

# ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM



## The City of Sierra Vista Shared-Use Path Connectivity Project

**TRANSPORTATION ENHANCEMENT APPLICATION  
APPLICANT INFORMATION**

<b>1. APPLICANT AND SPONSOR</b>		<b>1a. MPO / COG</b>		<b>2. DATE</b>	
City of Sierra Vista, Arizona		SEAGO		May 13, 2010	
<b>3. PROJECT NAME &amp; LIMITS</b>					
Shared Use Path Tie-ins - Coronado Drive from Tacoma to SR90 Bypass; Colombo Drive from the Path to Higher Education to Charleston Road; Giulio Cesare Ave from the Path to Higher Education to Charleston Road.					
<b>4. Contact Person-</b>			<b>4a. Mailing Address</b>		
Scott Dooley, P.E., City Engineer			401 Giulio Cesare Avenue		
<b>4b. CITY</b>	<b>4c. ZIP CODE</b>	<b>5. COUNTY</b>	<b>6. CONGRESSIONAL DISTRICT - Eight</b>		
Sierra Vista	85635	Cochise			
<b>4d. PHONE NO:</b>	(520) 458-5775				
<b>4e. FAX NO:</b>	(520) 417-4859				
<b>4f. EMAIL:</b> <a href="mailto:scott.dooley@sierravistaaz.gov">scott.dooley@sierravistaaz.gov</a>					
<b>7. ALTERNATE:</b>	Irene Zuniga	<b>7b. PHONE NO:</b> (520) 458-5775			
<b>7a. Mailing Address:</b>		<b>7c. FAX NO:</b> (520) 417-4859			
		<b>7d. EMAIL:</b> <a href="mailto:irene.zuniga@sierravistaaz.gov">irene.zuniga@sierravistaaz.gov</a>			
<b>8. List eligible activity(ies) by number and title:</b>		<b>Categories 1(Primary) - PROVISION OF FACILITIES FOR PEDESTRIANS AND BICYCLES.</b>			
		<b>Category 5 (Secondary) - LANDSCAPING AND OTHER SCENIC BEAUTIFICATION</b>			
<b>9. List requested federal amount:</b> (Must match amount in cost estimate)		\$538,521			
<b>10. List total cost of project:</b> (scoping, design and construction including federal funds, and ADOT review fees) (Must match amount in cost estimate)		\$571,072			

**Please fill in all requested information for Items 1 through 10**

**CHECK ONE or TWO BOXES THAT APPLY**

**11. Circle primary activity in which you wish to be evaluated**

1.	<input checked="" type="checkbox"/>	<b>PROVISION OF FACILITIES FOR PEDESTRIANS AND BICYCLES.</b> This does not include typical construction elements of a roadway such as; travel lanes, traffic signals, crosswalks, etc.
2.	<input type="checkbox"/>	<b>PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS</b> Activities must have a broad and preferably regional target audience
	<input type="checkbox"/>	<b>ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES – <i>NOT ELIGIBLE IN ARIZONA</i></b>
4.	<input type="checkbox"/>	<b>SCENIC OR HISTORIC HIGHWAY PROGRAMS (INCLUDING THE PROVISION OF TOURIST AND WELCOME CENTER FACILITIES)</b> ADOT does have in place a Parkways, Historic, and Scenic Roads Program. This program does have a separate grant program for projects on those routes that have been designated by the State/ADOT. <u>Must be on or within 2 miles of a State designated Scenic or Historic road.</u>
5.	<input checked="" type="checkbox"/>	<b>LANDSCAPING AND OTHER SCENIC BEAUTIFICATION</b> This is for primarily plant landscaping activities. You can include site furniture such as benches, trash receptacles, etc. Stand-alone public art is not considered scenic beautification. You can include some art as part of a project but it is not eligible as a separate category under Transportation Enhancements. Maintenance of landscaping does not qualify under this program.
6.	<input type="checkbox"/>	<b>HISTORIC PRESERVATION</b> Any work under this category must have a <b>strong surface</b> transportation link either past, present or future.
7.	<input type="checkbox"/>	<b>REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND BRIDGES)</b>
8.	<input type="checkbox"/>	<b>PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)</b>
9.	<input type="checkbox"/>	<b>CONTROL AND REMOVAL OF OUTDOOR ADVERTISING</b>
10.	<input type="checkbox"/>	<b>ARCHEOLOGICAL PLANNING AND RESEARCH</b>
11.	<input type="checkbox"/>	<b>ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY</b>
12.	<input type="checkbox"/>	<b>ESTABLISHMENT OF TRANSPORTATION MUSEUMS</b> Please be aware that there are specific requirements for this category. Please contact your MPO, COG representative or ADOT TE Section staff for additional information.

**12. PROJECT SPECIFIC DESCRIPTION: LIST ALL KEY ELEMENTS OF THE PROJECT SCOPE. INCLUDE PROJECT CONCEPT, LENGTH, MILEPOSTS, NUMBER OF ACRES, etc. (e.g., construct .5 miles of 10 foot wide asphalt multi-use pathway along north side of X Rd)**  
 Word Count Maximum: 200

This project will create connectivity for three of our completed shared use pathway projects. The key elements and locations are listed below.

- Segment 1 - Approximately 1,175 feet on the west shoulder along Coronado Drive from Tacoma to SR90 Bypass
- Segment 2 - Approximately 1,650 feet on the west shoulder along Colombo Drive from the Path to Higher Education to Charleston Road
- Segment 3 - Approximately 1,950 feet on the east shoulder along Giulio Cesare Ave from the Path to Higher Education to Charleston Road.

These pathway segments will be 10 feet wide, total 4775 feet in length, and be constructed of 2 inches of Asphalt over 4 inches of Aggregate Base.

Landscape enhancements such as seeding, trees, plants and irrigation will be included as part of this project, as funding allows. Salvaging and/or incorporating existing mature vegetation is always a consideration in our design.

Drainage enhancements such as scuppers, CMP's, drainage ditches and detention areas will also be a major design consideration along these segments of Multiuse paths.

**13. Describe the project. Please answer all questions.**

A. Where is the project located?

- Describe actual physical location
- Attach state and vicinity map in appendix
- For State projects, include the route and beginning and ending mileposts

**In the City of Sierra Vista**

- Segment 1 is located at the west shoulder along Coronado Drive from Tacoma to SR90 Bypass.
- Segment 2 is located at the west shoulder along Colombo Drive from the Path to Higher Education to Charleston Road
- Segment 3 is located at the east shoulder along Giulio Cesare Ave from the Path to Higher Education to Charleston Road.

B. Is the project on:

- Planned transportation corridor?
- Corridor under construction?
- Existing transportation corridor?

