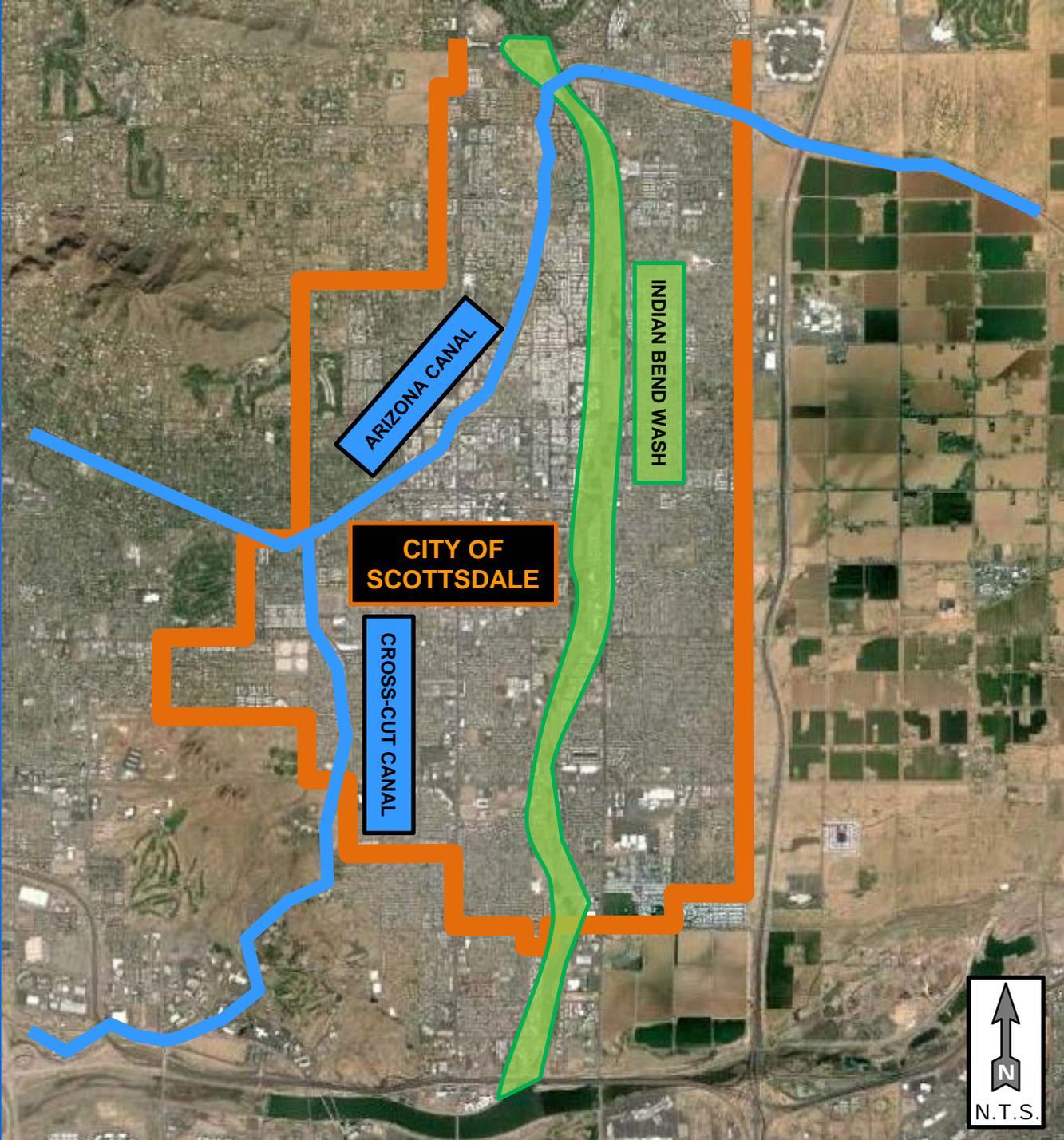


***Maricopa Association of Governments
Management Committee***

**Scottsdale: Arizona Canal Multi-Use Path
Second Deferral Request**

