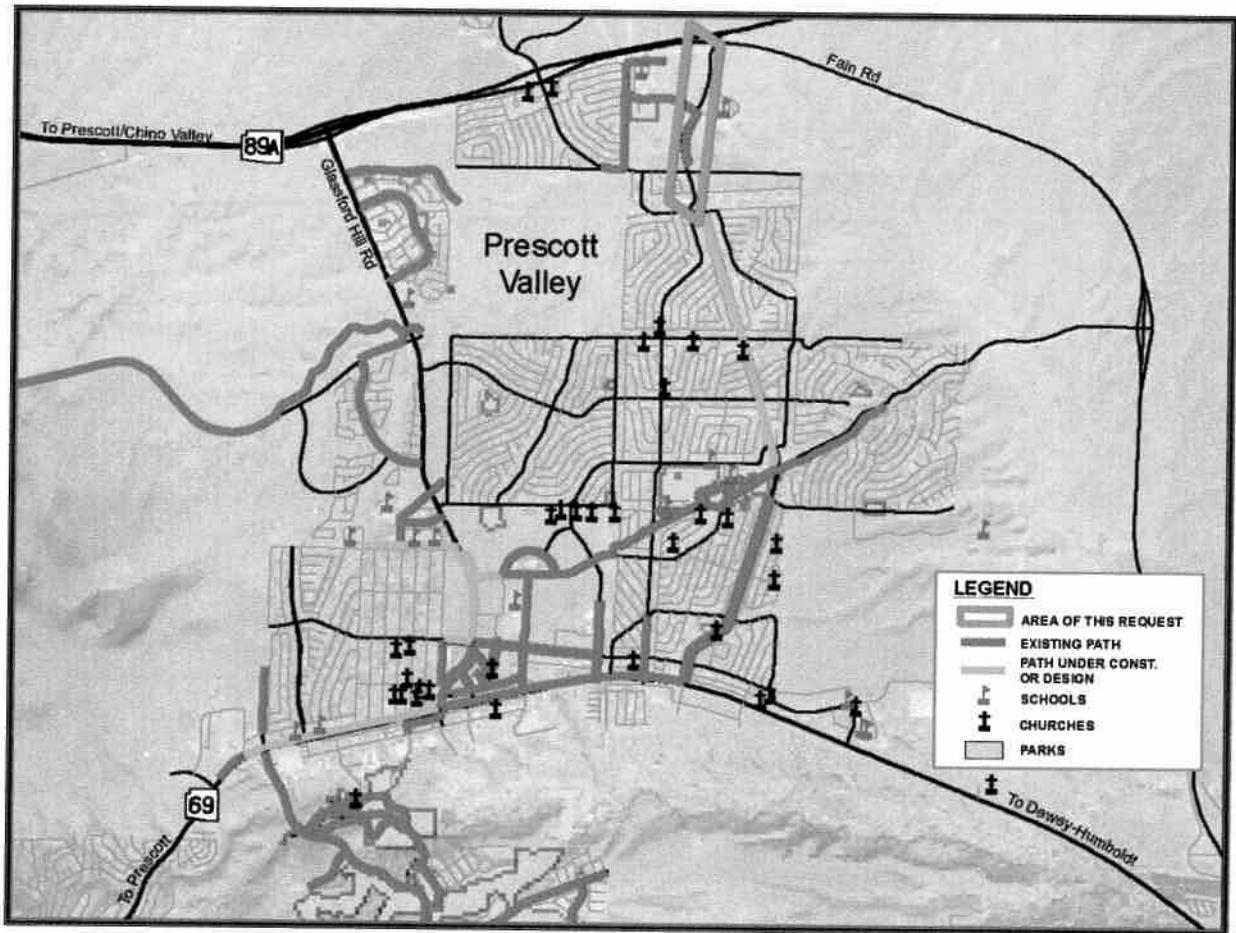




# PV Pipeline Multi-Use Path Phase 3 – Long Mesa Dr to SR 89A



29 August 2008

**TRANSPORTATION ENHANCEMENT APPLICATION**

**APPLICANT INFORMATION**

**1. APPLICANT AND SPONSOR**                      **MPO / COG**    **2. DATE**  
(Must be ADOT if on ADOT right of way)

ADOT / Town of Prescott Valley                      CYMPO    08/29/2008

**3. PROJECT NAME & LIMITS-** Must provide physical/actual project limits by common name. i.e. along the east and west side of Tangerine Road between First Avenue and La Canada in Oro Valley Arizona (?) (IF ON STATE SYSTEM, PLEASE BEGIN NAME WITH ROUTE NUMBER and provide common names.)

