



Transportation Alternatives / CMAQ Application for
FY 2023 and FY 2024 Projects

Scottsdale

Indian Bend Wash Path Bridge Replacement Over Osborn Road

**APPLICATIONS ARE DUE AT MAG OFFICES BY
Monday, September 16, 2019 at 10:00 a.m.**

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

Scottsdale: Indian Bend Wash Path Bridge Replacement at Osborn Road

| PART A - CONTACT AND PROJECT DESCRIPTION | |
|---|--|
| Contact Information | |
| 1. Name of Sponsoring Agency | Scottsdale |
| 2. Agency Contact Name | Susan Conklu |
| 3. Phone Number of Agency Contact | 480-312-2308 |
| 4. E-Mail Address of Agency Contact | sconklu@scottsdaleaz.gov |
| 5. Mailing Address of Agency Contact | 7447 East Indian School Rd Ste 205 Scottsdale, AZ 85251 |
| Project Description | |
| 6. Please provide the Project Title. | Indian Bend Wash Path Bridge Replacement at Osborn Road |
| 7. Please provide a concise, specific description of the project (250 character limit): | |
| <p>This project is a nonmotorized crossing of the Indian Bend Wash path at Osborn Road near Old Town Scottsdale. It includes reconstructing the bridge & the path approaches. The new bridge will be wider & have a have reduced maximum slope to meet ADA & the AASTHO Bike Guide for people walking & biking.</p> | |
| 8. Please provide the project limits: | |
| <p>Along the Indian Bend Wash Shared Use Path over Osborn Road, between Hayden Road and Miller Road.</p> | |

Scottsdale : Indian Bend Wash Bridge Replacement at Osborn Road

PART B-DETAILED PROJECT DESCRIPTION

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

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

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

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

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

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

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

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

- | | |
|--|----------------------|
| <input checked="" 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"/> 1 Number of bicycle/pedestrian counting devices |
| <input checked="" type="checkbox"/> 6 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.

The existing bridge was constructed nearly 40 years ago, is not ADA compliant, and is below AASHTO's minimum design guidelines for paths. The longitudinal (running) slope exceeds 5%. The bridge path is only 7 feet wide and does not have buffers between the path and the bridge's cage structure, which presents challenges such as passing clearance. User counts taken 0.5 mile north of this location showed 617 cyclists and 264 pedestrians in an 8-hour period. This is a heavily used path and critical segment within the city's 15-mile Indian Bend Wash Path system, which connects to Tempe, Mesa, and Phoenix. Often, if a group of cyclists are approaching the bridge, they hit a bottleneck due to the slope and width.

Scottsdale : Indian Bend Wash Bridge Replacement at Osborn Road

PART B-DETAILED PROJECT DESCRIPTION

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

This project will replace a busy, substandard nonmotorized crossing of the Indian Bend Wash path at Osborn Road near Old Town Scottsdale. It includes reconstructing the bridge & the path approaches to meet current, wider standards with reduced slope. The new bridge will be wider (14-feet) & have a have reduced maximum slope to meet ADA & the AASTHO Bike Guide for people walking & biking. It will have Wayfinding Signage to guide people to the destinations nearby such as the adjacent Osborn Park, Old Town Scottsdale, Civic Center Library and plaza area, City Hall, and other points along the path such as Indian School Park, & Eldorado Park & Pool. This will help people walking and biking connect better to the Osborn Complete Street (Transportation Alternatives Funded) project that will be constructed in 2021.

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

To help connect path users better along this busy area with a more comfortable, convenient bridge over Osborn Road, including people with disabilities who have trouble traveling on the current steep incline. The current bridge and path are already well used, with high volumes of bicyclists and pedestrians. The new bridge would provide a wider bridge that meets current city and federal standards. People walking and biking will be able to travel side-by-side easier and have more space to pass by others.

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

| | | |
|--------------------------|---|--|
| <input type="checkbox"/> | Medians with pedestrian crossing islands | Other <input style="width: 300px; height: 100px;" type="text"/> |
| <input type="checkbox"/> | Roadway Reconfiguration (Road Diet) | |
| <input type="checkbox"/> | Striping/re-striping to narrow vehicle lanes | |
| <input type="checkbox"/> | Color pavement or similar treatment | |
| <input type="checkbox"/> | Lighting | |
| <input type="checkbox"/> | Landscape buffer between sidewalk and roadway | |
| <input type="checkbox"/> | Rectangular Rapid Flash Beacon (RRFB) | |
| <input type="checkbox"/> | Driver Feedback Sign | |

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

| | |
|-------------------------------------|-----|
| <input type="checkbox"/> | Yes |
| <input checked="" type="checkbox"/> | No |

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

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

The safest way for bicyclists and pedestrians to cross roads is with a grade-separated crossing so they don't have to interact with vehicles at all. The 15-mile long Indian Bend Wash Path has tunnels, underpasses, and bridges at the majority of street crossings. The new bridge will be easier and more comfortable to cross and enable path users to continue along the existing path, which is a safe, comfortable, and low-stress route throughout Scottsdale. It also provides a continous connection to the 13-mile long Rio Salado Path in Tempe, Mesa, and Phoenix which also have grade-separated crossings.

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

Scottsdale : Indian Bend Wash Bridge Replacement at Osborn Road

PART B-DETAILED PROJECT DESCRIPTION

Currently the bridge has a steep grade at both ends that exceeds 5%. Reducing the slope below 5% will make the bridge more comfortable for disabled path users and meet ADA requirements. By removing the barrier at this bridge & replacing it with a compliant design, people with disabilities will be able to access local and regional bikeways, transit routes, Honor Health Hospital and medical offices, Scottsdale Training and Rehabilitation Services, Osborn Health and Rehabilitation, Scottsdale Stadium, Civic Center Library, Scottsdale Center for Performing Arts and Museum of Contemporary Art, events, parks, shopping, jobs, schools, and nearby community/senior centers.

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

Completing this street in this final bike/pedestrian gap will provide connectivity to a diverse range of destinations. This is adjacent to Old Town Scottsdale with single and multi family residential, medical, cultural, commercial (including grocery stores and drugstores/pharmacies), and park/open space near moderate and lower-income households and 2 transit routes (including 1 FREE trolley route). It is adjacent to Scottsdale Stadium, Honor Health Hospital, Banner Behavior Health Hospital, numerous medical offices, an assisted living center, and Scottsdale Training and Rehabilitation Services. The project is 0.5-mile from Our Lady of Perpetual Help School (K-4th grade), 0.75-mile from Civic Center area (special events), the library, Scottsdale Center for Performing Arts and Museum of Contemporary Art, and 0.75-mile from Pima Elementary School. Within 1-mile from Coronado High School, Navajo Elementary School, Indian School Park & Tennis Center, Youth and Family Services, Eldorado Park, Aquatic & Fitness Center, and Boys & Girls Club. These adjacent and nearby destinations generate a high level of bike and pedestrian activity.

