

Transportation Alternatives Application for
FY 2015, 2016, and 2017 Projects

Crosscut Canal Bridge and Path

City of Scottsdale

**APPLICATIONS ARE DUE AT MAG OFFICES BY
Tuesday, October 22, 2013 at 10:00 a.m.**

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

Scottsdale: Crosscut Canal Bridge and Path

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 Road Suite 205 Scottsdale, AZ 85251
Project Description	
6. Please provide the Project Title.	Crosscut Canal Bridge and Path
7. Please provide a concise, specific description of the project (250 character limit):	
<p>A 14-foot wide nonmotorized bridge over the Crosscut Canal approximately 250-feet south of McDowell Road and 810-feet of 10-foot wide concrete path on the east bank of the Crosscut Canal, a ramp from the canal bank to the alley, and path through the two alleys to 66th Street north of Culver Street.</p>	
8. Please provide the project limits:	
<p>Project is at the Crosscut Canal and alleys, between McDowell Road and Culver Street, west of 66th Place.</p>	
Safe Routes to School (if project is NOT a Safe Routes to School project, proceed to Part B)	
9. School Name	
10. School Address	
11. School City, State, ZIP Code	

PART B-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 12-13 and 15-18, 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. What type of project is this? (Check only one)

<input type="checkbox"/>	Bicycle lane (4' min. w/o curb/gutter)	<input type="checkbox"/>	Wide Sidewalk (8' min.)
<input type="checkbox"/>	Bicycle lane (5' min. with curb/gutter)		
<input checked="" type="checkbox"/>	Shared-use path (10' min.)	Other:	
<input type="checkbox"/>	Detached Sidewalk with 4' min. buffer	<input type="text"/>	
<input type="checkbox"/>	Sidewalk (5' min.)		

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

<input checked="" type="checkbox"/>	Bridge (overpass)	<input type="checkbox"/>	Number of new openings in street walls
<input type="checkbox"/>	Tunnel (underpass)	<input type="checkbox"/>	Number of Trees
<input type="checkbox"/>	Safe Routes to School	<input type="checkbox"/>	Number of Shade Structures
<input type="checkbox"/>	Signalized Crossing	<input type="checkbox"/>	Number of Seating/Rest Area(s)
<input type="checkbox"/>	Signalized midblock crossing/HAWK	<input type="checkbox"/>	Number of bicycle/pedestrian counting devices
<input type="checkbox"/>	Countdown Pedestrian Signal	Other:	
<input type="checkbox"/>	Number of Bike racks/lockers	<input type="text" value="Path striping"/>	
<input type="checkbox"/>	Number of Drinking Fountains		
<input type="checkbox"/>	Number of Way-finding Signs		
<input type="checkbox"/>	Number of Trash receptacles		

3. Please describe the existing condition of the project site and any problem(s) being addressed.

The Crosscut Canal Path is part of a regional path system in south Scottsdale. The west bank has existing path & tunnel but the east bank is unimproved. The only public access to the east bank for neighbors is through an easement in the alley less than 500-feet away, but individuals must climb up a significantly sloped bank & use an unimproved surface for 600-feet before they cross at McDowell Road to access the paved path on the west bank. The alternative is to travel an indirect route through the streets & use McDowell Road 5-foot sidewalk for nearly 0.8 miles. This project will fill the gap in the path system, eliminate barriers, & shorten the trip.

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

This project will add a 14-foot wide nonmotorized bridge over the Crosscut Canal approximately 250-feet south of McDowell Road, 810-feet of 10-foot wide concrete path on the east bank of the Crosscut Canal, a ramp from the canal bank to the alley, and a path through the two alleys to 66th Street north of Culver Street. There will be wayfinding signage, landscaping, and lighting included to match the rest of the existing path on the Crosscut Canal.

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

Improve connectivity, safety, and quality of life for residents, students, visitors, and employees by completing the east/west gap between two existing north/south paths in Tempe & Scottsdale. Removing this barrier in the nonmotorized system will enable bicyclists & pedestrians to access five transit routes & significant activity centers in the area including two schools, surrounding neighborhoods, downtown Scottsdale, Tempe, ASU Technology Center, Phoenix Zoo, Desert Botanical Gardens, Papago Park, & Scottsdale Healthcare.

6. Please provide a summary of any car-bicycle and car-pedestrian crashes by crash severity within 1/2 mile, based on the context of your project, for each of the five most recent years (i.e. 2008-2012).

