paved shoulder (less than 2-feet of rideable surface outside the striped edgeline) and share with cars or ride on the sidewalks and grass with pedestrians. Some of the sidewalks are 6-feet wide attached to the ribbon curb and cross several driveways to businesses. Adding a continuous bike lane will discourage sidewalk riding where conflicts with pedestrians and turning vehicles are more common. The bike lane will also provide pedestrians with an additional buffer between the sidewalk and travel 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 walk and bicycle. They will be able to access local and regional bikeways, transit routes, Honor Health Hospital and medical offices, Scottsdale Training and Rehabilitation Serices, Scottsdale Stadium, Civic Center Library, Scottsdale Center for Performing Arts and Museum of Contemporary Art, events, parks, shopping, jobs, schools, and nearby community/senior centers.

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

Completing this street in this final bike/pedestrian gap will provide connectivity to a diverse range of destinations. This is in part of the downtown (and only 0.5-mile from center of downtown) with single and multi family residential, medical, cultural, commercial (including 4 grocery stores and 6 drugstores/pharmacies), and park/open space near moderate and lower-income households and 5 transit routes (including the FREE trolley routes). It is adjacent to Scottsdale Stadium, Honor Health Hospital, numerous medical offices, an assisted living center, and Scottsdale Training and Rehabilitation Services. The project is 0.3-mile from Civic Center area (special events), the library, Scottsdale Center for Performing Arts and Museum of Contemporary Art, Our Lady of Perpetual Help School, and 0.5-mile from Pima Elementary School. Within 1-mile from Coronado High School, Youth & Family Services, Indian School Park & Tennis Center, Eldorado Park, Aquatic & Fitness Center, Boys & Girls Club, as well as Paiute Park, Neighborhood Center, and Social Services. These adjacent and nearby destinations generate a high level of bike and pedestrian activity.

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 mile of east/west bike lane gap along Osborn Road. It will connect to the existing Osborn bike lanes east of Hayden and west of Scottsdale Road.

Project connects to other local bikeways

List of connected bikeways:

This project will connect 3 regional north/south bikeways (Scottsdale/Tempe): Crosscut Canal and Indian Bend Wash paths, bike lanes on Miller Road. It will also connect to 9 north/south bike routes on low traffic streets. It will connect to 72 continuous miles of bike lanes and paths.

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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PART B-DETAILED PROJECT DESCRIPTION

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:

Downtown Trolley (15 minute), Route 81 (30 Minute), Miller Road Trolley (30 minute), 72 (20 minute), and Neighborhood Trolley (20 minute). Trolley routes are FREE to riders.

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:

Civic Center Library, Civic Center Mall (park - not a shopping area), Osborn Park, Youth & Family Services, and Indian School Park & Tennis Center. Also within 1-mile from Eldorado Park, Aquatic & Fitness Center, Paiute Park & Neighborhood Center, and 2 Boys & Girls Clubs.

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:

Albertson's center, Basha's/Walgreen's center, Fry's center, OfficeMax Plaza, Fresh & Easy/CVS center,

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

Within 1/2 mile

List:

Pima Elementary School

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

Within 1/2 mile

List:

Our Lady of Perpetual Health School private K-8, also Coronado High School is 1-mile away.

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PART B-DETAILED PROJECT DESCRIPTION

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):

28 Within 1/4 miles

List:

1 LIBRARY, 2 PARKS, 4 HOSPITALS (HonorHealth, Scottsdale Healthcare, Select Specialty Hospital, Greenbaum Surgical Specialty), 14 HEALTH CARE (Cigna, Town Center Medical Group, Scottsdale Family Health, Osborn Health & Rehabilitation, Scottsdale Nursing & Rehabilitation Centers, Scottsdale Outpatient, Cardiovascular Center, Camelback Spinal Clinics, Occupational Health, SW Eye Surgery Center, Scottsdale Children's Group, Scottsdale Critical Care PC, Allergy Ear Nose & Throat Center, Onesource Senior Healthcare), 4 BANKS (BBVA Compass, AZ Federal Credit Union, Bank of America, Desert Medical Federal Credit Union), 3 CHURCHES (First Baptist, God's Grace, Scottsdale Presbyterian)