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

This will connect people to places, enhancing quality of life especially for short trips in the area. Neighbors meet & get to know each other while regularly walking, bicycling, & traveling at "human speed." It is easier to explore areas and discover destinations and businesses when traveling this speed. Giving people more nonmotorized travel routes helps create an improved sense of place and enhances the neighborhood identity.

14. Connectivity: (Check all that apply)

Project fills a gap in the system

Explain:

It improves a barrier along the 15-mile Indian Bend Wash Path; the current bridge currently acts as a gap for many people including people with disabilities. This project connects a regional north/south bikeway: IBW Path (Scottsdale) to Rio Salado Path (Tempe, Mesa, Phoenix).

Project connects to other local bikeways

List of connected bikeways:

Indian Bend Wash connects to the Arizona Canal, which connects to the Crosscut Canal & Pima Paths. These paths connect to bike lanes on Indian School Road, Camelback Road, Thomas Road, Chaparral Rd, McDonald Dr, Indian Bend Rd, McDowell Rd, and Oak St with links to the bike lanes on Scottsdale Rd, Miller Rd, Granite Reef, Osborn Rd, and 64th St.

Multi Jurisdictional Project (please include letter of support (See Part C)

List of Participating Jurisdictions:

201 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.

4 Within 1/2 mile

Scottsdale : Indian Bend Wash Bridge Replacement at Osborn Road

PART B-DETAILED PROJECT DESCRIPTION

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:

81 (30 mins), Miller Rd / Hayden Rd Trolley (20 mins) - free to ride

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

Within 1/2 mile

List:

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

Within 1/2 mile

List:

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

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

Within 1/2 mile

List:

OfficeMax Plaza is less than 0.25-mile away, CVS center is 0.5-mile away. Also, Basha's/Walgreen's center is 0.6-mile away, Fry's center 0.7-mile away, Albertson's center is 1-mile away.

Scottsdale : Indian Bend Wash Bridge Replacement at Osborn Road

PART B-DETAILED PROJECT DESCRIPTION

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

Within 1/2 mile

List:

Pima Elementary School is 0.6-miles away and still an easy bike ride away. Navajo Elementary School is just over 1-mile away.

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

Within 1/2 mile

List:

Our Lady of Perpetual Help School - Kindergarten - 4th grade is just under 0.5-mile away, also Coronado High School is 1-mile away which is still within guidelines for Safe Routes to 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):

Within 1/4 miles

List:

Scottsdale Presbyterian, OfficeMax Plaza shopping area

1/4 miles to 1/2 miles

List:

2 LIBRARIES: Civic Center, Foreman Health Science
 2 PARKS: Osborn Park and Indian School Park
 3 HOSPITALS: HonorHealth Scottsdale Osborn Hospital and Medical Center, Greenbaum Surgery Center, Banner Behavior Health
 8 HEALTH CARE: Your Care Medical, Advanced Dermatology and Cosmetic Surgery, Mitchell Dental, Cornerstone Dental, Arcadia Well Woman, Dentistry of Old Town, Osborn Health and Rehabilitation.
 2 GROCERY STORE: House of Rice Asian Market, Ranch Market, also Fry's is 0.7-mile and Albertson's is 1-mile away.
 2 CHURCHES: Our Lady of Perpetual Help and Holy Cross Lutheran Church.
 1 POST OFFICE: UPS
 1 BANK: Arizona Federal Credit Union

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:

Scottsdale : Indian Bend Wash Bridge Replacement at Osborn Road

PART B-DETAILED PROJECT DESCRIPTION

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

Indian Bend Wash Path over Osborn Road

Federal Functional Classification of the Facility:

Major Collector

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

Scottsdale : Indian Bend Wash Bridge Replacement at Osborn Road

PART B-DETAILED PROJECT DESCRIPTION

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

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

Description of Methodology – All counts are collected over a two-day period with automatic traffic counters using pneumatic roadway sensors. The daily counts are averaged and adjusted using monthly factors developed by MAG.

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.

Some easements may need to be acquired from Continental Golf Club owned by ARCIS Golf, as well as Sandpebble Village Condominiums on the southwest area of the project.

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

Yes

No

30. Current Utilities in or abutting the alignment: (Check all that apply)

No Utility in or abutting the alignment

Canals & Drainage

Power Lines & Cables

Private Structures

Other:

Scottsdale : Indian Bend Wash Bridge Replacement at Osborn Road

PART B-DETAILED PROJECT DESCRIPTION

| | | |
|-------------------------------------|----------------------------|-----------------------------|
| <input checked="" type="checkbox"/> | Pipelines, Sewer and Water | ITS Fiber and street lights |
|-------------------------------------|----------------------------|-----------------------------|

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

There are no known utility conflicts that will need to be addressed. Any issues with utilities or landscape irrigation along the roadway will be addressed with the project. Since this runs along the edge of the Indian Bend Wash, 404 Permitting may be needed during design.

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

| | | |
|-------------------------------------|---|--|
| <input checked="" type="checkbox"/> | AASHTO Guide for Bicycle Facilities | Other: Scottsdale's Path & Trail Wayfinding Signage Guidelines - this location is shown on the plan with specific sign types and locations. |
| <input checked="" type="checkbox"/> | MAG Pedestrian Policies and Design Guidelines | |
| <input checked="" type="checkbox"/> | MAG Complete Streets Guide | |
| <input checked="" type="checkbox"/> | MAG Designing Transit Accessible Communities | |
| <input checked="" type="checkbox"/> | MAG Valley Path Brand & Wayfinding Signage Guidelines | |
| <input checked="" type="checkbox"/> | NACTO Urban Bikeway Design Guide | |
| <input type="checkbox"/> | RPTA Bus Stop Program and Standards | |

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

| | |
|--|----------|
| With new development and capital improvement projects, bike lanes on arterial streets are: | Required |
| With new development and capital improvement projects, bike lanes on collector streets are: | Required |
| With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are: | Required |
| With new development or during development retrofits, shared-use paths are: | Required |
| Bicycle program implemented, including bike education, safety events, and bike maps | Yes |
| Complete Streets Policy | 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: Scottsdale 2016 Transportation Master Plan - this project is listed as High Priority in the plan |
| <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: |

Scottsdale : Indian Bend Wash Bridge Replacement at Osborn Road

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 from residents, visitors, as well as members of the Scottsdale Transportation Commission, & Path & Trails Subcommittee. We will continue to get their feedback. As our Safe Routes to School Program gets established over the coming years, we will work with the public schools nearby including parents, students, & school staff to learn how they use the path to reach destinations nearby.

