



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

Scottsdale

Goldwater Pedestrian & Bicycle Underpass at Scottsdale 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: Goldwater Pedestrian & Bicycle Underpass at Scottsdale Road****PART A - CONTACT AND PROJECT DESCRIPTION****Contact Information**

1. Name of Sponsoring Agency	Scottsdale
2. Agency Contact Name	Susan Conklu
3. Phone Number of Agency Contact	480-312-2308
4. E-Mail Address of Agency Contact	<a href="mailto:sconklu@scottsdaleaz.gov">sconklu@scottsdaleaz.gov</a>
5. Mailing Address of Agency Contact	7447 East Indian School Rd Ste 205 Scottsdale, AZ 85251

**Project Description**

6. Please provide the Project Title.	Goldwater Pedestrian & Bicycle Underpass at Scottsdale Road
7. Please provide a concise, specific description of the project (250 character limit):	Project will design & build: <ul style="list-style-type: none"> <li>• 14-feet wide by 10-feet tall pedestrian &amp; bicycle underpass with lighting</li> <li>• 14-feet wide sidewalk approaches into the underpass</li> <li>• New sidewalk and tie-in with curb ramps to the crosswalks at the Scottsdale/Chaparral &amp; Scottsdale/Rancho Vista Drive signals</li> <li>• Signage</li> </ul>
8. Please provide the project limits:	Under Goldwater Boulevard on the west side of Scottsdale Road, between Rancho Vista and Chaparral Road

Scottsdale : Goldwater Pedestrian & Bicycle Underpass at Scottsdale Road

**PART B-DETAILED PROJECT DESCRIPTION**

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

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

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

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

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

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

- |                                     |   |  |  |
|-------------------------------------|---|--|--|
| <input 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 type="checkbox"/>            | Shared-use path (10' min.)              | Other:   |  |
| <input checked="" type="checkbox"/> | Sidewalk (5' min.)                      | <input style="width: 400px; height: 20px;" type="text"/> |  |
| <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 checked="" type="checkbox"/> | Tunnel (underpass)                | <input style="width: 400px; height: 20px;" 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 style="width: 400px; height: 20px;" 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 project is south of Chaparral Road at the north end of Old Town Scottsdale, in an area with high pedestrian activity. Currently there is a 435-foot gap in pedestrian and bike connectivity on the west side of Scottsdale Road at Goldwater Boulevard, between Chaparral Road and Rancho Vista Drive. There is a sidewalk along the west side of Scottsdale Road between Rancho Vista and Goldwater, but it ends midblock. A simple sidewalk connection in this area is not feasible due to the sight-distance & cross-section of Goldwater Boulevard, a three-lane arterial that begins to exit Scottsdale Road immediately south of the Chaparral Road traffic signal. The best solution for people walking and biking, to prevent conflicts with vehicles on this busy road is to build an underpass connection.

Scottsdale : Goldwater Pedestrian & Bicycle Underpass at Scottsdale Road

**PART B-DETAILED PROJECT DESCRIPTION**

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

In July 2010 a Feasibility Study and design concept was completed on the underpass to determine the alignment and identify utilities & other conditions. The Project will design & build:

- 14-foot wide by 10-foot tall pedestrian & bicycle underpass with lighting
- 14-foot wide sidewalk approaches into the underpass that meet ADA requirements
- New sidewalks and tie-ins with curb ramps to the crosswalks at the Scottsdale/Chaparral & Scottsdale/Rancho Vista Drive traffic signals
- Signage to guide pedestrians and bicyclists to & from the tunnel as well as nearby destinations
- Pedestrian & bicycle automated counter with automatic updates to track the use

This will help connect people to homes, resorts, retail & dining businesses, offices, medical offices, & Fashion Square Mall who are walking and biking.

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

To help connect people walking & biking better along this busy area with a safe, comfortable, convenient tunnel under Goldwater, including people with disabilities. Our hope is it will help increase pedestrian and bicycle activity in this north end of Old Town Scottsdale, an area that already has high use with residents, visitors, and employees. There are numerous destinations in the area that are a short distance away, that can easily be reached on foot or by bike. This project will complete the gap and improve connectivity in the area.

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

- |                                     |   |   |
|-------------------------------------|---|---|
| <input type="checkbox"/>            | Medians with pedestrian crossing islands      | Other<br><input style="width: 300px; height: 80px;" 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 checked="" 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?