51 1/4 miles to 1/2 miles

List:

1 HOSPITAL (Banner Behavior Health) 7 major HEALTH CARE / 25 individual doctor (SW Oncology, Eye Physicians & Surgeons, 21st Century Oncology, Dana Health Services, Global Behavioral Health, Planned Parenthood, Geriatric Solutions, & 25+ individual medical practices) , 7 BANKS (Bank of America, Chase Bank (2), Wells Fargo (2), FirstBank, Commerce Bank of Arizona), 3 CHURCHES (Our Lady of Perpetual Help, Hindu Temple, Scottsdale United Methodist), 4 GROCERY STORES (Basha's, Fry's, Albertson's, Fresh & Easy), 2 POST OFFICES (USPS and UPS), Youth & Family Services, and Indian School Park & Tennis Center.

23. What are the demographics of the area served:

[MAG Demographic Mapping](#)

3159 People Per Square Mile

11.1 % 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.

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PART B-DETAILED PROJECT DESCRIPTION

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:

Osborn Road, from Hayden to Scottsdale Road

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:

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)

35 Posted Speed Limit (MPH)

4 Number of Travel Lanes Before Project

4 Number of Travel Lanes After Project

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

10,833 ADT Estimate

Date Counted

Name of road the traffic count was taken from

Osborn Road, various segments from May 2013 and December 2014

Description of Methodology and Source used for the ADT Estimate

All counts are collected using automated traffic counters using pneumatic roadway sensors and factored based on regional figures provided by MAG. The number shown is the average of each segment where east/west counts were taken.

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 storm drainage corridors. We will work through the required clearances during the regular environmental process.

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

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

Right of way or an easement will need to be acquired from Continental Golf Club through the Indian Bend Wash on the north side for the connection to the existing bridge and path. Additional right of way will also need to be acquired at the Miller Road intersection to construct the roundabout.

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)

No Utility in or abutting the alignment

Private Structures

Canals & Drainage

Power Lines & Cables

Other:

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. The project will be done between existing curbs along the roadway. An issues with landscape irrigation along the roadway will be addressed with the project.

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

AASHTO Guide for Bicycle Facilities

Other:

MAG Pedestrian Policies and Design Guidelines

Scottsdale's Wayfinding Signage 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

33. Jurisdiction has the following policies for improved bicycle/shared use faculties:

With new development and capital improvement projects, bike lanes on arterial streets are:

With new development and capital improvement projects, bike lanes on collector streets are:

With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:

With new development or during development retrofits, shared-use paths are:

Bicycle program implemented, including bike education, safety events, and bike maps

Complete Streets Policy

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PART B-DETAILED PROJECT DESCRIPTION

34. The project is: (Check one)

- Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)
List:
2008 Transportation Master Plan identified this as a potential Pedestrian/Bicycle Enhanced Street that could include wide sidewalks, bike lanes, paths, shade, and traffic calming.
- Consistent with general policy/practices, but not formally identified (provide source)
Explain:
City of Scottsdale 2001 General Plan, Community Mobility Element
- Not addressed by jurisdiction's plans, policies, or practices
Explain:

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 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?