YES	NO
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input checked="" type="checkbox"/>	<input type="checkbox"/>

Estimated Completion Date:  
 Scheduled Completion Date:

<p>C. What major construction, design, and right-of-way work does the project entail? Describe any need for major land modification, retaining walls, etc. and include in cost estimate.</p>	<p><b>This project will intersect existing pathways and/or planned for construction within the next two to three years.</b></p> <p><b>Major design considerations will have to be made to connect to each of those existing paths, study adjacent traffic flows and the effect traffic may have during construction especially near the schools, maintain business/school accessibility, and safety, and salvage existing landscape enhancements as much as possible.</b></p> <p><b>Most of these paths will receive a decent amount of water during the monsoon, so proper drainage will be an important design consideration to ensure there wont be any damage to the path once it is in place.</b></p>
<p>D. Can the project be constructed entirely within the project right-of-way?</p>	<p><b>Yes</b></p>
<p>Who owns the proposed project ROW?</p>	<p><b>City of Sierra Vista</b></p>
<p>Are any private landowners involved? If so, list below.</p>	<p><b>No</b></p>
<p>What percent of the project area is on ADOT ROW?</p>	<p><b>5%</b></p>
<p><b>Segment 1 terminates at the State Route 90Bypass. In the past, and in similar situations, ADOT reviews and provides comments on our design within the ADOT right of way. From time to time, during the construction of the project, an ADOT inspector may inspect and comment on its construction. Once the project is near completion ADOT representatives will be invited to perform a final walk thru of the project and provide final comments/requests to the city for its contractor to carry thru before final payment is made.</b></p>	<p>E. Are there drainage issues to consider? Describe any potential impacts to Waters of the U.S.</p>
<p><b>There is no curb and gutter present along the roadway adjacent to segments 1 and 2, so the design will have to address roadway and local area drainage issues.</b></p> <p><b>Segment 3 will border a major drainage tributary. Major design considerations will have to be made for this area's design and pedestrian safety.</b></p> <p><b>No potential impacts expected to Waters of the U.S.</b></p>	<p>F. Are utility relocations necessary? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>G. What is the proposed time frame for completion of the project?</p>	<p><b>The proposed time frame for the completion of this project is three years or less from the notice to proceed issued to the city by ADOT/FHWA to the completion of the project.</b></p>

H. Will the project be ADA accessible?  Yes  No

**14. How will the project be maintained?** Prior to project construction, all projects will require a signed Joint Project Agreement (JPA) with the government sponsoring entity. If the project is a State project, the local government sponsor/applicant will be responsible for long term maintenance. If agreement is not signed the project will be terminated. The following information is required for completing the JPA. Please answer all questions listed by describing how the project will be maintained and repaired after completion.

- A. Organization(s) responsible for on-going maintenance and repairs of the TE project.  
**The City of Sierra Vista, AZ**
- B. Proposed on-going maintenance and repair program  
**The City currently has an active maintenance program for landscaping and pathways in public areas and right-of-way. This project would be incorporated into this existing program.**
- C. Source of funds for on-going maintenance and repairs  
**The funding source for ongoing maintenance and repairs of shared use paths throughout the city is included in annual budgeting for the City's Parks and Leisure Services Department for landscaping and the Public Works Department for Pathways.**

**15. If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines?** (See TE Handbook, revised 2008, for clarification - available at [www.adotenhancement.com](http://www.adotenhancement.com))

YES  NO

**16. Does the proposed project involve or is it adjacent to a historic property or historic district?**

YES  NO

**A. If yes, has the SHPO been allowed to review, comment and provide direction on the proposed project?"**

YES  NO

If so, please identify the specific designation(s) and limits and briefly describe why the proposed project qualifies. If this is a rail corridor project is the corridor "rail banked" or is the abandonment authorized by or proceeding before the Interstate Rail Commission?

Word Count Maximum: 100

**17. Describe how the community was or will be involved in this project.** Please include the following: Community involvement in the planning, scoping process, design process, or implementation. Is the project listed in any planning documents that had extensive public participation?

Word Count Maximum: 200

**During the planning of the City's Pathway System, several public meeting were held, offering individuals and groups an opportunity to comment on the system as a whole. Ultimately, it was incorporated into the City's General Plan, Vista 2020.**

**The City also sponsored an Ad Hoc Committee that solicited the opinions of the public regarding the shared use path system. The committee compiled the responses by the residents and made recommendations.**

**During the Scoping Phase of this project, an open house will be offered to the public to comment and question the project.**

**18. Describe why the project is an enhancement and how it relates to the transportation infrastructure of the community, region and/or state. Describe how this project will benefit the community and improve existing conditions. Why should this project be funded? (Answer all three parts in detail).**

Word Count Maximum: 250

***1. Describe why the project is an enhancement and how it relates to the transportation infrastructure of the community region and/or state:***

**This project would be an enhancement to the City as it would provide connectivity to existing segments to other nearby existing or future paths.**

**The addition of segment 1 will provide complete access to/from the City complex, public library, the City's Police Department & Highway patrol, Section 36 Ball fields. The addition of segment 1 would also extend a path currently under construction to paths proposed along the state bypass.**

**The addition of segments 2 and 3 will provide residents complete loop access to Cochise College, University of Arizona –South, and Buena High School. This will be ideal for student who walk to school, and high school students who may be taking college courses at Cochise Community College.**

**The City of Sierra Vista has generated a long-term plan, Vista 2020, for the development of a citywide transportation system. Shared-use pathways are an integral part of that plan.**

**2. Describe how this project will benefit the community and improve existing conditions.**

Construction of this project will provide a safe, grade separated, corridor for pedestrians, cyclists, and the disabled. The connectivity of this project will provide a complete citywide pathway system for residents.

**3. Why should this project be funded?**

The City of Sierra Vista has received and successfully completed numerous TEA grant sponsored shared-use path projects. If granted these projects, the City would proudly add these segments to the already 23 miles of shared-use paths throughout the city, bringing the city one-step closer to its ultimate goal in completing the city wide shared-use path system.



**19. Approval of Authorized Official (Sponsor)**

This project has the concurrence of the sponsoring agency, is consistent with the agency's plans and meets all of the basic criteria listed above, which are required by the state of Arizona's Transportation Enhancement Program. **State applications MUST be signed by the appropriate ADOT District Engineer.**

Sponsor Representative (Type in name and title)	<b>Charles P. Potucek, City Manager</b>
Signature of Rep	
Date Signed	

**20. Local applications MUST have Endorsement of Metropolitan Planning Organization - Council of Governments, unless a statewide application.**

This project has been reviewed and endorsed by:

MPO or COG	<b>SouthEastern Arizona Governments Organization SEAGO</b>
Name and Title	<b>Sharon Mitchell, Transportation Planner</b>
Signature	
Date Signed	

**21. Cost Estimate review – include for State and Local projects.**

The project cost estimate included in this application has been reviewed by:

Organization	<b>City of Sierra Vista, Engineering Department</b>
Name and Title	<b>Scott W. Dooley, PE, City Engineer</b>
Signature	
Date Signed	

**ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM  
ROUND 18 (2010) COST ESTIMATE**

**IMPORTANT CONSIDERATIONS**

- List all items necessary to develop and construct or implement your project.
- The applicant is responsible for verifying all costs and their accuracy.
- Unit prices must be a reasonable representation of the work to be performed.
- The use of federal funds for project Scoping and Design is optional.
- All federal funds must have FHWA authorization prior to incurring any costs to be reimbursed.
- Funds paid for reimbursement of costs incurred shall be returned if project is not constructed.

