

CITY COUNCIL REPORT



Meeting Date: April 8, 2025
 General Plan Element: *Community Mobility*
 General Plan Goal: *Relieve Traffic Congestion & Circulation Element, Goal C1 - Design safe and efficient transportation corridors*

ACTION

A motion to direct the City Manager to take steps necessary to redesign the intersection at Scottsdale Road and Dynamite Boulevard from a roundabout to a signalized intersection, and to return to Council for approval of any action items necessary to effectuate the redesign, including, but not limited to, budget transfers and contract modifications.

BACKGROUND

The Scottsdale Road: Jomax Road to Dixileta Drive capital project (SG05) consists of reconstructing the existing 2-mile four-lane segment of Scottsdale Road from Jomax Road to Dixileta Drive to its ultimate configuration as a Minor Arterial. In its current configuration, Scottsdale Road functions as a 4-lane major collector. It is built at grade with a continuous center turn lane. This project will construct a 4-lane arterial complete street with raised landscaped medians and general traffic improvements to increase capacity and safety along the corridor and at ten intersections. Major items also include the construction of a new multi-lane roundabout to replace the existing intersection at Scottsdale Road and Dynamite Boulevard, upgrading associated utilities, major drainage improvements to eliminate low crossing locations, improved bike lanes, and new sidewalk/shared-use path and signal upgrades. The project also incorporates landscaping and aesthetic features to preserve the scenic drive of the corridor.

The Scottsdale Road/Dynamite Boulevard signalized intersection was designed to be replaced with a multi-lane roundabout. The modern roundabout at the Scottsdale Road/Dynamite Boulevard intersection was analyzed at the beginning of the project, and it was determined to provide safe and efficient intersection control. The decision to install a roundabout is made on a case-by-case basis per the City of Scottsdale's Roundabout First Policy and established state and national guidelines. This roundabout is at a high accident location and at a location where geometry favored installation. See attached memo "Scottsdale Rd Jomax to Dixileta Memo" for further details.

Current Funding

This Capital Improvement Plan (CIP) project is currently funded by two Federal Funding Sources: Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG) funds through the Maricopa Association of Governments' (MAG) Arterial Life Cycle

Program and the Highway Safety Improvement Program (HSIP) grant. The Highway Safety Improvement Program (HSIP) grant funds were granted to the city in order to build a roundabout at Dynamite Blvd and Scottsdale Rd.

Type of Funding Source	Budget Total
Federal Contribution (Regional Program)	\$ 29,288,722
HSIP Grant	\$ 1,844,207
Transportation .1%	\$ 10,878,364
Transportation .1% FY 25/26 Request	\$ 1,673,944
Total	\$ 43,685,237

PROJECT CHANGE

During construction, staff took initial steps to reevaluate the possible impacts of converting the roundabout to a signalized intersection. Those steps involved gathering information and engaging in conversations with stakeholders.

Design Constraints

Staff have started a preliminary design of a signalized intersection to determine the potential impacts of such a change. Staff has determined it would take approximately 8 months to design the signalized intersection to meet current standards and integrate into the overall project. Below are aspects of the redesign that could impact the timeline:

- Right of Way Acquisition – Based on the configuration change from a roundabout to a signal intersection right of way in needed.
- Utility Relocations – Some utilities were moved based on the roundabout design. They are now in the way of the intersection, and they will need to be relocated.
- Long Lead Items – New signals generally take 9 to 12 months after purchase

Project Funding Transfer

Due to the federal funding and current project construction underway, several challenges have been identified in accomplishing the potential scope and design change, including:

- The federal funds are already obligated.
- Construction has started, and the contract was bid based on the scope.

- Federal clearances were based on the initial design.

Additionally, redesigning from a roundabout to a signalized intersection would be deemed a significant change in scope, the project would no longer be what was authorized and cleared (NEPA, R/W, Utilities Clearances). FHWA and ADOT clarified that proceeding with such a scope change would result in forfeiture of \$31,132,929 in federal funding.

The city could potentially exchange federal funding with regional funding in the ALCP program through the Maricopa Association of Governments. This would mean switching regional funds already allocated to the city on other projects with the federal funds. This would allow the city to move forward with the construction and the redesign without having to adhere to federal requirements and would enable the city to keep the federal funds on existing city projects since all federal funds must be committed by the end of each fiscal year (typically June 30). Given the significant amount of federal funding on this project (\$31.1 million), and that there are only three months left in this fiscal year for an agency to obligate a project with ADOT, MAG's course of action would be to withdraw the project in Federal Fiscal Year 2026 (after October 1, 2025) to allow the region the most time to find a way to use the funding.

In October, City Staff would most likely request MAG to exchange the federal funding on the Scottsdale Road: Jomax Road to Dixileta Drive Project with regional sales tax funding on the Carefree Hwy: Cave Creek to Scottsdale Rd Project and the Raintree Hayden to Loop 101 Project. This would result in the following changes:

- Scottsdale Rd: Jomax Rd to Dixileta Dr. Project will become a regionally funded project and can move forward with the current construction contract.
- Carefree Hwy: Cave Creek to Scottsdale Rd will become a federal project. This will delay the project and could have additional cost due to federal requirements.
- Raintree: Hayden to Loop 101 will be canceled. The final piece of the project is a roundabout between Northsight Blvd and Raintree, which will no longer be constructed.

Under that approach, work would continue throughout the year using local budget appropriation without regional reimbursement until a MAG request is submitted in October. The City's request would then move through the MAG committees and be voted on by MAG regional Council in late October.

If Council chooses not to approve this action item. Staff will continue with the project as previously approved by Council on September 24, 2024.

ANALYSIS & ASSESSMENT

Recent Staff Action

On July 23, 2024, staff solicited the construction bid documents for the Scottsdale Road – Jomax Road to Dixileta Drive CIP. The city received (2) bids at the August 23rd, 2024 Bid Opening, with the lowest responsible Bid received by Hunter Contracting Company in the amount of \$29,418,253.34.

Bids Received:

- Hunter Contracting Company – \$29,418,253.34
- Achen-Gardner – \$33,813,994.40

The award in the amount of \$29,418,253, which is 5% above the current engineer’s estimate, is within the range used by the city of Scottsdale’s procurement procedures provided by the City Code.

On September 24, 2023, Council award to the contract to Hunter. Construction started during December 2024.

Community Involvement

Subsequent updated information will be mailed via Notice of Construction postcards to area residents and businesses once construction updates are identified.

OPTIONS & STAFF RECOMMENDATION

A motion to direct the City Manager to take steps necessary to redesign the intersection at Scottsdale Road and Dynamite Boulevard from a roundabout to a signalized intersection, and to return to Council for approval of any action items necessary to effectuate the redesign, including, but not limited to, budget transfers and contract modifications.

Proposed Next Steps:

City staff will work with the design consultant who prepared the specifications for this project, Ardurra, on redesigning the intersection as a signalized intersection. City staff will also work with the contractor, Hunter Contracting Company, to negotiate any necessary changes to the construction contract. Any budget transfers or contract modifications necessary to effectuate the redesign will be submitted to Council for approval in future action items.

