

Transportation Alternatives / CMAQ Application for  
FY 2021 and FY 2022 Projects

Thomas Road Complete Street: 56th Street to 73rd Street

Scottsdale

**APPLICATIONS ARE DUE AT MAG OFFICES BY  
Monday, September 25, 2017 at 10:00 a.m.**

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

**Scottsdale: Thomas Road Complete Street: 56th St to 73rd St**

PART A - CONTACT AND PROJECT DESCRIPTION	
<b>Contact Information</b>	
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
<b>Project Description</b>	
6. Please provide the Project Title.	Thomas Road Complete Street: 56th St to 73rd St
7. Please provide a concise, specific description of the project (250 character limit):	
<p>This will add the final segment of bike lanes to Thomas Road from 56th Street to 73rd Street. It will include a roundabout with geometric speed control to slow vehicles and pedestrian refuges at the 68th Street intersection.</p>	
8. Please provide the project limits:	
<p style="text-align: center;">Thomas Road from 56th Street to 73rd Street</p>	

Scottsdale : Thomas Road Complete Street: 56th St to 73rd St

**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 checked="" type="checkbox"/> Buffered Bike Lane                      | <input type="checkbox"/> Detached Sidewalk with 4' min. buffer                        |
| <input checked="" 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" value="The type of bike lanes 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="text" value="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="text" value="10"/> 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.

## Scottsdale : Thomas Road Complete Street: 56th St to 73rd St

**PART B-DETAILED PROJECT DESCRIPTION**

The Thomas 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. Two construction projects have added or contributed to bike lanes along Thomas Road. However, to date, only a portion of the bike lanes, 2-miles total, are completed in this corridor. The 2008 Transportation Master Plan assigned a Bicycle Level of Service "E" (the second-lowest performance measure) to Thomas Road due to bicyclists' perceived safety and comfort in relation to vehicular traffic. A number of new and planned multi-family developments will add more density along and near Thomas Road, increasing the need for comfortable biking and walking infrastructure. Newer curb ramps exist, but in some locations the curb ramps need to be updated to meet the current design standard.

Scottsdale : Thomas Road Complete Street: 56th St to 73rd St

**PART B-DETAILED PROJECT DESCRIPTION**

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

This will complete the final gap in bike lanes on Thomas Road, about 2-miles long, providing continuous bike lanes from the Phoenix border at 56th Street to Pima Road. The third eastbound travel lane will be removed to add the bike lanes. There are 2-miles of existing bike lanes from 73rd Street to Pima Road that have four travel lanes. This project will complete the gap and provide a continuous cross-section of roadway.

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 minor arterial road. This will give pedestrians, cyclists, and drivers comfortable space for each mode. Adding continuous bike lanes the full length of Thomas Road will improve local and regional connectivity by linking to the existing bikeway network: • 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 5 adjacent TRANSIT ROUTES including the FREE trolley routes.

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.

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

This 2-mile section will address a major barrier by completing the final east/west gap in bike lanes on a regional arterial in southern Scottsdale. 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-foot 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. 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?

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**PART B-DETAILED PROJECT DESCRIPTION**

A more pedestrian friendly environment will be created for everyone including people with disabilities. Curb ramps will be updated to meet the current standard. Thomas Road and 68th Street will have intersection improvements and geometric speed control to slow vehicles. Bicyclists will be encouraged to ride on the bike lanes instead of sidewalks, helping to prevent bike/pedestrian conflicts. Scottsdale Training and Rehabilitation Services (STARS) is 0.75-mile from this project. STARS provides services to teens and adults with developmental and cognitive disabilities. This will provide more direct access for people to reach STARS by biking, walking, and riding transit a crucial component to independent living.

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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 & pedestrian access to local and regional activity centers and employment areas for residents, visitors, students, and employees by connecting them to rest of the bikeways system, five transit routes, surrounding residential neighborhoods, and activity centers. These destinations include downtown Scottsdale, stores and restaurants such as Giant Bicycles, Rage Cycles, and Echo Coffee, Paiute Neighborhood Center and Park, Osborn Park, Scottsdale Stadium, Eldorado Park/ Aquatic & Fitness Center, Boys & Girls Club, the Arizona Canal and Crosscut Canal paths, Honor Healthcare & medical offices, Salt River Project offices, two grocery stores, Phoenix Zoo, Papago Park and ball fields, Desert Botanical Garden, Tempe, and 8 nearby schools including Scottsdale Training and Rehabilitation Services (STARS). STARS provides services to teens and adults with developmental and cognitive disabilities. There are several new and planned multi-family homes along the corridor. 18% of people are below the poverty level, 9% of households have no vehicle available, nearly 12% of people use a mode other than driving alone to work. This project will serve these residents who need safe, convenient ways to travel most.

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." There is high bike, pedestrian, and transit activity along Thomas Road, but providing a more comfortable, complete street for all modes will encourage additional people of all ages and abilities to walk & bike there.