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 counts before and after construction. We will also utilize Strava user data in our planning & design. This project will include an automated counter with the ability to broadcast automatic updates for bicyclists and pedestrians. This will enable staff to get regular updates in data without having to travel to the counter. This will also help notify staff quickly when there is an issue with the counter or battery.

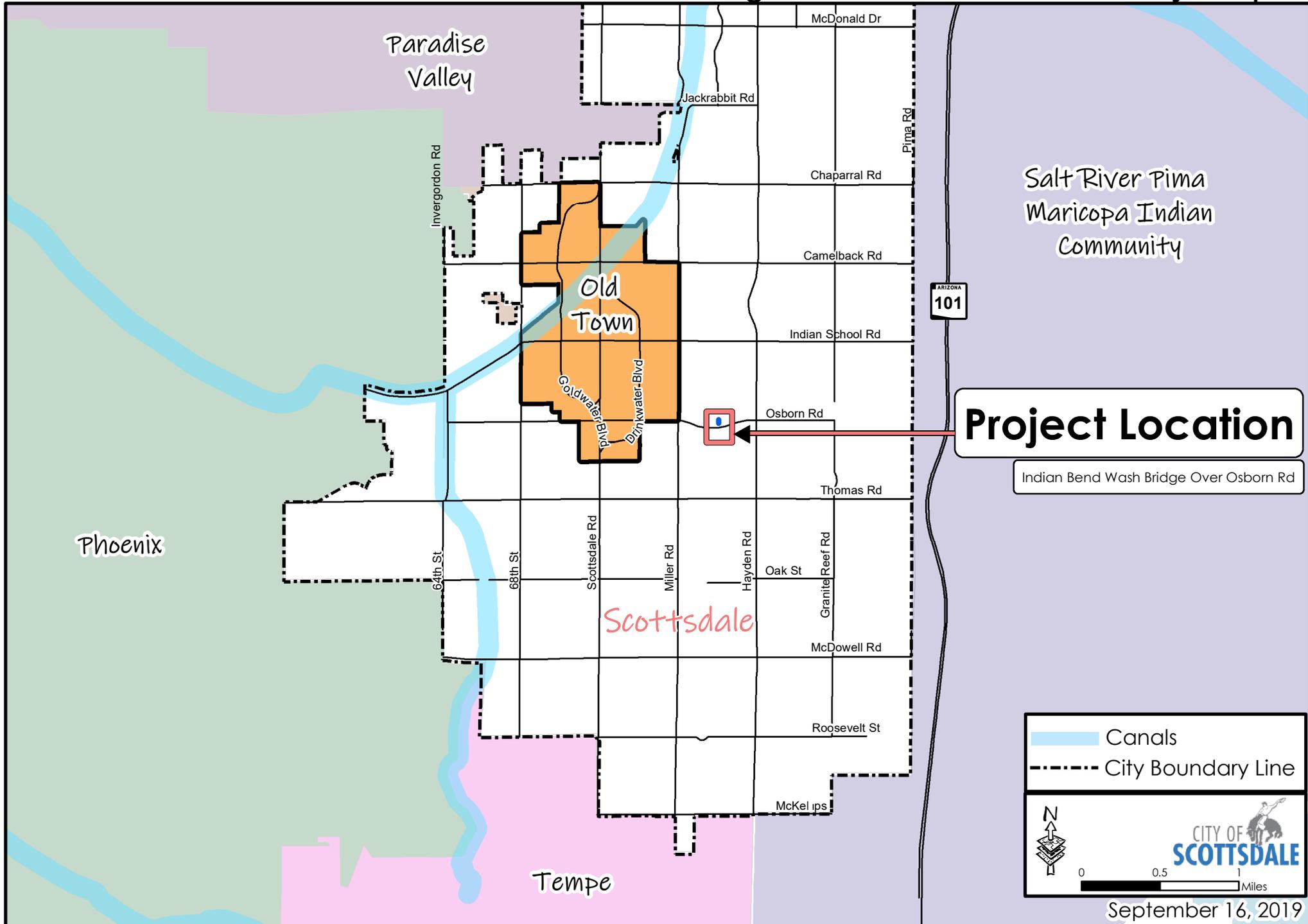
37. Will the project include an education/marketing component upon completion of construction, to publicize the project and increase citizen awareness of the project impact and benefits? If yes, please describe below.

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 as well as Fountain Hills Town Council) and other appropriate methods such as HOA meetings in both communities. 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 forum. We will also reach out to residents of the adjacent neighborhoods (see Letter of Support from Peaceful Valley), users of the adjacent library, parks, and Scottsdale Stadium for feedback, especially as the public meetings for the Osborn Road Complete Street project gets underway.