Prescott Valley Pipeline Multi-Use Path, Phase 3 - Northern Terminus

**4. MAILING ADDRESS**

7501 E. Civic Circle

**CITY**                                      **ZIP CODE**                                      **5. COUNTY**                                      **6. CONGRESSIONAL DISTRICT**  
Prescott Valley, AZ                      86314                                      Yavapai                                      1

**7. CONTACT PERSON**                                      **PHONE NO:** 928-759-3075  
Ray Smith, PE, RLS

**FAX NO:** 928-759-5514

**TITLE:** PV Engineering Division Manager                                      **EMAIL:** rsmith@pvaz.net

**8. ALTERNATE PERSON**                                      **PHONE NO:** 928-759-3070  
Norm Davis, PE

**FAX NO:** 928-759-5514

**TITLE:** Public Works Director                                      **EMAIL:** ndavis@pvaz.net

**9. List eligible activity (s) by number and title:**  
Item 1. PROVISION OF FACILITIES FOR PEDESTRIANS AND BICYCLES  
Item 2. PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS, and  
Item 5. LANDSCAPING AND OTHER SCENIC BEAUTIFICATION

**10. List requested amount:**  
\$499,979.00

**11. List total cost of project:**  
(Fed \$ + match)                                      \$590,200.00

**Please fill in every box**

**CHECK ALL BOXES THAT APPLY**

**12. Circle or highlight primary category in which you wish to be evaluated**

1.	<input checked="" type="checkbox"/>	<p><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.</p>
2.	<input checked="" type="checkbox"/>	<p><b>PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS</b>                  Activities must have a broad and preferably regional target audience</p>
	<input checked="" type="checkbox"/>	<p><b>ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES –  <u>NOT ELIGIBLE IN ARIZONA</u></b></p>
4.	<input type="checkbox"/>	<p><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></p>
5.	<input checked="" type="checkbox"/>	<p><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. Public art has been included in the new Transit Enhancements funding program under the new TEA-21 legislation. Maintenance of landscaping does not qualify under this program.</p>
6.	<input type="checkbox"/>	<p><b>HISTORIC PRESERVATION</b>                  Any work under this category must have a <b>strong</b> transportation link either past, present or future.</p>
7.	<input type="checkbox"/>	<p><b>REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND BRIDGES)</b></p>
8.	<input type="checkbox"/>	<p><b>PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)</b></p>
9.	<input type="checkbox"/>	<p><b>CONTROL AND REMOVAL OF OUTDOOR ADVERTISING</b></p>
10.	<input type="checkbox"/>	<p><b>ARCHEOLOGICAL PLANNING AND RESEARCH</b></p>
11.	<input type="checkbox"/>	<p><b>ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY</b></p>
12.	<input type="checkbox"/>	<p><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.</p>


**13. PROJECT GENERAL DESCRIPTION: INCLUDE PROJECT CONCEPT, LENGTH, MILEPOSTS, and NUMBER OF ACRES. LIST ALL KEY ELEMENTS OF THE PROJECT SCOPE. ( i.e.**

Phase 3 of the Prescott Valley Pipeline Multi-Use Path, almost 0.9 miles of proposed path, is an important phase in the connectivity between residences, schools, and parks, and for the communities to the south of State Route 89A and the communities to the north. It will provide continuity from Phases 1 and 2 (already funded and under design) to the southern edge of State Route 89A. A different multi-use path is currently being extended to the north side of State Route 89A from the adjacent communities as shown on page 14. Phase 3 of the Pipeline Path is the last phase needed so extension of this path across State Route 89A can occur when that intersection is modified for an underpass. This connection will provide all adjacent communities with 9 continuous miles of recreational opportunities and alternative transportation access to government facilities, parks, businesses, and medical centers. This phase fulfills a part of the Town's Pedestrian-Bicycle System Master Plan, page 17. This project may also allow access to transit stops on connected paths proposed within the forthcoming town transit system that would produce availability to regional commercial and recreational opportunities for all income populations.

This project will include 4,750 linear feet of 10-ft. wide asphalt path and two rest areas; additionally the project will be protected from encroachment using a combination of bollards and fencing. The schools adjacent to the project area have expressed interest in combining the landscaping of the path with school art projects and other community involvement activities. A portion of the path is already graded with gravel, which will facilitate construction of this phase.

**SCOPE. ( i.e.**

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

A.	Where is the project located? Provide actual physical location. (Must attach map in appendix)
	As shown on page 14 and 19, this multi-use path runs south to north from Long Mesa Drive nearly to State Route 89A. The southern portion of the path is within the existing El Paso Natural Gas right-of-way for which the Town has an easement for pedestrian use, and the northern portion of the path is located in the Town-owned right-of-way for Robert Rd. This path passes in front of a high school, and provides connection to a path leading to an elementary school.
B.	Is the project on a planned, existing, or under construction transportation corridor? This project would fulfill a planned route in the Prescott Valley Pedestrian-Bicycle Master Plan, approved by voters in 2002, as shown on page 17. Phases 1 and 2 are under design.
	If on a planned corridor under construction, what is the approximate or scheduled completion date for the corridor? This project would begin as soon as possible.
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.
	This project requires 47,500 square feet of asphalt in order to create a 10 foot wide multi-use path that switches back over slightly rolling hills along the proposed route. The path will have basic landscaping of a native grass and wildflower seed mix to improve aesthetics along the length of the route. Two rest stops will be placed at even intervals and between them include 3 benches, 2 bike racks, and 2 trash receptacles. An example of a seating area from a previous project is shown to the right. 
D.	Can the project be constructed entirely within the project right-of-way : The project will be constructed partially within the El Paso Natural Gas right-of-way for which the Town has an easement for pedestrian use. El Paso Natural Gas officials have indicated to the Town that no payment will be necessary for the shared use of the easement. Proper care will be taken to be in compliance with the UNIFORM ACT. The rest of the trail will be constructed in the right-of-way for Robert Rd. which belongs to the Town of Prescott Valley.