<u>Bike/Ped Crash Severity</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Fatal	0	0	0	0	0
Incapacitating Injury	0	0	0	0	0
Non-Incapacitating Injury	0	0	0	1	1
Possible Injury	1	0	0	0	0
Property Damage Only	2	0	1	1	1

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

<input type="checkbox"/>	Wide bike lanes (6'-7')	<input type="text"/>	Buffer Zone, Width
<input type="checkbox"/>	Wide sidewalk (8' min.)	<input type="text"/>	
<input checked="" type="checkbox"/>	Grade-separated crossing (overpass or underpass)	Other:	
<input type="checkbox"/>	Signalized crossing/Ped countdown/HAWK	<input type="text" value="Alternative route on low volume/ low speed streets instead of McDowell, an arterial."/>	
<input checked="" type="checkbox"/>	Lighting		
<input type="checkbox"/>	Striping/re-striping of roadway		
<input type="checkbox"/>	Countdown signals		

PART B-PROJECT DESCRIPTION	
8. How does this project improve upon an existing safety issue?	This project will enable all users, ages, & abilities to comfortably travel between the residential neighborhood east of the Crosscut Canal & the existing path/tunnel on the west bank. This will link people to the path on the west bank via low volume, low speed streets in the neighborhood instead of McDowell Road (a major arterial with over 30,000 vehicles per day, six travel lanes, 5-foot sidewalks adjacent to the curb, with no bike lanes).
9. How does the project improve ADA facilities for persons with disabilities?	Currently, there is no ADA compliant connection for people to get from the residential area up the canal bank to access McDowell Road or the Crosscut Canal Path and tunnel on the west bank. This project will provide ADA compliant ramp, path, & bridge. This will eliminate the barriers for all people through the only existing neighborhood public access point between the residential homes and the east bank of the canal.
10. How does the project create a sense of place?	This will connect people to places, enhancing quality of life. Neighbors meet & get to know each other while regularly walking, bicycling, & traveling at "human speed," as a resident recently told a city staff member.
11. Connectivity: (Check all that apply)	<div style="margin-bottom: 10px;"> <input checked="" type="checkbox"/> Project fills a gap in the system Explain: There are no existing bike lanes on McDowell Rd. The sidewalk is 5-feet wide attached to the curb. </div> <div style="margin-bottom: 10px;"> <input checked="" type="checkbox"/> Project connects to other local bikeways List of connected bikeways: Crosscut Canal (4 miles), AZ Canal (2 miles) & Indian Bend Wash (15 miles) paths. </div> <div style="margin-bottom: 10px;"> <input checked="" type="checkbox"/> Multi Jurisdictional Project List of Participating Jurisdictions: This is will connect to Tempe's Crosscut Canal Path, which is 50-feet from the proposed bridge. See support letter from City of Tempe. </div> <div style="margin-bottom: 10px;"> <input type="checkbox"/> 21 Total length of facilities connected by this project (in miles) </div>
12. 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.	<div style="margin-bottom: 10px;"> <input type="checkbox"/> 12 Within 1/2 mile List routes and frequency: Route 17 (30 minutes), Proposed Route 56 (30 minutes), 514 Express (2 AM/2 PM trips), Tempe Orbit Earth Circulator (15 minutes), Neighborhood Trolley (20 minutes) </div>
13. Number of major transit facilities (park and rides, transit centers, etc.) served by this project:	<div style="margin-bottom: 10px;"> <input type="checkbox"/> 0 Within 1/2 mile List: There is a new, major transit center at ASU Technology Center 0.7 miles from this project at Scottsdale Road and McDowell Road. </div>
14. Describe how this project will improve access from nearby neighborhoods and/or adjacent uses:	This will provide direct access for residents on the southeast neighborhood of the project to the existing Crosscut Canal Path on the west bank & to seven transit routes (72, 17, 56, 514, & Miller Rd Trolley, Neighborhood Trolley, Tempe Orbit). It provides access for transit users on 70th Street & Roosevelt to the existing Crosscut Canal Path on the west bank using the neighborhood connection instead of McDowell Road, a major arterial with 5-foot sidewalks that are attached to the curb & no existing on-street bike lanes.

PART B-PROJECT DESCRIPTION

15. Number of activity centers (parks, libraries, senior centers, recreational centers, etc.) this project will benefit:

Within 1/2 mile
 List:

16. 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:

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

Within 1/2 mile
 List:

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

Within 1/2 mile
 List:

19. What are the demographics of the area served:

People Per Square Mile
 % Families in Poverty

[MAG Demographic Mapping](#)

Use the MAG Demographic Mapping link above. Zoom in to your project area. On the right-hand side of the screen, under "Reporting," select "Custom." Next, select "Corridor of Interest." Left-click to begin drawing. Draw a line through all census blocks 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 blocks 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.