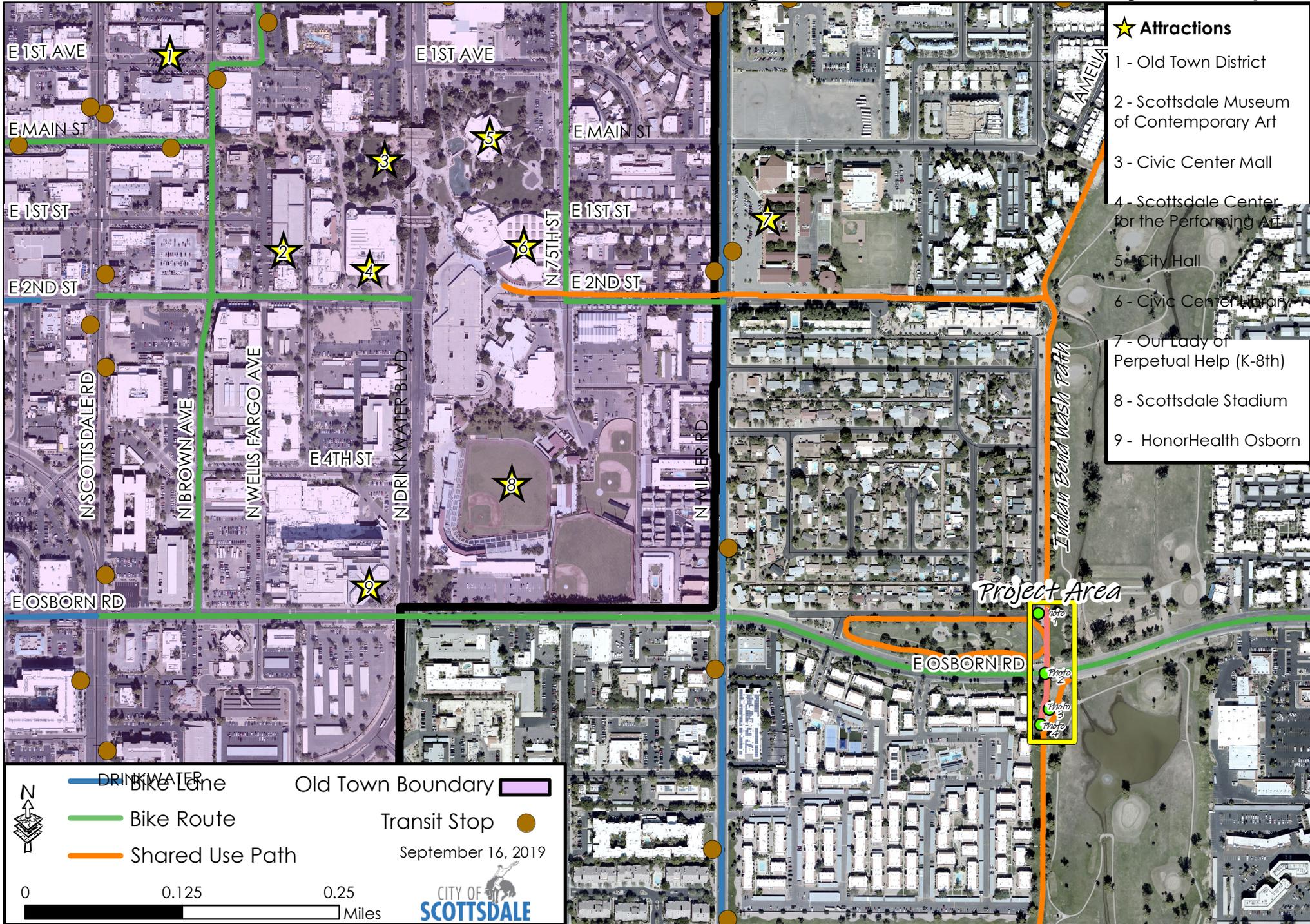
38. Will the project include wayfinding signage elements? If yes, please describe below.

Yes, Scottsdale's Path and Trail Wayfinding Signage will be used at this location. The final signage designs and mapped locations identify this area. These signs will guide users to destinations nearby as well as give information about the larger path network.

Part C Attachment 1: Indian Bend Wash Bridge at Osborn Road Vicinity Map



Part C Attachment 1: Indian Bend Wash Bridge at Osborn Road Project Map



Scottsdale: Indian Bend Wash Path Bridge Replacement at Osborn Road
Part C – Attachment 3: Photos



Photo 1: View of existing path and Osborn Bridge looking south.

Issues:

- Steep grade exceeds 5%
- Does not meet ADA requirements
- Narrow bridge

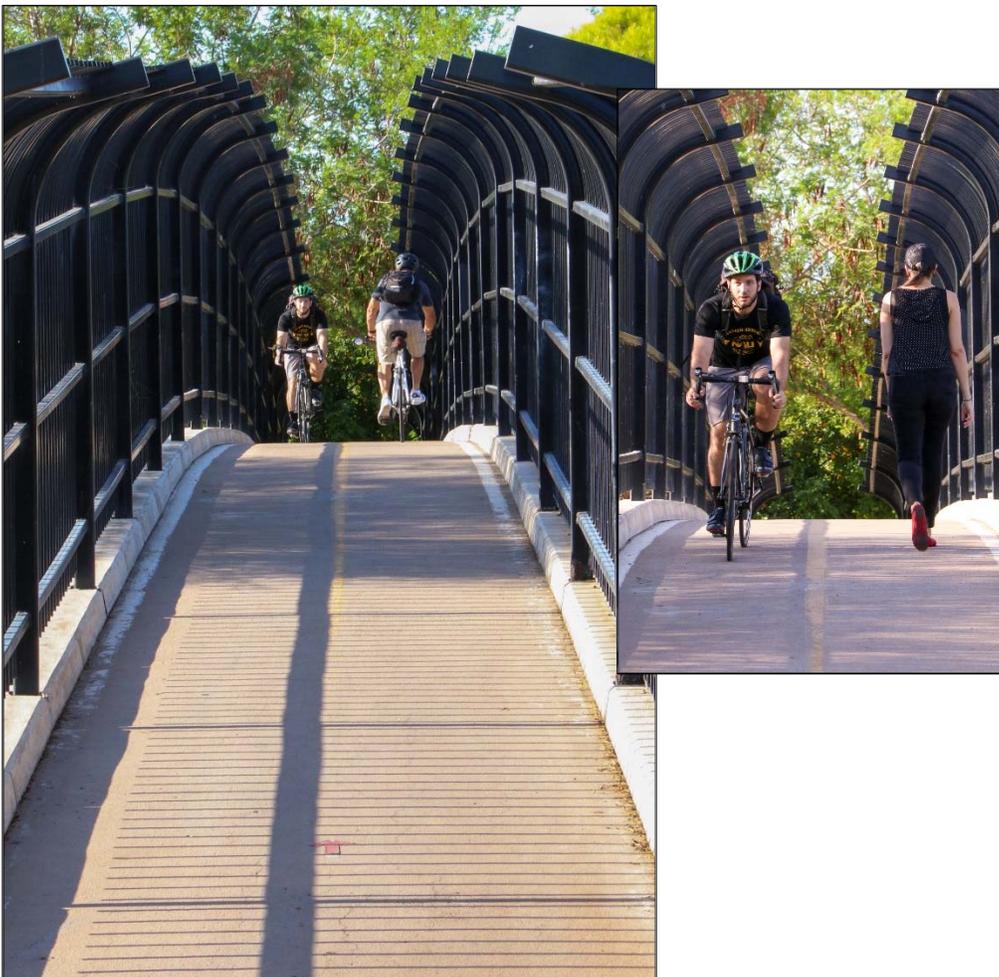


Photo 2: View of existing Osborn Bridge looking northwest.