**Who owns the proposed project ROW?**

A portion of this right-of-way belongs to El Paso Natural Gas Company and the portion along Robert Rd. belongs to the Town of Prescott Valley.

**Are there any private landowners involved? If so please list.** Yes. El Paso Natural Gas Co.  
**What percent of the project area is on ADOT ROW?** 0%

E. **Are there drainage issues to consider?** Yes.

**Describe any potential impacts to Waters of the U.S.**

The path will travel through two washes in the Town (low water crossings). Care will be taken to assure that minimal sediment enters these Waters of the U.S. during construction.

F. **Are utility relocations necessary?**

Sufficient right-of-way is available to work around existing utilities. No utility relocations are anticipated.

G. **What is the proposed time frame for completion of the project?**

The Town of Prescott Valley anticipates completion of this project within 36 months after funding approval is granted.

H. **Will the project be ADA accessible?**

This trail will be ADA accessible, consistent with Phases 1 and 2.

**15. How will the project be maintained?** All projects will require a signed Joint Project Agreement (JPA) prior to project construction with the government sponsoring entity. If the project is a state project the government entity for which the project falls 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 Town of Prescott Valley has existing maintenance and repair programs funded on an annual basis.

B. **Proposed on-going maintenance and repair program**

Because this is to be an alternative surface transportation route, maintenance will be the responsibility of the Streets Maintenance Activity Fund. Path structural and safety items along with mowing and general clean-up will be the responsibility of Streets Maintenance.

C. **Source of funds for on-going maintenance and repairs**

The source of the funding is the Town's General Fund. The responsibility for ensuring maintenance lies with the Public Works Operations Manager.

**16. If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines? (See TE Handbook, revised 2007, for clarification).**

**YES**       **NO** Yes, self bid and administration will be requested.

**17. Is the proposed project listed on or does it meet criteria for any local, state, or federal, historic or scenic designations?**

**YES**       **NO** No, but it will produce a major connectivity node for future paths that do meet those criteria.

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?

**18. 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?

This project, completes a part of the Town’s Pedestrian-Bicycle System Master Plan (part of the Prescott Valley General Plan 2020), a document that experienced considerable public review and voter approval. This project will help the Town meet its goals of developing alternative transportation facilities as stated in the Town’s General Plan 2020. The adjacent schools, one elementary and one high school, have expressed interest in design and implementation of school art competitions for possible artwork along the path and school/community involvement in the planting and maintaining phases.

Newspaper advertisements and public radio announcements will relay information about Open Forums for the project. Forums, and Town staff contact information (email, phone numbers) will be provided to the public to allow their input during the planning and design phases.

**19. 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).

Phases 1 and 2 of this multi-use path have already been awarded TE funding, and Phase 3 will serve to provide the last portion of path necessary to create 9 miles of continuous path throughout the Town when the State Route 89A overpass at Robert Rd. is completed. The Town has expanded the centrally located Mountain Valley Municipal Park, which is experiencing increased use. This park is the largest in Town and provides a bike/skate park, dog park, urban forest, sport complexes, pool, and several concerts and other activities throughout the year. If funded, this phase would complete an important link for alternative transportation facilities as outlined in the recently adopted Pedestrian-Bicycle Master Plan and the Prescott Valley General Plan 2020 by connectivity through Phases 1 and 2 of the PV Pipeline Path to the Central Core and State Route 69 Multi-Use Paths. In addition, this project fulfills a goal of the Regional Transportation Plan for Central Yavapai County by creating an alternate transportation route. It may also provide accessibility to the future transit system expected within the region providing regional accessibility to economic opportunities and varied recreational choices, especially for the large number of minority and low-income populations within Prescott Valley.

A central portion of this proposed path is already graded gravel, facilitating construction. However, along the northern and southern portions of the proposed path, citizens of all ages either walk along the main road without a sidewalk over gravel and dirt, see page 19. These travel paths are inaccessible when it rains or snows. Creating this extension of the PV Pipeline Path will keep our pedestrians and cyclists out of the roadways and ditches, reducing potential vehicle and pedestrian/cyclist conflicts and encouraging recreational activity. The collaboration of the school and community on the landscaping portion of the project will benefit community awareness and spirit.

