

Scottsdale Road Bike Lane Continuation



Curry to Continental



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

Scottsdale Road Bike Lane Continuation (Curry to Continental)

City of Tempe

**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)

Tempe: Scottsdale Road Bike Lane Continuation (Curry to Continental)

PART A - CONTACT AND PROJECT DESCRIPTION	
Contact Information	
1. Name of Sponsoring Agency	Tempe
2. Agency Contact Name	Shelly Seyler
3. Phone Number of Agency Contact	480-350-8854
4. E-Mail Address of Agency Contact	shelly_seyler@tempe.gov
5. Mailing Address of Agency Contact	Tempe Transportation Center 200 E. 5th Street Tempe, Az 85281
Project Description	
6. Please provide the Project Title.	Scottsdale Road Bike Lane Continuation (Curry to Continental)
7. Please provide a concise, specific description of the project (250 character limit):	
Signage, re-striping, median and curb modifications will be constructed to allow continuous bike lanes on a 1.25 mile segment connecting existing bike lanes at the Scottsdale border with existing bike lanes at Curry Road.	
8. Please provide the project limits:	
Project limits include the approximate linear 1.25 miles of municipal right-of-way on N. Scottsdale Rd.; northbound at E. Continental Dr., southbound at E. Curry Rd.	

Tempe : Scottsdale Road Bike Lane Continuation (Curry to Continental)

PART B-DETAILED PROJECT DESCRIPTION

This part of the form identifies the current characteristics and proposed improvements for each project.

The purpose of Part B is to provide sufficient information to evaluate the cost estimate for the project and to provide assurance that the project will be capable of meeting the ADOT administered federal design review and clearance process. This process requires environmental, ROW and utilities clearances and a bid ready design prior to FHWA approval to encumber federal funding for construction.

NOTE: For Part B, Questions 14-20, the specified distance will vary (and update automatically) depending on the project type identified in Part B, Question 1. Pedestrian-only projects will use a distance of 1/4 mile, while bicycle and Shared-Use projects will use a distance of 1/2 mile.

1. Please select which funding source(s) this project is applying for. Check all that apply.

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

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

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

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

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

4. What amenities are included in this project?

- | | |
|---|--|
| <input type="checkbox"/> Number of Bike racks/lockers | <input type="checkbox"/> Number of Seating/Rest Area(s) |
| <input type="checkbox"/> Number of Drinking Fountains | <input type="checkbox"/> Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> Number of Way-finding Signs | <input type="checkbox"/> Number of bicycle/pedestrian counting devices |
| <input type="checkbox"/> Number of Trash receptacles | Other: |
| <input type="checkbox"/> Number of Trees | <input type="text" value="Reconfigured medians to allow for new/expanded landscaping."/> |
| <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.

Tempe : Scottsdale Road Bike Lane Continuation (Curry to Continental)

PART B-DETAILED PROJECT DESCRIPTION

This 1.25 mile segment of arterial roadway maintains three traffic lanes in both north and south directions, typically striped to allow two dedicated left-turn pockets at (5) intersection approaches. Intermittent medians are either curbed and landscaped or paved and striped for delineation and relief for driveway access. With existing bike lanes terminating at the city of Scottsdale border to the north (Continental Dr.) southbound cyclists are constrained to deviate to either shared lane access on the street or continue on the sidewalk. Northbound cyclists are not persuaded to utilize this segment into Scottsdale or adjacent bike routes due to the lack of on-street bike lanes. The presence of high automobile traffic and significant crash data identifies this segment as an opportunity to eliminate gaps in bike infrastructure and provide connectivity to the regional network with the addition of continuous north and south bike lanes.

Tempe : Scottsdale Road Bike Lane Continuation (Curry to Continental)

PART B-DETAILED PROJECT DESCRIPTION

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

The addition of north and south traveling bike lanes in this segment come by way of reconfiguration of existing right-of-way by lane restriping, reduction of lane widths, reconstruction and/or removal of median segments, and partial curb reconstruction to maintain or expand sidewalks. Median islands impacted by the reconfiguration will be landscaped to add to or replace existing vegetation.