PART B-PROJECT DESCRIPTION

20. 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:

Crosscut Canal from McDowell to Culver Street and alley behind 66th Street and Culver Street.

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:

Major Arterial

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

Type of Facility the Improvement will be located on:

Project is Off-Street

0.16 Length (in Miles)

45 Posted Speed Limit (MPH)

6 Number of Travel Lanes

21. Please provide an estimated traffic volume (ADT) below. If project is not on a road (ex. Canal path), use nearest parallel arterial.

30,500 ADT Estimate

2/5/13 Date Counted

Name of road the traffic count was taken from

McDowell Road at 64th Street and 68th Street

Description of Methodology and Source used for the ADT Estimate

City of Scottsdale's own internal counts using pneumatic tubes with count collection equipment.

22. 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 canal corridors. We will work through the required clearances, which were also done when the path on the west bank was designed and constructed.

23. 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

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

There are no right of way issues associated with the project. The city has agreements from Salt River Project to construct this type of project in their right of way (see support letter from Jim Duncan)

25. 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:

PART B-PROJECT DESCRIPTION

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

There are no known utility conflicts that will need to be addressed. The bridge will be outside of the required pole set-up areas along the canal banks for maintenance of the power lines. No vertical structures are allowed within the set-up areas. The city will coordinate with Salt River Project through SRP's design review process for this project.

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

<input checked="" type="checkbox"/>	AASHTO Guide for Bicycle Facilities	Other: <input type="text"/>
<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"/>	NACTO Urban Bikeway Design Guide	
<input type="checkbox"/>	RPTA Bus Stop Program and Standards	

28. 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="Required"/>
With pavement restoration or regular pavement maintenance on arterial streets, bike lanes are:	<input type="text" value="Required"/>
With new development or during development retrofits, shared-use paths are:	<input type="text" value="Required"/>
Bicycle program implemented, including bike education, safety events, and bike maps	<input type="text" value="Yes"/>
Complete Streets Policy	<input type="text" value="Yes"/>

29. 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="The Crosscut Canal path is on the 2008 Adopted Transportation Master Plan"/>
<input checked="" type="checkbox"/>	Consistent with general policy/practices, but not formally identified (provide source) Explain: <input type="text" value="The bridge linking the path corridor is not in the General Plan or Transportation Master Plan"/>
<input type="checkbox"/>	Not addressed by jurisdiction's plans, policies, or practices Explain: <input type="text"/>

30. Identify the organization(s) responsible for on-going maintenance and repairs of the project:

Scottsdale will maintain and repair the path and bridge. Ongoing maintenance and repair will be performed by the City of Scottsdale as needed. The path will be incorporated into the City's existing maintenance program performed by the Community Services Department. The paths are swept monthly. When an issue is reported, sections are swept ahead of schedule. The city will utilize general funds for maintenance & transportation 0.2% sales tax funds for repairs. Scottsdale has an excellent history for repair/maintenance of public facilities.

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

Success of the project will be measured and reports created by installing a user counter on the bridge to measure volume of cyclists and pedestrians. The city will also solicit public feedback on the comfort and convenience of the connection. Currently, the south side of McDowell has no on-street bike lanes and a 5-foot sidewalk over the canal with no buffer between curb & sidewalk. As with all city projects where a new connection is constructed, it is anticipated that there will be regular use after it is built.