This plan enhances a community wide effort to connect current and future population cores to major destinations including medical care complexes, other subdivisions, schools, churches, recreation facilities, and the downtown area/entertainment center, while focusing on managing economic growth and providing safe and scenic routes. The continuation of this path is integral to the safe access to schools and employment network in and around Prescott Valley and the overall connectivity from the northern end of Prescott Valley to the central and southern portions of Town.

**20. 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.

Sponsor Representative  
(Type in name and title)

RAMON SMITH  
ENGINEERING DIVISION MANAGER

Signature of Rep

R Smith

Date Signed

8-18-08

State projects must be signed by the appropriate District Engineer.

**21. Endorsement of Metropolitan Planning Organization/Council of Governments**

This project has been reviewed and endorsed by:

MPO or COG

CYMP O

Name and Title

Jodi Rooney, Administrator

Signature

Jodi Rooney

Date Signed

8/18/08

**REQUIRED PAGES**

Cover Page (Create your own, showing off your project) Page 1

Application form – Fill in every box and answer every question Pages 2-7

Cost estimate pages (counts as one page) – Double check your figures Pages 8-11

Local Government Resolution **for local projects only**  
(not counted as a page) Pages 12-13

If State Project, must have the signature and support of the ADOT District Engineer Not required, local Vicinity and Project Area Maps– 8 ½ x 11 detail where project is located in relation to each map. Page 14

Letters of Support (require at least one, no more than 5) Pages 15-16

**OPTIONAL PAGES as an Appendix**

Site Plan, and/or profile PV Master Pedestrian and Bicycle Plan, Page 17

Before and After Photos: **RECOMMENDED** Page 18

- No more than 6 color photos with captions
- No more than three pages - minimum 3"x5", maximum 4"x6"

PRESCOTT VALLEY PIPELINE MUP, PHASE 3 – ROUND 16

**Estimated Project Costs for PV Pipeline Multi-Use Path Phase 3**

**INSTRUCTIONS:** List all items necessary to develop and construct your project. All applications **MUST** include scoping and environmental costs regardless if the application is for a state or local project. The applicant is responsible for verifying all costs and their accuracy. Construction cost overruns will be the responsibility of the sponsoring agency.

**LOCAL PROJECTS:** Please note that the Stage I Costs shown below are to be funded by the sponsoring agency and are not eligible for Federal Reimbursement.

**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.

**Enter values into GREEN CELLS.**

The program will automatically calculate the Totals and Federal Share at 94.3%

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
<b>STAGE 1 – SCOPING (15% Preliminary Design)</b>						
All applications <b>MUST</b> include these costs regardless if the application is for a State or Local project. Unit prices <b>MUST</b> be a reasonable representation of the work to be performed.						
<b>SCOPING COSTS</b> - All applications <b>MUST</b> include these costs. Costs cannot be applied toward the federal participation or local match.						
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	NO ENTRY	
SCOPING DOCUMENT - Scoping Letter, Project Assessment or DCR. (About 5% of construction cost) The cost <b>MUST</b> be a reasonable representation of the work to be performed.	LS	1	\$25,000.00	\$25,000.00		
ENVIRONMENTAL DETERMINATION including technical supporting documents. Anticipate \$20,000 to \$40,000. The cost <b>MUST</b> be a reasonable representation of the work to be performed.	LS	1	\$20,000.00	\$20,000.00		
HAZARDOUS MATERIALS ASSESSMENT Including heavy metals & asbestos (If an assessment is necessary, about \$1,500. Enter \$0 in Unit Price column if none required)	LS	1		\$0.00		
<b>SUBTOTAL – PROJECT SCOPING COSTS</b>				\$ 55,000		
<b>STAGES II, III, IV - DESIGN</b> (30%, 60%, 95%-100% Design)						
All applications <b>MUST</b> include these costs regardless if the application is for a State or Local project.						
<b>DESIGN COSTS</b>						
Note: The use of federal funds for design is optional and subject to authorization. Design should not go beyond Stage II (30%) without environmental approval.						
PS&E's - Plans, Special Provisions, Cost Estimates & Schedules. Anticipate 18%-20% of constr. costs. The cost <b>MUST</b> be a reasonable representation of the work to be performed. Federal funds, if used, shall be refunded if project is not constructed.	LS	1	\$50,000.00	\$50,000.00	\$47,150.00	\$2,850.00