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 Thomas Road Corridor lacking bicycle facilities. Filling this gap with bicycle facilities will provide seamless connectivity to 8 local & regional facilities: 1) Crosscut Canal Path (Scottsdale/Tempe), 2) Indian Bend Wash Path (Scottsdale/Tempe) as well as existing bike lanes on 3) 64th Street (Scottsdale, Phoenix, Tempe), 4) 68th Street/College Ave (Scottsdale, Tempe), 6) Miller Road (Scottsdale/Tempe), 7) Oak Street (Scottsdale/Phoenix), and 8) 56th Street (Phoenix).

Project connects to other local bikeways  
List of connected bikeways:

BIKE LANES: Scottsdale Road, 64th Street, 68th Street, Thomas Road (east of the project), Indian School Road, Camelback Road, Chaparral Road, McDonald Drive, Jackrabbit, Indian Bend Road, Miller Road, Granite Reef Road, McDowell Road (existing & upcoming construction), and Osborn Road (existing & upcoming construction).  
  
PATHS: AZ Canal, Crosscut Canal, Indian Bend Wash, Pima.

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

71 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

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**PART B-DETAILED PROJECT DESCRIPTION**

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:

Miller Road Trolley (30 minutes), Neighborhood Trolley (20 minutes), Route 29 (8 minutes), 72 (10 minutes). The trolleys are free to ride.

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

Within 1/2 mile

List:

The SkySong on-street transit center is located approximately 1 mile away at Scottsdale and McDowell. In addition to the routes already listed, it serves the 17 and 514 Express routes.

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**PART B-DETAILED PROJECT DESCRIPTION**

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

**5** Within 1/2 mile

List:

Pauite Park and Neighborhood Center, Eldorado Park, Eldorado Community Center and Pool, and the Boys and Girls Club, Papago Park and Ball Fields.

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):

**1** Within 1/2 mile

List:

Salt River Project Offices. Within 1-mile: Fashion Square Mall, Waterfront Shops & Restaurants, 5th Avenue Shops & Restaurants, Galleria Corporate Center, ASU Technology Center at SkySong.

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

**1** Within 1/2 mile

List:

Tonalea Elementary School. There are no longer classes held here, but the school district maintains this school and holds public meetings there.

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

**4** Within 1/2 mile

List:

Coronado High School, Tonto Montessori School, Howard S Education Program, Scottsdale Artists School

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):

**16** Within 1/4 miles

List:

2 GROCERY STORES & SHOPPING AREAS (Fry's and Albertsons), 5 BANKS (Chase, Wells Fargo, BBVA Compass, Bank of America, Paradise Valley National Bank), 8 CHURCHES (Christian Growth Ministries, Papago Buttes Church-Brethren, Salem Lutheran Church, Immanuel Congregation, First Baptist Church of Scottsdale, God's Grace Church, New Life Community Church), 1 POST OFFICE.

**18** 1/4 miles to 1/2 miles

List:

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)

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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

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**PART B-DETAILED PROJECT DESCRIPTION**

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

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 1/15, 10/15, 4/16, & 11/16.

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

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

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**PART B-DETAILED PROJECT DESCRIPTION**

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		
<input checked="" type="checkbox"/>	Power Lines & Cables	Other:	
<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. The project will be done between existing curbs along the roadway. Any issues with landscape irrigation along the roadway will be addressed with the project.

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

<input checked="" type="checkbox"/>	AASHTO Guide for Bicycle Facilities	Other:
<input checked="" type="checkbox"/>	MAG Pedestrian Policies and Design Guidelines	Scottsdale's Wayfinding Signage 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="checkbox"/> Required
With new development and capital improvement projects, bike lanes on collector streets are:	<input type="checkbox"/> Required
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	<input type="checkbox"/> Required
With new development or during development retrofits, shared-use paths are:	<input type="checkbox"/> Required
Bicycle program implemented, including bike education, safety events, and bike maps	<input type="checkbox"/> Yes
Complete Streets Policy	<input type="checkbox"/> 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: 2008 Transportation Master Plan identified this as a Restripe or Detailed Corridor Study for bike lanes.
<input checked="" type="checkbox"/>	Consistent with general policy/practices, but not formally identified (provide source) Explain: City of Scottsdale 2001 General Plan, Community Mobility Element
<input type="checkbox"/>	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 and walking infrastructure in this location and citywide 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 utilize Strava user data or 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, 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 nearing 100% design. It will include Wayfinding along streets near access points to the paths. Along Thomas Road, there are access points to the Crosscut Canal and Indian Bend Wash 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.