- 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?

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. Scottsdale has 108 bike/ped tunnels, underpasses, and bridges. This project will provide a safe, comfortable underpass and sidewalk connection where there is a gap/barrier currently. It will also separate pedestrians and bicyclists from vehicular traffic, specifically on a 2-lane road that cannot be signalized due to its location, immediately south of the Scottsdale & Chaparral intersection.

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

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**PART B-DETAILED PROJECT DESCRIPTION**

Currently pedestrians & bicyclists including people with disabilities traveling along the west side of Scottsdale Road, at the north end of Old Town, encounter a 435-foot long gap in connectivity. This project will complete the gap so that people can safely travel along the west side of Scottsdale Road without having to cross the road twice to circumvent the gap. Also, cyclists will not have to cross the 2-lanes of traffic that is exiting Scottsdale Road onto Goldwater, often at high speeds.

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

The area is characterized by single and multi family residential, office, resort, medical, and retail uses. This project will increase safety, comfort, and convenience for bicyclists and pedestrians to reach destinations including:

- Portales Corporate Center
- Optima Camelview Village residences
- Businesses at Optima
- Fashion Square Mall
- Embassy Suites by Hilton Scottsdale Resort
- Hotel Adeline
- Medical offices on Scottsdale Road
- Single family residential area along Chaparral Road and Scottsdale Road
- Bike lanes on Chaparral Road, the Arizona Canal Path, and Indian Bend Wash Path

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, tourists, and people who work in the area 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 identities of the area.

14. Connectivity: (Check all that apply)

Project fills a gap in the system

Explain:

This will complete a 435-foot gap in sidewalk connectivity, the only one along the west side of Scottsdale Road.

Project connects to other local bikeways

List of connected bikeways:

BIKE LANES: Chaparral Road, which connect to Miller Rd, McDonald, Camelback, Indian School, Thomas, McDowell bike lanes 68th St, PATHS: Arizona Canal Path, Indian Bend Wash Path (15-miles) with regional connection to Rio Salado Path in Tempe, Mesa, Phoenix (13-miles)

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

List of Participating Jurisdictions:

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

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 1/4 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.

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## PART B-DETAILED PROJECT DESCRIPTION

1 Within 1/4 mile

List routes and frequency:

72 (20 min freq), also within 0.5-mile: Old Town Trolley (15 min freq) &amp; 68th St / Camelback Trolley (20 min freq), 50 (

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

0 Within 1/4 mile

List:

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

0 Within 1/4 mile

List:

Camelback Park is 1-mile away, Chaparral Park &amp; Lake are 1-mile away - the park also has a pool, ballfields, and dog park.

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):

6 Within 1/4 mile

List:

Fashion Square Mall, Portales Corporate Center, Businesses at Optima, The Scott Resort &amp; Spa, Hotel Adeline, Embassey Suites by Hilton

Scottsdale : Goldwater Pedestrian & Bicycle Underpass at Scottsdale Road

**PART B-DETAILED PROJECT DESCRIPTION**

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

Within 1/4 mile

List:

Kiva Elementary School is 1.3-miles away which falls within the Safe Routes to School guidelines for biking to school.

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

Within 1/4 mile

List:

Valley Presbyterian Day School is 1.3-miles away, which falls within Safe Routes to School guidelines

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:

Fashion Square Mall, Portales Corporate Center, Businesses at Optima, medical office center at 5111 N Scottsdale Rd, Embassy Suites by Hilton, The Scott Resort & Spa, and Hotel Adeline.

1/4 miles to 1/2 miles

List:

Doubletree Resort, Academy Bank, shopping center at NE corner Scottsdale & Granada, shopping center at NE corner of Scottsdale and Camelback. Also, Chaparral Plaza is 0.9-miles away with Safeway, Chase & Wells Fargo banks, UPS Store, retail and restaurants.

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:

Along Scottsdale Road, under Goldwater Boulevard between Chaparral Road and Rancho Vista Drive

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](#)

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**PART B-DETAILED PROJECT DESCRIPTION**

Type of Facility the Improvement will be located on:

Arterial Road

0.112 Length (in Miles)

40 Posted Speed Limit (MPH)

n/a Number of Travel Lanes Before Project

n/a Number of Travel Lanes After Project

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

32,400 ADT Estimate

10/1/17 Date Counted

Name of road the traffic count was taken from

Scottsdale Road

Description of Methodology and Source used for the ADT Estimate

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 easement or ROW will need to be acquired from Forum Capital LLC, the adjacent property owner of Portales Corporate Center property at the north end of the project. The contact for Portales has shown support for improving pedestrian connectivity here.