PRESCOTT VALLEY PIPELINE MUP, PHASE 3 – ROUND 16

GEOTECHNICAL INVESTIGATION (If a report is necessary, About 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) Enter \$0 in Unit Price column if none required.	LS	1	\$10,000.00	\$10,000.00	\$9,430.00	\$570.00
DRAINAGE REPORT (If a report is necessary, about 5% of construction cost) Enter \$0 in Unit Price column if none required)	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, about 1% of construction cost) Enter \$0 in Unit Price column if none required.	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.				\$ 65,000	\$61,295	\$3,705
<b>STAGE V – CONSTRUCTION</b>						
<b>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) Enter \$0 in Unit Price column if area of disturbance is less than one acre.	LS	1	\$15,000.00	\$15,000.00	\$14,145.00	\$855.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	\$25,000.00	\$25,000.00	\$23,575.00	\$1,425.00
<b>DEMOLITION</b>						
Sawcut	LF			\$0.00	\$0.00	\$0.00
Remove Structures and Obstructions	LS	1		\$0.00	\$0.00	\$0.00
Remove Fencing	LF			\$0.00	\$0.00	\$0.00
Remove Structural Concrete	CY			\$0.00	\$0.00	\$0.00
Remove Asphaltic Concrete Pavement				\$0.00	\$0.00	\$0.00
Remove Concrete Sidewalks, Slabs				\$0.00	\$0.00	\$0.00
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; about 5% of construction cost) Enter \$0 in Unit Price column if none required.	LS	1		\$0.00	\$0.00	\$0.00
UTILITY RELOCATION (If necessary) 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	LS	1		\$0.00	\$0.00	\$0.00
RETAINING WALL (Concrete; SF of face above the footing)	SFF			\$0.00	\$0.00	\$0.00
<b>EARTHWORK</b>						
General Excavation	CY	1,000	\$10.00	\$10,000.00	\$9,430.00	\$570.00
Drainage Excavation		100	\$15.00	\$1,500.00	\$1,414.50	\$85.50
Structural Excavation				\$0.00	\$0.00	\$0.00
Structural Backfill				\$0.00	\$0.00	\$0.00
Borrow (In Place)		1,000	\$10.00	\$10,000.00	\$9,430.00	\$570.00
CURB & GUTTER	LF			\$0.00	\$0.00	\$0.00
AGGREGATE BASE	CY	1,000	\$50.00	\$50,000.00	\$47,150.00	\$2,850.00
PATHWAY OR SIDEWALK MATERIALS						

PRESCOTT VALLEY PIPELINE MUP, PHASE 3 – ROUND 16

Concrete				\$0.00	\$0.00	\$0.00
Colored Concrete				\$0.00	\$0.00	\$0.00
Stamped Color Concrete	SF			\$0.00	\$0.00	\$0.00
Precast Concrete Pavers				\$0.00	\$0.00	\$0.00
Asphaltic Concrete	Ton	600	\$65.00	\$39,000.00	\$36,777.00	\$2,223.00
Polymer or Resin Stabilized Surface	SF			\$0.00	\$0.00	\$0.00
<b>CROSSWALK ENHANCEMENT</b>						
Concrete Pavers				\$0.00	\$0.00	\$0.00
Stamped Asphalt				\$0.00	\$0.00	\$0.00
Stamped Concrete	SF			\$0.00	\$0.00	\$0.00
Concrete				\$0.00	\$0.00	\$0.00
Integral Color Concrete				\$0.00	\$0.00	\$0.00
PEDESTRIAN ADA RAMP	SF			\$0.00	\$0.00	\$0.00
CULVERT EXTENSIONS	LF			\$0.00	\$0.00	\$0.00
PEDESTRIAN LIGHTING (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.	Each			\$0.00	\$0.00	\$0.00
<b>HANDRAIL</b>						
Standard				\$0.00	\$0.00	\$0.00
Decorative	LF	3,500	\$25.00	\$87,500.00	\$82,512.50	\$4,987.50
<b>SUBTOTAL - SITE ACQUISITION &amp; HARDSCAPE CONSTRUCTION</b>				\$238,000	\$224,434	\$13,566
<b>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			\$0.00	\$0.00	\$0.00
TREES (5 GALLON SIZE)	Each			\$0.00	\$0.00	\$0.00
SHRUBS (5 GALLON SIZE)	Each			\$0.00	\$0.00	\$0.00
SHRUBS (1 GALLON SIZE)	Each			\$0.00	\$0.00	\$0.00
CACTUS (5 GALLON SIZE)	Each			\$0.00	\$0.00	\$0.00
<b>MULCH</b>						
Decomposed Granite	CY			\$0.00	\$0.00	\$0.00
Organic				\$0.00	\$0.00	\$0.00
TOPSOIL	CY			\$0.00	\$0.00	\$0.00
SEEDING	Acre	2	\$4,000.00	\$8,000.00	\$7,544.00	\$456.00
TURF SOD	SY			\$0.00	\$0.00	\$0.00
BOULDERS	Each			\$0.00	\$0.00	\$0.00
<b>IRRIGATION SYSTEM</b>						
Drip				\$0.00	\$0.00	\$0.00
Turf	SF			\$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	1	\$1,000.00	\$1,000.00	\$943.00	\$57.00
<b>SUBTOTAL – LANDSCAPING &amp; IRRIGATION ITEMS</b>				\$ 9,000	\$8,487	\$513
<b>SITE FURNISHINGS</b>						