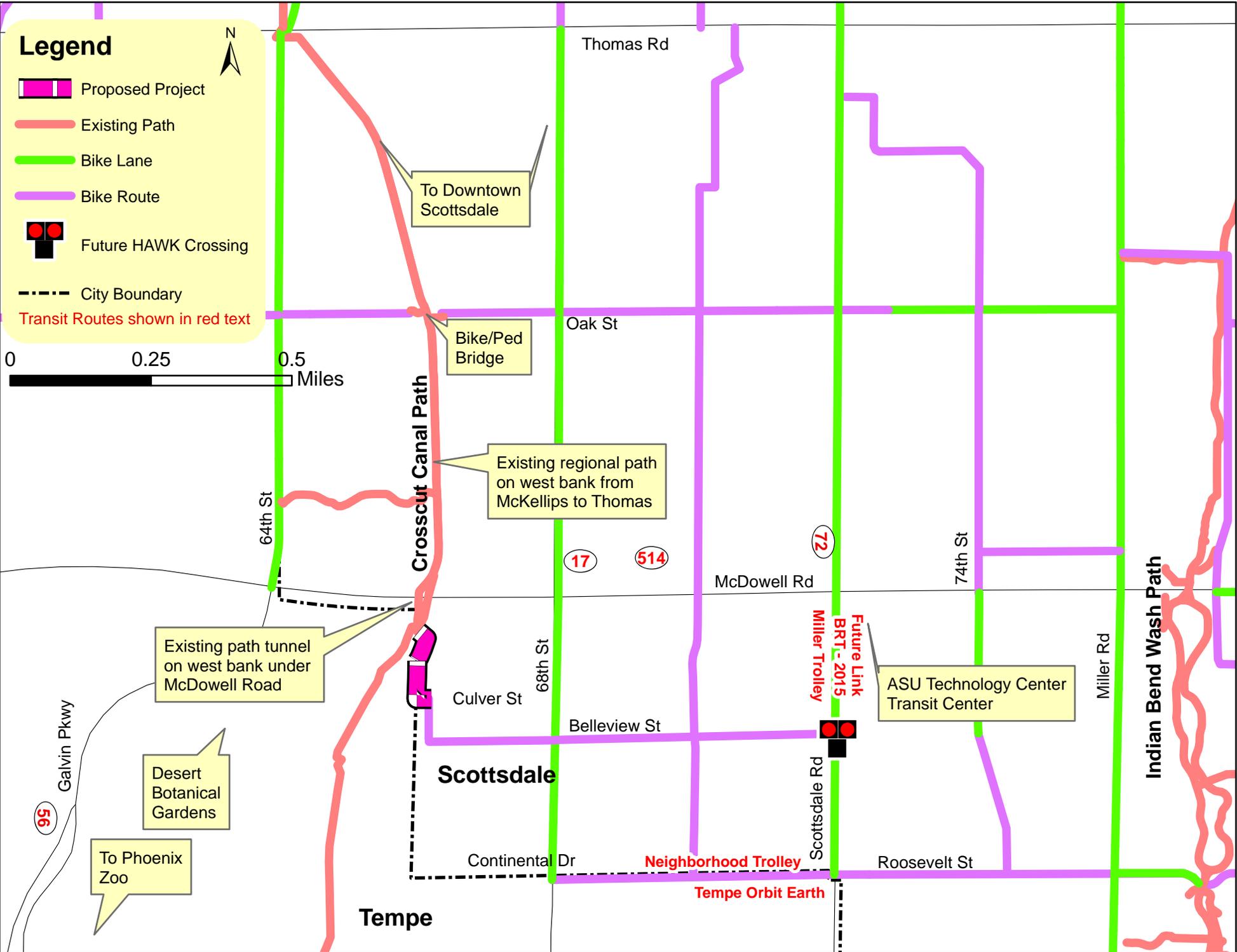
32. Will bicycle/pedestrian count technology be incorporated? Will the devices broadcast automatic updates or require manual data collection? If manual, how will the agency identify staff resources to dedicate to collecting the data?

Yes, there will be a counter installed on the bridge to measure path users. This will include automatic updates of the data. It will be beneficial to use a counter that differentiates between type of user and direction of travel.

33. 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 and other appropriate methods (via email, the newspaper, project updates on the city's web page, and Speak Up Scottsdale online forum, etc.). Transit riders will also be notified about the new nonmotorized connection to the neighborhood.

Scottsdale: Crosscut Canal Bridge & Path Map



Photos of Existing Conditions

#1: East bank of the Crosscut Canal looking south from the north end of the project limits where the concrete path will be constructed with wayfinding signage.



#2: East bank of canal where path will ramp down to alley and continue south toward neighborhood.