**LOCAL PROJECTS:** The amount of federal funds requested for project scoping and design should not exceed 30% of the total amount of federal aid requested. Cost overruns will be the responsibility of the Local sponsoring agency.

**STATE PROJECTS:** To be eligible for State designation, the project must be on, adjacent to, or associated with the State Highway System, must be located on a minimum of 75% of ADOT right-of-way, and must have the signature and support of the appropriate ADOT District Engineer. State Projects shall not exceed \$1,000,000 in total project cost (including the State match) unless another source for the additional funding is available to cover the overage. The source of this additional funding shall be identified in the application submitted for the State project.

**NON-INFRASTRUCTURE PROJECTS (No ground disturbing activities):** Address only parts A.2 (Workplan), C.4 (Itemized Costs), D (ADOT Review Fee), E (Total Project Cost), and F (Funding Breakdown). ADOT will issue the environmental clearance memo base on the final project description defined in the sponsor's detailed Workplan.

Enter values into GREEN CELLS.

The program will automatically calculate the Totals and Federal Share at 94.3%, but manual overriding entries may be necessary where noted.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
<b>A. SCOPING - Stage 1 (15% Conceptual Design)</b>						
All projects must include these costs regardless if the application is for a State or Local project. (Non-infrastructure projects: Only #2 applies).						
1. SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) <i>(Enter \$0 in Unit Price column if none required)</i>	LS	1	\$10,000.00	\$10,000.00	\$9,430.00	\$570.00
2. PROJECT ASSESSMENT REPORT (infrastructure projects) or DETAILED WORKPLAN INCLUDING SCHEDULE AND COSTS (non-infrastructure projects) (About 5% of construction or implementation cost)	LS	1	\$25,000.00	\$25,000.00	\$23,575.00	\$1,425.00
3. ENVIRONMENTAL DETERMINATION for infrastructure projects, including technical supporting documents. (Anticipate \$20,000 to \$40,000)	LS	1	\$40,000.00	\$40,000.00	\$37,720.00	\$2,280.00
4. HAZARDOUS MATERIALS ASSESSMENT including heavy metals & asbestos <i>(If an assessment is necessary, about \$1,500. Enter \$0 in Unit Price column if none required)</i>	LS	1	\$1,500.00	\$1,500.00	\$1,414.50	\$85.50
<b>SUBTOTAL – PROJECT SCOPING COSTS</b>				\$ 76,500	\$72,140	\$4,361
Federal funds for scoping are calculated at 94.3% of the total scoping cost. If requesting less than 94.3% federal funds, enter new total or 0 in the Federal column.						
<b>B. DESIGN - Stages II, III, IV (30%, 60%, 95%-100% Preliminary Design) (Pre-engineering)</b>						
Not applicable to non-infrastructure projects. All infrastructure projects must include these costs regardless if the application is for a State or Local project. If federal funds are used for design, the project shall not advance beyond Stage II (30%) until it has received environmental clearance.						
1. PS&E's - Plans, Special Provisions, Cost Estimates & Schedules. Anticipate 18%-20% of constr. costs.	LS	1	\$75,000.00	\$75,000.00	\$70,725.00	\$4,275.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
2. GEOTECHNICAL INVESTIGATION (If a report is necessary, about 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) <b>Enter \$0 in Unit Price column if none required.</b>	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
3. DRAINAGE REPORT (If a report is necessary, about 5% of construction cost) <b>Enter \$0 in Unit Price column if none required)</b>	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
4. STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, about 1% of construction cost) <b>Enter \$0 in Unit Price column if none required.</b>	LS	1	\$5,000.00	\$5,000.00	\$4,715.00	\$285.00
<b>SUBTOTAL - PROJECT DESIGN COSTS</b>						
Federal Funds for design are calculated at 94.3% of the total design cost. If requesting less than 94.3% Federal Funds for design, enter new total or 0 in the Federal column.				\$ 80,000	\$75,440	\$4,560
<b>C. CONSTRUCTION OR IMPLEMENTATION - Stage V</b>						
<b>For non-infrastructure projects (no ground disturbing activities), address only parts 4, D and F.</b>						
<b>1. SITE ACQUISITION &amp; HARDSCAPE CONSTRUCTION</b>						
RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, about 5% of constr. costs) <b>Enter \$0 in Unit Price column if area of disturbance is less than one acre.</b>	LS	1	\$10,000.00	\$10,000.00	\$9,430.00	\$570.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	\$10,000.00	\$10,000.00	\$9,430.00	\$570.00
<b>DEMOLITION</b>						
Sawcut	LF		\$0.00	\$0.00	\$0.00	\$0.00
Remove Structures and Obstructions	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
Remove Fencing	LF		\$0.00	\$0.00	\$0.00	\$0.00
Remove Structural Concrete			\$0.00	\$0.00	\$0.00	\$0.00
Remove Asphaltic Concrete Pavement	CY		\$0.00	\$0.00	\$0.00	\$0.00
Remove Concrete Sidewalks, Slabs			\$0.00	\$0.00	\$0.00	\$0.00
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; about 5% of construction cost) <b>Enter \$0 in Unit Price column if none required.</b>	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
UTILITY RELOCATION. Only the cost of utilities needing relocation as a direct result of the enhancement project are eligible for federal reimbursement. Because of the costs involved, the undergrounding of overhead utilities is not eligible. <b>Enter \$0 in Unit Price column if none required.</b>	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
RETAINING WALL (Concrete; SF of face above the footing)	SF	0	\$0.00	\$0.00	\$0.00	\$0.00
<b>EARTHWORK</b>						
General Excavation		1	\$15,000.00	\$15,000.00	\$14,145.00	\$855.00
Drainage Excavation		0	\$0.00	\$0.00	\$0.00	\$0.00
Structural Excavation	CY	0	\$0.00	\$0.00	\$0.00	\$0.00
Structural Backfill		0	\$0.00	\$0.00	\$0.00	\$0.00
Borrow (In Place)		0	\$0.00	\$0.00	\$0.00	\$0.00
CURB & GUTTER	LF	0	\$0.00	\$0.00	\$0.00	\$0.00
AGGREGATE BASE	CY	70	\$690.00	\$48,300.00	\$45,546.90	\$2,753.10
<b>PATHWAY OR SIDEWALK MATERIALS</b>						
Concrete		0	\$0.00	\$0.00	\$0.00	\$0.00
Colored Concrete	SF	0	\$0.00	\$0.00	\$0.00	\$0.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
Stamped Color Concrete		0	\$0.00	\$0.00	\$0.00	\$0.00
Precast Concrete Pavers		0	\$0.00	\$0.00	\$0.00	\$0.00
Asphaltic Concrete	Ton	69	\$69.00	\$4,727.36	\$4,457.90	\$269.46
Polymer or Resin Stabilized Surface	SF	0	\$0.00	\$0.00	\$0.00	\$0.00
<b>CROSSWALK ENHANCEMENT</b>						
Concrete Pavers		0		\$0.00	\$0.00	\$0.00
Stamped Asphalt		0		\$0.00	\$0.00	\$0.00
Stamped Concrete	SF	0		\$0.00	\$0.00	\$0.00
Concrete		0		\$0.00	\$0.00	\$0.00
Integral Color Concrete		0		\$0.00	\$0.00	\$0.00
PEDESTRIAN ADA RAMP	EA	12	\$2,750.00	\$33,000.00	\$31,119.00	\$1,881.00
CULVERT EXTENSIONS	LF	50	\$50.00	\$2,500.00	\$2,357.50	\$142.50
PEDESTRIAN LIGHTING (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.	Each	0	\$0.00	\$0.00	\$0.00	\$0.00
<b>HANDRAIL</b>						
Standard		0		\$0.00	\$0.00	\$0.00
Decorative	LF			\$0.00	\$0.00	\$0.00
<b>SUBTOTAL - SITE ACQUISITION &amp; HARDSCAPE CONSTRUCTION</b>				\$ 123,527	\$116,486	\$7,041
<b>2. LANDSCAPING &amp; IRRIGATION ITEMS</b>						
TREES (Above 15 gallon in size as required per Local code or special design requirements)	Each			\$0.00	\$0.00	\$0.00
TREES (15 GALLON SIZE)	Each	40	\$200.00	\$8,000.00	\$7,544.00	\$456.00
TREES (5 GALLON SIZE)	Each			\$0.00	\$0.00	\$0.00
SHRUBS (5 GALLON SIZE)	Each	30		\$0.00	\$0.00	\$0.00
SHRUBS (1 GALLON SIZE)	Each	60	\$30.00	\$1,800.00	\$1,697.40	\$102.60
CACTUS (5 GALLON SIZE)	Each			\$0.00	\$0.00	\$0.00
<b>MULCH</b>						
Decomposed Granite		2,122	\$20.00	\$42,444.44	\$40,025.11	\$2,419.33
Organic	SY			\$0.00	\$0.00	\$0.00
TOPSOIL	CY			\$0.00	\$0.00	\$0.00
SEEDING	Acre			\$0.00	\$0.00	\$0.00
TURF SOD	SY			\$0.00	\$0.00	\$0.00
BOULDERS	Each			\$0.00	\$0.00	\$0.00
<b>IRRIGATION SYSTEM</b>						
Drip		1	\$60,000.00	\$60,000.00	\$56,580.00	\$3,420.00
Turf	LS			\$0.00	\$0.00	\$0.00
<b>SLEEVING FOR IRRIGATION SYSTEM</b>						
Directional Bore				\$0.00	\$0.00	\$0.00
Cut and Patch	LF			\$0.00	\$0.00	\$0.00
LANDSCAPE HEADER CURB	LF			\$0.00	\$0.00	\$0.00
LANDSCAPE ESTABLISHMENT (Typically about 4.5% of the cost of landscaping)	LS			\$0.00	\$0.00	\$0.00
<b>SUBTOTAL - LANDSCAPING &amp; IRRIGATION ITEMS</b>				\$112,244.44	\$105,847	\$6,398
<b>3. SITE FURNISHINGS</b>						
BENCHES	Each	0		\$0.00	\$0.00	\$0.00
SEATWALLS	LF	0		\$0.00	\$0.00	\$0.00
BIKE RACKS	Each	0		\$0.00	\$0.00	\$0.00
TRASH RECEPTACLES	Each	0		\$0.00	\$0.00	\$0.00
DRINKING FOUNTAINS	Each	0		\$0.00	\$0.00	\$0.00
SIGNAGE (Standard Traffic Control)	Each	24	\$300.00	\$7,200.00	\$6,789.60	\$410.40
TREE GRATES	Each	0		\$0.00	\$0.00	\$0.00
<b>SUBTOTAL - SITE FURNISHINGS</b>				\$ 7,200	\$6,790	\$410
<b>4. OTHER CONSTRUCTION ITEMS. ALSO, ITEMIZED LINE ITEMS FOR NON-INFRASTRUCTURE PROJECTS.</b> (Insert additional rows if necessary)						