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

Connectivity is paramount to the safe, effective utilization of all transportation networks. With high-volume, high-crash data in this segment, this project intends to eliminate the current gap in bike infrastructure and provide better linkages to existing regional bike facilities in Scottsdale while increasing safety for all users of the road, improving air quality and enhancing access to surrounding uses, including ASU and Tempe Town Lake.

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:

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

This project directly responds to growing safety concerns related to lack of bike lane facilities on a high-volume corridor that connects to several regional bike networks. The reconfiguration of the roadway will add designated travel lanes for cyclists in both north and south lanes, and adding visibility and awareness for all users of the road. The presence of these designated lanes also narrows the existing travel lanes; calming automobile traffic while maintaining capacity.

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

This project may provide segments of sidewalk expansion and enhancing accessible routes for persons with disabilities. Additionally, the presence of bike lanes increases visibility for all persons crossing the roadway.

Tempe : Scottsdale Road Bike Lane Continuation (Curry to Continental)

PART B-DETAILED PROJECT DESCRIPTION

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

Gaps in modal infrastructure deter access for adjacent facilities. This project provides safe, accessible connections and further bolsters the existing regional network.

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

The sense of place is enhanced in this location by both functional and aesthetic mechanisms. With the addition of highly-visible bike lanes in this segment, the presence of cyclists will increase. This is an important feature of placemaking; an evident capacity for and utilization of modal choices. Additionally, the reconstruction of medians provides an opportunity to refresh existing vegetation and increase landscaping through the alignment, enhancing the gateway to the system of pathways in and round Tempe Town Lake.

14. Connectivity: (Check all that apply)

Project fills a gap in the system
Explain:

Elimination of a 1.25 mile gap in bike infrastructure that connects to significant regional pathways.

Project connects to other local bikeways
List of connected bikeways:

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

Though not a multi-jurisdictional project, this infrastructure directly supports the adjacent facilities in Scottsdale while providing connectivity to the regional network.

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

15. Number of transit stops this project will connect to. Do NOT count major transit facilities (park and rides, transit centers, etc.) in this question. List associated route(s) and their peak frequency, using Valley Metro as the source.

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:

17, 56, 72, Orbit Earth, 514, 535, Miller Road Trolley, Neighborhood Pearl with peak frequency ranging between 5-21 minutes.

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

Within 1/2 mile

List:

Park and Ride (2) McKellips & Curry, Papago Plaza, Transit Center (1) Skysong

Tempe : Scottsdale Road Bike Lane Continuation (Curry to Continental)

PART B-DETAILED PROJECT DESCRIPTION

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

12 Within 1/2 mile

List:

Parks (11) Eldorado, Vista North Lake, Vista South Lake, Vista Del Camino, Roosevelt Lake, Indian Bend, Rio Salado, Tempe Women's Club, Papago, Evelyn Hallman, Tempe Town Lake; Senior Center (1) North Tempe

19. Number of commercial and employment destinations (malls, retail centers, business parks, etc.) this project will benefit (for example, a mall is ONE destination; do NOT count every store in a mall as a separate destination):

4 Within 1/2 mile

List:

Papago Plaza, Skysong, Scottsdale & Weber, Sun Plaza

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

6 Within 1/2 mile

List:

Supai, Laird, Zuni, Apache, Yavapai, Tonalea

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

4 Within 1/2 mile

List:

Ombudsman Charter, Student Choice, Integrity Education Centre, ASU

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):

23 Within 1/4 miles

List:

SRP, Food City, Korean Global Mission

16 1/4 miles to 1/2 miles

List:

Tempe St. Lukes, ASU, Papago Plaza, Skysong, McDowell Post Office

Tempe : Scottsdale Road Bike Lane Continuation (Curry to Continental)

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:

Project limits include the approximate linear 1.25 miles of municipal ROW on N. Scottsdale Rd.; northbound at E. Continental Dr., southbound at E. Curry Rd.

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

Tempe : Scottsdale Road Bike Lane Continuation (Curry to Continental)

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

26. Federal law requires that all federally funded projects comply with a federal environmental clearance. For projects that have a minimum ground disturbance, environmental surveys are required and an environmental document will need to be prepared, which typically requires 12 months to complete.

Describe any known cultural, historical and biological resources, hazardous materials or other environmental issues that could affect work on the segment.