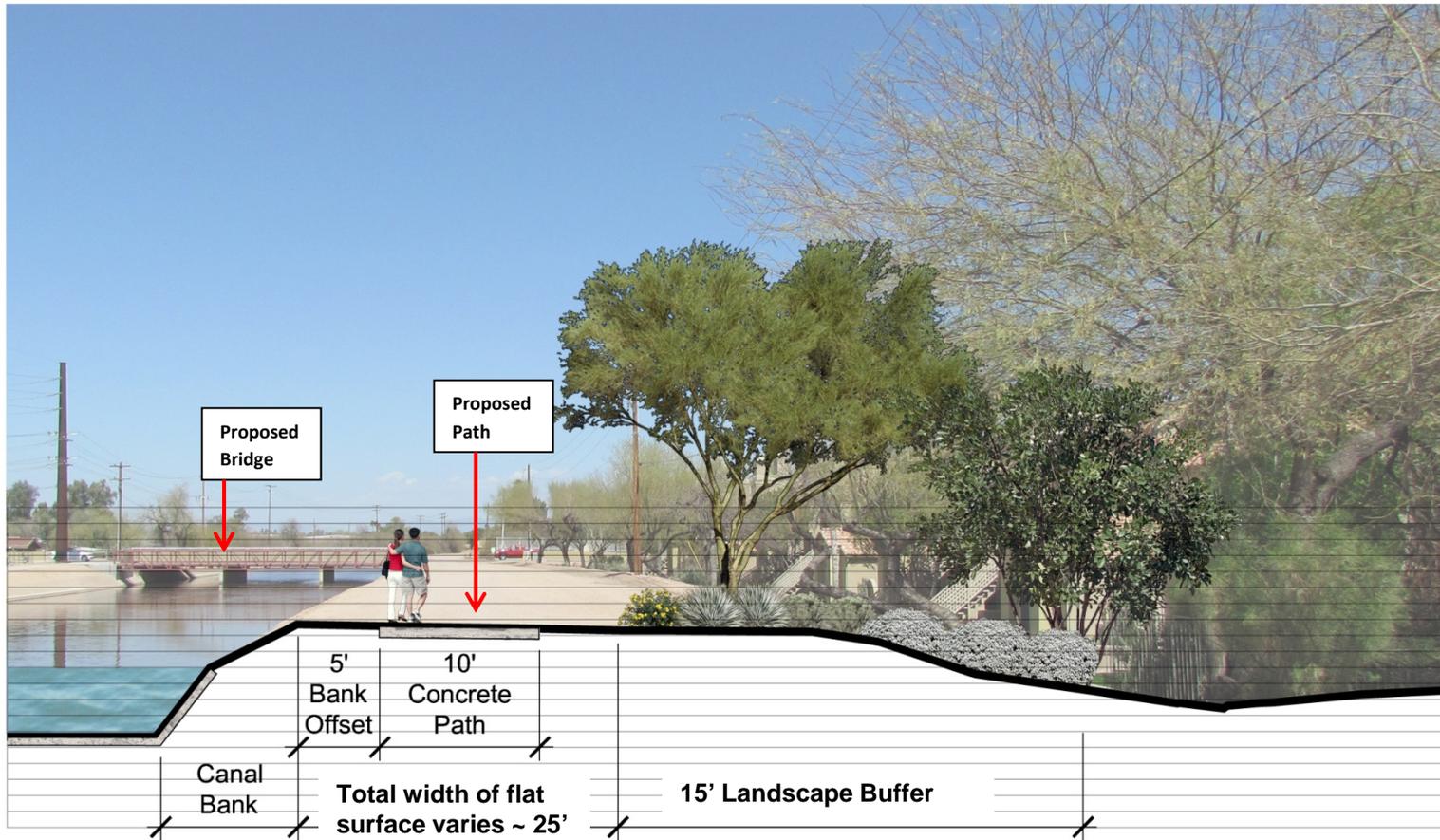
Photos of Existing Conditions

#3: Looking north toward the Crosscut Canal through 15-foot wide alley along 10-foot public bike & pedestrian easement.



#4: South end of project limits where path will connect to 66th Street looking south from alley.





Typical Cross Section

3/16"=1'-0"

Optional Attachment: Showing What Completed Project Will Look Like



Existing nonmotorized bridge on the Crosscut Canal north of Thomas Road – completed project will look similar to this.

Existing path, landscaping, and lighting on the Crosscut Canal north of Thomas Road – completed project will look similar to this.