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 Osborn Road, there are access points to the 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: | Osborn Complete Street Hayden to Scottsdale Road | 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 | \$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 | \$70,000.00 | \$70,000.00 | No | \$0.00 | \$70,000.00 | | |
| Subtotal Right-of-Way Acquisition (Part C) | | | | | \$70,000.00 | | \$0.00 | \$70,000.00 | | |
| D. Utility Relocation | 1. Utility Relocation | LS | 1 | \$50,000.00 | \$50,000.00 | No | \$0.00 | \$50,000.00 | | |
| Subtotal Utility Relocation (Part D) | | | | | \$50,000.00 | | \$0.00 | \$50,000.00 | | |
| 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 | 6,200 | \$1.00 | \$6,200.00 | Yes | \$5,846.60 | \$353.40 |
| | | | Remove Curbs | LF | 1,500 | \$10.00 | \$15,000.00 | Yes | \$14,145.00 | \$855.00 |
| | | | 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 | 284 | \$12.00 | \$3,408.00 | Yes | \$3,213.74 | \$194.26 |
| | | | Remove Concrete Sidewalks, Slabs | SF | 4,000 | \$4.00 | \$16,000.00 | Yes | \$15,088.00 | \$912.00 |
| | | 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 | \$20.00 | \$0.00 | Yes | \$0.00 | \$0.00 |
| | | | 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 | 3,200 | \$20.00 | \$64,000.00 | Yes | \$60,352.00 | \$3,648.00 |
| | | Aggregate Base | | SY | 2,200 | \$20.00 | \$44,000.00 | Yes | \$41,492.00 | \$2,508.00 |
| | | 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 | 2,200 | \$60.00 | \$132,000.00 | Yes | \$124,476.00 | \$7,524.00 |
| | | | Slurry Seal (Includes Oblit & Striping) | SY | 38,000 | \$6.50 | \$247,000.00 | Yes | \$232,921.00 | \$14,079.00 |
| | | 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 | 5,500 | \$5.50 | \$30,250.00 | Yes | \$28,525.75 | \$1,724.25 |
| 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 | | | | | \$587,858.00 | | \$554,350.09 | \$33,507.91 | | |

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: | Osborn Complete Street Hayden to Scottsdale Road | 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) | |
|--|--|---|--------------------------------|------------|-------------|--------------------|-----------------------|--------------------|------------|----------|
| 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 | \$30,000.00 | \$30,000.00 | Yes | \$28,290.00 | \$1,710.00 | |
| | | 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 | | | | | \$30,000 | | \$28,290 | \$1,710 | |
| | 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 | |
| | | 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 | \$10,000 | \$10,000 | No | \$0 | \$10,000 | |
| | City Fees | | LS | 1 | \$25,000 | \$25,000 | Yes | \$23,575 | \$1,425 | |
| | CPM Salaries (CPM, PM and City construction staff) | | LS | 1 | \$50,000 | \$50,000 | Yes | \$47,150 | \$2,850 | |
| | WO Credits (CIP Supported client dept staff) | | LS | 1 | \$50,000 | \$50,000 | Yes | \$47,150 | \$2,850 | |
| | CPM Allocation (CPM Admin, staff, equipment) | | LS | 1 | \$50,000 | \$50,000 | Yes | \$47,150 | \$2,850 | |
| | | | | 1 | | \$0 | Yes | \$0 | \$0 | |
| | | | | 1 | | \$0 | Yes | \$0 | \$0 | |
| | | | | 1 | | \$0 | Yes | \$0 | \$0 | |
| | Subtotal Other Construction | | | | | | \$185,000 | | \$165,025 | \$19,975 |
| | 5. Mobilization And Administration Costs | Contractor Mobilization | LS | 1 | \$100,000 | \$100,000 | Yes | \$94,300 | \$5,700 | |
| | | Traffic Control | LS | 1 | \$50,000 | \$50,000 | Yes | \$47,150 | \$2,850 | |
| | | Construction Survey & Layout | LS | 1 | \$20,000 | \$20,000 | Yes | \$18,860 | \$1,140 | |
| | | Construction Contingencies | LS | 1 | \$225,000 | \$225,000 | Yes | \$212,175 | \$12,825 | |
| | | Construction Administration | LS | 1 | \$100,000 | \$100,000 | Yes | \$94,300 | \$5,700 | |
| | | Subtotal Mobilization & Administration Costs | | | | | \$495,000 | | \$466,785 | \$28,215 |
| | Subtotal Construction Or Implementation Cost (Part E) | | | | | | | | | |
| F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E) | | | | | | | | | | |
| G. Adot Fee Review Fee - \$10,000 for Certified Accepted agencies, otherwise \$30,0000 | | | | | | | | | | |
| H. Total Project Cost Including ADOT Fees (Part F + Part G) | | | | | | | | | | |

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 | \$70,000 | |
| 4. Utilities | \$50,000 | |
| 5. Construction | \$1,072,858 | |
| 6. Contingency | \$225,000 | No more than 20% of Construction Cost |
| 7. Total Cost | \$1,662,858 | |