PRESCOTT VALLEY PIPELINE MUP, PHASE 3 - ROUND 16

**RESOLUTION NO. 1599**

A RESOLUTION OF THE MAYOR AND COMMON COUNCIL OF THE TOWN OF PRESCOTT VALLEY, A MUNICIPAL CORPORATION OF ARIZONA, APPROVING THE TRANSPORTATION ENHANCEMENT (ARIZONA TEA-21) GRANT APPLICATION FOR FEDERAL FUNDS FOR THE DEVELOPMENT OF THE PRESCOTT VALLEY PIPELINE MULTI-USE PATH, PHASE 3; AUTHORIZING ALL ACTIONS NECESSARY TO IMPLEMENT AND COMPLETE THE ACTIVITIES OUTLINED IN SAID APPLICATION AND AUTHORIZING THE ALLOCATION OF \$5,000.00 FROM THE NON-DEPARTMENTAL CONTINGENCY FUNDS BUDGET TO ADOT FOR THE APPLICATION PROCESSING FEE; AND PROVIDING THAT THIS RESOLUTION SHALL BE EFFECTIVE AFTER ITS PASSAGE AND APPROVAL ACCORDING TO LAW.

WHEREAS, in response to the high level of interest shown by the citizens of the Town of Prescott Valley for the development of alternative transportation (pedestrian and bicycle) facilities within the Town, the Mayor and Common Council desire to submit a Transportation Enhancement (Arizona TEA-21) Grant Application for federal funds for the development of such alternative transportation facilities; and

WHEREAS, on 16 October 2001, the Parks & Recreation Commission adopted a Town of Prescott Valley Pedestrian/Bicycle Master Plan designating the proposed locations for the various types of alternative transportation facilities; and

WHEREAS, the Prescott Valley General Plan 2020, adopted on 17 January 2002 and ratified in a public vote on 12 March 2002, includes full utilization and implementation of the Prescott Valley Pedestrian/Bicycle Master Plan throughout the General Plan 2020; and

WHEREAS, the Arizona Department of Transportation (ADOT) is responsible for the administration of the program within the state, establishing rules and procedures governing the application process; and

WHEREAS, ADOT requires that all grant applications submitted to fund these types of alternative transportation projects must have a Resolution from the Mayor and Common Council committing to the proposed project; and

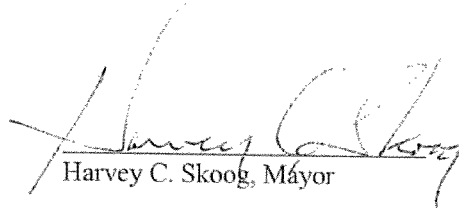
WHEREAS, ADOT requires a fee of \$5,000.00 to process the application and to administer the program;

NOW, THEREFORE, LET IT BE RESOLVED BY THE MAYOR AND COMMON COUNCIL OF THE TOWN OF PRESCOTT VALLEY, ARIZONA, AS FOLLOWS:

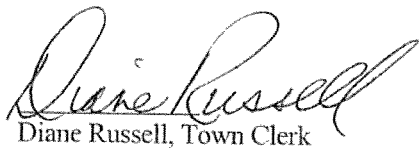
1. That the Mayor and Common Council approve the filing of the Transportation Enhancement (Arizona TEA-21) Grant Application for federal funding to develop the project known as the PV Pipeline Multi-Use Path, Phase 3; and
2. That the Mayor and Common Council hereby commit to the funding match and any overmatch, schedule, and other commitments for this project as outlined in the grant application. The budgeting of this funding will occur in the fiscal year for which the project expenditures are expected to occur; and
3. That this resolution shall be effective after its passage and approval according to law.

PRESCOTT VALLEY PIPELINE MUP, PHASE 3 - ROUND 16

RESOLVED by the Mayor and Common Council of the Town of Prescott Valley, Arizona, this 14<sup>th</sup> day of August, 2008.