Scottsdale: Crosscut Canal Bridge & Path

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:	City of Scottsdale	Project Title:	Crosscut Canal Bridge and Path	Application Date:	22-Oct-13
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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	\$10,000.00	\$10,000.00	No	\$0.00	\$10,000.00		
	2. PROJECT ASSESSMENT REPORT or DETAILED WORKPLAN	LS	1	\$15,000.00	\$15,000.00	No	\$0.00	\$15,000.00		
	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	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00		
	Subtotal Scoping (Part A)						\$0.00	\$42,000.00		
B. Final Preliminary Engineering Design - Stages II, III, IV And PS&E	1. Plans, Special Provisions or Bid Manual, Cost Estimate & Schedules.	LS	1	\$30,000.00	\$30,000.00	No	\$0.00	\$30,000.00		
	2. GEOTECHNICAL INVESTIGATION and Materials & Pavement Design Report	LS	1	\$15,000.00	\$15,000.00	No	\$0.00	\$15,000.00		
	3. DRAINAGE REPORT	LS	1	\$10,000.00	\$10,000.00	No	\$0.00	\$10,000.00		
	4. SWPPP	LS	1	\$5,000.00	\$5,000.00	No	\$0.00	\$5,000.00		
	Subtotal PE (Part B)						\$0.00	\$60,000.00		
Subtotal Preliminary Engineering (Part A + Part B)							\$0.00	\$102,000.00		
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		
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		
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	\$5,000.00	\$5,000.00	Yes	\$4,715.00	\$285.00
		Demolition	Sawcut	LF	20	\$3.00	\$60.00	Yes	\$56.58	\$3.42
			Remove Structures and Obstructions	LS	1	\$5,000.00	\$5,000.00	Yes	\$4,715.00	\$285.00
			Remove Fencing	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Structural Concrete	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Remove Asphaltic Concrete Pavement	CY	2	\$30.00	\$60.00	Yes	\$56.58	\$3.42
			Remove Concrete Sidewalks, Slabs	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Hazmat Abatement		LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Retaining Wall - Reinforced Concrete Cantilevered		SF	560	\$70.00	\$39,200.00	Yes	\$36,965.60	\$2,234.40
		Earthwork	General Excavation	CY	170	\$15.00	\$2,550.00	Yes	\$2,404.65	\$145.35
			Drainage Excavation	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Structural Excavation	CY	30	\$20.00	\$600.00	Yes	\$565.80	\$34.20
			Structural Backfill	CY	20	\$20.00	\$400.00	Yes	\$377.20	\$22.80
			Borrow (In Place)	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Curb & Gutter		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Aggregate Base		CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
		Pathway Or Sidewalk Materials	Concrete	SF	8,500	\$4.00	\$34,000.00	Yes	\$32,062.00	\$1,938.00
			Colored Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Stamped Color Concrete	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Precast Concrete Pavers	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			Asphaltic Concrete	Ton	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
			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	100	\$4.00	\$400.00	Yes	\$377.20	\$22.80
		Culvert Extensions		LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00
Pedestrian Lighting Including Conduit And Trenching		Each	12	\$7,000.00	\$84,000.00	Yes	\$79,212.00	\$4,788.00		
Handrail	Standard	LF	60	\$100.00	\$6,000.00	Yes	\$5,658.00	\$342.00		
	Decorative	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
Subtotal Hardscape Construction							\$174,709.61	\$10,560.39		
E. Construction Or Implementation [For Non-Infrastructure Projects (No Ground Disturbing Activities), Address Only Part 4]	2. Landscaping & Irrigation Items	Requirements	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Trees (15 Gallon Size)	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Trees (5 Gallon Size)	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Shrubs (5 Gallon Size)	Each	80	\$15.00	\$1,200.00	Yes	\$1,131.60	\$68.40	
		Subtotal Landscaping & Irrigation Items							\$1,131.60	\$68.40

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.