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
Rip Rap for Drainage	SF	9,550	\$2.00	\$19,100.00	\$18,011.30	\$1,088.70
Pavement Markings	LS	1	\$10,000.00	\$10,000.00	\$9,430.00	\$570.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
				\$0.00	\$0.00	\$0.00
<b>SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS</b>				\$ 29,100	\$27,441	\$1,659
<b>5. MOBILIZATION AND ADMINISTRATION COSTS</b>						
CONTRACTOR MOBILIZATION (Typically about 8% of construction cost)	LS	1	\$40,000.00	\$40,000.00	\$37,720.00	\$2,280.00
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	\$7,500.00	\$7,500.00	\$7,072.50	\$427.50
CONSTRUCTION SURVEY & LAYOUT (Typically about 1% of constr. cost)	LS	1	\$5,000.00	\$5,000.00	\$4,715.00	\$285.00
CONSTRUCTION CONTINGENCIES (Typically about 5% of constr. cost)	LS	1	\$25,000.00	\$25,000.00	\$23,575.00	\$1,425.00
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	\$65,000.00	\$65,000.00	\$61,295.00	\$3,705.00
<b>SUBTOTAL – MOBILIZATION &amp; ADMINISTRATION COSTS</b>				\$ 142,500	\$134,377.50	\$8,122.50
<b>TOTAL CONSTRUCTION OR IMPLEMENTATION COST (STAGE V)</b> (Enter this amount in Box A below.)				\$ 414,572	\$390,941.21	\$23,630.59
<b>D. ADOT REVIEW FEE</b> (Not applicable to State projects. Cannot be applied to the federal participation or the Local match. On Local Certification Acceptance or Self-administration projects, manually change the amount in the green cell to \$3,000. Change the amount to \$0 for State projects.)						
	LS	1	\$3,000.00	\$3,000.00	NO ENTRY	
<b>E. TOTAL PROJECT COST</b> (All subtotals + ADOT local projects review fee)				\$ 574,072	NO ENTRY	
<b>F. SUMMARY OF FEDERAL AND NON-FEDERAL FUNDS</b> Caution: Follow the instructions in the notes provided.						
TOTAL CONSTRUCTION OR IMPLEMENTATION COST (STAGE V) FROM THE ESTIMATE ABOVE. ALSO ADD IN THE TOTAL COST FOR SCOPING AND DESIGN (STAGES I THRU IV) IF REQUESTING FEDERAL FUNDS FOR REIMBURSEMENT OF THOSE COSTS.					BOX A	\$ 571,072
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). Note: For Local projects, the maximum amount that can be requested is \$750,000 (\$943,000 for State projects). If the amount automatically calculated by this program exceeds the maximum amount allowed for a State or Local project, manually input the maximum allowed amount of federal funds.					BOX B	\$ 538,521
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). Note: The maximum amount that should be shown on this line is \$45,334 for Local projects (\$57,000 for State projects). If the amount automatically calculated by this program exceeds the appropriate amount for a State or Local project, manually input the appropriate amount.					BOX C	\$ 32,551
TOTAL ADDITIONAL FUNDS (OVERMATCH). Note: Enter the amount in Box A in excess, if any, of \$795,334 for Local projects or \$1,000,000 for State projects.					BOX D	\$ 0
TOTAL NON-FEDERAL FUNDS (Note: This is the sum of Box C and Box D).					BOX E	\$ 32,551

June 22, 2007

MEMORANDUM TO: Honorable Mayor and City Council

THRU: Charles P. Potucek, City Manager  
Mary Jacobs, Assistant City Manager  
Michael J. Hemesath, PE, Director of Public Works  
Scott W. Dooley, PE, City Engineer

FROM: Irene Zuniga, Civil Engineer I

SUBJECT: Request for Agenda Item Placement  
Resolution 2010-xxx  
2010 Shared Use Pathway Resolution - Council Support for  
Submission of Arizona TEA-21 Transportation Enhancement  
Grant Application

Recommendations:

The City Manager recommends approval.  
The Assistant City Manager recommends approval.  
The Director of Public Works recommends approval.  
The City Engineer recommends approval.