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

Pipelines, Sewer and Water

Private Structures

Other:

ITS Fiber, Dark Fiber, and Street Lights

Scottsdale : Goldwater Pedestrian & Bicycle Underpass at Scottsdale Road

**PART B-DETAILED PROJECT DESCRIPTION**

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.

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 Path & Trail Wayfinding Signage |
| <input checked="" type="checkbox"/> | MAG Complete Streets Guide                            | Guidelines                                   |
| <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)

- Identified in General Plan, council adopted policy, or Capital Improvements Program (provide source)  
List:  
\_\_\_\_\_
- Consistent with general policy/practices, but not formally identified (provide source)  
Explain:  
City of Scottsdale 2001 General Plan - Community Mobility Element, 2016 Transportation Master Plan
- Not addressed by jurisdiction's plans, policies, or practices  
Explain:  
\_\_\_\_\_

## Scottsdale : Goldwater Pedestrian &amp; Bicycle Underpass at Scottsdale 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 walking & biking infrastructure in this location from residents, Portales Corporate Center, resorts, visitors, as well as members of the Scottsdale Transportation Commission, & Path & Trails Subcommittee. 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 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.

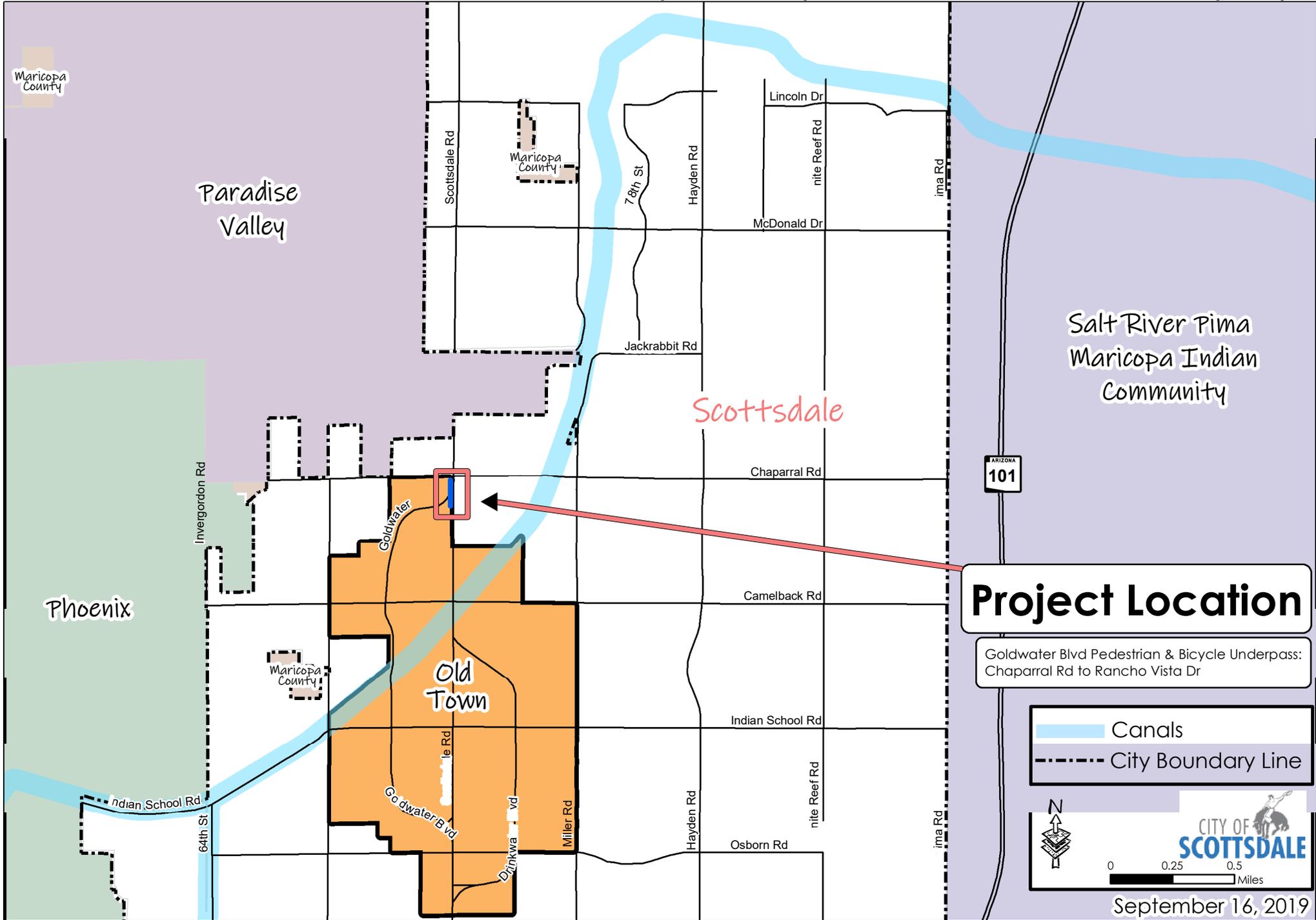
37. Will the project include an education/marketing component upon completion of construction, to publicize the project and increase citizen awareness of the project impact and benefits? If yes, please describe below.