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Part	Item Description	Unit	Quan.	Unit Price	Total	Federally Eligible	Federal Funds (94.3%)	Local Funds (5.7%)	Note(s)	
	Shrubs (1 Gallon Size)	Each	30	\$7.00	\$210.00	Yes	\$198.03	\$11.97		
	Cactus (5 Gallon Size)	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Mulch	Decomposed Granite	CY	70	\$60.00	\$4,200.00	Yes	\$3,960.60	\$239.40	
		Organic	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Topsail	CY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Seeding	Acre	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Turf Sod	SY	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Boulders	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Irrigation System	Drip	SF	7,500	\$1.00	\$7,500.00	Yes	\$7,072.50	\$427.50	
		Turf	SF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Sleeving For Irrigation System	Directional Bore	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
		Cut and Patch	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00	
	Landscape Header Curb	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Landscape Establishment	LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Subtotal Landscaping & Irrigation Items					\$13,110.00		\$12,362.73	\$747.27	
3. Site Furnishings	Benches	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Seatwalls	LF	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Bike Racks	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Trash Receptacles	Each	2	\$1,000.00	\$2,000.00	Yes	\$1,886.00	\$114.00		
	Drinking Fountains	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Signage (Standard Traffic Control) (Striping)	Each	1,950	\$1.00	\$1,950.00	Yes	\$1,838.85	\$111.15		
	Signage (Wayfinding) (Signs)	Each	10	\$200.00	\$2,000.00	Yes	\$1,886.00	\$114.00		
	Tree Grates	Each	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
Subtotal Site Furnishings					\$5,950.00		\$5,610.85	\$339.15		
4. Other Construction Items. Also, Itemized Line Items For Non-Infrastructure Projects. (Insert Additional Rows If Necessary)	Bicycle and Pedestrian Counter	Each	1	\$3,000.00	\$3,000.00	Yes	\$0.00	\$3,000.00		
	Pedestrian Prefab Steel Truss Bridge with Drilled Shafts & Pedestrian Railing	LS	1	\$150,000.00	\$150,000.00	Yes	\$141,450.00	\$8,550.00		
			1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
			1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
			1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
			1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
			1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
			1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
			1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Sutotal Other Construction					\$153,000.00		\$141,450.00	\$11,550.00	
5. Mobilization And Administration Costs	Contractor Mobilization	LS	1	\$35,000.00	\$35,000.00	No	\$0.00	\$35,000.00		
	Traffic Control	LS	1	\$0.00	\$0.00	Yes	\$0.00	\$0.00		
	Construction Survey & Layout	LS	1	\$10,000.00	\$10,000.00	Yes	\$9,430.00	\$570.00		
	Construction Contingencies	LS	1	\$54,000.00	\$54,000.00	Yes	\$50,922.00	\$3,078.00		
	Construction Administration	LS	1	\$54,000.00	\$54,000.00	Yes	\$50,922.00	\$3,078.00		
	Subtotal Mobilization & Administration Costs					\$153,000.00		\$111,274.00	\$41,726.00	
Subtotal Construction Or Implementation Cost (Part E)					\$510,330.00		\$445,407.19	\$64,922.81		
F. Total Scoping, PE, Right-of-Way Acquisition, Utility Relocation, and Construction (Part A, B, C, D, and E)					\$612,330.00		\$445,407.19	\$166,922.81		
G. Adot Fee For Pe Reviews And Staff Charges (The higher of \$20,000 or 2% of Total Cost (Part F))					\$20,000.00	No	\$0.00	\$20,000.00		
H. Total Project Cost Including ADOT Fees (Part F + Part G)					\$632,330.00		\$445,407.19	\$186,922.81		

Scottsdale: Crosscut Canal Bridge and Path

PART E - TOTAL PROJECT SCHEDULE AND BUDGET INCLUDING ALL SEGMENTS

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 23-26 in Part B.

Cost Estimate for the Project Including ALL Segments	Cost	Additional Notes (if needed)			
1. ADOT Fee	\$20,000				
2. Design	\$102,000				
3. Right of way	\$0				
4. Utilities	\$0				
5. Construction	\$510,330				
6. Total Cost	\$632,330				
7. Will the agency maintain the improvement after it is completed?		Yes			
8. Expected Annual Maintenance Cost		2,000			
9. Identify Source of Maintenance Funds		General funds for maintenance and transportation 0.2% sales tax funds for repairs.			
Requested MAG Programming	Year	Local Funding Source	Local Cost	Federal Cost	Total Cost
10. Design	2015	Sales Tax	\$102,000	Not Available	\$102,000
11. ADOT Fee	2015	Sales Tax	\$20,000	Not Available	\$20,000
12. Right of way and Utilities	2015	Sales Tax	\$0	Not Available	\$0
13. Construction	2016	Sales Tax	\$64,923	\$445,407	\$510,330
14. Total Costs			\$186,923	\$445,407	\$632,330

PART F - SIGNATURE AND CHECKLIST

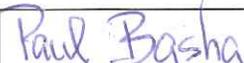
Checklist

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
Safe Routes to School, fields 9-12 are complete (if applicable)	
PART B - Project Description	Complete?
Fields 1 - 11 (Project Description) are complete	Yes
Fields 12– 14 (Transit and Access) are complete	Yes
Fields 15 – 19 (Attractors and Demographics) are complete	Yes
Fields 20 – 26 (Traffic, Environmental, ROW, and Utilities) are complete	Yes
Fields 27 – 29 (Guidelines, Policies, and Plans) are complete	Yes
Fields 30 – 33 (Maintenance and Performance Measurement) are complete	Yes
PART C - Required Attachments	Complete?
Field 1 - Project map is provided in the printed application and the PDF application	Yes
Field 2 - Up to 4 photos of existing conditions are provided in the printed application and the PDF application (two 4x6 per page).	Yes
Field 3 - Cross-section(s) provided in the printed application and the PDF application.	Yes
(OPTIONAL)- Up to 2 photos/renderings of the completed project are provided in the printed application and the PDF application.	Yes
(OPTIONAL) - Crash report(s) are provided in the printed application and the PDF application	No
(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 – 6 are complete and costs are accurate	Yes
Field 7 - 9 are complete	Yes
Fields 10 – 13 Years are complete	Yes
Fields 10 – 13 Local Funding Sources are complete	Yes
Fields 10 – 13 Local Costs are complete and accurate	Yes
Field 10 - 13 Federal Costs are complete and accurate	Yes
Field 14 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
(SAFE ROUTES TO SCHOOL PROJECTS ONLY) - Additional signatures and related name, date, and title are completed.	