In October, City Staff will request MAG to exchange the federal funding on the Scottsdale Road: Jomax Road to Dixileta Drive Project with regional sales tax funding on the Carefree Hwy: Cave Creek to Scottsdale Rd Project and the Raintree Hayden to Loop 101 Project. This will result in the following changes:

- Scottsdale Rd: Jomax Rd to Dixileta Dr. Project will become a regionally funded project and can move forward with the current construction contract.

City Council Report | Scottsdale Road – Jomax Road to Dixileta Drive (SG 05)

- Carefree Hwy: Cave Creek to Scottsdale Rd will become a federal project. This will delay the project and increase the costs due to federal requirements.
- Raintree: Hayden to Loop 101 will be canceled. The final piece of the project is a roundabout between Northsight Blvd and Raintree, which will no longer be constructed.

This work will continue throughout the year using local budget appropriation without regional reimbursement until a MAG request is submitted in October.

RESPONSIBLE DEPARTMENT(S)

Transportation and Infrastructure Division

STAFF CONTACT (S)

Alison Tymkiw, City Engineer, atymkiw@scottsdaleaz.gov

Nathan Domme, Transportation Planning Manager, ndomme@scottsdaleaz.gov

APPROVED BY


Alison Tymkiw, Senior Director - City Engineer, Transportation & Infrastructure Date
(480) 312-7760, atymkiw@scottsdaleaz.gov 3/25/25


Greg Caton, Interim City Manager Date
(480) 312-7759, gcaton@scottsdaleaz.gov 03/25/2025

ATTACHMENTS

1. Scottsdale Rd Jomax to Dixileta Memo
2. Funding Updates for Scottsdale Road: Dixileta Drive to Jomax Road Project Memo
3. City Council Cost Estimate Signalized Intersection and Roundabout for Dynamite
4. Questions on Scottsdale Rd Jomax to Dixileta

**Transportation & Streets**

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This memorandum provides background information and details surrounding the Scottsdale Rd: Dixileta Drive to Jomax Road project and the Scottsdale/Dynamite Roundabout.

ALCP Project and Regional Connection

In 2004, the Maricopa Association of Governments (MAG) initiated the development of the Arterial Life Cycle Program (ALCP) to provide management and oversight for the implementation of the arterial component of the Regional Transportation Plan (RTP). One of the goals of the RTP is to create a comprehensive arterial grid network that provides movement of people and goods across the region. As one of Scottsdale's main ALCP corridors, Scottsdale Road from Arizona State Route 101 to Carefree has been planned as an arterial for many decades. The roadway north of the Happy Valley alignment has been planned as a 4-lane arterial since 2008. Several ALCP projects, including this one, will improve Scottsdale Road to its planned designation as a regional arterial, increasing its overall capacity. The projects will provide additional turn bays to improve capacity and safety, incorporate bike lanes through the corridor and ADA accessible off-street options for pedestrians and cyclists. The projects will improve cross drainage and reduce the impact of road closures that occur when the normally dry washes flow across the road from east to west.

Scottsdale Road: Dixileta Drive to Jomax Road ALCP Project

The current segment is from Jomax Road to Dixileta Drive, a distance of 2.0 miles. This segment is currently under construction to include:

- Widening the street to the 4-lane complete arterial roadway with a raised landscaped median,
- **Key:** Capacity and safety improvements at approximately 13 intersections, including a roundabout at Dynamite and Scottsdale Road. This is discussed in further detail in this memo.
- Drainage improvements at approximately 15 wet crossings,
- Improved bike lanes, ADA access, and new sidewalk/shared-use path, and trail.
- The raised median will enhance driver safety, as will the improved drainage system. Adding new turn bays at side streets and driveways will also reduce the likelihood of collisions.

Roundabouts

Modern roundabouts have been implemented at 26 locations in Scottsdale since 1986. While roundabouts are sometimes associated with traffic calming, their primary use--and benefit--is as a right-of-way control device in place of traffic control that is a traffic signal, multi-way stop, or side street stop. Studies have shown roundabouts to be significantly safer than traffic signals in reducing collision severity, injuries, and fatalities when compared to traditional control. Roundabouts can also reduce delays, fuel use, emissions, and maintenance costs.

Because roundabouts have proven to be a safe and resilient form of traffic control, the city of Scottsdale adopted the following policy in the 2016 Transportation Master Plan and the 2022 Transportation Action Plan: *"Roundabouts shall be the first consideration for all intersections of one or two-lanes per-direction streets that require all-way stop control. Traffic signals should only be installed or remain if a traffic or budget analysis justifies their advantage."* **Key:** *Thirty-four intersections have been built or have undergone major modification since the policy was adopted with 10 of these converted to roundabouts.*

Key: The reduction in fatal and injury collisions associated with roundabout implementation is a direct result of the geometric features of a roundabout.

The circular shape and single travel direction significantly reduce the number of conflict points in a roundabout when compared to a conventional traffic signal. A conflict point is defined by the FHWA as “any point where the paths of two through or turning vehicles diverge, merge, or cross”. The conflict points for a standard intersection and roundabout are shown in **Figure 1**.

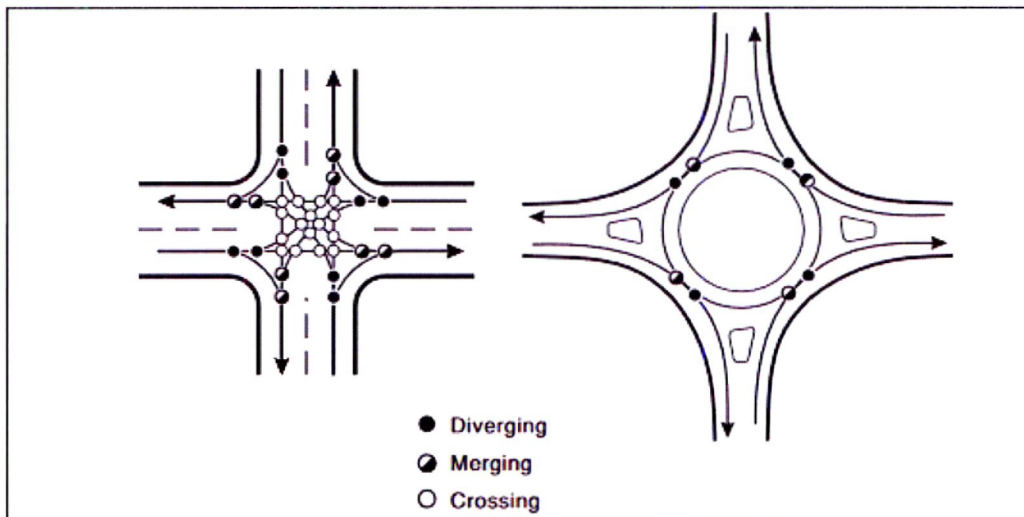


Figure 1: Intersection Conflict Points

Key: The total number of conflict points reduces from thirty-two (32) to eight (8) when converting from a signalized intersection with one lane at each approach to a single lane roundabout.

Notably, roundabouts feature no “crossing” conflict points which are often associated with red light running, left turn, and head-on collisions and are the most likely collisions to involve injuries or fatalities. In addition to reducing the number of conflict points, roundabouts reduce the conflict speed. Because vehicles traversing the roundabout are doing so at a lower speed compared to a conventional intersection, the speed differential between conflicting vehicles is lower at a roundabout. A reduced speed differential has been shown to reduce collision severity. Modern roundabouts are safer than traffic signals because the most severe crashes at conventional intersections are virtually eliminated at roundabouts.