Background:

The City of Sierra Vista has persistently supported the development of a shared-use pathway system through the City that will enable residents and visitors to utilize alternative modes of transportation such as bikes, roller blades, walking, and jogging. Development of this shared-use pathway system has been guided through the City of Sierra Vista's General Plan, VISTA 2020. Design and Construction of several segments of the city's pathway system are also included in the city council's "OUR FUTURE VISTA'S STRATEGIC LEADERSHIP PLAN".

City staff is requesting approval from Council to submit a grant application for funding thru the Arizona Department of Transportation for Federal Highway Administration (FHWA), Transportation Enhancement Funding. The grant application has two major funding categories, Local and State. The local category cannot exceed \$750,000 with a 5.7% (\$42,750) hard cash match plus a \$5,000 review fee from the City. The State category does not require a match, but includes a \$1,000,000 limit. Once either a State or local project is complete, the City shall maintain the improvements and pay for water and electric cost in perpetuity.

The City of Sierra Vista is submitting two local grants for the construction of a shared-use pathway along Buffalo Soldier Trail between Golflinks Road and Fry Boulevard; and a Tie-in project for shared-use segments required along Coronado Drive between Tacoma and State Route 90Bypass, Colombo between Cochise College Campus and Charleston Road, and Giulio Cesare Avenue between Buena High Schools Entrance and Charleston Road. Each of these projects are expected to meet the maximum limit of \$750,000, with a 5.7% match equaling \$42,750, plus a \$5,000 ADOT review fee and scoping costs from the City. Recent Scoping efforts have not exceeded \$60,000.

In addition, the City will ask the Arizona Department of Transportation for two projects within ADOT right-of-way along State Route 90Bypass between Seventh Street and Coronado Drive, and a separate project along State Route 90 Bypass between Coronado Drive and Campus Drive. These State Projects would be designed and constructed at no cost to the City.

Each of these applications requests funds to assist with the design and construction of the Shared-Use Pathways (SUP), as well as landscaping enhancements, within the City's projected Shared-Use Path system.

Budget Appropriation:

There shall be cash appropriations required for local projects, and no cash appropriations for State projects, as per grant guidelines. Maintenance cost will need to be included in future operations and maintenance budgets for both local and State projects.

FY11/12 Budget Projection

<u>Local Projects</u>	<u>Federal Share</u>	<u>City Share</u>	<u>Estimated Total Cost</u>
<b>Sierra Vista SUP Connectivity Project:</b>	\$538,521	\$32,551	\$571,072
<ul style="list-style-type: none"> <li>• Coronado Drive - Tacoma to State Route 90 Bypass</li> <li>• Colombo Drive - Charleston Road to Path to Higher Education</li> <li>• Giulio Cesare Ave - Charleston Road to Path to Higher Education</li> </ul>			
<b>BST SUP Golflinks Drive to Fry Blvd</b>	\$607,203	\$36,703	\$643,906
<u>State Projects</u>	<u>Federal Share</u>	<u>State Share</u>	<u>Estimated Total Cost</u>
<b>State Route 90 Bypass - 7th Street to Coronado Drive SUP</b>	\$607,203	\$36,703	\$643,906
<b>State Route 90 Bypass - Coronado Drive to Campus Drive SUP</b>	\$942,037	\$56,942	\$998,979

RESOLUTION 2010-xxx

A RESOLUTION OF THE MAYOR AND CITY COUNCIL OF THE CITY OF SIERRA VISTA, COCHISE COUNTY, ARIZONA; SUPPORTING THE APPLICATION FOR TRANSPORTATION ENHANCEMENT GRANTS TO SUPPORT THE CONTINUED DEVELOPMENT OF THE CITY'S SHARED-USE PATHWAY SYSTEM; AND AUTHORIZING AND DIRECTING THE CITY MANAGER, CITY CLERK, CITY ATTORNEY OR THEIR DULY AUTHORIZED OFFICERS AND AGENTS TO TAKE ALL STEPS NECESSARY TO CARRY OUT THE PURPOSES AND INTENT OF THIS RESOLUTION.

WHEREAS, the City Council supports increasing amenities that enhance the quality of life for City residents; and

WHEREAS, the City Council sought public participation in the adoption of its General Plan, VISTA 2020, that included a plan for shared-use pathway system; and

WHEREAS, the City Council has identifies the design and construction of segments of the shared-use pathway system as part of their "Our Future Vista's" Strategic Leadership Plan; and

WHEREAS, the City of Sierra Vista has been successful in working with the Arizona Department of Transportation (ADOT) in acquiring grant funds to aid in the construction of a citywide shared-use path system; and

WHEREAS, it is a desire of the city council to continue seeking grant funding for construction of the City's shared-use pathway system by applying for two local projects and for two State projects, in Round 18 of the Transit Enhancement Funding Program under the TEA-21 legislation; and

NOW, THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF SIERRA VISTA, ARIZONA, AS FOLLOWS:

SECTION 1

That the settled policy of the City Council to seek federal and state funding assistance that will improve the transportation infrastructure be, and hereby, is reaffirmed



## SECTION 2

That the Mayor and City Council hereby authorize city staff to apply for, and accept federal and state transportation Efficiency Act (TEA-21) Enhancement Grant Funds for the following Shared-use Path Projects:

### Local Projects (94.3% Federal : 5.7% Local)

- Buffalo Soldier Trail (Golflinks Road to Fry Boulevard)
- Sierra Vista Connectivity Project:
  - Coronado Drive (Tacoma Street to State Route 90 Bypass)
  - Colombo Avenue (Charleston Road to the Path to Higher Education)
  - Giulio Cesare Avenue (Charleston Road to the Path to Higher Education)

### State Projects (100% ADOT)

- The Northern Connector Phase I – State Route 90 Bypass (7<sup>th</sup> Street and Coronado Drive)
- The Northern Connector Phase II – State Route 90 Bypass (Coronado Drive and Campus Drive)

## SECTION 3

The City Council hereby agrees to allocate the following resources to aid in obtaining Arizona Transportation Enhancement Program grant funding:

- A 5.7% funding match of the project and any overmatch that may be incurred during design and construction of the said project;
- Funding project scoping documents, environmental documents, Right-of-Way and Utility Clearances;
- The project will be ready for construction advertisement within 3 years from the notice to proceed issued to the city by ADOT/FHWA;
- Pay for all cost overruns on local projects
- Reimburse ADOT/FHWA for all federal funds used, if the project is cancelled by the City.
- Allocate to ADOT review fee on local projects
- Agree to JPA maintenance agreements

## SECTION 4

The City Manager, City Clerk, City Attorney, or their duly authorized officers and agents are hereby authorized and directed to take all steps necessary to carry out the purposes and intent of this Resolution.