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

9. Expected Annual Maintenance Cost

10. Identify Source of Maintenance Funds

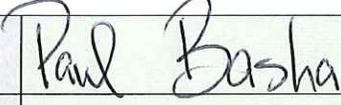
| Requested MAG Programming | Year | Short Work Description (E.g. Construct Multiuse Path) | Local Funding Source | Local Cost | Federal Cost | Total Cost | Local Share |
|-----------------------------|------|--|----------------------|------------|---------------|-------------|-------------|
| 11. Design (Optional) | 2019 | Design bike lanes, sidewalk, roundabout, narrow travel & median lanes | Sales Tax | \$235,000 | Not Available | \$235,000 | 100.0% |
| 12. Right of way (Optional) | | | Sales Tax | \$70,000 | Not Available | \$70,000 | 100.0% |
| 13. Utilities (Optional) | | | Sales Tax | \$50,000 | Not Available | \$50,000 | 100.0% |
| 14. Other (Optional) | | ADOT Fee | Sales Tax | \$10,000 | Not Available | \$10,000 | 100.0% |
| 15. Construction | 2020 | Construct bike lanes, sidewalk, roundabout, narrow travel & median lanes | Sales Tax | \$83,408 | \$1,214,450 | \$1,297,858 | 6.4% |
| 16. Total Costs | | | | \$448,408 | \$1,214,450 | \$1,662,858 | 27.0% |

| 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 |

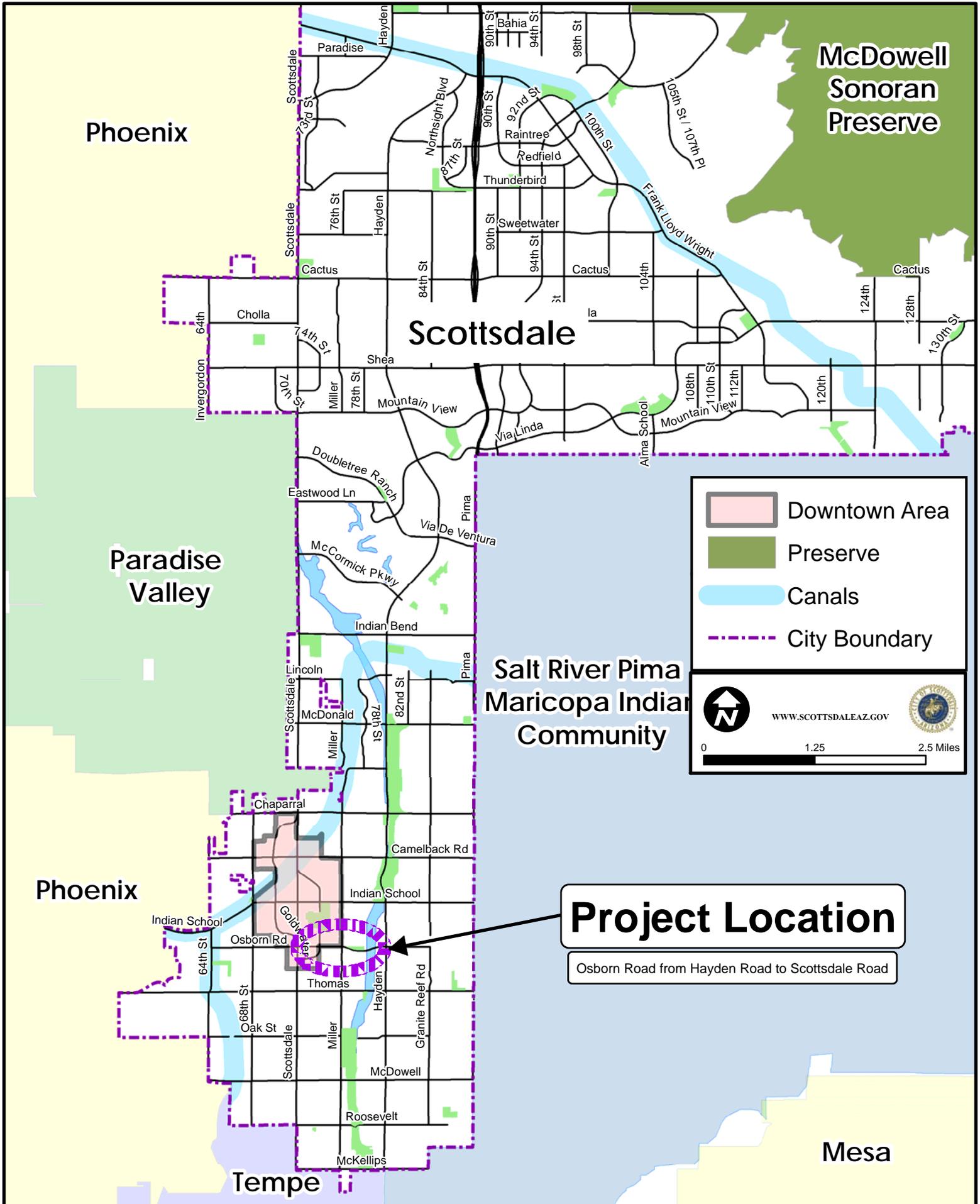
| | |
|---|------------------|
| Field 11 - 15 Federal Costs are complete and accurate | Yes |
| Field 16 Total Costs are complete and accurate | Yes |
| PART F - Signature and Checklist | Complete? |
| Entire checklist is completed. | Yes |
| Form is signed by MAG member agency's manager/administrator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