Scottsdale Rd/Dynamite Blvd Roundabout

At the Scottsdale Road/Dynamite Boulevard intersection, the existing signalized Dynamite Boulevard was designed to be replaced with a multi-lane roundabout. The modern roundabout at the Scottsdale Road/Dynamite Boulevard intersection was analyzed at the beginning of the project, and it was determined to provide a safe and efficient intersection control. The decision to install a roundabout is made on a case-by-case basis per the City of Scottsdale’s Roundabout First Policy and established state and national guidelines. This roundabout is at a high accident location and at a location where geometry favored installation.



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The City of Scottsdale has constructed a number of circular intersections (e.g., roundabouts and traffic circles). The “modern roundabout” has the following defining characteristics:

- Vehicles approaching must yield to traffic already in the circular portion of the roadway.
- Geometrics should encourage vehicular speeds of 15 to 25 mph around the circle.
- Splitter islands that slow and guide traffic into the circle.
- Splitter islands should provide pedestrian refuges; and
- Pedestrian crossing to the central island is not encouraged.

Key: In Scottsdale, multi-lane roundabouts have been shown to reduce collision severity by as much as sixty-six percent (66%) which is in line with studies conducted nationally.

Roundabout performance can be characterized primarily by both Level of Service (LOS) and collision experience. The Scottsdale Rd & Dynamite Blvd Roundabout would reduce the frequency and severity of intersection related crashes and create operational improvement from a LOS of E/F to A/A.

Intersection Alternative	Intersection LOS (AM/PM)			Safety Rank
	Before Modification	After Modification	15 years After Modification	
Roundabout	E/F	A/A	A/A	1
Traffic Signal	E/F	D/D	D/D	2

Definition: Level of service (LOS) is a term used to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. The level of service of a facility is designated with a letter, A to F, with A representing the best operating conditions and F the worst.

Severity of Collision	5-year total (2015 to 2019)
No Injury	27
Possible Injury	12
Non-Incapacitating Injury	10
Incapacitating Injury	5
Not Reported/Unknown	3
Total	57

Recent accident history for Scottsdale/Dynamite Intersection



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National Guidance/ Data

The Federal Highway Administration (FHWA) has identified roundabouts as one of twenty-eight (28) Proven Safety Countermeasures (PSCs) which represent countermeasures and strategies that are effective in reducing roadway fatalities and serious injuries while improving efficiency.

According to the American Association of State Highway and Transportation Officials (AASHTO) and the Insurance Institute of Highway Safety (IIHS), there are many safety benefits associated with the modern roundabout:

- 90% reduction in fatal crashes.
- 75% reduction in injury crashes.
- 30-40% reduction in pedestrian crashes.
- 10% reduction in bicycle crashes.
- **30-50% increase in traffic capacity.



Memorandum

To: Honorable Mayor Borowsky and Members of Council

From: Greg Caton, Interim City Manager
Nathan Domme, Transportation Planning Manager

Date: March 12, 2025

Subject: Funding Updates for Scottsdale Road: Dixileta Drive to Jomax Road Project

This memorandum provides background information and details surrounding the funding of the Scottsdale Road: Dixileta Drive to Jomax Road project and the Scottsdale/Dynamite Intersection Changes.

Arterial Life Cycle Program (ALCP) Project and Regional Connection

In 2004, the Maricopa Association of Governments (MAG) initiated the development of the Arterial Life Cycle Program (ALCP) to provide management and oversight for the implementation of the arterial street component of the Regional Transportation Plan (RTP). One of the goals of the RTP is to create a comprehensive arterial grid network that facilitates the movement of people and goods across the region. As one of Scottsdale's main ALCP corridors, Scottsdale Road from Arizona State Route 101 to Carefree has been planned as an arterial for many decades. Scottsdale Road north of the Happy Valley alignment has been planned as a 4-lane arterial since 2008. Several ALCP projects, including this one, will improve Scottsdale Road to its planned designation as a regional arterial, increasing its overall capacity. Three sources fund the ALCP program including Federal funds through the Surface Transportation Block Grant Program, the Maricopa County Regional Sales Tax (.5%), and local contribution through Scottsdale's 0.1% Sales Tax.

Scottsdale Road: Jomax Road to Dixileta Drive to ALCP Project

The current project segment is from Jomax Road to Dixileta Drive, a distance of 2 miles. This segment is currently under construction to include:

- Widening the street to the 4-lane complete arterial roadway with a raised landscaped median.
- *Capacity and safety improvements at approximately 13 intersections.*
- Drainage improvements at approximately 15 wet crossings.
- Improved bike lanes, ADA access, and new sidewalk/shared-use path and trail.

The raised median and improved drainage system will enhance driver safety. Adding new turn bays at side streets and driveways will also reduce the likelihood of collisions.

Scottsdale Road and Dynamite Boulevard Intersection Design Change

At Scottsdale Road and Dynamite Boulevard, the existing signalized intersection was designed to be replaced with a multi-lane roundabout. Direction has been given for the roundabout at the Scottsdale Road/Dynamite Boulevard intersection to be redesigned as a signalized intersection. Due to the federal funding and current project construction underway, several challenges have been identified in accomplishing the scope and design change including:

- The federal funds are already obligated.
- Construction has started and the contract was bid based on the scope.
- Federal clearances were based on the initial design.

Response from Arizona Department of Transportation (ADOT)

Staff reviewed options with ADOT and the Federal Highway Administration (FHWA). ADOT's response was to cancel the contract with the contractor and rescope, design and reapply for federal clearance.

ADOT stated that Scottsdale is bound to the competitive bidding requirements as identified in federal regulation. The request for a major scope change from a roundabout to a signalized intersection at Scottsdale Road and Dynamite Boulevard is not compliant with requirements since it substantially changes the nature of work, which would have allowed other bidders to compete. The requested change would create a project that is substantially different from what was bid. Additionally, due to the major change in scope, the project is no longer what was authorized and cleared (NEPA, R/W, Utilities Clearances).

ADOT confirmed that continuing with both the contract and the scope change would result in forfeiture of \$31,132,929 in federal funding. The one option to maintain the contract is that Scottsdale would need exchange the federal funding with regional funding in the ALCP program through MAG.

Response from MAG

MAG knows the city is not looking to move forward with the construction of the roundabout at Scottsdale Road and Dynamite. Also, with ADOT's determination that to remove the roundabout from the current construction phase, the city would have to cancel the existing construction contract and reissue a new solicitation to use federal funding. As a result, the city requested the withdrawal of the federal funding and would use regional funding to complete construction so no resoliciting of the construction contract would be needed.

MAG talked to ADOT to see if it was possible for Scottsdale to withdraw federal funding. ADOT has indicated that it has no issue with withdrawing the project (defederalizing). They did note that once funding was withdrawn it would need to be obligated on another project. Federal funding allocated to the region is "use-or-lose" and all funds must be committed by the end of each fiscal year (typically June 30). Given the significant amount of federal funding on this project (\$31.1 million), and that there are only three months left in this fiscal year for an agency to obligate a project with ADOT, MAG's preferred course of action would be to withdraw the project in Federal Fiscal Year 2026 (after October 1, 2025) to allow the region the ample time to find a way to use the funding. As we discussed last week, the city believes this may not be possible because of contractual requirements with the construction contractor.