**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.

<b>Sponsoring Agency:</b>	S cottsdale	<b>Project Title:</b>	Thomas Road Complete Street	<b>Application Date:</b>	9/25/2017
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Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)		
<b>A. Scoping (15% Preliminary Engineering Design)</b>	1. SITE TOPOGRAPHIC SURVEY	LS	1	\$35,000.00	\$35,000.00	No	\$0.00	\$35,000.00			
	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			
	<b>Subtotal Scoping (Part A)</b>				<b>\$80,000.00</b>		<b>\$0.00</b>	<b>\$80,000.00</b>			
<b>B. Final Preliminary Engineering Design - Stages II, III, IV And PS&amp;E</b>	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$591,701.55	\$591,701.55	No	\$0.00	\$591,701.55			
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1		\$0.00	No	\$0.00	\$0.00			
	3. DRAINAGE REPORT	LS	1		\$0.00	No	\$0.00	\$0.00			
	4. SWPPP	LS	1		\$0.00	No	\$0.00	\$0.00			
	<b>Subtotal PE (Part B)</b>				<b>\$591,701.55</b>		<b>\$0.00</b>	<b>\$591,701.55</b>			
<b>Subtotal Preliminary Engineering (Part A + Part B)</b>					<b>\$671,701.55</b>		<b>\$0.00</b>	<b>\$671,701.55</b>			
<b>C. Right-of-Way Acquisition</b>	1. Right-of-Way Acquisition	LS	1		\$0.00	No	\$0.00	\$0.00			
<b>Subtotal Right-of-Way Acquisition (Part C)</b>					<b>\$0.00</b>		<b>\$0.00</b>	<b>\$0.00</b>			
<b>D. Utility Relocation</b>	1. Utility Relocation	LS	1		\$0.00	No	\$0.00	\$0.00			
<b>Subtotal Utility Relocation (Part D)</b>					<b>\$0.00</b>		<b>\$0.00</b>	<b>\$0.00</b>			
<b>E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]</b>	1. Hardscape Construction	Installation Of SWPP Measures		LS	1		\$0.00	Yes	\$0.00	\$0.00	
		Site Preparation		LS	1		\$0.00	Yes	\$0.00	\$0.00	
		Demolition	Sawcut		LF	1		\$0.00	Yes	\$0.00	\$0.00
			Remove Structures and Obstructions		LS	1	\$38,400.00	\$38,400.00	Yes	\$36,211.20	\$2,188.80
			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	17,334	\$10.00	\$173,340.00	Yes	\$163,459.62	\$9,880.38
		Remove Concrete Sidewalks, Slabs		SF	28,800	\$2.50	\$72,000.00	Yes	\$67,896.00	\$4,104.00	
		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	General Excavation		CY	1		\$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	11,594	\$18.00	\$208,692.00	Yes	\$196,796.56	\$11,895.44	
		Aggregate Base		SY	15,600	\$10.00	\$156,000.00	Yes	\$147,108.00	\$8,892.00	
		Pathway Or Sidewalk Materials	Concrete		SF	48,000	\$5.50	\$264,000.00	Yes	\$248,952.00	\$15,048.00
			Colored Concrete		SF	1		\$0.00	Yes	\$0.00	\$0.00
			Stamped Color Concrete		SY	3,410	\$120.00	\$409,200.00	Yes	\$385,875.60	\$23,324.40
			Precast Concrete Pavers		SF	1		\$0.00	Yes	\$0.00	\$0.00
			Asphaltic Concrete		SY	15,600	\$25.00	\$390,000.00	Yes	\$367,770.00	\$22,230.00
		Crosswalk Enhancement	Polymer or Resin Stabilized Surface		SF	1		\$0.00	Yes	\$0.00	\$0.00
			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		Each	16	\$2,500.00	\$40,000.00	Yes	\$37,720.00	\$2,280.00			
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		

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**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.

<b>Sponsoring Agency:</b>	Scottsdale	<b>Project Title:</b>	Thomas Road Complete Street	<b>Application Date:</b>	9/25/2017
---------------------------	------------	-----------------------	-----------------------------	--------------------------	-----------

Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)
	Subtotal Hardscape Construction				\$1,751,632.00		\$1,651,788.98	\$99,843.02	

**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.

<b>Sponsoring Agency:</b>	Scottsdale	<b>Project Title:</b>	Thomas Road Complete Street	<b>Application Date:</b>	9/25/2017
---------------------------	------------	-----------------------	-----------------------------	--------------------------	-----------

Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)			
<b>E. Construction Or Implementation</b> <b>[For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]</b>	2. Landscaping & Irrigation Items	Requirements	Each	17	\$450.00	\$7,650.00	Yes	\$7,213.95	\$436.05	Private Landscape Restoration		
		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			
		Cactus (5 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00			
		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		
	<b>Subtotal Landscaping &amp; Irrigation Items</b>							\$7,650	\$7,214	\$436		
	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)	Each	48	\$150	\$7,200	Yes	\$6,790	\$410			
		Signage (Wayfinding)	Each	1		\$0	Yes	\$0	\$0			
		Tree Grates	Each	1		\$0	Yes	\$0	\$0			
		<b>Subtotal Site Furnishings</b>							\$7,200	\$6,790	\$410	
		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		
	Surry Seal		SY	76,339	\$3	\$209,932	Yes	\$197,966	\$11,966			
	Striping		LF	73,990	\$2	\$122,084	Yes	\$115,125	\$6,959			
	Upgrade Existing Sidwealk Ramp for ADA Compliance		Each	36	\$2,500	\$90,000	Yes	\$84,870	\$5,130			
	Remove & Reconstruct Center Median @ Thomas & Scottsdale Rd		LS	1	\$35,000	\$35,000	Yes	\$33,005	\$1,995			
	5" Concrete Sidewalk Power Pole Bypass		Each	17	\$2,000	\$34,000	Yes	\$32,062	\$1,938			
	Remove Traffic Signal		LS	2	\$25,000	\$50,000	Yes	\$47,150	\$2,850			
	Street Light Poles w/conductor&conduit		Each	16	\$7,000	\$112,000	Yes	\$105,616	\$6,384			
	Ped Beacon Light		Each	8	\$12,000	\$96,000	Yes	\$90,528	\$5,472			
	Roundabout Landscaping		LS	1	\$100,000	\$100,000	Yes	\$94,300	\$5,700			
	<b>Sutotal Other Construction</b>							\$849,016	\$800,622	\$48,394		
	5. Mobilization And Administration Costs	Contractor Mobilization	LS	1	\$271,672	\$271,672	No	\$0	\$271,672			
		Traffic Control	LS	1		\$0	Yes	\$0	\$0			
		Construction Survey & Layout	LS	1	\$35,000	\$35,000	Yes	\$33,005	\$1,995			
		Construction Contingencies	LS	1	\$657,450	\$657,450	Yes	\$619,975	\$37,475			
		Construction Administration	LS	1	\$596,582	\$596,582	Yes	\$562,577	\$34,005			
		<b>Subtotal Mobilization &amp; Administration Costs</b>							\$1,560,704	\$1,215,557	\$345,147	
	<b>Subtotal Construction Or Implementation Cost (Part E)</b>							<b>\$4,176,202</b>	<b>\$3,681,972</b>	<b>\$494,230</b>		
	<b>F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)</b>							<b>\$4,847,903</b>	<b>\$3,681,972</b>	<b>\$1,165,932</b>		
	<b>G. Adot Fee Review Fee - \$10,000 for Certified Accepted agencies, otherwise \$30,0000</b>							<b>\$30,000</b>	<b>\$0</b>	<b>\$30,000</b>		
	<b>H. Total Project Cost Including ADOT Fees (Part F + Part G)</b>							<b>\$4,877,903</b>	<b>\$3,681,972</b>	<b>\$1,195,932</b>		

**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	\$30,000	
2. Design	\$671,702	
3. Right of way	\$0	
4. Utilities	\$0	
5. Construction	\$3,518,752	
6. Contingency	\$657,450	No more than 20% of Construction Cost
7. Total Cost	\$4,220,453	

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)	2020	Design road diet, bike lanes, and intersection.	Sales Tax	\$671,702	Not Available	\$671,702	100.0%
12. Right of way (Optional)			Sales Tax	\$0	Not Available	\$0	
13. Utilities (Optional)			Sales Tax	\$0	Not Available	\$0	
14. Other (Optional)		ADOT Fee	Sales Tax	\$30,000	Not Available	\$30,000	100.0%
15. Construction	2022	Construct road diet, bike lanes, and intersection.	Sales Tax	\$494,230	\$3,681,972	\$4,176,202	11.8%
16. Total Costs				\$1,195,932	\$3,681,972	\$4,877,904	24.5%

**PART F - SIGNATURE AND CHECKLIST**

# Checklist

This checklist is included to facilitate applicant review and verification that all required fields in the form have been completed.