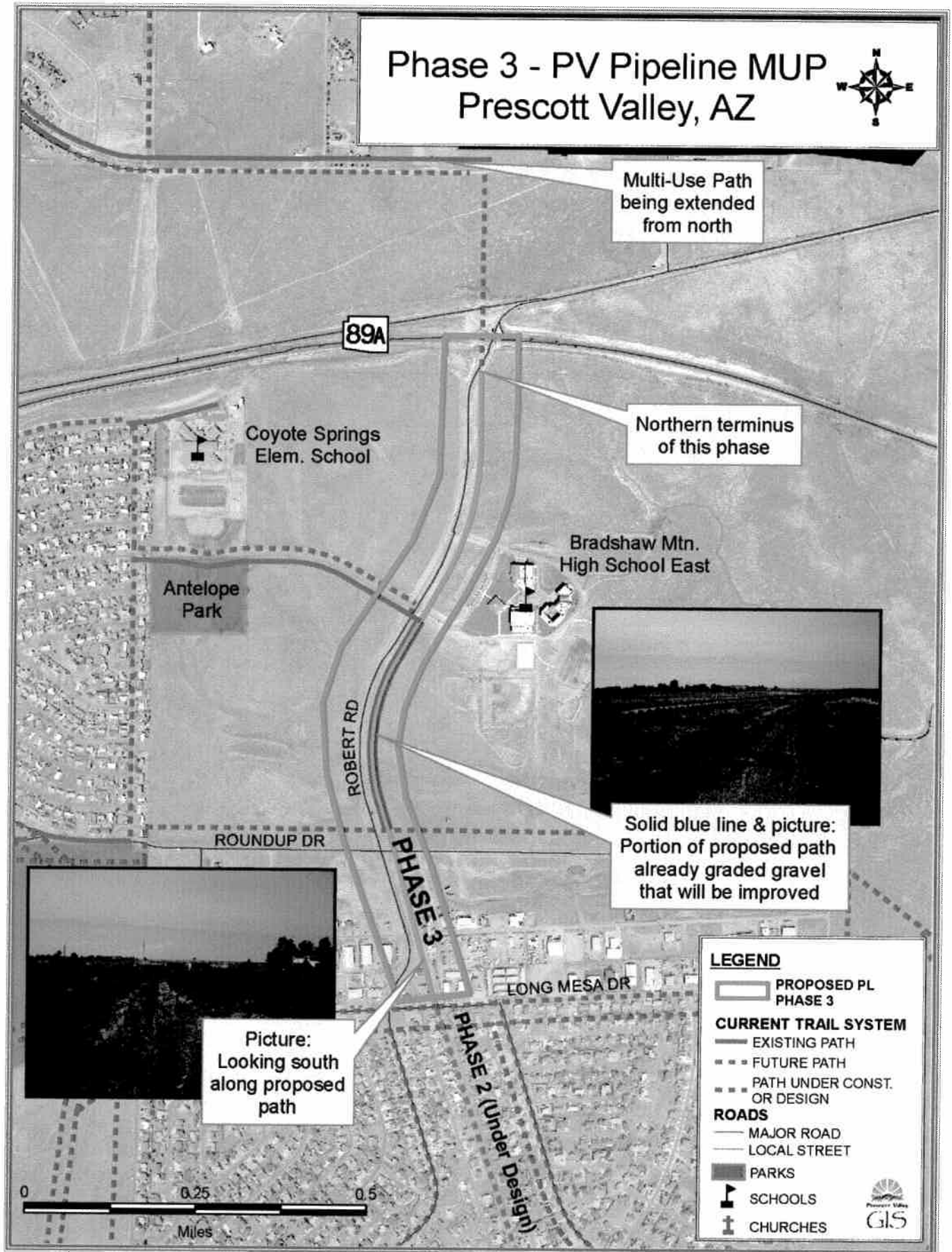
  
Harvey C. Skoog, Mayor

ATTEST:

  
Diane Russell, Town Clerk

APPROVED AS TO FORM:

  
Ivan Legler, Town Attorney





Town of Prescott Valley

Police Department

7601 E. Civic Circle  
Prescott Valley, AZ 86314-2277  
928-772-9261  
Fax 772-2700

August 13, 2008

Town of Prescott Valley  
Public Works Department  
Mr. Norm Davis  
7501 E. Civic Circle  
Prescott Valley, AZ 86314

Dear Mr. Davis,

Dealing with traffic issues on a regular basis, the Police Department is well aware of the dangers for bicycling, walking or jogging along major roadways in the Town. As you are aware, we occasionally have bicycle officers who periodically patrol certain sections of the town, at times having to traverse quite a distance and cross many busy intersections.

The Prescott Valley Police Department is in full support of a Transportation Enhancement Grant for Phase 3 of the Prescott Valley Pipeline Path. The connectivity through Phases 1 and 2 to other trails and future crossing of 89A will provide nearly complete access for bicycle officers through Town from north to south. Due to the ever increasing traffic on the state highway system and local roads, this project will directly benefit the traveling public by providing for an alternate mode of travel connecting residences to other major parts of Town.

Our bicycle officers, School Resource Officers, as well as community officers would also be able to use this path not only to get from here to there safely, but also to teach bicycle and intersection safety to the youth of the community by encouraging it's use.

Vehicular traffic within the Town has increased tremendously over the years and shows no signs of easing. The roads have become unsafe for the operation of bicycles as well as pedestrians. Any type of improvement in safety for bicycles and pedestrians would be a welcomed addition.

Sincerely,

J. Maxson  
Chief of Police



# BRADSHAW MOUNTAIN HIGH SCHOOL

6000 E. Long Look Dr.  
Prescott Valley, AZ 86314  
928-759-4100



*HUSD – a caring learning  
community transforming  
today's learners' into  
tomorrow's successes*

August 20, 2008

Christina Jan  
Town of Prescott Valley  
Public Works GIS Technician  
7501 E Civic Cir  
Prescott Valley, AZ 86314

Dear Ms. Jan:

I am writing this letter to support the grant application for the Prescott Valley Pipeline Path Phase 3. As the Bradshaw Mountain High School Principal who oversees both East and West Campuses, I see students walking and riding to class in dangerous situations. Currently many students must ride or walk along a very busy road without a sidewalk in order to get to the East campus.