MAG manages its funding through life cycle programs and regional competitive programs; MAG ensure funds are committed and used by the programs to which they were allocated. Mechanisms such as closeout are in

place to help ensure that the entirety of the funding is allocated. While MAG will try to accommodate this request, the amount of funding and timing create serious challenges.

Section 200 of the ALCP policies covers projects that fail to use the federal funding programmed. It states that if federal funds are swept from the region as a result of a project failing to obligate (or in this case, as a result of the deobligation), those project funds will be lost. In order to move forward, MAG will need a letter signed by the city manager articulating the formal request and acknowledging the risks.

Steps Moving Forward

Staff requests approval to proceed with the contract with Hunter and redesign the intersection with the design consultant. This work will continue throughout the year using local budget appropriation without regional reimbursement until a MAG request is submitted in October and a positive outcome is achieved.

In October, city staff will request MAG to exchange the federal funding on the Scottsdale Road: Jomax Road to Dixileta Drive Project with regional sales tax funding on the Carefree Highway: Cave Creek to Scottsdale Road Project and the Raintree Hayden to Loop 101 Project.

This will result in the following project changes:

Project	Changes/Impact
Scottsdale Road: Jomax Road to Dixileta Drive	Project will become a regionally funded project and can move forward with the current construction contract.
Carefree Highway: Cave Creek to Scottsdale Road	Project will become a federal project, which will delay the project and increase costs due to federal requirements
Raintree: Hayden to Loop 101	Canceled, the final piece of the project is a roundabout between Northsight Boulevard and Raintree, which will no longer be constructed.



Memorandum

To: Honorable Mayor Borowsky, Vice Mayor Dubauskas, and Members of Council

From: Greg Caton, Interim City Manager

Date: March 11, 2025

Subject: Cost Estimates for Signalized Intersection and Roundabout for Dynamite

Staff have put together estimates for the signalized intersection and the roundabout improvements for Dynamite Road for the Jomax to Dixileta Project (Attachments 1 and 2).

Estimate Signalized Intersection	\$3,742,079.54
Estimate Roundabout	\$3,725,741.80

These estimates use preliminary quantities developed by the engineer and unit prices when available. If they were not available, staff used the information from the contractor's bid or the engineer's estimate.

Contingencies and Final Values

Staff estimate a contingency of at least plus or minus 20%. With any deduct change order, assume -20% and additive change order +20%. This means the city typically see less dollars returned on a deductive change order and an increase in costs for an additive change order.

Final values will depend on:

- Final quantities as identified by revised scopes and request for fee proposal
- Modifications to unit prices needed to account for rephasing, delays or re-mobilizations
- Actual installed quantities

Possible Challenges and Next Steps

After discussion with the City Attorney's office, there may be contractual challenges associated with de-federalization, including the final disposition of the use of Davis-Bacon wages. Staff cannot say with certainty that the city can let go of that requirement. However, the city will continue to explore this as an option once we receive the City Council approval to submit a request for change order to the contractor.

Transportation staff are continuing to work with Maricopa Association of Governments and will be sending information shortly about next steps.

Attachments

1. Roundabout Improvements Estimate
2. Signalized Intersection Estimate



Cost Estimate (HUNTER's unit Costs)
SCOTTSDALE ROAD -JOMAX ROAD TO DIXILETA DRIVE PROJECT
DYNAMITE TRAFFIC SIGNAL AND INTERSECTION IMPROVEMENTS
CITY OF SCOTTSDALE (PROJECT NO. SG05)
February 25, 2025