27. Current ROW: (Check all that apply)

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

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

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

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

Yes

No

Tempe : Scottsdale Road Bike Lane Continuation (Curry to Continental)

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 type="checkbox"/>	Canals & Drainage		
<input type="checkbox"/>	Power Lines & Cables		Other:
<input checked="" type="checkbox"/>	Pipelines, Sewer and Water		<input type="text"/>

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

Typical roadway conditions based on GIS data, working over/near wet utilities. To be determined in greater detail with design.

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

<input checked="" type="checkbox"/>	AASHTO Guide for Bicycle Facilities	<input type="text"/>
<input checked="" type="checkbox"/>	MAG Pedestrian Policies and Design Guidelines	
<input type="checkbox"/>	MAG Complete Streets Guide	
<input checked="" type="checkbox"/>	MAG Designing Transit Accessible Communities	
<input type="checkbox"/>	MAG Valley Path Brand & Wayfinding Signage Guidelines	
<input checked="" type="checkbox"/>	NACTO Urban Bikeway Design Guide	
<input type="checkbox"/>	RPTA Bus Stop Program and Standards	

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

With new development and capital improvement projects, bike lanes on arterial streets are:	<input type="text" value="Required"/>
With new development and capital improvement projects, bike lanes on collector streets are:	<input type="text" value="Recommended"/>
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	<input type="text" value="Recommended"/>
With new development or during development retrofits, shared-use paths are:	<input type="text" value="Recommended"/>
Bicycle program implemented, including bike education, safety events, and bike maps	<input type="text" value="Yes"/>
Complete Streets Policy	<input type="text" value="No"/>

34. The project is: (Check one)

<input checked="" type="checkbox"/>	Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source) List: <input type="text" value="Tempe Transportation Plan, consistent with General Plan bikeways goal - Evaluate the bicycle network to assess adequacy and implement specific improvements, such as eliminating gaps, removing barriers, addressing bike lanes and bike paths to encourage bicycle travel by all levels of riders"/>
<input type="checkbox"/>	Consistent with general policy/practices, but not formally identified (provide source) Explain: <input type="text"/>
<input type="checkbox"/>	Not addressed by jurisdiction's plans, policies, or practices Explain: <input type="text"/>

Tempe : Scottsdale Road Bike Lane Continuation (Curry to Continental)

PART B-DETAILED PROJECT DESCRIPTION



Tempe : Scottsdale Road Bike Lane Continuation (Curry to Continental)

PART B-DETAILED PROJECT DESCRIPTION

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

Measuring the success of this project will come through realizing Tempe's "Vision Zero" goal to eliminate fatal and serious injury crashes, and through increased ridership of lower confidence riders, 8 to 80. The city will review bicycle and pedestrian accident data and bicycle/pedestrian count data, as an indicator of success of this project. Success of this project will reflect the goals of the project which are to reduce the number of significant accidents in this segment, and to increase connectivity to surrounding multi-modal facilities and destinations.

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?

Bike count technology will be utilized to measure the utilization and performance of the project, both in the scoping/design phase and after construction. The method may be a combination of remote (intersection camera) and on-site collection (staff).

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.

Yes, as with every Tempe Capital Improvement Project, a public information officer (PIO) will be assigned to the project. Upon completion of the project, the PIO will coordinate extensive outreach and educational materials in monthly community newsletter in water bill, through social media, and press releases.

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

Signage indicating connections to adjacent bike facilities will be included along the alignment.

Part C - Required Attachments
<p>Listed below are the required attachments for this project application. These attachments are intended to demonstrate the need of the project. They should clearly show the segment alignment and features that connect to other bicycle, pedestrian, and/or shared-use facilities, as well as washes, canals, railroad crossings, and other crossing features that may affect the project.</p> <p><u>PLEASE INCLUDE EACH ATTACHMENT AS A SEPARATE .JPEG OR .PDF FILE ON YOUR APPLICATION CD.</u></p> <p>Please insert ALL attachments at the end of your printed application, in the order they are listed below. See below for alternate submission requirements for GIS coverage files.</p>
Required Attachments:
<p>1) Please attach a map showing the general location of the proposed project in relation to the region, including a north arrow.</p>
<p>2) Please attach a map with streets labeled showing the detailed location(s) of the proposed project, including a north arrow.</p>
<p>3) Please attach up to four photos indicating existing conditions in the project area (two 4x6 photos per page).</p>
<p>4) Please attach a 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.</p>
OPTIONAL Attachments:
<p>(OPTIONAL) Attach up to two photos showing what the completed project will look like, if available (these can be photoshop, renderings, etc.).</p>
<p>(OPTIONAL) Attach up to three (3) letters of support for the project.</p>
<p>(OPTIONAL) If the applicant will be providing a GIS coverage (shapefile or geodatabase), please see the tab labeled "GIS Transmittal Instructions"</p>