SIGNATURE(S):

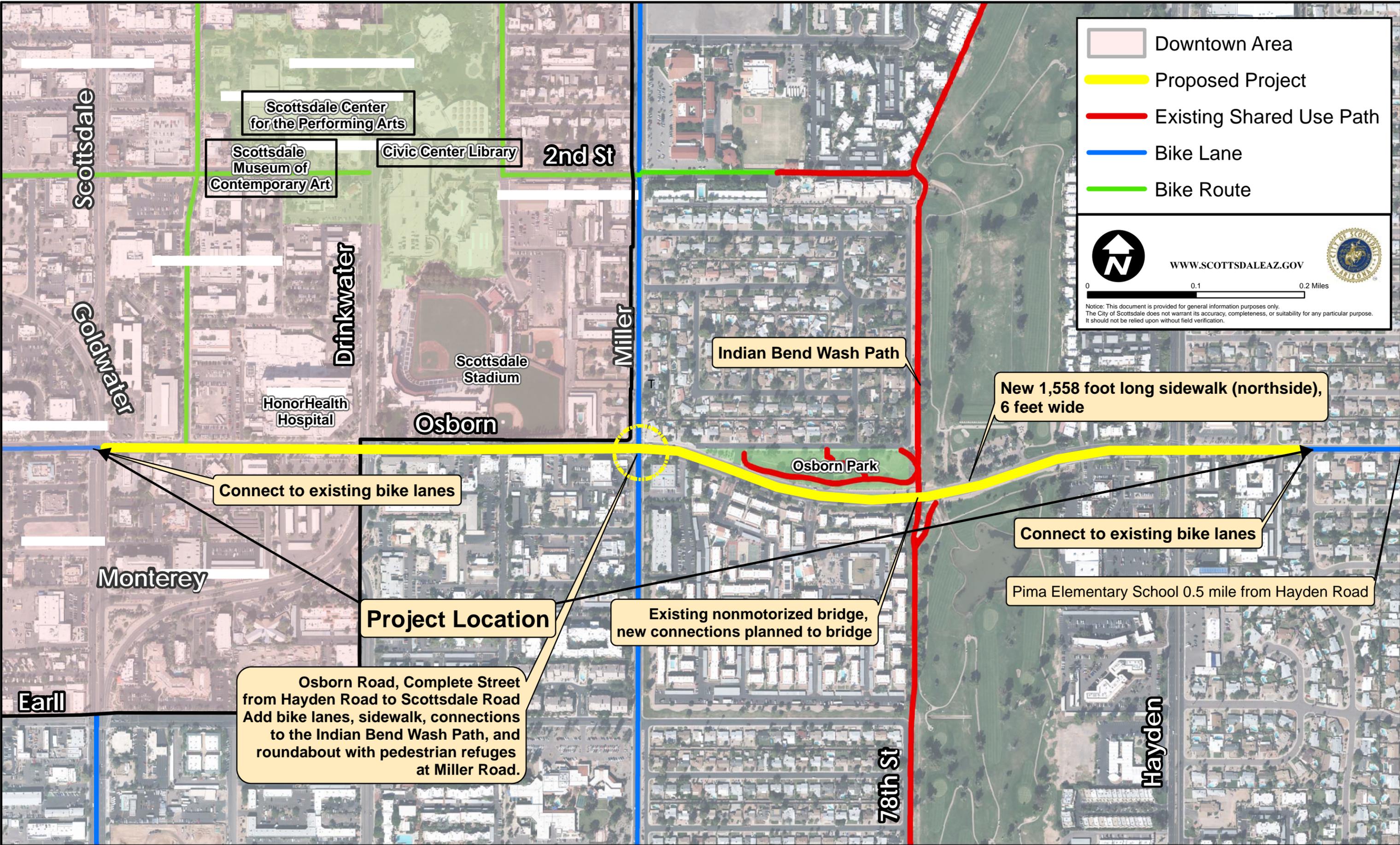
As the MAG member agency's manager/administrator or designated representative, I certify that this application is accurate and complete and that the project will be included in the sponsoring MAG member agency's local CIP/TIP if the project is selected for federal funding.