PASSED AND ADOPTED BY THE MAYOR AND CITY COUNCIL OF THE  
CITY OF SIERRA VISTA, ARIZONA, THIS XX DAY OF XXXX 2010.

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Robert B. Strain  
Mayor

Approval as to Form:

Attest:

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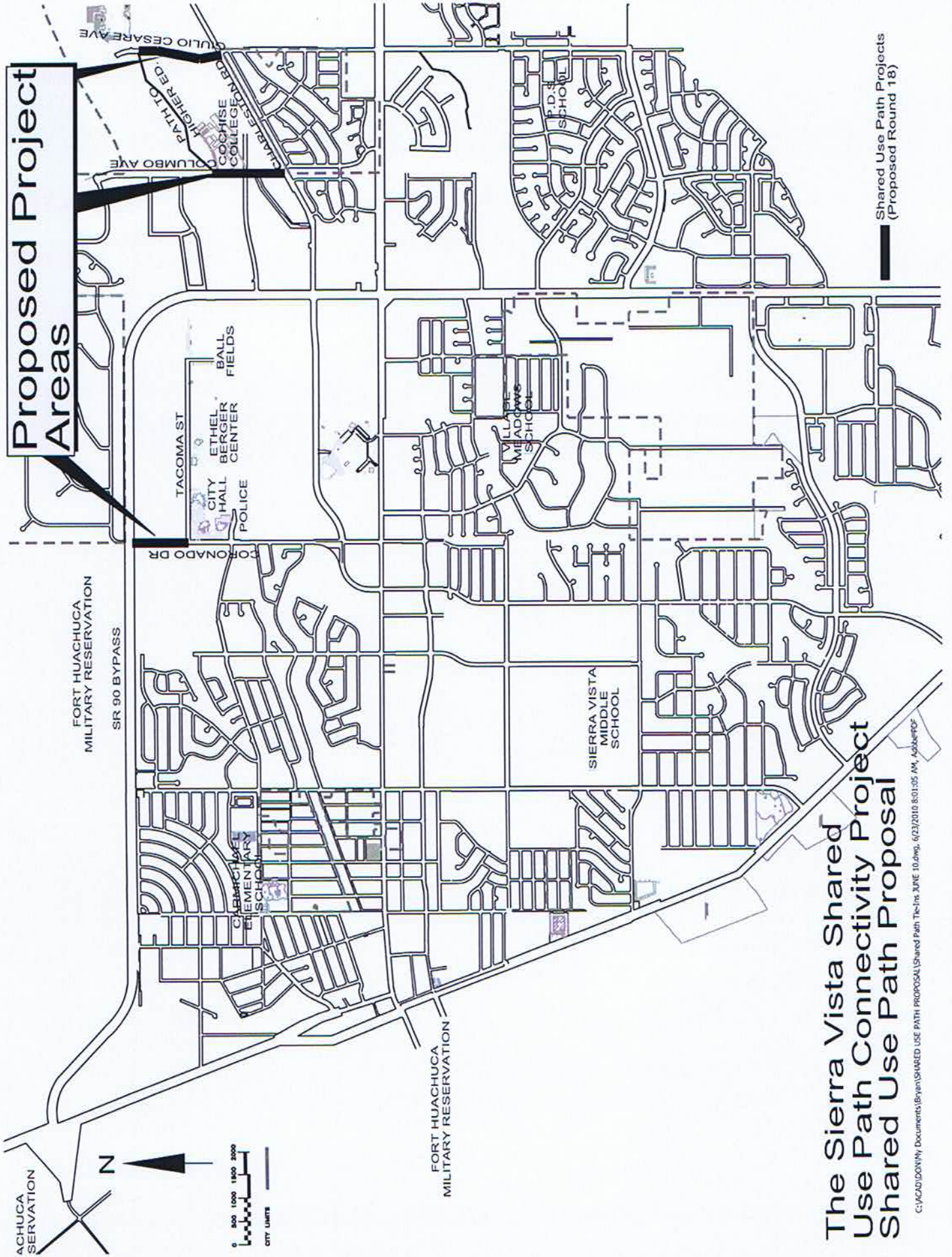
Stuart L. Fauver  
City Attorney