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:		Project Title:		Application Date:	
---------------------------	--	-----------------------	--	--------------------------	--

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	\$11,000.00	\$11,000.00	No	\$0.00	\$11,000.00			
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	1	\$46,000.00	\$46,000.00	No	\$0.00	\$46,000.00			
	3. ENVIRONMENTAL DETERMINATION (Infrastructure projects, including technical supporting documents)	LS	1	\$12,000.00	\$12,000.00	No	\$0.00	\$12,000.00			
	4. HAZMAT ASSESSMENT	LS	1	\$2,500.00	\$2,500.00	No	\$0.00	\$2,500.00			
	Subtotal Scoping (Part A)						\$0.00	\$71,500.00			
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$65,000.00	\$65,000.00	No	\$0.00	\$65,000.00			
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1	\$16,000.00	\$16,000.00	No	\$0.00	\$16,000.00			
	3. DRAINAGE REPORT	LS	1	\$22,000.00	\$22,000.00	No	\$0.00	\$22,000.00			
	4. SWPPP	LS	1	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00			
	Subtotal PE (Part B)						\$0.00	\$108,000.00			
Subtotal Preliminary Engineering (Part A + Part B)					\$179,500.00	\$0.00	\$179,500.00				
C. Right-of-Way Acquisition	1. Right-of-Way Acquisition	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00			
Subtotal Right-of-Way Acquisition (Part C)					\$0.00	\$0.00	\$0.00				
D. Utility Relocation	1. Utility Relocation	LS	1	\$0.00	\$0.00	No	\$0.00	\$0.00			
Subtotal Utility Relocation (Part D)					\$0.00	\$0.00	\$0.00				
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	\$8,000.00	\$8,000.00	Yes	\$7,544.00	\$456.00	
		Site Preparation		LS	1	\$130,000.00	\$130,000.00	Yes	\$122,590.00	\$7,410.00	
		Demolition	Sawcut		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Structures and Obstructions		LS	1	\$100,000.00	\$100,000.00	Yes	\$94,300.00	\$5,700.00
			Remove Fencing		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Structural Concrete		CY	1	\$80,000.00	\$80,000.00	Yes	\$75,440.00	\$4,560.00
			Remove Asphaltic Concrete Pavement		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Concrete Sidewalks, Slabs		CY	1	\$60,000.00	\$60,000.00	Yes	\$56,580.00	\$3,420.00
		Hazmat Abatement		LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Retaining Wall - Reinforced Concrete Cantilevered		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Earthwork	General Excavation		CY	1	\$25,500.00	\$25,500.00	Yes	\$24,046.50	\$1,453.50
			Drainage Excavation		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Structural Excavation		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Structural Backfill		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Borrow (In Place)		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Curb & Gutter		LF	1	\$85,000.00	\$85,000.00	Yes	\$80,155.00	\$4,845.00	
		Aggregate Base		CY	1	\$75,000.00	\$75,000.00	Yes	\$70,725.00	\$4,275.00	
		Pathway Or Sidewalk Materials	Concrete		SF	1	\$82,000.00	\$82,000.00	Yes	\$77,326.00	\$4,674.00
			Colored Concrete		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Stamped Color Concrete		SF	1	\$44,000.00	\$44,000.00	Yes	\$41,492.00	\$2,508.00
			Precast Concrete Pavers		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Asphaltic Concrete		Ton	1	\$300,000.00	\$300,000.00	Yes	\$282,900.00	\$17,100.00
			Polymer or Resin Stabilized Surface		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Crosswalk Enhancement	Concrete Pavers		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Stamped Asphalt		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Stamped Concrete		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Concrete		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Integral Color Concrete		SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
Pedestrian ADA Ramp		SF	1	\$36,000.00	\$36,000.00	Yes	\$33,948.00	\$2,052.00			
Culvert Extensions		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
Pedestrian Lighting Including Conduit And Trenching		Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00			
Handrail	Standard		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Decorative		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		