12 March 2014

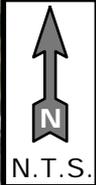


ARIZONA CANAL

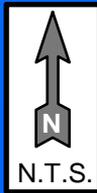
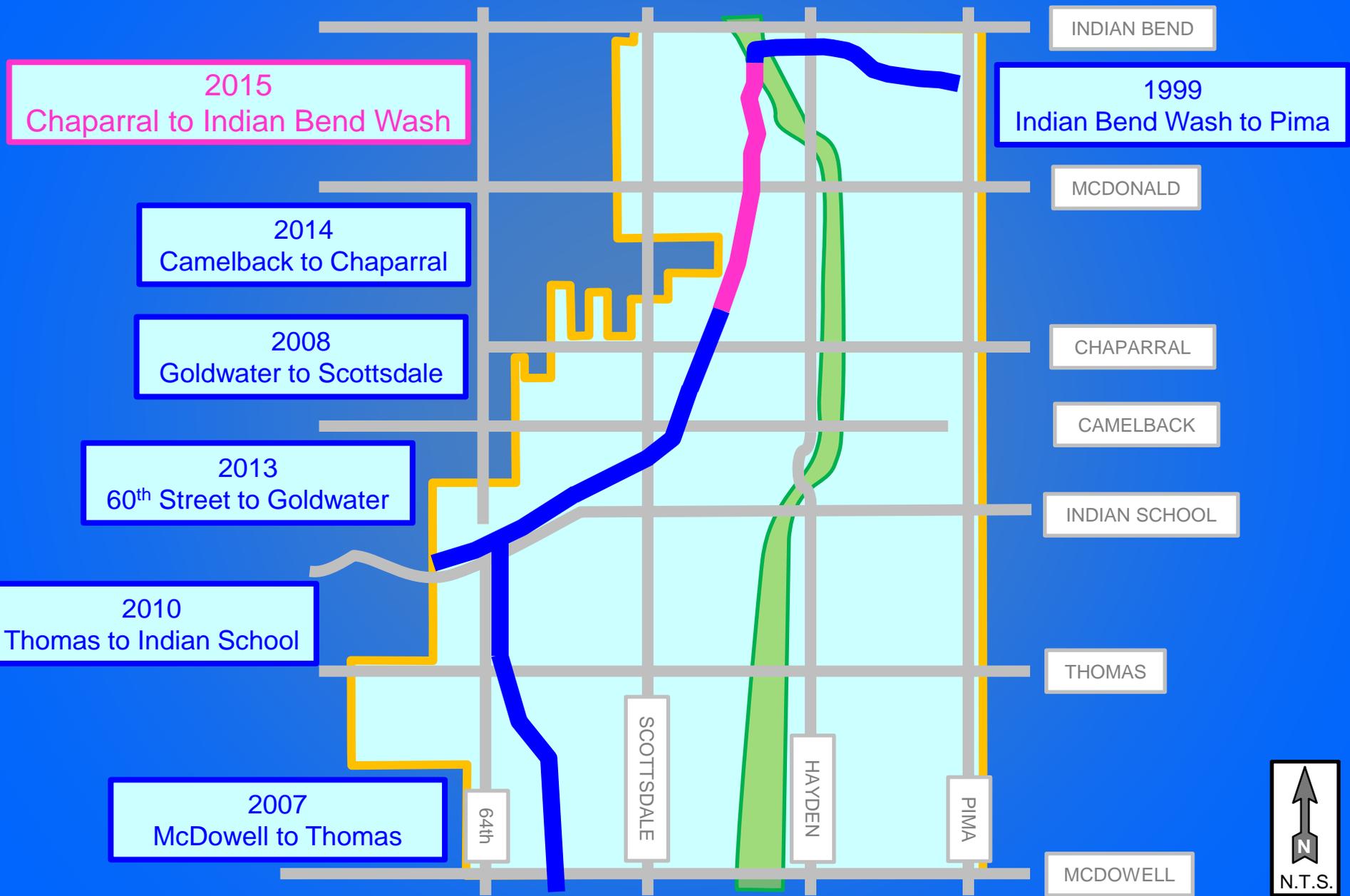
INDIAN BEND WASH