BID ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	AMOUNT
201005	CLEARING AND GRUBBING (Additional as necessary for change)	LS	1	\$30,000.00	\$30,000.00
220405/407	RIP RAP 8" TO 12" SCREENED BLEND: (40% 8" ANGULAR RIP RAP + 60% 12" ANGULAR RIP RAP (ANGULAR D-55) (CHECK DAMS) (12" DEPTH) (PALOMINO GOLD)	SY	60	\$70.00	\$4,200.00
220406	RIP RAP (3" T 8" SCREENED BLEND: 40% 3"-4" ANGULAR RIP RAP + 60% 5"-6" ANGULAR RIP RAP) (ANGULAR D-50) (6" MIN. DEPTH) (PALOMINO GOLD) (RAISED MEDIANS)	SY	770	\$46.00	\$35,420.00
301201	SUBGRADE PREPARATION	SY	19,518	\$3.70	\$72,216.60
310121	AGGREGATE BASE COURSE 6"	SY	32	\$18.00	\$576.00
310122	AGGREGATE BASE COURSE 9"	SY	19,486	\$16.00	\$311,776.00
321050	THICKENED EDGE OF PAVEMENT PER MAG STD DET 201, TYPE A	LF	1,336	\$12.00	\$16,032.00
321125	2" ASPHALT CONCRETE (1/2" MIX) (EVAC)	SY	19,518	\$19.00	\$370,842.00
321126	4" ASPHALT CONCRETE (3/4" MIX) (EVAC)	SY	19,486	\$37.00	\$720,982.00
329101	TACK COAT	SY	19,486	\$0.73	\$14,224.78
340001	VERTICAL CURB & GUTTER PER MAG STD DET 220-1, TYPE A, 6" HEIGHT	LF	458	\$35.00	\$16,030.00
340002	CURB & GUTTER (DEPRESSED LIP) TYPE "A" PER COS STD DET 2220	LF	2,489	\$27.00	\$67,203.00
340008	VERTICAL CURB & GUTTER PER MAG STD DET 220-1, TYPE A, 4" HEIGHT	LF	224	\$45.00	\$10,080.00
340041	ROLL CURB & GUTTER PER MAG STD DET 220-1 TYPE C	LF	2,894	\$25.00	\$72,350.00
340069	TRANSITION FROM ROLL CURB TO VERTICAL CURB & GUTTER PER MAG STD DET 221 AND DET 5 ON SHEET DT01	EA	16	\$251.00	\$4,016.00
340082	6" CONCRETE LANDSCAPE HEADER CURB, MAG 225 (COS 2622) (RAISED MEDIAN)	LF	12	\$85.00	\$1,020.00
340204	SIDEWALK, (WIDTH PER PLAN) PER MAG STD DET 230, 5" THICK WITH SAWCUT JOINTS	SF	11,940	\$8.90	\$106,266.00
340218	MULTI-USE CONCRETE PATH WASH CROSSING, (WIDTH PER PLAN), PER COS STD DET 2283. MODIFIED WITH 2' CUTOFF WALLS.	SF	882	\$30.00	\$26,460.00
340219	PATH (PAVED, WIDTH PER PLAN) PER COS STD DET 2283, 5" THICK WITH SAWCUT JOINTS	SF	12,327	\$9.00	\$110,945.07
340220	COMPACTED DIRT TRAIL	SF	3,150	\$4.30	\$13,545.00
340222	MEDIAN NOSE PER COS STD DET 2226 TYPE B	SF	44	\$18.00	\$792.00
340223	MEDIAN NOSE PER COS STD DET 2225	SF	38	\$17.00	\$646.00
340268	DIRECTIONAL SIDEWALK RAMP (SINGLE) PER COS STD DET 2234, MODIFIED PER DET 20 ON SHEET DT03	EA	10	\$4,880.00	\$48,800.00
340302	14" WIDE VALLEY GUTTER & APRON PER MAG STD DET 240, MODIFIED PER DET 12 ON SHEET DT02	SF	1,072	\$15.00	\$16,080.00
340364	CURB TERMINATION PER MAG 222, MODIFIED PER DET 3 ON SHEET DT01	EA	6	\$131.00	\$786.00
340372	TRANSITION FROM 4" VERTICAL CURB & GUTTER TO 6" VERTICAL CURB & GUTTER PER DET 8 ON SHEET DT01	EA	2	\$304.00	\$608.00
343003	EXPOSED AGGREGATE CONCRETE, 4" THICK PER MAG SPEC 343	SF	1,284	\$11.00	\$14,124.00
345001	ADJUST SEWER MANHOLE FRAME AND COVER TO FINISH GRADE PER MAG STD DET 422	EA	3	\$1,009.00	\$3,027.00
345002	ADJUST WATER VALVE BOX AND COVER TO FINISH GRADE PER MAG STD DET 270	EA	13	\$757.00	\$9,841.00
345003	SEWER VAULT ADJUSTMENT PER DET 7 ON SHEET DT01	EA	1	\$6,180.00	\$6,180.00
345005	ADJUST LUMEN TELEPHONE MANHOLE FRAME AND COVER TO FINISH GRADE PER LUMEN REQUIREMENTS / SPECIFICATIONS	EA	2	\$1,009.00	\$2,018.00
345006	ADJUST APS MANHOLE FRAME AND COVER TO FINISH GRADE PER APS REQUIREMENTS / SPECIFICATIONS	EA	4	\$1,009.00	\$4,036.00
345007	ADJUST GAS VALVE BOX AND COVER TO FINISH GRADE PER COS STD DET 2270 AND SOUTHWEST GAS REQUIREMENTS/SPECIFICATION	EA	6	\$870.00	\$5,220.00
350001	REMOVE AC PAVEMENT	SY	17,945	\$1.40	\$25,123.00
350311	REMOVE SURVEY MONUMENT	EA	2	\$226.00	\$452.00
350598	REMOVED RAISED PAVEMENT MARKERS	EA	150	\$2.00	\$300.00
350600	REMOVE TRAFFIC MARKING (ARROW, SYMBOL OR LEGEND)	EA	21	\$107.00	\$2,247.00
350602	REMOVE TRAFFIC MARKINGS 4" EQUIV, COS SUPPL. SPEC. 350)	LF	11,000	\$1.24	\$13,640.00
350605	RELOCATE SIGN W/ NEW POST & POST BASE	EA	15	\$261.00	\$3,915.00
350632	REMOVE PULL BOX	EA	4	\$545.00	\$2,180.00
350709	REMOVE & SALVAGE TRAFFIC SIGNAL (DYNAMITE INTERSECTION TRAFFIC SIGNAL)	LS	1	\$23,000.00	\$23,000.00
401101	OFF-DUTY POLICE OFFICER	HR	312	\$90.00	\$28,080.00
402104	WHITE STRIPE 90MIL THERMO PLASTIC 4" EQUIV	LF	23,600	\$0.48	\$11,328.00
402106	YELLOW STRIPE 90MIL THERMO PLASTIC 4" EQUIV	LF	640	\$0.48	\$307.20
402120	PAVEMENT LEGEND PREFORMED	EA	8	\$960.00	\$7,948.80