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:			Project Title:			Application Date:							
Part	Item Description					Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)
	Subtotal Hardscape Construction								\$1,025,500.00		\$967,046.50	\$58,453.50	

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:		Project Title:		Application Date:	
---------------------------	--	-----------------------	--	--------------------------	--

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	\$110,000.00	\$110,000.00	Yes	\$103,730.00	\$6,270.00		
		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		
		Cactus (5 Gallon Size)	Each	1		\$0.00	Yes	\$0.00	\$0.00		
		Mulch	Decomposed Granite	CY	1	\$25,000	\$25,000	Yes	\$23,575	\$1,425	
			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	\$30,000	\$30,000	Yes	\$28,290	\$1,710	
			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	\$45,000	\$45,000	Yes	\$42,435	\$2,565			
	Landscape Establishment	LS	1	\$45,000	\$45,000	Yes	\$42,435	\$2,565			
	Subtotal Landscaping & Irrigation Items					\$255,000		\$240,465	\$14,535		
	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	1		\$0	Yes	\$0	\$0			
Signage (Wayfinding)		Each	1	\$6,000	\$6,000	Yes	\$5,658	\$342			
Tree Grates		Each	1		\$0	Yes	\$0	\$0			
Subtotal Site Furnishings					\$6,000		\$5,658	\$342			
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			
			1		\$0	Yes	\$0	\$0			
			1		\$0	Yes	\$0	\$0			
			1		\$0	Yes	\$0	\$0			
			1		\$0	Yes	\$0	\$0			
			1		\$0	Yes	\$0	\$0			
			1		\$0	Yes	\$0	\$0			
			1		\$0	Yes	\$0	\$0			
			1		\$0	Yes	\$0	\$0			
	Subtotal Other Construction					\$0		\$0	\$0		
5. Mobilization And Administration Costs	Contractor Mobilization	LS	1		\$0	No	\$0	\$0			
	Traffic Control	LS	1	\$16,000	\$16,000	Yes	\$15,088	\$912			
	Construction Survey & Layout	LS	1		\$0	Yes	\$0	\$0			
	Construction Contingencies	LS	1		\$0	Yes	\$0	\$0			
	Construction Administration	LS	1	\$30,000	\$30,000	Yes	\$28,290	\$1,710			
	Subtotal Mobilization & Administration Costs					\$46,000		\$43,378	\$2,622		
Subtotal Construction Or Implementation Cost (Part E)							\$1,332,500	\$1,256,548	\$75,953		
F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)							\$1,512,000	\$1,256,548	\$255,453		
G. Adot Fee Review Fee - \$10,000 for Certified Accepted agencies, otherwise \$30,000							\$10,000	\$0	\$10,000		

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:			Project Title:			Application Date:							
Part	Item Description					Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)
H.	Total Project Cost Including ADOT Fees (Part F + Part G)								\$1,522,000		\$1,256,548	\$265,453	

Tempe: Scottsdale Road Bike Lane Continuation (Curry to Continental)

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	\$179,500	
3. Right of way	\$0	
4. Utilities	\$0	
5. Construction	\$1,332,500	
6. Contingency	\$0	No more than 20% of Construction Cost
7. Total Cost	\$1,522,000	

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

9. Expected Annual Maintenance Cost

10. Identify Source of Maintenance Funds

Requested MAG Programming	Year	Short Work Description (E.g. Construct Multiuse Path)	Local Funding Source	Local Cost	Federal Cost	Total Cost	Local Share
11. Design (Optional)	2019	Conduct study, scoping, design; prepare construction documents		\$179,500	Not Available	\$179,500	100.0%
12. Right of way (Optional)				\$0	Not Available	\$0	
13. Utilities (Optional)				\$0	Not Available	\$0	
14. Other (Optional)				\$0	Not Available	\$0	
15. Construction	2021	Reconfigure roadway and construct N/S bike lanes		\$85,953	\$1,256,548	\$1,342,501	6.4%
16. Total Costs				\$265,453	\$1,256,548	\$1,522,001	17.4%

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.