CITY OF SCOTTSDALE

CROSS-CUT CANAL



CROSSCUT AND ARIZONA CANAL MULTI-USE PATHS



Project Connectivity

Part of Sun Circle Trail in metropolitan Phoenix

Connect Phoenix, Tempe, and Salt River Pima-Maricopa

8 miles of paved path adjacent to Canals in Scottsdale

49 miles of connected paved paths in Scottsdale
(102 total miles of paved paths in Scottsdale)

8 miles of Tempe paved paths connect to Scottsdale

Maricopa Association of Governments Project Approvals

Arizona Canal Multi-Use Path: Chaparral Road to Indian Bend Wash

First deferral granted by MAG Regional Council: 22 February 2012

Combined into one project: SC14-104

Chaparral Road to McDonald Drive: SC12-810

McDonald Drive to Indian Bend Wash: SC13-901

Simultaneously expedited from 2014 to 2012 Project: SC14-101

Arizona Canal Multi-use Path, 64th Street to Goldwater Boulevard

(Completed September 2013: 60th Street to Goldwater Boulevard)

INITIAL PROJECT REQUESTS

**INITIAL 2013
McDonald to Hayden**

**INITIAL 2012
Chaparral to McDonald**

**EXPEDITED
60th to Goldwater**



INDIAN BEND

MCDONALD

CHAPARRAL

CAMELBACK

INDIAN SCHOOL

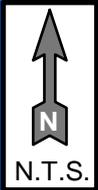
THOMAS

SCOTTSDALE

HAYDEN

PIMA

MCDOWELL



Pre-design Process

January 2012: ADOT approval stating no reimbursement until FHWA authorization

March 2012: ADOT approval of Design Request for Proposals

April 2012: Request for Proposals advertised

May 2012: 20 Proposals received

June 2012: 3 Consultants interviewed

July 2012: Consultant selected

August 2012: Contract authorized

September 2012: Design began

October 2012: FHWA authorized reimbursement (dated February 2012)

December 2012: First Public Hearing

Project Goals

10-foot wide concrete multi-use path
(AASHTO requires 8-foot width for two directions)

5-foot wide canal clearance
(AASHTO requires 4-foot clearance)

2-foot wide shoulders

Remainder of canal bank unpaved

Landscaping for screening and erosion control

December 2012 Preferred Alignment

East side (Completely conforms to project goals)

Public opposition

May 2013 Preferred Alignment

East side

Intense public opposition

September 2013 Reconsideration

West side acceptable: 900' (of 10,000') narrow path or clearance

October 2013 Recommended Alignment

West side

Public support

East side: Canal above adjacent yards



East side: Canal above adjacent yards



West side: Narrow with close poles



Final Alignment – West Side

All path widths and clearances conform to AASHTO

500 feet of 8-foot path and 4-foot canal clearance

200 feet of 6-foot one-direction path and 5-foot canal clearance

200 feet of 6-foot one-direction path and 8-foot canal clearance

Current and Future Schedule

December 2013:	Environmental Clearance Notification
January 2014:	Environmental Comments Due
February 2014:	30% Design Submittal to Scottsdale
May 2014:	60% Design Submittal to Scottsdale
June 2014:	Environmental Clearance Received
August 2014:	95% Design Submittal to Scottsdale
September 2014:	Plan, Specifications, and Estimate
November 2014:	Utilities Clearance Received
December 2014:	Final Submittal to ADOT and FHWA
May 2015:	Construction Authorized
December 2015:	Construction Complete

Funding

\$2.2 million Congestion Mitigation and Air Quality

\$1.9 million City of Scottsdale Capital Improvement Program

SUMMARY

First Deferral for combining two adjacent separate projects

9-month delay for FHWA design reimbursement approval

11-month delay to gain public acceptance

Design complies with AASHTO

Fully funded

Current Salt River Project right-of-way

No utility conflicts

Second Deferral request for 12 months (June 2015)