| | |
|------------|---|
| Signature: |  |
| Name: | Paul Basha |
| Title: | Transportation Director |
| Date: | 18-Sep-15 |

City of Scottsdale Attachment 1: Osborn Road Complete Street from Hayden Road to Scottsdale Road



City of Scottsdale Attachment 2: Osborn Road Complete Street from Hayden Road to Scottsdale Road



Downtown Area
 Proposed Project
 Existing Shared Use Path
 Bike Lane
 Bike Route

WWW.SCOTTSDALEAZ.GOV

0 0.1 0.2 Miles

Notice: This document is provided for general information purposes only. The City of Scottsdale does not warrant its accuracy, completeness, or suitability for any particular purpose. It should not be relied upon without field verification.

Scottsdale: Osborn Road Complete Street
Part C – Attachments: Photos



Photo 1: Looking east on north side of Osborn through Indian Bend Wash.

- Sidewalk gap on north side.
- 18-Inches of rideable surface on striped, paved shoulder with ribbon curb.
- Wide center turn lane – 16-feet.
- Vertical curb is restricted within the flood channel.



Photo 2: Looking east on south side of Osborn through Indian Bend Wash.

- 12-18-inches of rideable surface on striped, paved shoulder with ribbon curb and bumps for traffic control.
- Bicyclists often ride on sidewalk.
- Vertical curb is restricted within the flood channel.

Scottsdale: Osborn Road Complete Street
Part C – Attachments: Photos



Photo 3: Looking NW at Indian Bend Wash Path and bike/ped bridge over Osborn.