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

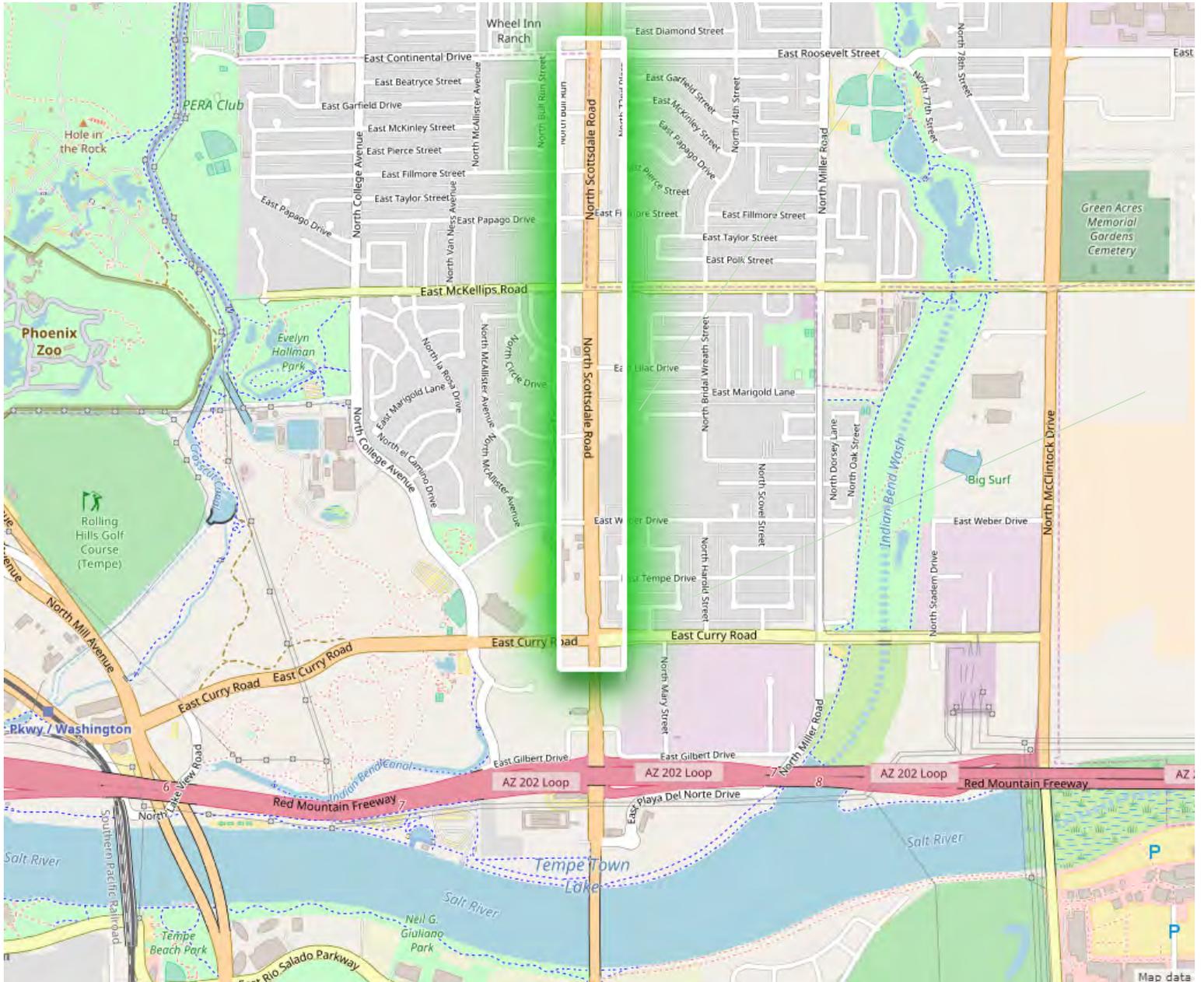
SIGNATURE(S):

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:	Andrew B. Ching
Title:	City Manager
Date:	9/22/2017