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Sara J. Adams  
City Clerk

Prepared by: Irene Zuniga, Civil Engineer I  
City of Sierra Vista

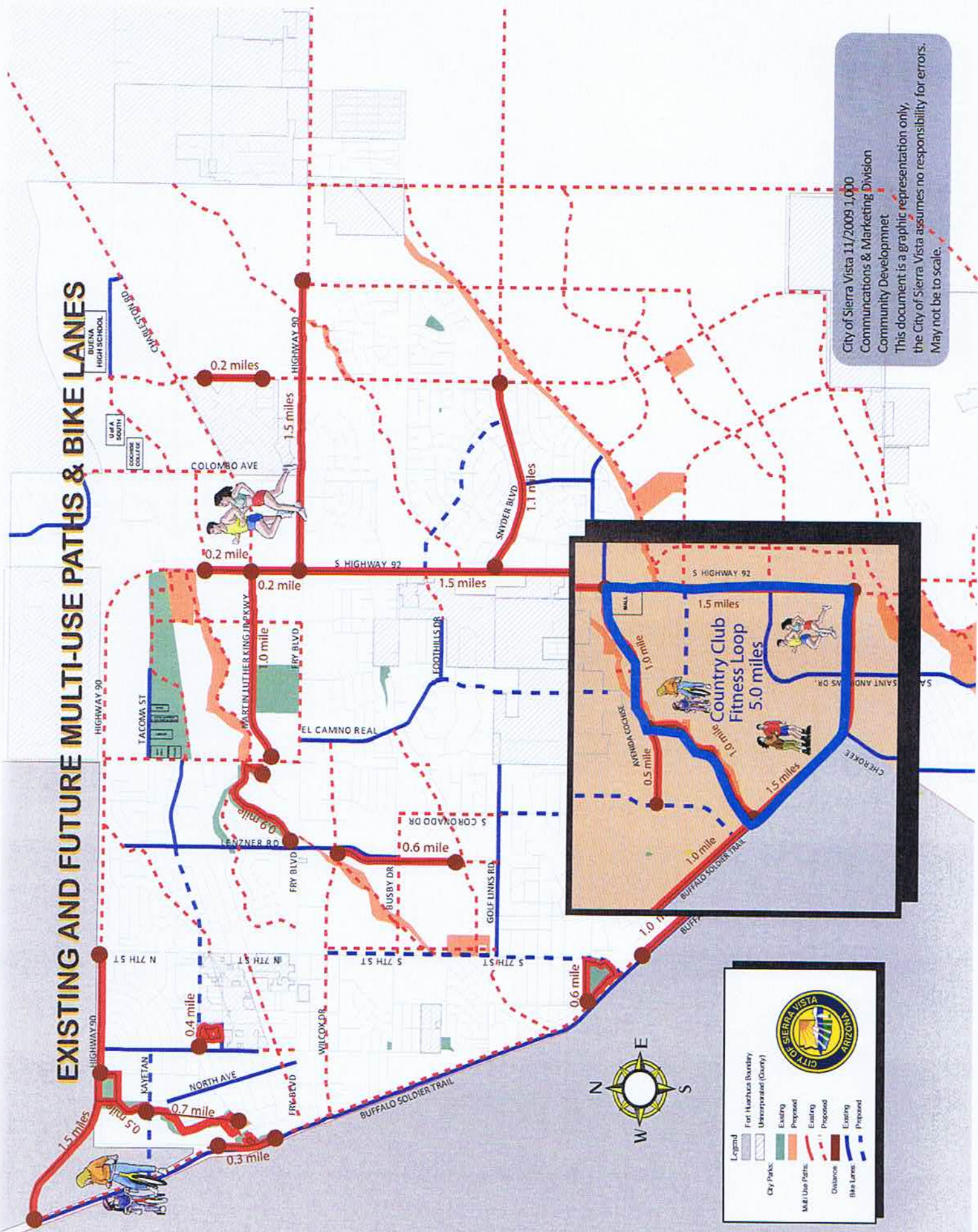
# Proposed Project Areas



## The Sierra Vista Shared Use Path Connectivity Project Shared Use Path Proposal

Shared Use Path Projects  
(Proposed Round 18)

# EXISTING AND FUTURE MULTI-USE PATHS & BIKE LANES



City of Sierra Vista 11/2009 1,000  
 Communications & Marketing Division  
 Community Development  
 This document is a graphic representation only,  
 the City of Sierra Vista assumes no responsibility for errors.  
 May not be to scale.





**CITY OF SIERRA VISTA**  
 YAVAPAI COUNTY, ARIZONA

**Legend**

- Fort Huachuca Boundary
- Unincorporated (County)
- City Parks: Existing, Proposed
- Multi-Use Paths: Existing, Proposed
- Distance
- Bike Lanes: Existing, Proposed



June 18, 2010

Scott Dooley, P.E., City Engineer  
City of Sierra Vista  
1011 N. Coronado Drive  
Sierra Vista, AZ

**RE: Multi-Use Paths**

Dear Mr. Dooley:

I am writing on behalf of the many bicyclists, walkers, and runners who use Sierra Vista's multi-use paths to offer my support for this year's Transportation Enhancement Grant Proposal. As an avid bicyclist and walker, I use the City's multi-use paths for recreation and transportation (shopping, "running" errands, and accessing facilities such as the library and parks). I am a member of one of many informal cycling groups that regularly ride the paths. We share the paths with a wide range of users – joggers, dog walkers, parents pushing baby strollers, bicycle commuters, disabled individuals, and fitness walkers. The paths provide a safe and convenient means for alternative forms of transportation throughout the City.

*Cycle Sierra Vista* is an annual bicycling event held by the City's Department of Parks and Leisure Services. Multi-use paths are incorporated in each year's event to provide safe routes for recreational riders and families and to familiarize residents with the network of paths. Other organizations use the paths for walking and running events.

I encourage you to solicit funding and work towards completing the City's multi-use path network. Proposed paths would provide alternative routes to high-traffic volume streets, improving bicyclists' safety and encouraging additional use. Sierra Vista's terrain and weather are ideal for year-round use of multi-use paths. Adding additional paths linking citizens' homes with where they work, shop, and play would make paths available to more people, increasing the use of the path network. An auxiliary benefit of the paths is the healthy exercise they provide users. The City lives up to its "Mountain View" name, with beautiful views of the surrounding mountains -- there is no better way to enjoy the scenery than by walking or bicycling the multi-use paths.