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 as the Old Town Scottsdale Bicycle Master Plan public meetings happen in the next year.

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. These signs will guide users to destinations nearby as well as give information about the nearby path network.

# Part C Attachment 1: Goldwater Pedestrian & Bicycle Underpass at Scottsdale Road Vicinity Map



# Part C Attachment 2: Goldwater Pedestrian & Bicycle Underpass at Scottsdale Road Project Map

## ★ Attractions

1 - Medical Offices

2 - Hotel Adeline

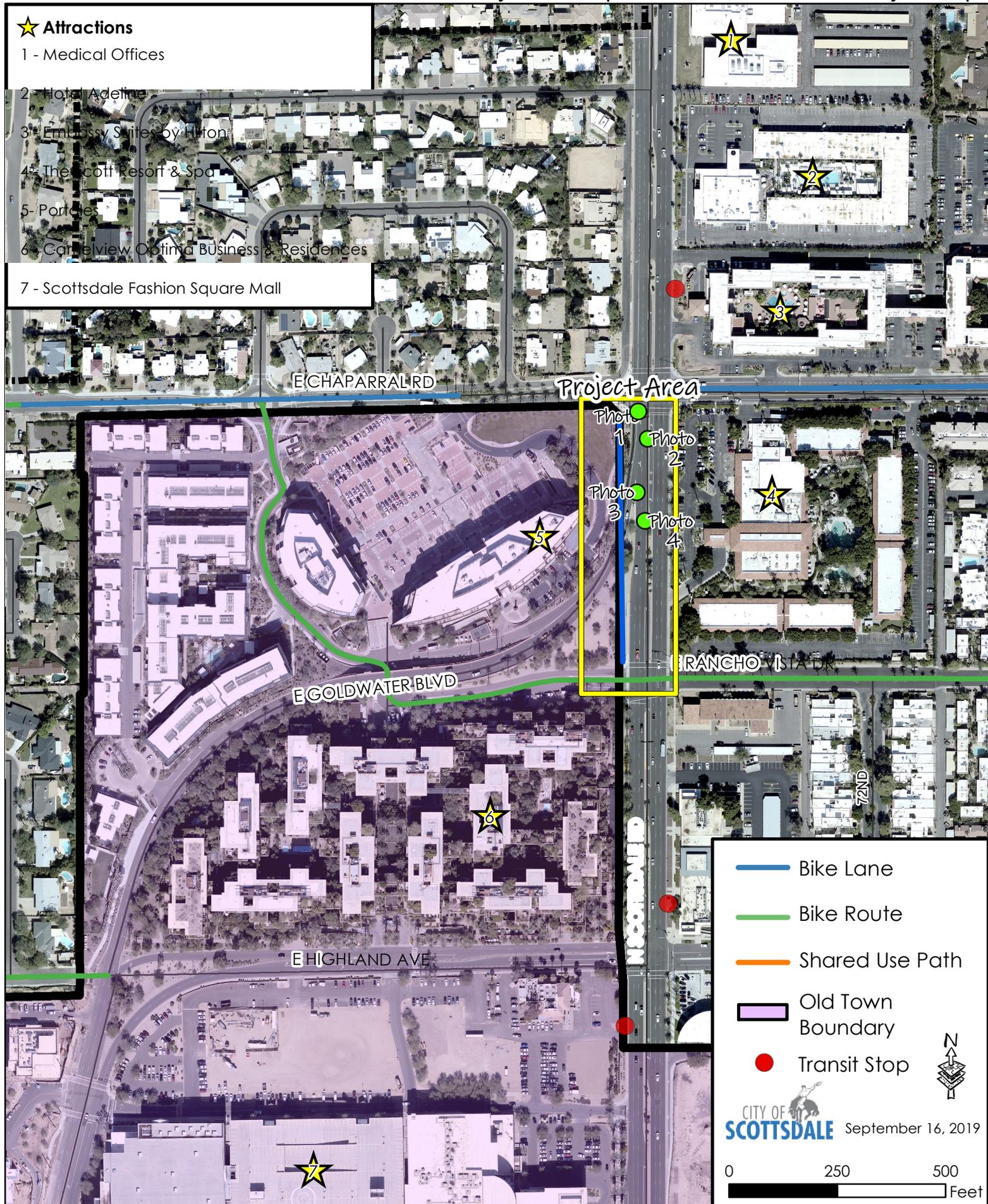
3 - Embassy Suites by Hilton

4 - The Scott Resort & Spa

5 - Parcels

6 - Camelview Optima Business & Residences

7 - Scottsdale Fashion Square Mall



Scottsdale: Goldwater Pedestrian & Bicycle Underpass at Scottsdale Road  
Part C – Attachment 3: Photos