Scottsdale Rd Bike Lane Continuation Curry to Continental

Local Orientation



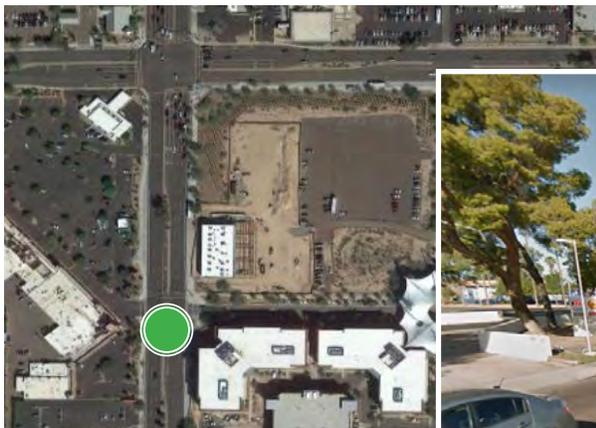
1.25 mile segment of Scottsdale Road currently maintains three traffic lanes in both north and south directions with intermittent medians and left-turn pockets. Project eliminates gap in connectivity by joining existing lanes at E Curry Road to the existing lanes at the City of Scottsdale Border, Continental Drive.

Scottsdale Rd Bike Lane Continuation Curry to Continental

Existing Conditions



Lane, median, curb and sidewalk conditions, near Curry Rd



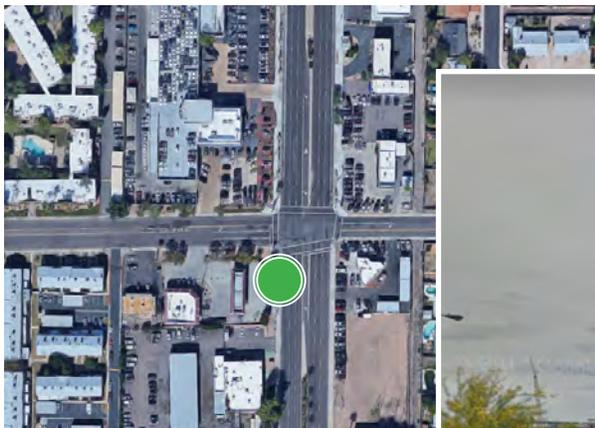
Turn lane and intersection conditions, near ASU Skysong

Scottsdale Rd Bike Lane Continuation Curry to Continental

Existing Conditions



Current landscaped median and sidewalk treatments



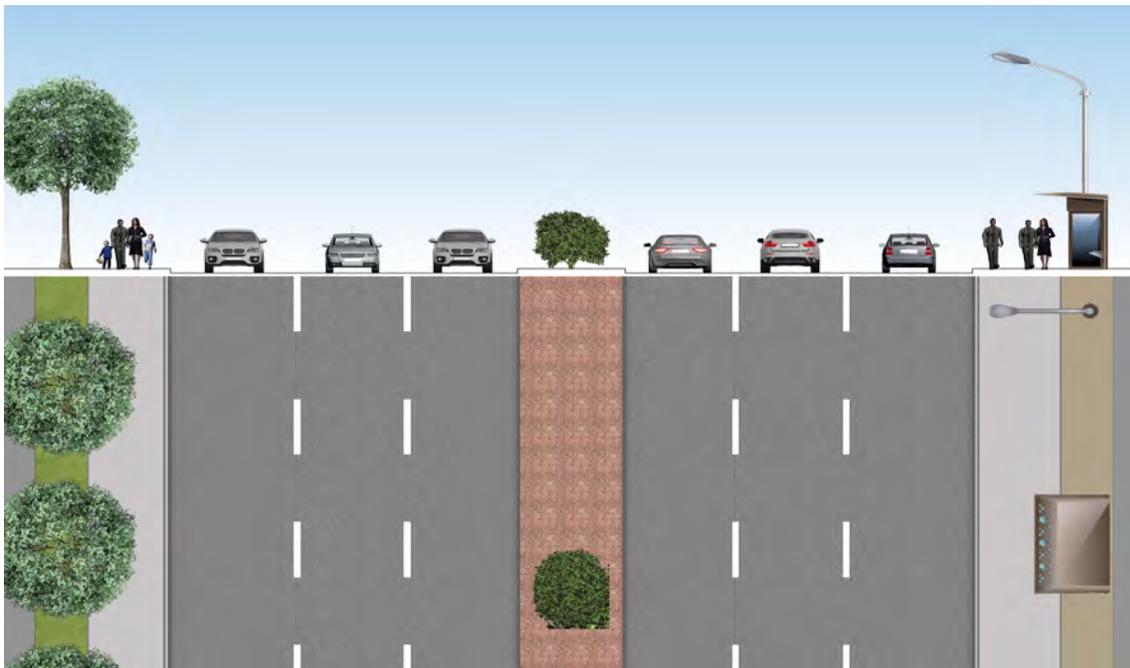
Existing bike lanes at Scottsdale border, Continental Dr