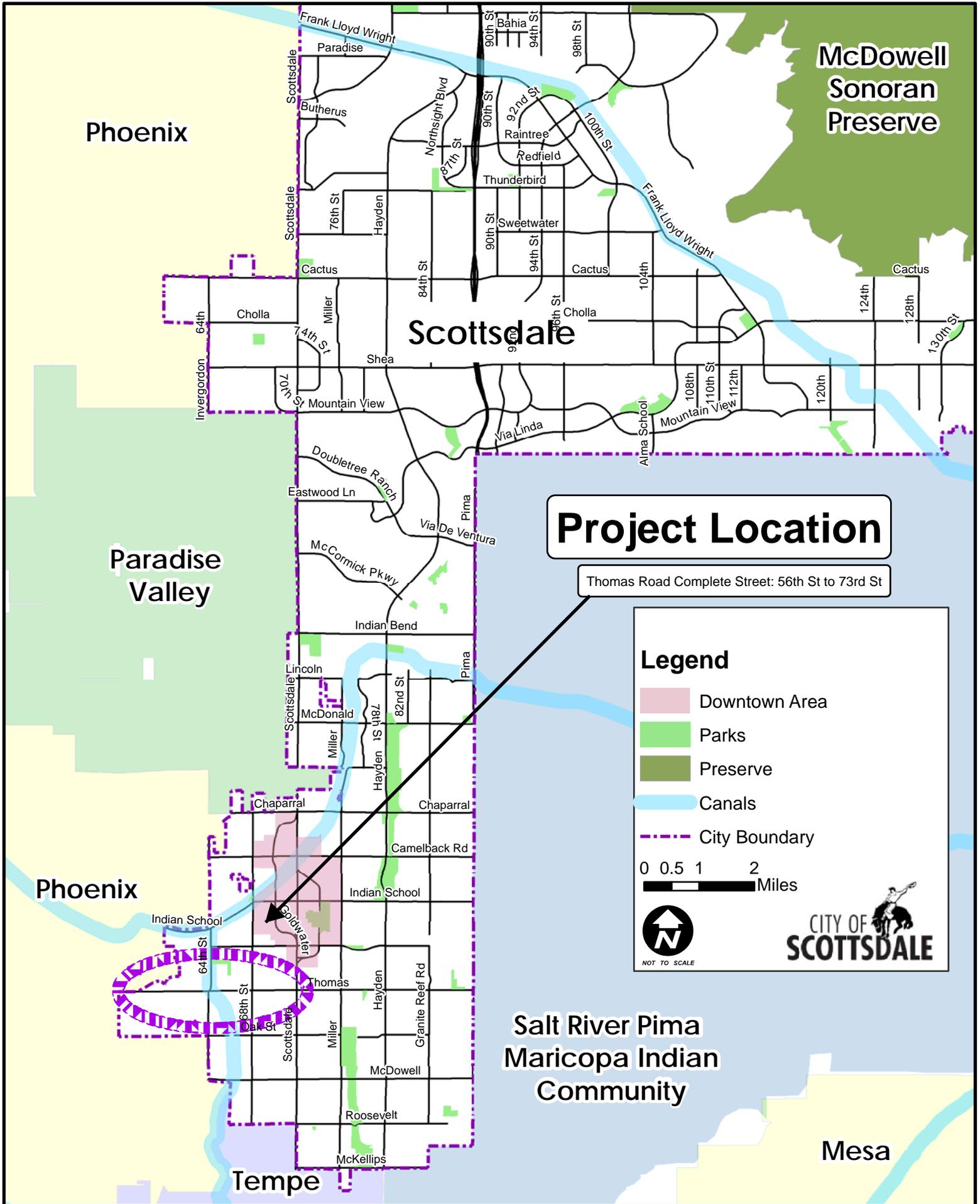
<b>COVER SHEET</b>	<b>Complete?</b>
Cover Sheet is completely filled out	Yes
<b>PART A - Contacts and Project Description Fields</b>	<b>Complete?</b>
Contact Information, fields 1 – 5 are complete	Yes
Project Description, fields 6 – 8 are complete	Yes
<b>PART B - Project Description</b>	<b>Complete?</b>
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
<b>PART C - Required Attachments</b>	<b>Complete?</b>
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.	
(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.	
<b>PART D - Cost Estimate Worksheet</b>	<b>Complete?</b>
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
<b>PART E - Total Project Schedule and Budget Including All Segment Fields</b>	<b>Complete?</b>
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