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402121	PAVEMENT SYMBOLS PREFORMED	EA	16	\$685.00	\$11,097.00
402122	BIKE LANE MARKING SET (ARROW & SYMBOL) PREFORMED	EA	4	\$713.00	\$2,852.00
402136	PAINT MEDIAN NOSE, COS 2225 & 2226	LF	100	\$2.80	\$280.00
402141	RAISED PAVEMENT MARKERS, TYPE "D" (COS 2132, ADOT M-19)	EA	51	\$3.00	\$153.00
402142	RAISED PAVEMENT MARKERS, TYPE "G" (COS 2132, ADOT M-19)	EA	210	\$3.00	\$630.00
402301	METRO STREET SIGN	SF	48	\$207.00	\$9,936.00
402401	REFLECTIVE TRAFFIC SIGN PANEL	SF	32	\$18.00	\$576.00
402501	OBJECT MARKER SIGN PANEL TYPE 2H, COS 2133	EA	2	\$285.00	\$570.00
403004	ELECTRICAL CONDUIT (3") (PVC)	LF	650	\$25.00	\$16,250.00
403057	SINGLE MODE FIBER OPTIC CABLE (144 FIBERS) (SMFO144)	LF	800	\$3.10	\$2,480.00
403220	ELECTRIC SERVICE CABINET FOUNDATION	EA	1	\$3,350.00	\$3,350.00
403221	ELECTRIC SERVICE CABINET (MEYERS)	EA	1	\$5,040.00	\$5,040.00
403241	COMMUNICATIONS CABINET (ITS)	EA	1	\$8,500.00	\$8,500.00
403306	TRAFFIC SIGNAL POLE (TYPE G)	EA	4	\$4,000.00	\$16,000.00
403316	TRAFFIC SIGNAL POLE (TYPE RS)	EA	4	\$17,300.00	\$69,200.00
403450	MAST ARMS, 50' LENGTH	EA	2	\$16,000.00	\$32,000.00
403455	MAST ARMS, 55' LENGTH	EA	2	\$14,600.00	\$29,200.00
403460	LUMINAIRE MAST ARM, 15' LENGTH	EA	8	\$2,500.00	\$20,000.00
403507	POLE FOUNDATION (TYPE G)	EA	4	\$2,500.00	\$10,000.00
403517	POLE FOUNDATION (TYPE RS)	EA	4	\$3,620.00	\$14,480.00
403600	TRAFFIC SIGNAL FACE (PEDESTRIAN) (MAN/HAND) (LED)	EA	8	\$645.00	\$5,160.00
403605	TRAFFIC SIGNAL FACE (TYPE F)	EA	12	\$747.00	\$8,964.00
403607	TRAFFIC SIGNAL FACE (TYPE G)	EA	8	\$930.00	\$7,440.00
403620	PEDESTRIAN PUSH BUTTON	EA	8	\$624.00	\$4,992.00
403626	TRAFFIC SIGNAL MOUNTING ASSEMBLY (TYPE II)	EA	16	\$236.00	\$3,776.00
403628	TRAFFIC SIGNAL MOUNTING ASSEMBLY (TYPE IV)	EA	4	\$677.00	\$2,708.00
403629	TRAFFIC SIGNAL MOUNTING ASSEMBLY (TYPE V)	EA	8	\$607.00	\$4,856.00
403700	CONTROL CABINET FOUNDATION	EA	1	\$4,300.00	\$4,300.00
403702	CONTROL CABINET (MODEL 332)	EA	1	\$46,000.00	\$46,000.00
403820	CLOSED CIRCUIT TELEVISION ASSEMBLY (CCTV)	EA	1	\$4,810.00	\$4,810.00
403825	FIBER OPTIC SPLICE CLOSURE	EA	1	\$5,230.00	\$5,230.00
403840	VIDEO DETECTOR SYSTEM COMPLETE	LS	1	\$34,700.00	\$34,700.00
403853	NO. 7 PULL BOX WITH EXTENSION, ADOT	EA	4	\$1,850.00	\$7,400.00
403903	OPTICOM PRE-EMPTION UNIT	EA	4	\$9,600.00	\$38,400.00
403945	CONDUCTORS	LS	1	\$20,000.00	\$20,000.00
403951	LED LUMINAIRE INTERSECTION	EA	8	\$1,200.00	\$9,600.00
405213	SURVEY MONUMENT PER COS STD DET 2120, TYPE "E"	EA	1	\$841.00	\$841.00
430001	DECOMPOSED GRANITE, COS 2620 (RAISED MEDIANS) (1/4" MINUS) (2' MIN. DEPTH) (PALOMINO GOLD)	SY	1,622	\$8.20	\$13,300.40
430201	SHRUBS, 1 GAL. (COS 2620)	EA	20	\$14.00	\$280.00
430202	SHRUBS, 5 GAL. (COS 2620)	EA	45	\$26.00	\$1,170.00
430204	ACCENTS, 5 GAL. (COS 2620)	EA	5	\$26.00	\$130.00
430207	CACTUS, 5 GAL (COS 2620)	EA	15	\$46.00	\$690.00
430303	TREES, 24" BOX (COS 2600 & 2620)	EA	31	\$403.00	\$12,493.00
430516	OCOTILLO 15 GAL. (COS 2620) (8 CANE MIN)	EA	4	\$166.00	\$664.00
430602	SALVAGE & RELOCATE NATIVE CACTI (SAGUARO) (COS 2620) (3' TO 12' MIN. HT.)	EA	4	\$935.00	\$3,740.00
430603	SALVAGE & RELOCATE NATIVE CACTI (SAGUARO) (COS 2620) (13' TO 23' MIN. HT.)	EA	3	\$2,651.00	\$7,953.00
430604	SALVAGE & RELOCATE NATIVE CACTI (SAGUARO) (COS 2620) (24' & ABOVE)	EA	3	\$4,390.00	\$13,170.00
430608	SALVAGE & RELOCATE NATIVE CACTI (BARRELS) (COS 2620) (4' TO 6' MIN. HT)	EA	2	\$116.00	\$232.00
430622	SALVAGE & RELOCATE NATIVE TREES (COS 2620) (4" DIA TO 12" DIA)	EA	35	\$747.00	\$26,145.00
430623	SALVAGE & RELOCATE NATIVE TREES (COS 2620) (13" DIA TO 23" DIA)	EA	21	\$1,910.00	\$40,110.00
430624	SALVAGE & RELOCATE NATIVE TREES (COS 2620) (24" DIA & ABOVE)	EA	6	\$13,250.00	\$79,500.00
440003	IRRIGATION BACKFLOW PREVENTER WITH CAGE (1 1/2") & PAD	EA	1	\$4,970.00	\$4,970.00
440102	IRRIGATION CONTROLLER (TWO-WIRE) (CABINET & PEDESTAL) & PAD	EA	1	\$30,700.00	\$30,700.00
440103	IRRIGATION TWO-WIRE PATH & BICODERS	LF	800	\$2.60	\$2,080.00
440107	IRRIGATION LIGHTNING ARRESTORS	EA	6	\$485.00	\$3,082.27



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440202	IRRIGATION PIPE (COPPER TYPE 'K') (1 1/2")	LF	6	\$28.00	\$166.82
440203	IRRIGATION PIPE (PVC) (3/4") (SCHEDULE 40)	LF	1,500	\$2.60	\$3,900.00
440204	IRRIGATION PIPE (PVC) (1") (SCHEDULE 40)	LF	500	\$5.10	\$2,550.00
440205	IRRIGATION PIPE (PVC) (1-1/2") (SCHEDULE 40)	LF	600	\$5.60	\$3,360.00
440261	IRRIGATION SLEEVING (PVC) (1-1/4") (SCHEDULE 40) (GRAY ELECTRICAL) (TWO-WIRE)	LF	150	\$6.20	\$930.00
440262	IRRIGATION SLEEVING (PVC) (2") (SCHEDULE 40)	LF	60	\$8.90	\$534.00
440264	IRRIGATION SLEEVING (PVC) (4") (SCHEDULE 40)	LF	200	\$10.00	\$2,000.00
440275	IRRIGATION SLEEVING (DUCTILE IRON) (4")	LF	150	\$107.00	\$16,050.00
440302	IRRIGATION CONTROL VALVE ASSEMBLY (REMOTE) (ELECTRIC) (1") (DRIP) (TWO-WIRE) (BI-CODER)	EA	8	\$627.00	\$5,016.00
440303	IRRIGATION CONTROL VALVE ASSEMBLY (REMOTE) (ELECTRIC) (1 1/2") (MASTER VALVE) (TWO-WIRE) (BI-CODER)	EA	2	\$414.00	\$828.00
440321	IRRIGATION PRESSURE REGULATOR & FILTER (1")	EA	8	\$379.00	\$3,032.00
440352	IRRIGATION ISOLATION BALL VALVE (PVC) (1")	EA	2	\$378.00	\$825.78
440353	IRRIGATION ISOLATION BALL VALVE (PVC) (1 1/2")	EA	1	\$438.00	\$608.91
440361	IRRIGATION FLUSH VALVE ASSEMBLY (3/4")	EA	10	\$65.00	\$650.00
440362	IRRIGATION AIR/VACUUM RELEASE VALVE ASSEMBLY (1")	EA	2	\$1,310.00	\$2,620.00
440401	IRRIGATION CONTROLPOINT PFS ASSEMBLY (REMOTE) (ELECTRIC) (1-1/2") (FLOW SENSOR & PRESSURE SENSOR) (TWO-WIRE) (BICODER)	EA	2	\$3,900.00	\$7,800.00
440500	IRRIGATION EMITTERS SINGLE OUTLET EMITTER ASSEMBLY	EA	58	\$15.00	\$863.91
440501	IRRIGATION EMITTERS (ASSEMBLY) (MULTI-OUTLET)	EA	60	\$55.00	\$3,300.00
	TRAFFIC CONTROL (ALLOWANCE)	LS	1	\$400,000.00	\$400,000.00
	TEMPORARY SIGNAL (ALLOWANCE)	LS	1	\$350,000.00	\$350,000.00
SUB TOTAL CONSTRUCTION ITEMS					\$3,742,079.54