**Photo 1: Looking south on Scottsdale Rd at Goldwater traffic exiting**

- No sidewalk or bike lane.
- Bicyclist must merge across two lanes of approaching cars to stay on Scottsdale Road, indicated by red arrow.
- Limited visibility of people biking or walking for approaching drivers; location of bicyclist on inset photo indicated by yellow arrow.



**Photo 2: Looking south on Scottsdale Road at Goldwater**

- Bike riders are crossing mid-block
- No bike lane or sidewalk.
- Existing sidewalk on west side of Scottsdale Road ended to the south.

Scottsdale: Goldwater Pedestrian & Bicycle Underpass at Scottsdale Road  
Part C – Attachment 3: Photos



**Photo 3: Looking south on Goldwater with Scottsdale Road to the left**

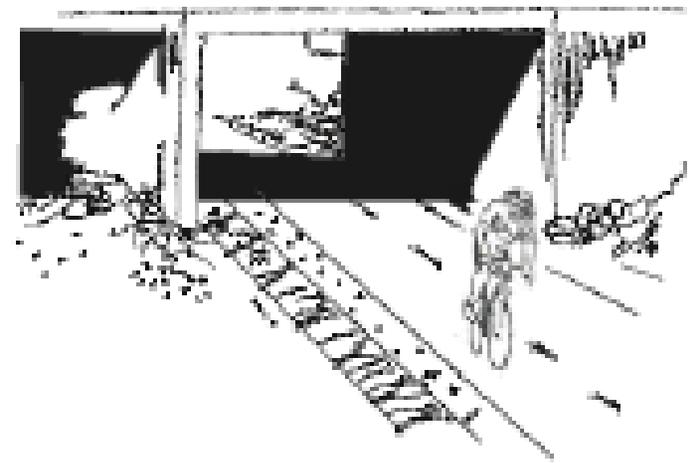
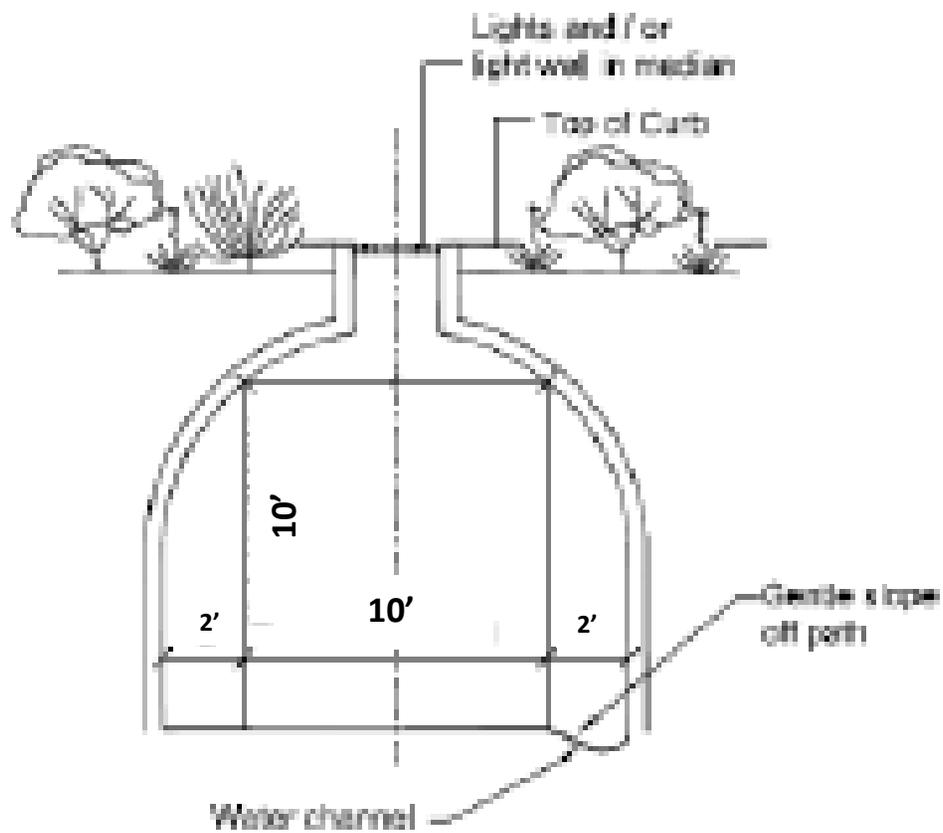
- The project will add the underpass under Goldwater in this location.