Issues:

- Steep grade exceeds 5%
- Narrow bridge 7-foot wide
- Limited shy distance to the bridge sides or between passing people

Scottsdale: Indian Bend Wash Path Bridge Replacement at Osborn Road
Part C – Attachment 3: Photos



Photo 3: Detail view of existing Osborn Bridge at south end.

Issues:

- No clearance between path and fencing on bridge
- Not handlebar or pedal friendly

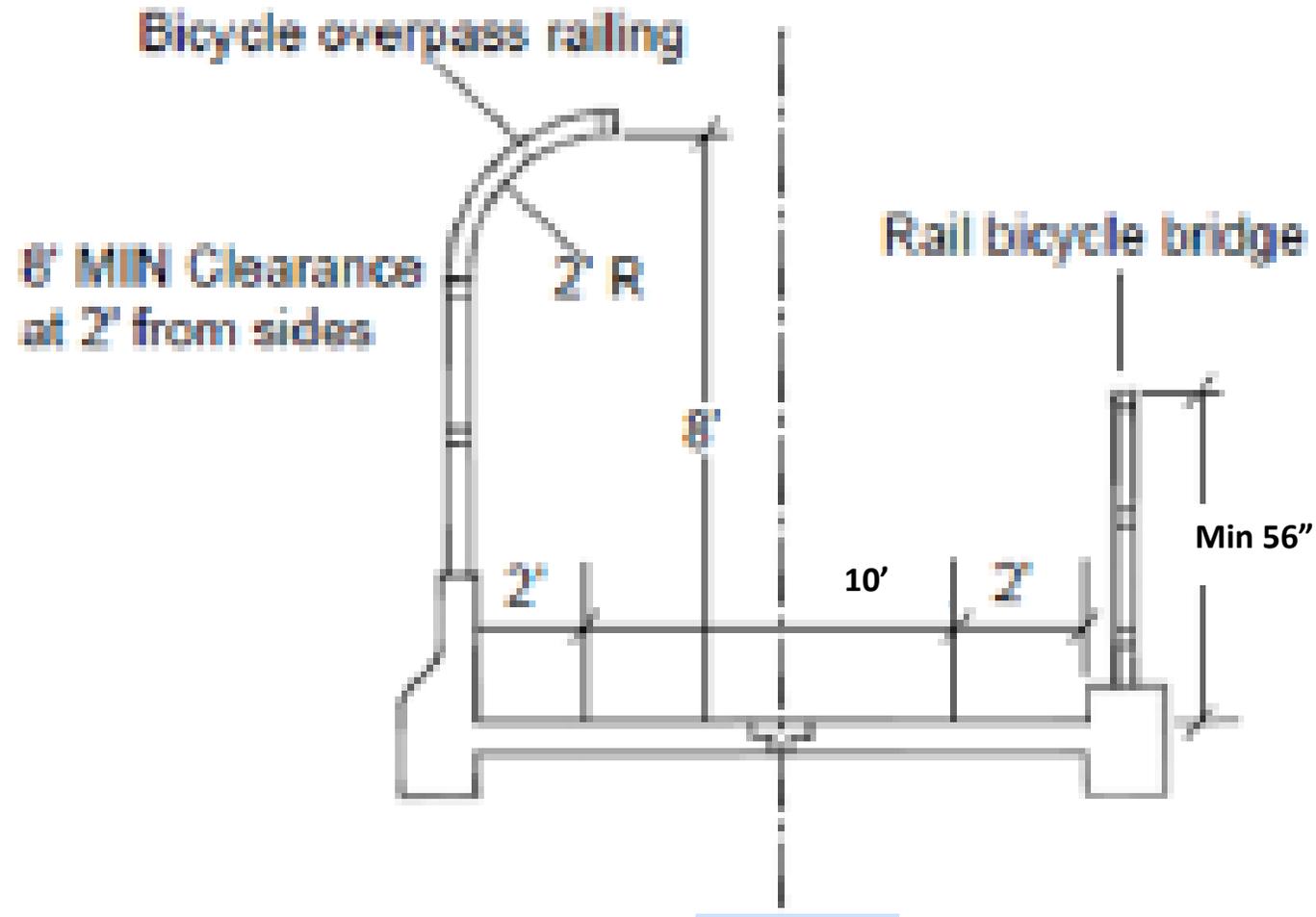


Photo 4: View of existing path just south of bridge

Issues:

- Wall is too close to path
- Path is too narrow at 8-feet wide; the current standard is 10-feet.

Multiuise Path Bridge Section





OUR LADY OF PERPETUAL HELP
CATHOLIC SCHOOL

September 12, 2019

Maricopa Association of Governments
Active Transportation Committee
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

RE: Grant Application for Indian Bend Wash Bike and Pedestrian Bridge Over Osborn Road

Dear Active Transportation Committee Members & MAG Staff:

This letter is in support of a grant request by the City of Scottsdale to replace the bike and pedestrian bridge along the Indian Bend Wash Path over Osborn. This project is needed to bring the bridge up to current federal guidelines and standards including the Americans with Disabilities Act. Currently the bridge is narrow and steep for people walking, biking, or using mobility devices like walkers and wheelchairs. The bridge is in a high activity area and often people using the path become bottlenecked at the bridge.

This bridge helps connect the greenbelt path better for residents and visitors in the local area and the region, without having to cross the road with traffic.

This project will increase safety, comfort, and convenience for bicyclists and pedestrians to reach destinations including:

- 15-mile long Indian Bend Wash Path from WestWorld in north Scottsdale to the Rio Salado Path in Tempe, Mesa, and Phoenix – a continuous path network
- Our Lady of Perpetual Help Catholic School
- Civic Center area
 - City Hall
 - Civic Center Library
 - Scottsdale Center for the Arts
 - Scottsdale Museum of Contemporary Art
 - Special events at Civic Center/Scottsdale Mall area
- HonorHealth Hospital and medical offices
- Scottsdale Stadium
- Old Town Scottsdale with retail, dining, and entertainment businesses including Fashion Square Mall
- Upcoming biking and walking improvements on Osborn Road from Hayden Road to Scottsdale Road

Our Lady of Perpetual Help Catholic School supports Scottsdale's request for construction funding to build the new Indian Bend Wash Bike and Pedestrian Bridge over Osborn Road.