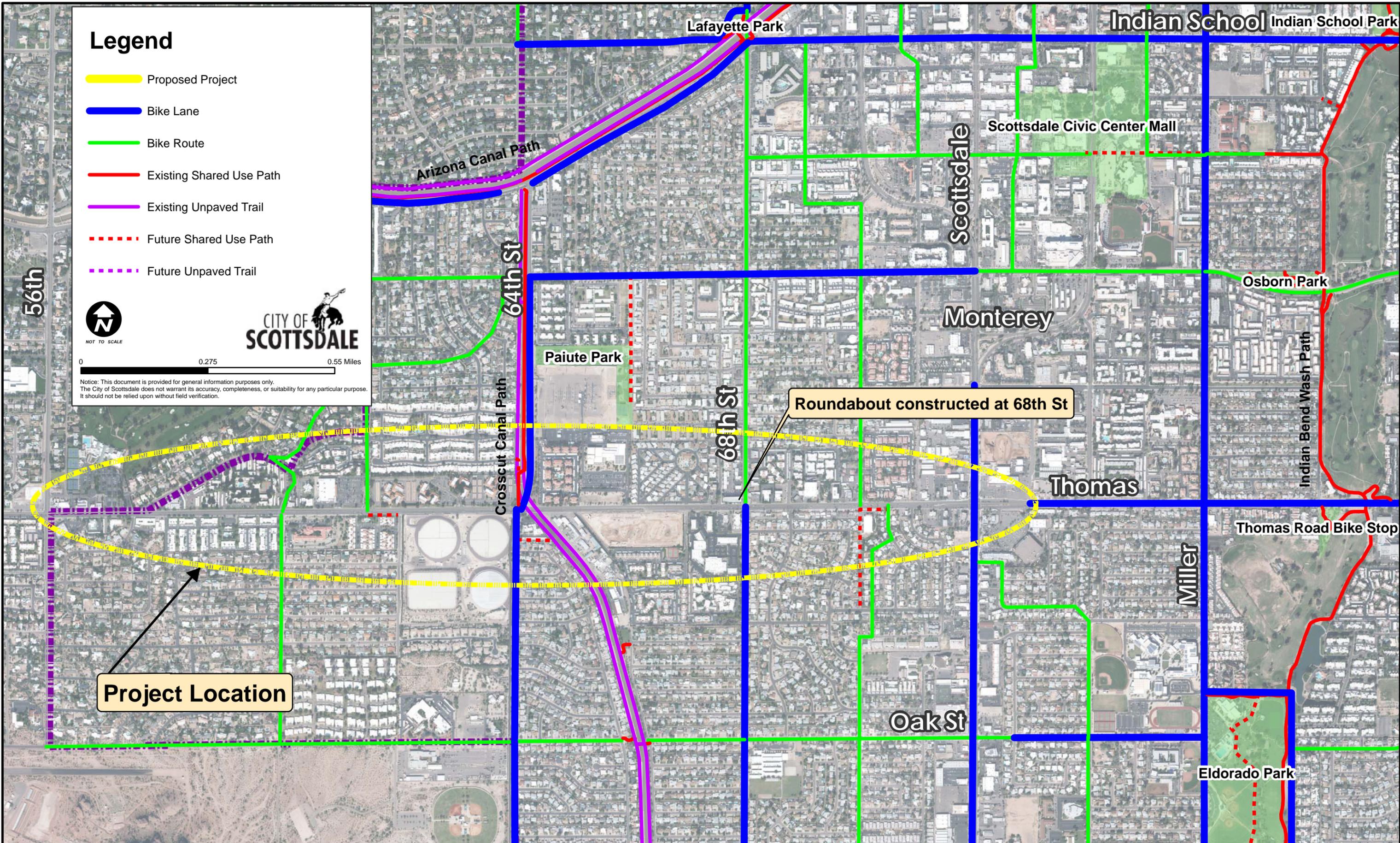
Field 11 - 15 Federal Costs are complete and accurate	Yes
Field 16 Total Costs are complete and accurate	Yes
<b>PART F - Signature and Checklist</b>	<b>Complete?</b>
Entire checklist is completed.	Yes
Form is signed by MAG member agency's manager/administrator or designated representative.	Yes
Name, 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:	9/22/2017





### Legend

- Proposed Project
- Bike Lane
- Bike Route
- Existing Shared Use Path
- Existing Unpaved Trail
- - - Future Shared Use Path
- - - Future Unpaved Trail



0 0.275 0.55 Miles

NOT TO SCALE

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.



**Project Location**

**Roundabout constructed at 68th St**

# Scottsdale: Thomas Road Complete Street

## Part C – Attachment 3: Photos



**Photo 1: Looking east toward Scottsdale Rd.**

- No bike lane.
- Narrow sidewalks.
- Several driveway crossings and side streets create side-conflicts with vehicles and cyclists riding on sidewalks.
- Wide, flat street design encourages speeding.



**Photo 2: Looking SE at Thomas and 68<sup>th</sup> Street.**

- Cyclist using the sidewalk, with multiple vertical obstructions on narrow sidewalk.
- Several driveways & side streets create side-conflicts with vehicles and cyclists riding on the sidewalk.

Scottsdale: Thomas Road Complete Street

Part C – Attachment 3: Photos



**Photo 3: Looking east on Thomas east of 64<sup>th</sup> Street.**

- Sidewalks are too narrow for cyclists and pedestrians to share.
- Railing and power pole create obstructions.
- Several driveway crossings and side streets create side-conflicts with vehicles and cyclists riding on sidewalks.