Several schools have supported the efforts for the first two phases of this project and would like to see it completed with the construction of Phase 3, taking this path in front of the high school. That would mean an alternative access for students throughout Town by way of the other multi-use paths that will be connected to the PV Pipeline Path.

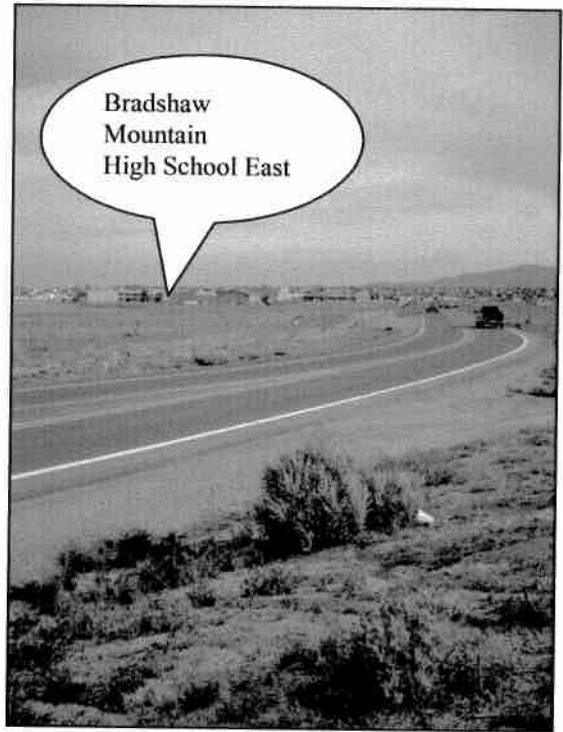
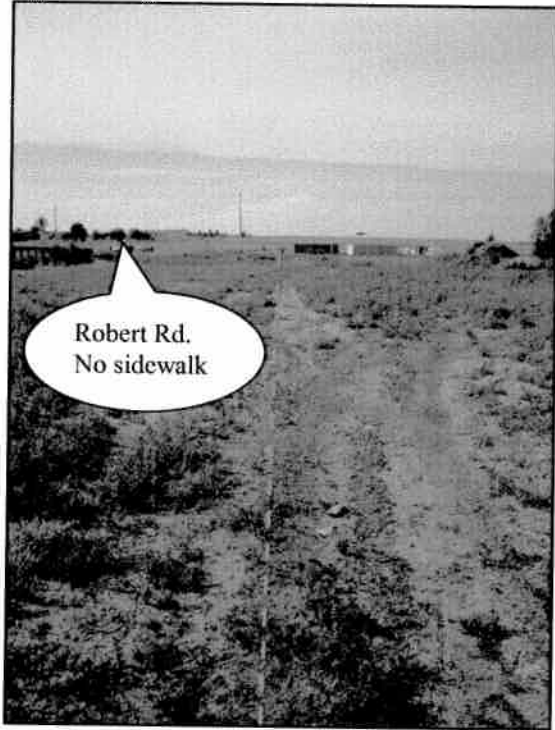
This path will help our students and teachers get to school by an alternative and safe means. It will help our parents feel safer about encouraging alternative transportation, and also encourage healthy exercise opportunities. Thank you for your consideration of this application.

Sincerely,

Trena Linders  
Principal, Bradshaw Mountain High School

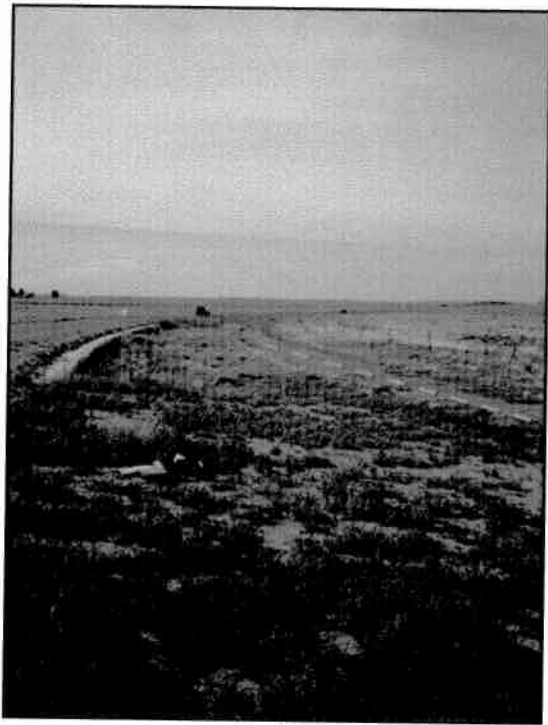


PICTURES OF THE CURRENT SITUATION



**Photo 1:** Proposed Phase 3 alignment, looking north showing the path alignment and busy Robert Rd.

**Photo 2:** Looking south toward high school and residences served by this MUP.



**Photo 3:** Looking north along existing gravel path portion that is washed out by culverts along Robert Rd.



**Photo 4:** Intersection of Robert Rd. with State Route 89A, showing northern terminus of this request.