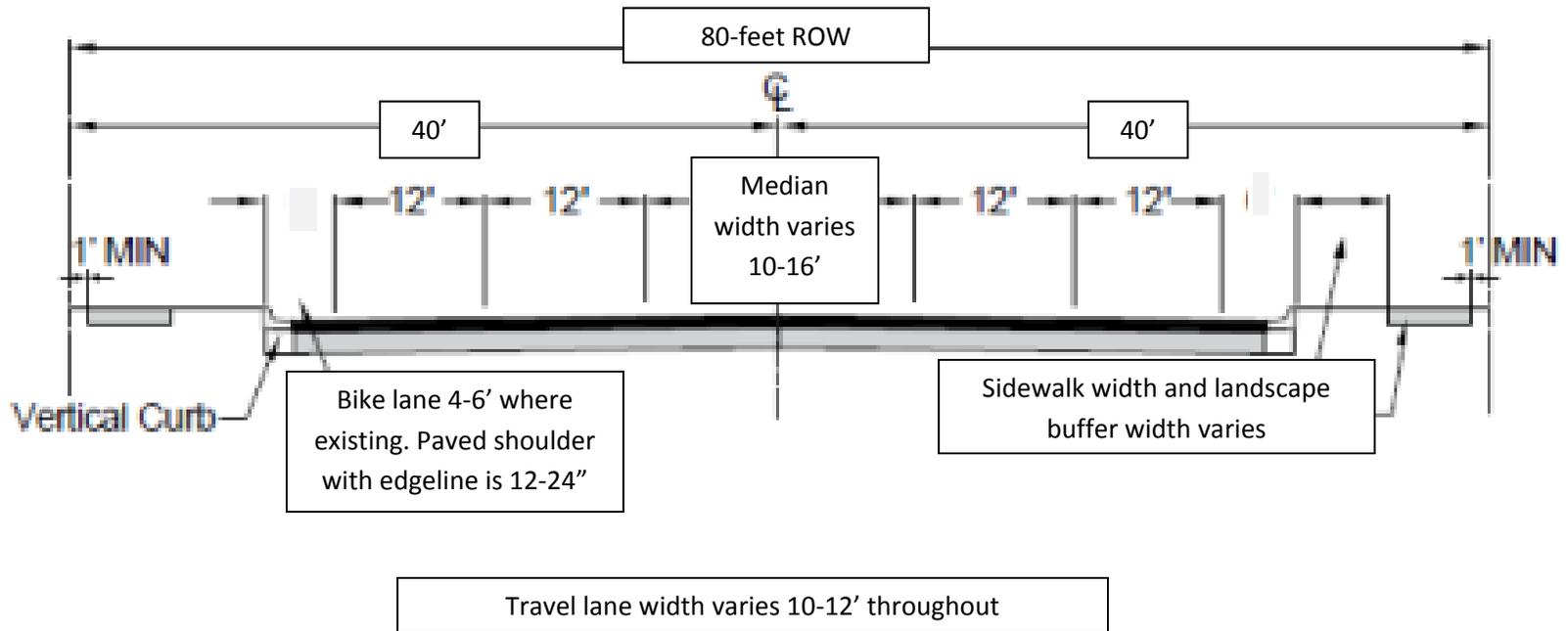
- Sidewalk gap continues until west of bridge.
- No connection up the hill to the path north of bridge.
- Pedestrians have been observed trying to connect on the hill through this gap.
- Osborn Park is west of bridge.



Photo 4: Looking west along Osborn Road.

- Osborn Park is on the right side with an existing sidewalk in the park that continues west toward Miller Road.
- Short sidewalk along road from the bridge ends abruptly here.
- Pedestrians have been observed walking through the grass to connect through the gap.

Scottsdale: Osborn Road Complete Street
Part C – Attachment: Cross Section



Scottsdale: Osborn Road Complete Street
Part C – (Optional) Attachment: Photo Rendering of Planned Improvements



Existing bike/ped bridge

Proposed path connecting to street and proposed sidewalk on north side

Existing Indian Bend Wash Path



September 18, 2015

Alex Oreschak and Members of the Bicycle Pedestrian Committee

Maricopa Association of Governments

302 North 1st Avenue, Suite 300

Phoenix, AZ 85003

Gentlemen and Ladies,

This letter is to express support for the proposed City of Scottsdale project to create a “Complete Street” on Osborn Road between Hayden and Scottsdale Roads. Osborn Road is a key route to numerous significant destinations in or adjacent to Old Town Scottsdale, including City Hall, Civic Center Library, Scottsdale Center for the Arts, Scottsdale Museum of Contemporary Art, Honor Health Hospital and medical facilities and numerous retail establishments.

Osborn Road, in this area, is an ideal location to implement “Complete Streets” facilities, which would benefit bicycle commuters, users of the above facilities and recreational bicycle riders. It would provide enhanced connectivity with Miller Road bike lanes and would improve safety in this high-traffic zone.

The additional value of this project is that it could demonstrate the benefits and viability of “Complete Street” characteristics to Scottsdale residents as well as potentially being a template for other similar projects in Scottsdale, the Valley and/or throughout the State of Arizona.

This is a project worthy of funding and implementation.

Thank you,

Robert A. Beane, President

Coalition of Arizona Bicyclists