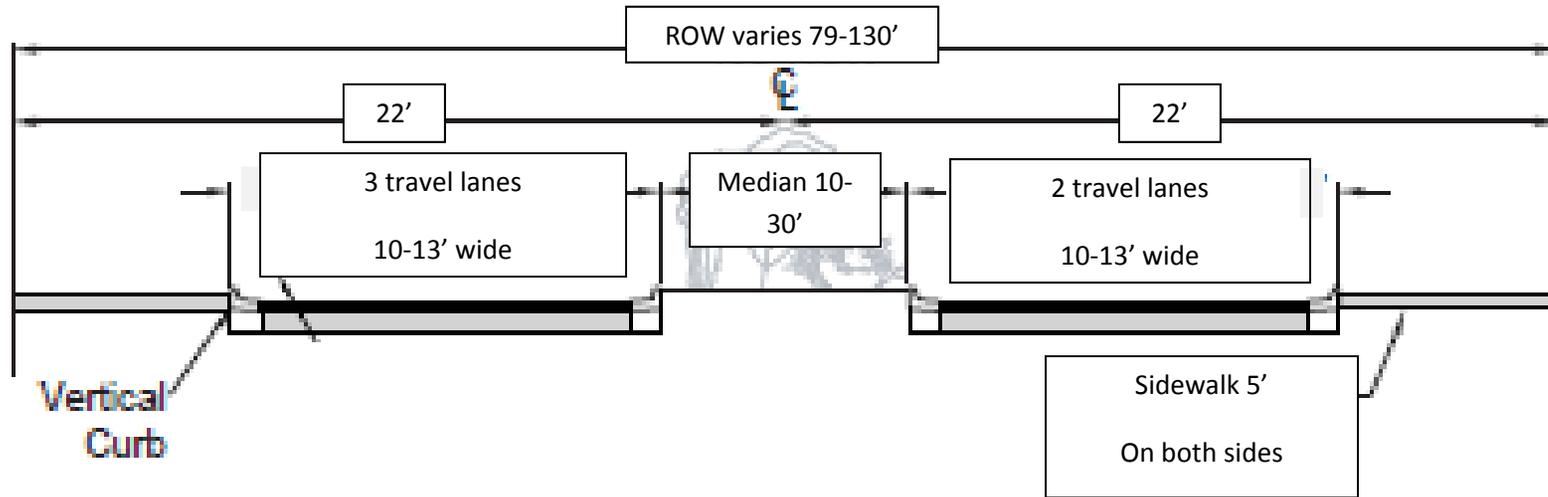


**Photo 4: Looking east on Thomas at 70<sup>th</sup> Street.**

- Sidewalks are not wide enough for bicyclists and pedestrians to pass each other.
- Wide street and travel lanes encourage speeding.

Scottsdale: Thomas Road Bike Lanes

Part C – Attachment 3: Cross Section



September 22, 2017

Maricopa Association of Governments  
Regional Bicycle and Pedestrian Committee  
302 N. 1st Avenue, Suite 300  
Phoenix, Arizona 85003

RE: Scottsdale Application for Thomas Road Bike Lanes

Dear Bicycle and Pedestrian Committee Members & MAG Staff:

This letter is in support of a grant request by the City of Scottsdale for construction of bicycle lanes on Thomas Road from 56<sup>th</sup> Street to 73<sup>rd</sup> Street.

This project will complete the remaining 2-mile gap in bike lanes, provide traffic calming through narrower travel lanes, as well as increase comfort & convenience for bicyclists and pedestrians to reach many destinations including:

- Downtown Scottsdale
- Crosscut Canal and Indian Bend Wash paths
- Paiute Neighborhood Center and Park
- 5 public transit routes

Salt River Project has a facility on Thomas Road and many others within biking distance. Many of our employees participate in our bike share program which encourages bicycle travel to meetings or for lunch. Bike lanes on Thomas would help our employees and support our sustainability initiatives in the community.

As a major employer in the region, we have supported many bike and pedestrian projects along our canals to enhance transportation and quality of life. We fully support City of Scottsdale's request for construction funding to build bike lanes on Thomas Road.

Thank you,



Marc C. Campbell  
Manager, Sustainability Policy and Programs  
Salt River Project

## **ADDENDUM**

**On July 21, 2020, the Active Transportation Committee Committee approved the following agenda item and action:**

### **6. Project Scope Modification Request: City of Scottsdale Thomas Road – 56th Street to 73rd Street**

Federal Highway Administration (FHWA) funding allocated to the MAG region is programmed in accordance with the MAG Federal Fund Programming Guidelines and Procedures, which were approved by the MAG Regional Council on June 24, 2015. The Guidelines require that project modifications are reviewed and recommended for approval by the modal technical committee from which the project was first programmed. City of Scottsdale staff will present a request for a project scope modification to its Thomas Road – 56th Street to 73rd Street infrastructure project.