**Existing sidewalk ends here, new sidewalk will link to the Rancho Vista intersection.**



**Photo 4: Looking SW at the traffic on Goldwater from Scottsdale Road**

- Goldwater increases in elevation as it exits Scottsdale Road.
- Underpass will cross under Goldwater in this area and ramp up to a new sidewalk connection to the south.



Path should not be reduced through the underpass.

Photos of an existing tunnel under Goldwater south of Camelback. This is not exactly what will be constructed, but shows the concept. Proposed project will have straight approaches to the tunnel.



S·C·O·T·T·S·D·A·L·E  
*Fashion Square*

September 11, 2019

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

RE: Grant Application for the Goldwater Boulevard and Scottsdale Road Pedestrian and Bicycle Underpass

Dear Active Transportation Committee Members & MAG Staff:

Please find this letter in support of a grant request by the City of Scottsdale to construct a bike and pedestrian underpass at Goldwater Boulevard, along the west side of Scottsdale Road. The project is south of Chaparral Road at the north end of Old Town Scottsdale, in an area with high pedestrian activity.

Currently there is a 435-foot gap in pedestrian and bike connectivity on the west side of Scottsdale Road between Chaparral Road and Rancho Vista Drive. A simple sidewalk connection is not feasible due to Goldwater Boulevard, a three-lane arterial that begins to exit Scottsdale Road immediately south of the Chaparral Road traffic signal.

**The best solution for people walking and biking, one that will prevent conflicts with vehicles on this busy road, is an underpass connection.**

The pedestrian and bicycle underpass project will increase safety, comfort, and convenience for bicyclists and pedestrians to reach destinations including:

- Scottsdale Fashion Square
- Portales Corporate Center
- Optima Camelview Village residences
- Businesses at Optima
- Embassy Suites by Hilton Scottsdale Resort
- Hotel Adeline
- Medical offices on Scottsdale Road
- Single-family residential area along Chaparral Road
- Bike lanes on Chaparral Road and Arizona Canal Path

We support Scottsdale's request for construction funding for a project that will enhance the quality of life for our Scottsdale residents and visitors alike.