SIGNATURE(S):

As the MAG member agency's manager/administrator or designated representative, I certify that this application is accurate and complete and that the project will be included in the sponsoring MAG member agency's local CIP/TIP if the project is selected for federal funding.

Signature:	
Name:	Paul Basha
Title:	Transportation Director
Date:	22-Oct-13

Complete the following ONLY if this is a Safe Routes to School Project.

Note: All signatures indicate an agreement in principle and a partnership on this project between the applicant and the signing organization. Although not all signatures are required, applications that include more signatures will be ranked higher

School/Site Official (required):

(Principal, assistant principal, teacher-in-charge, PE Teacher, SRTS coordinator)

Signature:	
Name:	
Title:	
Date:	

School District official (required):

Signature:	
Name:	
Title:	
Date:	

Law Enforcement Official (required):

Signature:	
Name:	
Title:	
Date:	

October 15, 2013

Letter of Support Crosscut Canal Bridge and Path Project

Selection Committee:

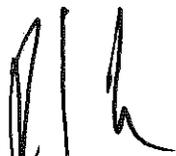
The purpose of this letter is to urge support and construction of the Crosscut Canal Bridge and Path – over the Crosscut Canal just south of McDowell Rd. The city of Tempe supports efforts to provide improved access to bicycle, pedestrian and transit modes of travel in our own community, as well as our neighboring cities as a way to encourage a healthier and more sustainable region.

Tempe recognizes this bicycle and pedestrian bridge and path segment project as a critical link in a regional bicycle system and supports making the environment around both the City of Scottsdale and the City of Tempe safer. The Crosscut Canal Bridge will link the Crosscut Canal Path to the Indian Bend Wash Path through the neighborhoods and ASU's Sky Song, connecting bicyclists to multiple bike paths that get them around both Scottsdale and Tempe.

The Crosscut Canal Bridge would also connect bicyclists to 68th Street down to the Tempe Town Lake bicycle path. In addition to the existing paths, the Crosscut Canal Bridge would also allow bicycle connectivity to Papago Park, the route 72 bus on Scottsdale Rd, route 17 bus on McDowell Rd, route 56 on Priest Drive, route 514 Express, the Miller Rd Trolley, Neighborhood Trolley, and Tempe's Orbit Earth circulator service. The Crosscut Canal Bridge has the benefit of providing transportation and recreational facilities, beautification and improved safety for the entire region. It will provide a linkage between Scottsdale, Tempe, and Phoenix and to the larger bicycle path systems in the Valley.

Thank you for this opportunity to voice our support for this worthwhile community project!

Sincerely,



Robert Yabes
Principal Planner
City of Tempe
Department of Public Works – Transportation



P.O. Box 52025
Mail Station: PAB106
Phoenix, Arizona 85072-2025
(602) 236-5900
www.srpnet.com

October 15, 2013

Ms. Maureen DeCindis
Maricopa Association of Governments
302 North 1st Avenue, Suite 300
Phoenix, Arizona 85003

Subject: Crosscut Canal Bridge – Pathway to Transit

Dear Ms. DeCindis:

I represent SRP for canal bank projects of local municipalities. I am pleased to learn of the City of Scottsdale plan to design and construct a pedestrian/bicycle bridge with associated pathways on the New Crosscut Canal at McDowell Road. SRP endorses this project because it will enhance regional connectivity and improve the safety of the public.

SRP has a long partnership history with the City of Scottsdale in the development of multi-use trails on the canals. These improvements are compatible with SRP operation and maintenance requirements and greatly add to the value of the canal system as an amenity for public use.

As the managing agent of the canal system, SRP encourages this kind of project because it connects the canal-based trails with other regional systems and neighborhoods. A well connected trail system encourages more residents to commute by bicycle and to utilize the trails for non-motorized recreation.

Sincerely,

A handwritten signature in cursive script that reads "James Duncan".

James Duncan
Principal Analyst, Canal Multiple Use
SRP