Thank you,


Donna Lauro, Principal

September 6, 2019

Maricopa Association of Governments
Active Transportation Committee
302 N. 1st Avenue, Suite 300
Phoenix, Arizona 85003

RE: Grant Application for Indian Bend Wash Bike and Pedestrian Bridge Over Osborn Road

Dear Active Transportation Committee Members & MAG Staff:

This letter is in support of a grant request by the City of Scottsdale to replace the bike and pedestrian bridge along the Indian Bend Wash Path over Osborn. This project is needed to bring the bridge up to current federal guidelines and standards including the Americans with Disabilities Act. Currently the bridge is narrow and steep for people walking, biking, or using mobility devices like walkers and wheelchairs. The bridge is in a high activity area and often people using the path become bottlenecked at the bridge.

This bridge helps connect the greenbelt path better for residents and visitors in the local area and the region, without having to cross the road with traffic.

This project will increase safety, comfort, and convenience for bicyclists and pedestrians to reach destinations including:

- 15-mile long Indian Bend Wash Path from WestWorld in north Scottsdale to the Rio Salado Path in Tempe, Mesa, and Phoenix – a continuous path network
- Our Lady of Perpetual Help
- Civic Center area
 - City Hall
 - Civic Center Library
 - Scottsdale Center for the Arts
 - Scottsdale Museum of Contemporary Art
 - Special events at Civic Center/Scottsdale Mall area
- HonorHealth Hospital and medical offices
- Scottsdale Stadium
- Old Town Scottsdale with retail, dining, and entertainment businesses including Fashion Square Mall
- Upcoming biking and walking improvements on Osborn Road from Hayden Road to Scottsdale Road

We support Scottsdale's request for construction funding to build the new Indian Bend Wash Bike and Pedestrian Bridge over Osborn Road.

Thank you,

Carolyn Joy McDaniel *Anne Bade*
Cheryl DeBenedictis
Debbie Eilers
Keith L. Bauer
Louise Lamb
Rob Beer
Donna Miller
Janey Speltz
Karen Rossi Barab
Dee

Scottsdale : Indian Bend Wash Path Bridge Replacement at Osborn Road

PART D - PROJECT COST ESTIMATE WORKSHEET
(Cost Estimates Are Required Regardless of Programming)

| REQUESTED PROGRAMMING | Location Description | | | | | | | | | |
|--|---|--|----------|-----------|-----------|------------------|------------------|---------|---------|--|
| | Work Description | | | | | | | | | |
| COST ESTIMATE FOR PROCUREMENT | Funding Source | UNITS | QUANTITY | UNIT COST | TOTAL | USES FEDERAL AID | FEDERAL | LOCAL | | |
| | Preferred Year to Program Work | | | | | | | | | |
| PROCUREMENT | Place for entering item #1 | EA | 1 | | | Yes | | | | |
| | Place for entering item #2 | EA | | | | No | | | | |
| | Place for entering item #3 | EA | | | | No | | | | |
| | Place for entering item #4 | EA | | | | No | | | | |
| | Place for entering item #5 | EA | | | | No | | | | |
| | Place for entering item #6 | EA | | | | No | | | | |
| | Place for entering item #7 | EA | | | | No | | | | |
| | Place for entering item #8 | EA | | | - | No | | | | |
| | Place for entering item #9 | EA | | | - | No | | | | |
| | Place for entering item #10 | EA | 1 | | - | No | | | | |
| | Place for entering item #11 | EA | | | - | No | | | | |
| | Place for entering item #12 | EA | | | - | No | | | | |
| | Place for entering item #13 | EA | | | - | No | | | | |
| | Place for entering item #14 | EA | | | - | No | | | | |
| | Place for entering item #15 | EA | | | - | No | | | | |
| | Place for entering item #16 | EA | | | - | No | | | | |
| | Place for entering item #17 | EA | | | - | No | | | | |
| | Place for entering item #18 | EA | | | - | No | | | | |
| | Place for entering item #19 | EA | | | - | No | | | | |
| | Place for entering item #20 | EA | 1 | | - | Yes | | | | |
| | TOTAL – PROCUREMENT | | | | | | | | | |
| DESIGN | Location Description | | | | | | | | | |
| | Work Description | | | | | | | | | |
| | Funding Source | Local | | | | | | | | |
| | Preferred Year to Program Work | 2022 | | | | | | | | |
| | COST ESTIMATE FOR DESIGN | | UNITS | QUANTITY | UNIT COST | TOTAL | USES FEDERAL AID | FEDERAL | LOCAL | |
| | PRELIMINARY ENGINEERING (15% plans) (Required for Budget) | Topographic Survey | LS | 1 | | | No | | | |
| | | Design Concept Report (DCR) | LS | 1 | | | No | | | |
| | | Federal Project Environmental Determination | LS | 1 | | | No | | | |
| | | HAZMAT Assessment | LS | 1 | | | No | | | |
| | SUBTOTAL – PRELIMINARY ENGINEERING COSTS | | | | | | | | | |
| | FINAL DESIGN (30, 60, 95, 100% plans) (Required for Budget) | Plans, Specifications, Cost Estimates, Bidding | LS | 1 | 588,264 | 588,264 | No | | 588,264 | |
| | | Geotechnical Report | LS | 1 | | | No | | | |
| | | Drainage Report | LS | 1 | | | No | | | |
| | | SWPPP | LS | 1 | | | No | | | |
| SUBTOTAL – FINAL DESIGN COSTS | | | | | | | 588,264 | 588,264 | | |
| TOTAL PRELIMINARY ENGINEERING AND DESIGN COST AVAILABLE FOR PROGRAMMING | | | | | | | | | 588,264 | |
| RIGHT OF WAY | Location Description | | | | | | | | | |
| | Work Description | | | | | | | | | |
| | Funding Source | Local | | | | | | | | |
| | Preferred Year to Program Work | 2022 | | | | | | | | |
| | COST ESTIMATE FOR RIGHT OF WAY | | UNITS | QUANTITY | UNIT COST | TOTAL | USES FEDERAL AID | FEDERAL | LOCAL | |
| | RIGHT OF WAY COST (Required for Budget, May be 0 if no ROW) | Appraisals and Title Reports | LS | 1 | | | No | | | |
| | | Road Right of Way | LS | 1 | | | No | | | |
| | | Temporary Construction Easements | LS | 1 | | | No | | | |
| | | Drainage Easement | LS | 1 | | | No | | | |
| | | Utility Easements/Right of Way | LS | 1 | | | No | | | |
| | | Aerial Electrical Easement | LS | 1 | | | No | | | |
| | | Sign Relocations | LS | 1 | | | No | | | |
| | | Relocation Expenses | LS | 1 | | | No | | | |
| | | Site Environmental Assessments | EA | 1 | | | No | | | |