Thank you,



Christina Lanoue, CSM  
AVP Property Manager

Scottsdale : Goldwater Pedestrian & Bicycle Underpass at Scottsdale Road

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

PROCUREMENT	REQUESTED PROGRAMMING	Location Description								
		Work Description								
		Funding Source								
		Preferred Year to Program Work								
COST ESTIMATE FOR PROCUREMENT			UNITS	QUANTITY	UNIT COST	TOTAL	USES FEDERAL AID	FEDERAL	LOCAL	
PROCUREMENT	PROCUREMENT/STUDY COSTS	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		
<b>TOTAL – PROCUREMENT</b>						-				
DESIGN	REQUESTED PROGRAMMING (Complete if Item will be programmed in the MAG TIP)	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		
	<b>SUBTOTAL – PRELIMINARY ENGINEERING COSTS</b>									
FINAL DESIGN (30, 60, 95, 100% plans) (Required for Budget)	Plans, Specifications, Cost Estimates, Bidding	LS	1	100,000		100,000	No		100,000	
	Geotechnical Report	LS	1				No			
	Drainage Report	LS	1				No			
	SWPPP	LS	1				No			
<b>SUBTOTAL – FINAL DESIGN COSTS</b>						100,000			100,000	
<b>TOTAL PRELIMINARY ENGINEERING AND DESIGN COST AVAILABLE FOR PROGRAMMING</b>						100,000			100,000	
RIGHT OF WAY	REQUESTED PROGRAMMING (Complete only if Right Of Way will be programmed in the MAG TIP)	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				

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	Building Demolition	EA	1			No			
	Other Right of Way Expenses	EA	1	408,950	408,950	No		408,950	
	Other Right of Way Expenses		1			No			
	Other Right of Way Expenses	EA	1			No			
<b>TOTAL – RIGHT OF WAY COSTS</b>					<b>408,950</b>			<b>408,950</b>	
<b>CONSTRUCTION</b>	<b>REQUESTED PROGRAMMING</b> (Complete only if Construction will be programmed in the MAG TIP)	Location Description				-			
		Work Description				-			
		Funding Source				-			
		Preferred Year to Program Work		2023		-			
	<b>COST ESTIMATE FOR CONSTRUCTION</b>	<b>UNITS</b>	<b>QUANTITY</b>	<b>UNIT COST</b>	<b>TOTAL</b>	<b>USES FEDERAL AID</b>	<b>FEDERAL</b>	<b>LOCAL</b>	
<b>UTILITY RELOCATIONS</b> (Required for Budget, May be 0 if no Utilities)	Relocate 69 kv (+) Poles	EA	1			Yes			
	Relocate/Underground 12 kv lines	LF				Yes			
	Relocate/Underground Irrigation Canal	LF				Yes			
	SWG Relocations	LS	1			Yes			
	Telephone/Cable TV Relocations	LS	1			Yes			
	Upgrade Railroad Crossings	LS	1			Yes	-		
	Other Utilities	LS	1			Yes	-		
	Other Utilities	LS	1			Yes	-		
<b>SUBTOTAL – UTILITY RELOCATION COSTS</b>							-		
1. Hardscape Construction	Installation Of SWPP Measures	LS	1	10,000	10,000	Yes	9,430	570	
	Site Preparation	LS	1	25,000	25,000	Yes	23,575	1,425	
	Demolition	Sawcut	LS	1			Yes		
		Remove Structures and Obstructions	LS	1	7,950	7,950	Yes	7,497	453
		Remove Fencing	LS	1			Yes		
		Remove Structural Concrete	LS	1			Yes		
		Remove Asphaltic Concrete Pavement	SY	326	20	6,518	Yes	6,146	372
		Remove Concrete Sidewalks, Slabs	LS	1	10,655	10,655	Yes	10,048	607
	Hazmat Abatement	SF				Yes			
	Retaining Wall - Reinforced Concrete Cantilevered	SF				Yes			
	Earthwork	General Excavation	CY	53	50	2,670	Yes	2,518	152
		Drainage Excavation	LS	1			Yes		
		Structural Excavation	CY	2,570	25	64,250	Yes	60,588	3,662
		Structural Backfill	CY	380	50	19,000	Yes	17,917	1,083
		Borrow (In Place)	SY				Yes		
	Curb & Gutter	LF	310	25	7,750	Yes	7,308	442	
	Aggregate Base	SY				Yes			
	Pathway Or Sidewalk Materials	Concrete	SF	1,894	7.00	13,258	Yes	12,502	756
		Colored Concrete	SF				Yes		
		Stamped Color Concrete	SF				Yes		
		Precast Concrete Pavers	SF				Yes		
		Asphaltic Concrete	SY	326	50	16,295	Yes	15,366	929
		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	1	5,000	5,000	Yes	4,715	285		
Pedestrian Lighting Including Conduit And Trenching	LS	1	25,000	25,000	Yes	23,575	1,425		
Handrail	Standard	LF	1,188	55.71	66,180	Yes	62,408	3,772	
	Decorative	LF				Yes			
<b>SUBTOTAL HARDSCAPE CONSTRUCTION</b>					<b>279,526</b>		<b>263,593</b>	<b>15,933</b>	
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				