Cost Estimate (HUNTER's unit Costs)
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BID ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	AMOUNT
201005	CLEARING AND GRUBBING (Assumed complete)	LS	1	\$0.00	\$0.00
211002	FILL (SOIL - ROUNDABOUT INFIELDS)	CY	450	\$136.00	\$61,200.00
220405	RIP RAP 8" TO 12" SCREENED BLEND: (40% 8" ANGULAR RIP RAP + 60% 12" ANGULAR RIP RAP (ANGULAR D-55) (CHECK DAMS) (12" DEPTH) (PALOMINO GOLD)	SY	75	\$65.00	\$4,875.00
220406	RIP RAP (3" T 8" SCREENED BLEND: 40% 3"-4" ANGULAR RIP RAP + 60% 5"-6" ANGULAR RIP RAP) (ANGULAR D-50) (6" MIN. DEPTH) (PALOMINO GOLD) (RAISED MEDIANS)	SY	770	\$46.00	\$35,420.00
220407	RIP RAP 8" TO 12" SCREENED BLEND: (40% 8" ANGULAR RIP RAP + 60% 12" ANGULAR RIP RAP) (ANGULAR D-55) (ROUNDABOUT INFIELD BUFFER) (12" DEPTH) (PALOMINO GOLD)	SY	772	\$70.00	\$54,040.00
301201	SUBGRADE PREPARATION	SY	19,706	\$3.70	\$72,912.20
310121	AGGREGATE BASE COURSE 6"	SY	32	\$18.00	\$576.00
310122	AGGREGATE BASE COURSE 9"	SY	19,674	\$16.00	\$314,784.00
321050	THICKENED EDGE OF PAVEMENT PER MAG STD DET 201, TYPE A	LF	2,431	\$12.00	\$29,172.00
321125	2" ASPHALT CONCRETE (1/2" MIX) (EVAC)	SY	19,706	\$19.00	\$374,414.00
321126	4" ASPHALT CONCRETE (3/4" MIX) (EVAC)	SY	19,674	\$37.00	\$727,938.00
324106	9" PCC PAVEMENT, CLASS 'A' PER MAG SEC 725	SY	506	\$149.00	\$75,394.00
324110	INTEGRAL CONCRETE CHEVRONS, 20 DEGREE ANGLE WITH 8" SPACING, 9" PCCP CLASS A, JET BLACK, PER DET 24 ON SHEET DT02	SY	121	\$442.00	\$53,482.00
329101	TACK COAT	SY	19,674	\$0.73	\$14,362.02
340001	VERTICAL CURB & GUTTER PER MAG STD DET 220-1, TYPE A, 6" HEIGHT	LF	3,838	\$35.00	\$134,330.00
340002	CURB & GUTTER (DEPRESSED LIP) TYPE "A" PER COS STD DET 2220	LF	3,077	\$7.00	\$21,539.00
340004	MOUNTABLE CURB AND GUTTER PER MAG 220-2, TYPE E, MODIFIED PER DET 19 ON SHEET DT03	LF	1,906	\$44.00	\$83,864.00
340008	VERTICAL CURB & GUTTER PER MAG STD DET 220-1, TYPE A, 4" HEIGHT	LF	98	\$45.00	\$4,410.00
340061	SINGLE CURB PER MAG STD DET 222 TYPE A	LF	704	\$51.00	\$35,904.00
340062	SINGLE CURB PER MAG STD DET 222 TYPE A, MODIFIED PER DET 25 ON SHEET DT03	LF	362	\$79.00	\$28,598.00
340069	TRANSITION FROM ROLL CURB TO VERTICAL CURB & GUTTER PER MAG STD DET 221 AND DET 5 ON SHEET DT01	EA	4	\$251.00	\$1,004.00
340082	6" CONCRETE LANDSCAPE HEADER CURB, MAG 225 (COS 2622) (RAISED MEDIUM)	LF	53	\$85.00	\$4,505.00
340204	SIDEWALK, (WIDTH PER PLAN) PER MAG STD DET 230, 5" THICK WITH SAWCUT JOINTS	SF	14,110	\$8.90	\$125,579.00
340218	MULTI-USE CONCRETE PATH WASH CROSSING, (WIDTH PER PLAN), PER COS STD DET 2283, MODIFIED WITH 2" CUTOFF WALLS.	SF	882	\$30.00	\$26,460.00
340219	PATH (PAVED, WIDTH PER PLAN) PER COS STD DET 2283, 5" THICK WITH SAWCUT JOINTS	SF	17,539	\$9.00	\$157,851.00
340220	COMPACTED DIRT TRAIL	SF	3,150	\$4.30	\$13,545.00
340222	MEDIAN NOSE PER COS STD DET 2226 TYPE B	SF	75	\$18.00	\$1,350.00
340223	MEDIAN NOSE PER COS STD DET 2225	SF	136	\$17.00	\$2,312.00
340261	PERPENDICULAR SIDEWALK RAMP PER MAG STD DET 238-1	EA	8	\$4,460.00	\$35,680.00
340268	DIRECTIONAL SIDEWALK RAMP (SINGLE) PER COS STD DET 2234, MODIFIED PER DET 20 ON SHEET DT03	EA	2	\$4,880.00	\$9,760.00
340279	BIKE RAMP PER COS STD DET 2241	EA	7	\$4,890.00	\$34,230.00
340280	2' X 8' DETECTABLE WARNING STRIP PER COS STD DET 2231	EA	12	\$359.00	\$4,308.00
340302	14' WIDE VALLEY GUTTER & APRON PER MAG STD DET 240, MODIFIED PER DET 12 ON SHEET DT02	SF	1,072	\$15.00	\$16,080.00
340364	CURB TERMINATION PER MAG 222, MODIFIED PER DET 3 ON SHEET DT01	EA	4	\$131.00	\$524.00
340372	TRANSITION FROM 4" VERTICAL CURB & GUTTER TO 6" VERTICAL CURB & GUTTER PER DET 8 ON SHEET DT01	EA	2	\$304.00	\$608.00
340376	TRANSITION FROM SINGLE CURB TO MOUNTABLE CURB & GUTTER PER DET 13 ON SHEET DT02	EA	2	\$990.00	\$1,980.00
343003	EXPOSED AGGREGATE CONCRETE, 4" THICK PER MAG SPEC 343	SF	6,778	\$11.00	\$74,558.00
345001	ADJUST SEWER MANHOLE FRAME AND COVER TO FINISH GRADE PER MAG STD DET 422	EA	3	\$1,009.00	\$3,027.00
345002	ADJUST WATER VALVE BOX AND COVER TO FINISH GRADE PER MAG STD DET 270	EA	13	\$757.00	\$9,841.00
345003	SEWER VAULT ADJUSTMENT PER DET 7 ON SHEET DT01	EA	1	\$6,180.00	\$6,180.00
345005	ADJUST LUMEN TELEPHONE MANHOLE FRAME AND COVER TO FINISH GRADE PER LUMEN REQUIREMENTS / SPECIFICATIONS	EA	2	\$1,009.00	\$2,018.00
345006	ADJUST APS MANHOLE FRAME AND COVER TO FINISH GRADE PER APS REQUIREMENTS / SPECIFICATIONS	EA	4	\$1,009.00	\$4,036.00