252

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|---|---|-------------------------------------|----|--------------|-----------------|------------------|----------------|-------------------------|--------|-------|
| | Building Demolition | EA | 1 | | | No | | | | |
| | Other Right of Way Expenses | EA | 1 | 18,500 | 18,500 | No | | 18,500 | | |
| | Other Right of Way Expenses | | 1 | | | No | | | | |
| | Other Right of Way Expenses | EA | 1 | | | No | | | | |
| TOTAL – RIGHT OF WAY COSTS | | | | | 18,500 | | | 18,500 | | |
| CONSTRUCTION | REQUESTED PROGRAMMING (Complete only if Construction will be programmed in the MAG TIP) | Location Description | | | | | | | | |
| | | Work Description | | | | | | | | |
| | | Funding Source | | | | | | | | |
| | | Preferred Year to Program Work | | 2023 | | | | | | |
| COST ESTIMATE FOR CONSTRUCTION | | | | UNITS | QUANTITY | UNIT COST | TOTAL | USES FEDERAL AID | | |
| | | | | | | | FEDERAL | LOCAL | | |
| UTILITY RELOCATIONS (Required for Budget, May be 0 if no Utilities) | Relocate 69 kv (+) Poles | | EA | 1 | | | Yes | | | |
| | Relocate/Underground 12 kv lines | | LF | | | | No | | | |
| | Relocate/Underground Irrigation Canal | | LF | | | | No | | | |
| | SWG Relocations | | LS | 1 | | | No | | | |
| | Telephone/Cable TV Relocations | | LS | 1 | | | No | | | |
| | Upgrade Railroad Crossings | | LS | 1 | | | No | | | |
| | Other Utilities | | LS | 1 | | | No | | | |
| | Other Utilities | | LS | 1 | | | No | | | |
| | SUBTOTAL – UTILITY RELOCATION COSTS | | | | | | | | | |
| 1. Hardscape Construction | Installation Of SWPP Measures | | LS | 1 | 23,400 | 23,400 | Yes | 22,066 | 1,334 | |
| | Site Preparation | | LS | 1 | 25,000 | 25,000 | Yes | 23,575 | 1,425 | |
| | Demolition | Sawcut | | LS | 1 | | | Yes | | |
| | | Remove Structures and Obstructions | | LS | 1 | 51,159 | 51,159 | Yes | 48,243 | 2,916 |
| | | Remove Fencing | | LS | 1 | | | Yes | | |
| | | Remove Structural Concrete | | LS | 1 | 82,500 | 82,500 | Yes | 77,798 | 4,703 |
| | | Remove Asphaltic Concrete Pavement | | SY | | | | Yes | | |
| | Remove Concrete Sidewalks, Slabs | | LS | 1 | 27,638 | 27,638 | Yes | 26,062 | 1,575 | |
| | Hazmat Abatement | | SF | | | | Yes | | | |
| | Retaining Wall - Reinforced Concrete Cantilevered | | SF | 375 | 106 | 39,825 | Yes | 37,555 | 2,270 | |
| | Earthwork | General Excavation | | LS | 1 | | | Yes | | |
| | | Drainage Excavation | | LS | 1 | | | Yes | | |
| | | Structural Excavation | | SY | | | | Yes | | |
| | | Structural Backfill | | CY | 2,145 | 25 | 53,625 | Yes | 50,568 | 3,057 |
| | | Borrow (In Place) | | SY | | | | Yes | | |
| | Curb & Gutter | | LF | | | | Yes | | | |
| | Aggregate Base | | SY | | | | Yes | | | |
| | Pathway Or Sidewalk Materials | Concrete | | SF | 7,600 | 8.35 | 63,475 | Yes | 59,857 | 3,618 |
| | | Colored Concrete | | SF | | | | Yes | | |
| | | Stamped Color Concrete | | SF | | | | Yes | | |
| | | Precast Concrete Pavers | | SF | | | | Yes | | |
| | | Asphaltic Concrete | | SF | 1 | | | Yes | | |
| | | Polymer or Resin Stabilized Surface | | SF | | | | Yes | | |
| | Crosswalk Enhancement | Concrete Pavers | | EA | | | | Yes | | |
| | | Stamped Asphalt | | EA | | | | Yes | | |
| | | Stamped Concrete | | EA | | | | Yes | | |
| | | Concrete | | LF | | | | Yes | | |
| | Integral Color Concrete | | LF | | | | Yes | | | |
| Pedestrian ADA Ramp | | EA | | | | Yes | | | | |
| Culvert Extensions | | LF | | | | Yes | | | | |
| Pedestrian Lighting Including Conduit And Trenching | | LS | 1 | 56,240 | 56,240 | Yes | 53,034 | 3,206 | | |
| Handrail | Standard | | LF | 680 | 75 | 51,000 | Yes | 48,093 | 2,907 | |
| | Decorative | | LF | | | | Yes | | | |
| SUBTOTAL HARDSCAPE CONSTRUCTION | | | | | | 473,862 | 446,852 | 27,010 | | |
| 2. Landscaping & Irrigation Items | Trees Above 15 Gallon In Size As Required Per Local Code Or Special Design Requirements | | EA | | | | Yes | | | |
| | Trees (15 Gallon Size) | | EA | | | | Yes | | | |
| | Trees (5 Gallon Size) | | LS | 1 | | | Yes | | | |
| | Shrubs (5 Gallon Size) | | EA | | | | Yes | | | |
| | Shrubs (1 Gallon Size) | | EA | | | | Yes | | | |
| | Cactus (5 Gallon Size) | | LF | | | | Yes | | | |
| | Mulch | Decomposed Granite | | LS | 1 | | | Yes | | |
| | | Organic | | EA | | | | Yes | | |
| | Topsoil | | EA | | | | Yes | | | |
| | Seeding | | EA | | | | Yes | | | |
| | Turf Sod | | EA | | | | Yes | | | |
| | Boulders | | LF | | | | Yes | | | |
| | Irrigation System | Drip | | LF | | | | Yes | | |
| | | Turf | | LF | | | | Yes | | |
| | Sleeving For Irrigation System | Directional Bore | | LF | | | | Yes | | |
| | | Cut and Patch | | LF | | | | Yes | | |
| Landscape Header Curb | | LF | | | | Yes | | | | |