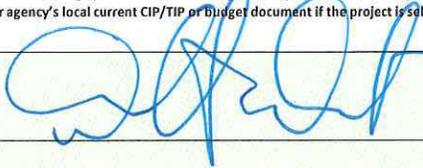
	Landscape Establishment	LS	1	29,970	29,970	Yes	28,262	1,708
	<b>SUBTOTAL LANDSCAPING &amp; IRRIGATION ITEMS</b>				29,970		28,262	1,708
3. Site Furnishings	Benches	EA				Yes		
	Seatwalls	EA				Yes		
	Bike Racks	EA				Yes		
	Trash Receptacles	EA				Yes		
	Drinking Fountains	EA				Yes		
	Signage (Standard Traffic Control)	LS	1	5,000	5,000	Yes	4,715	285
	Signage (Wayfinding)	EA				Yes		
	Tree Grates	SY				Yes		
	<b>SUBTOTAL SITE FURNISHINGS</b>				5,000		4,715	285
4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects.	Permits & Fees	LS	1	10,000	10,000	Yes	9,430	570
	Underpass Concrete, Steel, & Waterproofing	LS	1	447,960	447,960	Yes	422,426	25,534
	Storm Drain Improvements + Sump Pump	LS	1	30,000	30,000	Yes	28,290	1,710
	Dust Control	LS	1	6,500	6,500	Yes	6,130	371
	Potential Escalation	LS	1	646,940	646,940	Yes	610,064	36,876
	Construction Survey	LS	1	15,000	15,000	Yes	14,145	855
	Haul Off Spoils	CY	2,190	25	54,750	Yes	51,629	3,121
	Subgrade Prep	SY	536	15	8,040	Yes	7,582	458
	Paint	LS	1	15,000	15,000	Yes	14,145	855
	CPM Fees/Salaries & Public Art	LS	1	165,635	165,635	Yes	156,194	9,441
		<b>SUBTOTAL OTHER CONSTRUCTION ITEMS</b>				1,399,825		1,320,035
<b>TOTAL CONSTRUCTION COST</b>					<b>1,714,321</b>		<b>1,616,605</b>	<b>97,716</b>

MOBILIZATION AND ADMINISTRATION COSTS	CONTRACTOR MOBILIZATION (Typically 8% of construction cost)	4%	70,000	Yes	66,010	3,990		
	TRAFFIC CONTROL (0-8% of construction cost)	5%	85,000	Yes	80,155	4,845		
	CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	23%	388,164	Yes	366,039	22,125		
	CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	14%	237,128	Yes	223,612	13,516		
<b>SUBTOTAL – MOBILIZATION &amp; ADMINISTRATION COSTS</b>			<b>780,292</b>		<b>735,816</b>	<b>44,477</b>		
<b>TOTAL CONSTRUCTION AND MOBILIZATION FOR PROGRAMMING</b>			<b>2,494,614</b>		<b>2,352,421</b>	<b>142,193</b>		
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
<b>TOTAL</b>					<b>\$ 31,020</b>		<b>-</b>	<b>31,020</b>
<b>TOTAL COST ESTIMATE</b>					<b>\$ 3,034,584</b>		<b>2,352,421</b>	<b>682,163</b>

PART E - Budget and Signature Page								
Phase	Location Description	Work Description	Year to be Programmed	Funding Source	Federal Amount	Local Amount	Total	Local Share
Design, excludes ADOT review fees	0	0	2022	Local	\$ -	\$ 100,000	\$ 100,000	100.0%
Right-of-Way	0	0	2022	Local	\$ -	\$ 408,950	\$ 408,950	100.0%
Construction	0	0	2023	0	\$ 2,352,421	\$ 142,193	\$ 2,494,614	5.7%
Total Programmed					\$ 2,352,421	\$ 651,143	\$ 3,003,564	21.7%
ADOT Design Review Fee					\$ -	\$ 31,020	\$ 31,020	100.0%
Total Cost					\$ 2,352,421	\$ 682,163	\$ 3,034,584	22.5%

**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