Scottsdale Rd Bike Lane Continuation Curry to Continental

Current Typical Cross Section



ROW Limit
8' Sidewalk
13' Travel Lane
11.5' Travel Lane
11.5' Travel Lane
12' Center Median
11.5' Travel Lane
11.5' Travel Lane
13' Travel Lane
8' Sidewalk
ROW Limit



Scottsdale Rd Bike Lane Continuation Curry to Continental

Project Simulation



Current typical street conditions; wide lanes, underutilized medians, no bike lanes



Completed project elements include road diet, addition of continuous north/south bike lanes, landscaped medians, pedestrian refuge, wayfinding and placemaking connections



Parking and Transit Services

Providing sustainable transportation and access solutions for ASU.

September 25, 2017

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

RE: Bicycle Lanes on Scottsdale Road in Tempe

Dear Committee Members:

Arizona State University is pleased to submit this letter in support of a grant request by the City of Tempe for construction of 1.25 miles of bike lanes on Scottsdale Road from Curry Road to the Scottsdale border.

Adding bike lanes along this north/south corridor will connect students, faculty and staff from the ASU Tempe campus to SkySong in Scottsdale. The project will also link local and regional facilities, schools, parks and employment centers as well as allow for greater transportation options and connections to light rail, bus routes and multi-use paths. This measure completes a regional gap in the bikeway system and will connect to the bicycle lanes already constructed in Scottsdale.

We understand that crash data along this corridor supports the need to provide safe, accessible facilities to users of all skill levels within the regional network. ASU is committed to providing sustainable transportation options whereas these bicycle lanes will contribute to that goal.

We support the addition of bike lanes along Scottsdale Road and are hopeful that the committee will recognize the importance of this project. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Melinda Alonzo".

Melinda Alonzo
Director, Parking and Transit Services
Arizona State University

September 25, 2017

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

RE: Tempe Bike Share Expansion

Dear Bicycle and Pedestrian Committee Members:

This letter is in support of a grant request by the City of Tempe for construction of additional bike share stations. Tempe launched its bike share system in May 2017 with 300 bikes and 31 stations. Since that time, the system has performed remarkably well.

Expanding the system will allow for greater access to more sustainable transportation and further reduce dependency on automobiles. Currently, the majority of Tempe's bike share stations are located north of Apache Boulevard serving the northern portion of the city. The expansion will aid in creating a city-wide system which also connects to the cities of Phoenix and Mesa.

As chair of the Transportation Commission, we support Tempe's request for construction funding for expansion of this system.

Thank you for your consideration of the project.

Sincerely,

A handwritten signature in cursive script, appearing to read "Don Cassano".

Don Cassano
Tempe Transportation Commission Chair

September 25, 2017

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

RE: Tempe Bike Share Program

Dear Bicycle and Pedestrian Committee Members:

This letter is in support of Tempe's grant request of construction funding for a much-needed expansion of its bike share system. As a local citizen bike advocacy organization, our mission is to advocate and support safe, comfortable and direct bike facilities that will encourage bike ridership as a legitimate mode of travel for users of all ages and confidence levels. The current locations of bike share stations hinder the ability of many residents south of Apache Boulevard from fully utilizing the system.

The region is growing rapidly with new businesses and residents locating near amenities and facilities that support transportation alternatives for non-motorized traffic. The bike share system provides access to the many neighborhoods, parks, employment, entertainment, education, and other regionally significant destinations that are highly valued.

Awarding the City of Tempe grant funding for construction of this project is a big step forward for legitimizing bike travel in the overall transportation network.

Thank you for the opportunity to express our support for this project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Patrick Valandra', written over a horizontal line.

Patrick Valandra
President - Tempe Bicycle Action Group
(602) 377-6641
valandra@biketempe.org