| | | | | | | | | |
|---|---|------|-------|---------|------------------|-----|------------------|----------------|
| | Landscape Establishment | LS | 1 | 75,200 | 75,200 | Yes | 70,237 | 4,963 |
| | SUBTOTAL LANDSCAPING & IRRIGATION ITEMS | | | | 75,200 | | 70,237 | 4,963 |
| 3. Site Furnishings | Benches | EA | 2 | 2,048 | 4,096 | Yes | 3,863 | 233 |
| | Seatwalls | EA | | | | Yes | | |
| | Bike Racks | EA | | | | Yes | | |
| | Trash Receptacles | EA | 2 | 600 | 1,200 | Yes | 1,132 | 68 |
| | Drinking Fountains | EA | | | | Yes | | |
| | Signage (Standard Traffic Control) | EA | | | | Yes | | |
| | Signage (Wayfinding) | EA | 2 | 417 | 834 | Yes | 786 | 48 |
| | Tree Grates | SY | | | | Yes | | |
| | SUBTOTAL SITE FURNISHINGS | | | | 6,130 | | 5,781 | 349 |
| 4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. | Bicycle and Pedestrian Counter | Acre | | | | Yes | | |
| | New Prefabricated Steel Bridge & Associated Earthwork | LS | 1 | 973,659 | 973,659 | Yes | 918,160 | 55,499 |
| | City Fees, CPM Salaries, CPM Allocation, Public Art | LS | 1 | 296,228 | 296,228 | Yes | 279,343 | 16,885 |
| | Rough Grading | SY | 11278 | 3 | 33,834 | Yes | 31,905 | 1,929 |
| | Potential Escalation | LS | 1 | 926,915 | 926,915 | Yes | 874,081 | 52,834 |
| | Construction Survey | LS | 1 | 20,000 | 20,000 | Yes | 18,860 | 1,140 |
| | | LF | | | | Yes | | |
| | | LS | 1 | | | Yes | | |
| | | EA | | | | Yes | | |
| | | | | | | Yes | | |
| | SUBTOTAL OTHER CONSTRUCTION ITEMS | | | | 2,250,636 | | 2,122,350 | 128,286 |
| TOTAL CONSTRUCTION COST | | | | | 2,805,828 | | 2,645,219 | 160,609 |

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| | | | | | | | | | | |
|--|--|--|--|-------------|------------------|---------------------|------------------|------------------|----------------|--------|
| MOBILIZATION AND ADMINISTRATION COSTS | CONTRACTOR MOBILIZATION (Typically 8% of construction cost) | | | 3% | 81,493 | Yes | 76,848 | 4,645 | | |
| | TRAFFIC CONTROL (0-8% of construction cost) | | | 3% | 92,691 | Yes | 87,407 | 5,283 | | |
| | CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost) | | | 23% | 653,630 | Yes | 616,373 | 37,257 | | |
| | CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost) | | | 21% | 584,347 | Yes | 551,040 | 33,308 | | |
| SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS | | | | | 1,412,161 | | 1,331,668 | 80,493 | | |
| TOTAL CONSTRUCTION AND MOBILIZATION FOR PROGRAMMING | | | | | 4,217,989 | | 3,976,887 | 241,102 | | |
| ADOT REVIEW FEE | Please enter 'Yes' if your agency is certified accepted by ADOT for construction | | | No | | | | | | |
| | ADOT Review Fee | | | Agency Type | RATE | HOURS | TOTAL | USES FEDERAL AID | FEDERAL | LOCAL |
| | Contracts and Specs \ Advertise Project | | | Non CA | 55 | 100 | \$ 5,500 | No | - | 5,500 |
| | District \ Review Stage Submittals | | | Non CA | 50 | 40 | \$ 2,000 | No | - | 2,000 |
| | Environmental Planning \ Issue Clearance | | | All | 50 | 40 | \$ 2,000 | No | - | 2,000 |
| | Right of Way \ Issue Clearance | | | Non CA | 55 | 24 | \$ 1,320 | No | - | 1,320 |
| | Compliance Review \ Compliance Review | | | Non CA | 175 | 40 | \$ 7,000 | No | - | 7,000 |
| | Project Management Group \ Project Management | | | Non CA | 120 | 100 | \$ 12,000 | No | - | 12,000 |
| | Project Management Group \ Project Management | | | CA Only | 120 | 60 | \$ - | No | - | - |
| | Utilities and Railroad Sections \ Issue Clearance | | | Non CA | 50 | 24 | \$ 1,200 | No | - | 1,200 |
| | | | | | | \$ 31,020 | | - | 31,020 | |
| TOTAL COST ESTIMATE | | | | | | \$ 4,855,773 | | 3,976,887 | 878,886 | |

Scottsdale : Indian Bend Wash Path Bridge Replacement at Osborn Road

PART E - Budget and Signature Page

| Phase | Location Description | Work Description | Year to be Programmed | Funding Source | Federal Amount | Total Amount | Total | Local Share |
|-----------------------------------|----------------------|------------------|-----------------------|----------------|----------------|--------------|--------------|-------------|
| Design, excludes ADOT review fees | 0 | 0 | 2022 | Local | \$ - | \$ 588,264 | \$ 588,264 | 100.0% |
| Right-of-Way | 0 | 0 | 2022 | Local | \$ - | \$ 18,500 | \$ 18,500 | 100.0% |
| Construction | 0 | 0 | 2023 | 0 | \$ 3,976,887 | \$ 241,102 | \$ 4,217,989 | 5.7% |
| Total Programmed | | | | | \$ 3,976,887 | \$ 847,866 | \$ 4,824,753 | 17.6% |
| ADOT Design Review Fee | | | | | \$ - | \$ 31,020 | \$ 31,020 | 100.0% |
| Total Cost | | | | | \$ 3,976,887 | \$ 878,886 | \$ 4,855,773 | 18.1% |

Signature: To be signed with printed hard copy that is sent to MAG
 As the jurisdiction's manager/administrator or designated representative, I certify that the information contained in this application is accurate and complete and that the local funds for this project will be included in the sponsoring MAG member agency's local current CIP/TIP or budget document if the project is selected for federal funding.

Signature: 

Name: Daniel Worth

Title: Director Public Works

Date: 9-13-19