Sincerely,

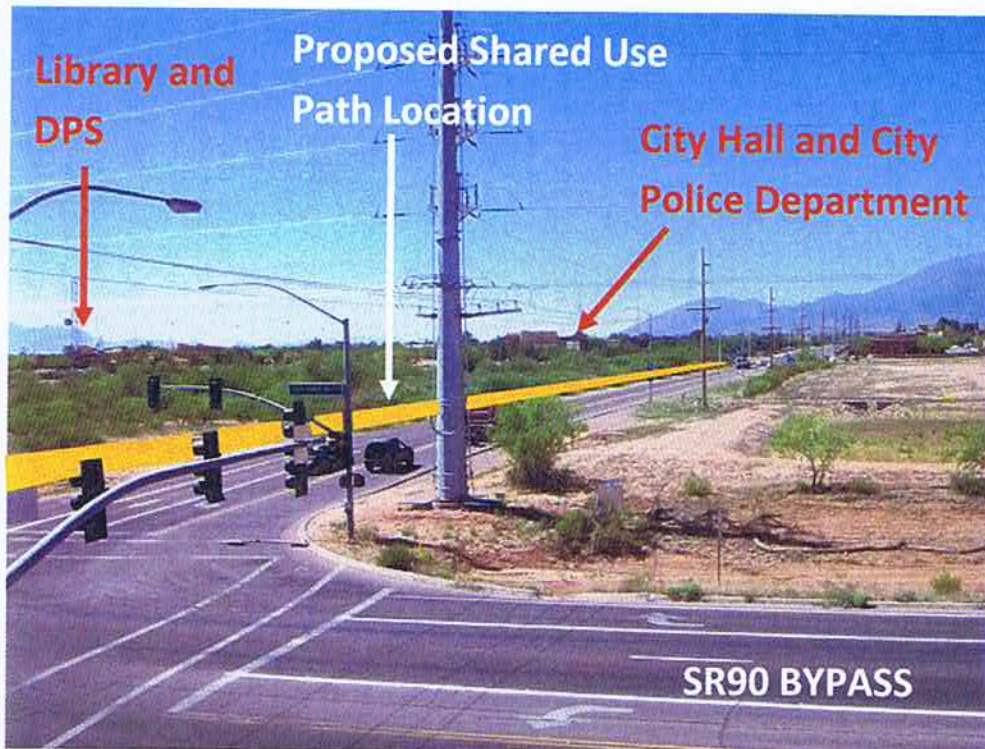


John Wettack

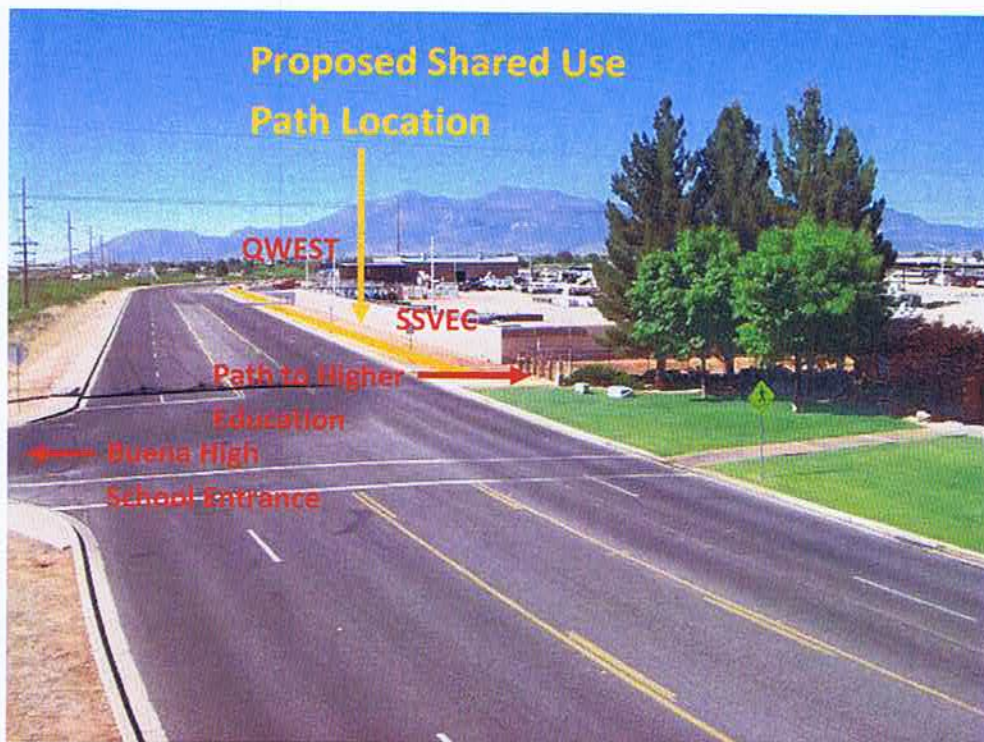
## Appendix A

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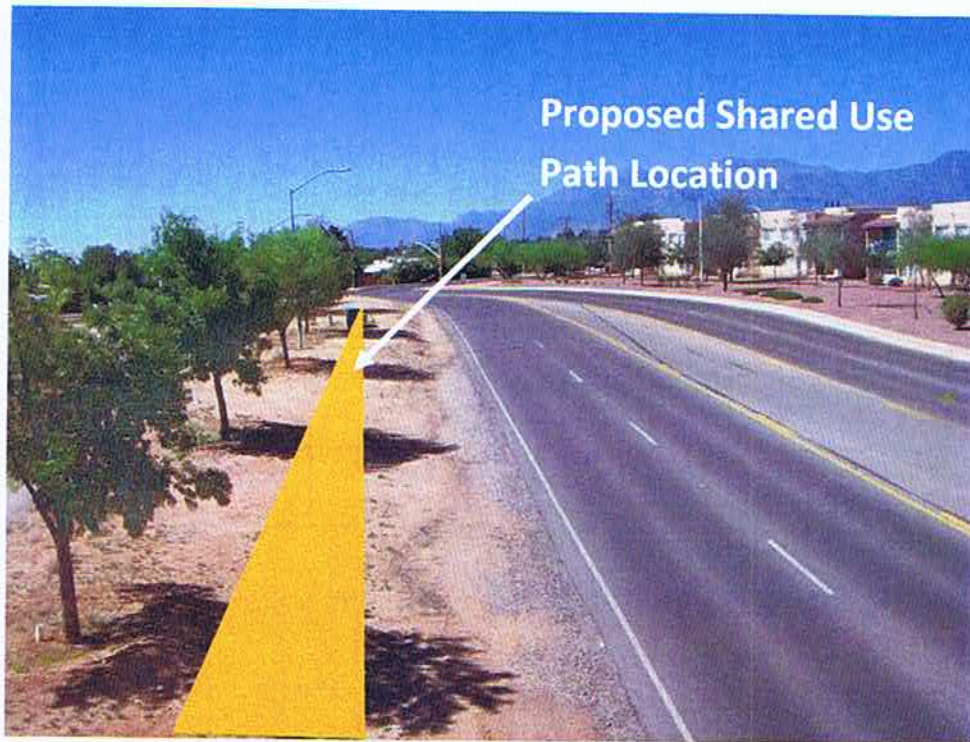
*Photographs*



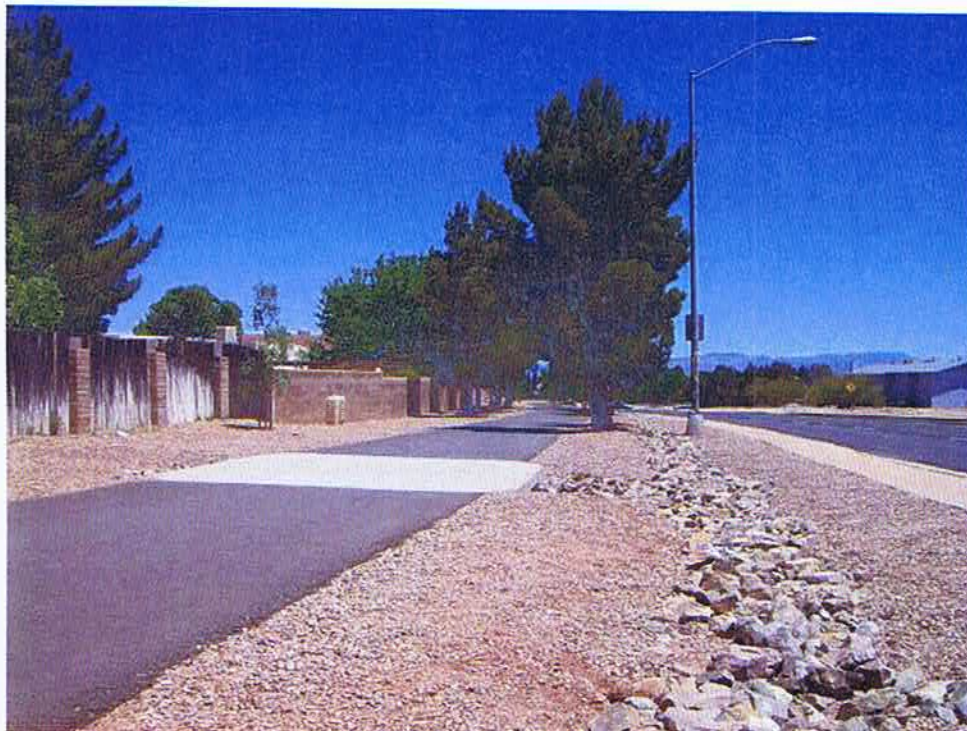
The proposed project will offer residents access to the city complex located along Coronado Drive between Tacoma Drive and the State Route 90 bypass. A path located in front of the city complex is under construction and will be completed this year.



The segment along Giulio Cesare Ave between Charleston Road and the Path to Higher Education will provide access loop access around the schools allowing to students to access any one of the three campuses. Employees to Sulphur Springs Valley Electric Company and QWEST Communications will also benefit from this path.



The segment along Colombo Ave between Charleston and the Path to Higher Education has existing mature landscaping which will be incorporated into the design of the proposed shared-use path.



Here's an example of another shared-path the city recently constructed, where existing mature landscaping was incorporated into its design.