#### **Action Requested:**

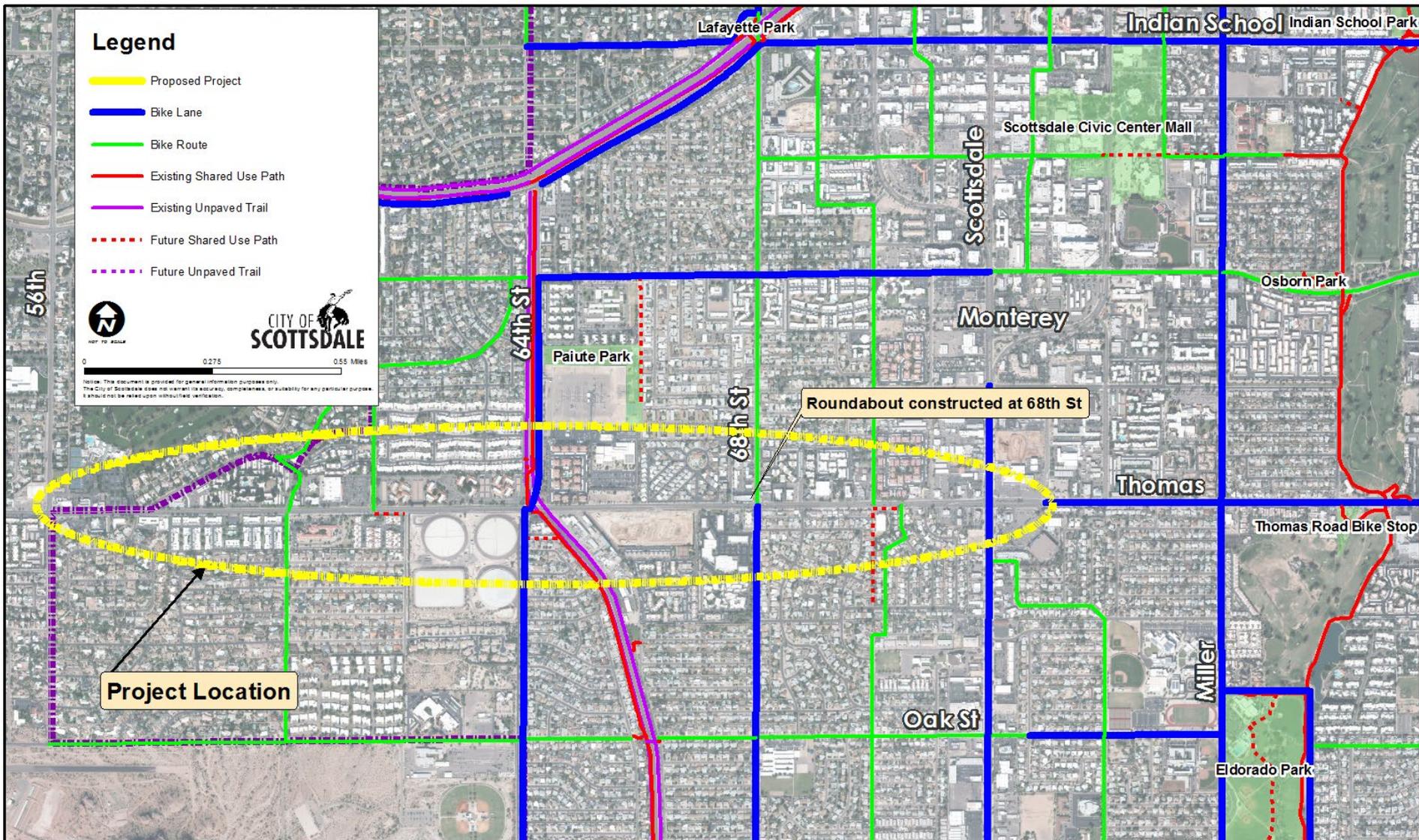
Recommend approval of the project scope modification request for City of Scottsdale's Thomas Road – 56th Street to 73rd Street project (SCT22-804C), contingent on a finding of air quality conformity

# Project Scope Modification Request

## Thomas Road: 56<sup>th</sup> Street to 73<sup>rd</sup> Street

MAG Active Transportation Committee  
July 21, 2020

# Thomas Road Bike Lanes



# Thomas Road Bike Lanes



# Scope Modification Request

- Remove roundabout at Thomas Road and 68<sup>th</sup> Street from scope
  - Add minor intersection improvements add signal equipment upgrades
- Add similar minor intersection improvements and signal equipment upgrades at the other signalized intersections
- Add improvements that extend south on 68th Street from the intersection at Thomas Road to East Virginia Avenue, a distance of a quarter-mile

# Scope Modification Request



*Scottsdale  
Transportation*



# Costs

## – Original Scope:

	Federal	Local	Total
Design		\$681,702	\$681,702
ADOT Fees		30,000	30,000
Construction	\$3,681,972	\$494,230	\$4,176,202
<b>Total</b>	<b>\$3,681,972</b>	<b>\$1,205,932</b>	<b>\$4,887,904</b>

## – Proposed Scope:

	Federal	Local	Total
Design		\$404,784	\$404,784
ADOT Fees		\$30,000	\$30,000
Construction	\$2,736,836	\$165,429	\$2,902,265
<b>Total</b>	<b>\$2,736,836</b>	<b>\$600,213</b>	<b>\$3,337,049</b>

# Project Scope Modification Request

## Thomas Road: 56<sup>th</sup> Street to 73<sup>rd</sup> Street

MAG Active Transportation Committee

July 21, 2020