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345007	ADJUST GAS VALVE BOX AND COVER TO FINISH GRADE PER COS STD DET 2270 AND SOUTHWEST GAS REQUIREMENTS/SPECIFICATION	EA	6	\$870.00	\$5,220.00
350001	REMOVE AC PAVEMENT	SY	17,945	\$1.40	\$25,123.00
350082	REMOVE HEADWALL	EA	1	\$3,710.00	\$4,420.84
350109	REMOVE BLOCK WALL	LF	14	\$270.00	\$3,699.92
350111	REMOVE FENCE, RAILS, & POSTS	LF	261	\$8.30	\$2,166.30
350265	REMOVE CONCRETE STORM DRAIN PIPE	LF	271	\$25.00	\$6,782.19
350266	REMOVE CORRUGATED METAL PIPE	LF	149	\$33.00	\$4,928.46
350311	REMOVE SURVEY MONUMENT	EA	2	\$226.00	\$452.00
350598	REMOVED RAISED PAVEMENT MARKERS	EA	150	\$2.00	\$300.00
350600	REMOVE TRAFFIC MARKING (ARROW, SYMBOL OR LEGEND)	EA	21	\$107.00	\$2,247.00
350602	REMOVE TRAFFIC MARKINGS 4" EQUIV, COS SUPPL. SPEC. 350)	LF	11,000	\$1.24	\$13,640.00
350605	RELOCATE SIGN W/ NEW POST & POST BASE	EA	15	\$171.00	\$2,565.00
350632	REMOVE PULL BOX	EA	4	\$545.00	\$2,180.00
350709	REMOVE (AND SALVAGE DYNAMITE TRAFFIC SIGNAL)	LS	1	\$23,000.00	\$23,000.00
350711	REMOVE BOLLARD	EA	2	\$253.00	\$506.00
401101	OFF-DUTY POLICE OFFICER	HR	312	\$90.00	\$28,080.00
402104	WHITE STRIPE 90MIL THERMO PLASTIC 4" EQUIV	LF	17,000	\$0.10	\$1,700.00
402106	YELLOW STRIPE 90MIL THERMO PLASTIC 4" EQUIV	LF	3,200	\$0.10	\$320.00
402120	PAVEMENT LEGEND PREFORMED	EA	3	\$960.00	\$2,880.00
402121	PAVEMENT SYMBOLS PREFORMED	EA	34	\$685.00	\$23,290.00
402122	BIKE LANE MARKING SET (ARROW & SYMBOL) PREFORMED	EA	3	\$713.00	\$2,139.00
402136	PAINT MEDIAN NOSE, COS 2225 & 2226	LF	22	\$2.80	\$61.60
402141	RAISED PAVEMENT MARKERS, TYPE "D" (COS 2132, ADOT M-19)	EA	83	\$3.00	\$249.00
402142	RAISED PAVEMENT MARKERS, TYPE "G" (COS 2132, ADOT M-19)	EA	100	\$3.00	\$300.00
402301	METRO STREET SIGN	SF	185	\$207.00	\$38,295.00
402401	REFLECTIVE TRAFFIC SIGN PANEL	SF	820	\$18.00	\$14,760.00
402411	TELESPAR SIGN POST, COS 2131	LF	600	\$12.00	\$7,200.00
402412	TELESPAR SIGN POST BASE ASSEMBLY (SLEEVE & ANCHOR), COS 2131	EA	52	\$51.00	\$2,652.00
402500	OBJECT MARKER SIGN PANEL TYPE 1, COS 2133	EA	2	\$296.00	\$592.00
402501	OBJECT MARKER SIGN PANEL TYPE 2H, COS 2133	EA	1	\$285.00	\$285.00
403000	ELECTRICAL CONDUIT (1") (PVC)	LF	90	\$22.00	\$1,980.00
403003	ELECTRICAL CONDUIT (2 1/2") (PVC)	LF	255	\$25.00	\$6,375.00
403220	ELECTRIC SERVICE CABINET FOUNDATION	EA	1	\$3,350.00	\$3,350.00
403221	ELECTRIC SERVICE CABINET (MEYERS)	EA	1	\$5,040.00	\$5,040.00
403458	LUMINAIRE MAST ARM, 8' LENGTH	EA	23	\$577.00	\$13,271.00
403620	PEDESTRIAN PUSH BUTTON	EA	14	\$624.00	\$8,736.00
403852	NO. 7 PULL BOX, ADOT	EA	1	\$1,850.00	\$1,850.00
403945	CONDUCTORS	LS	1	\$20,000.00	\$20,000.00
404003	WARNING SIGN SYSTEM WITH RECTANGULAR RAPID FLASHING BEACON (RRFB) SYSTEM	EA	14	\$8,000.00	\$112,000.00
405212	SURVEY MONUMENT PER COS STD DET 2120, TYPE "D"	EA	1	\$841.00	\$841.00
405213	SURVEY MONUMENT PER COS STD DET 2120, TYPE "E"	EA	1	\$841.00	\$841.00
420014	BARB-WIRE FENCE (MATCH EXISTING)	LF	0	\$12.00	\$0.00
430001	DECOMPOSED GRANITE, COS 2620 (RAISED MEDIANS) (1/4" MINUS) (2" MIN. DEPTH) (PALOMINO GOLD)	SY	0	\$8.20	\$0.00
430201	SHRUBS, 1 GAL. (COS 2620)	EA	20	\$14.00	\$280.00
430202	SHRUBS, 5 GAL. (COS 2620)	EA	45	\$26.00	\$1,170.00
430204	ACCENTS, 5 GAL. (COS 2620)	EA	5	\$26.00	\$130.00
430207	CACTUS, 5 GAL (COS 2620)	EA	15	\$46.00	\$690.00
430303	TREES, 24" BOX (COS 2600 & 2620)	EA	31	\$403.00	\$12,493.00
430516	OCOTILLO 15 GAL. (COS 2620) (8 CANE MIN)	EA	4	\$166.00	\$664.00
430602	SALVAGE & RELOCATE NATIVE CACTI (SAGUARO) (COS 2620) (3' TO 12' MIN. HT.)	EA	4	\$935.00	\$3,740.00
430603	SALVAGE & RELOCATE NATIVE CACTI (SAGUARO) (COS 2620) (13' TO 23' MIN. HT.)	EA	3	\$2,651.00	\$7,953.00
430604	SALVAGE & RELOCATE NATIVE CACTI (SAGUARO) (COS 2620) (24' & ABOVE)	EA	3	\$4,390.00	\$13,170.00



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430608	SALVAGE & RELOCATE NATIVE CACTI (BARRELS) (COS 2620) (4' TO 6' MIN. HT)	EA	2	\$116.00	\$232.00
430622	SALVAGE & RELOCATE NATIVE TREES (COS 2620) (4" DIA TO 12" DIA)	EA	35	\$747.00	\$26,145.00
430623	SALVAGE & RELOCATE NATIVE TREES (COS 2620) (13" DIA TO 23" DIA)	EA	21	\$1,910.00	\$40,110.00
430624	SALVAGE & RELOCATE NATIVE TREES (COS 2620) (24" DIA & ABOVE)	EA	6	\$13,250.00	\$79,500.00
440003	IRRIGATION BACKFLOW PREVENTER WITH CAGE (1 1/2") & PAD	EA	1	\$4,970.00	\$4,970.00
440102	IRRIGATION CONTROLLER (TWO-WIRE) (CABINET & PEDESTAL) & PAD	EA	1	\$30,700.00	\$30,700.00
440103	IRRIGATION TWO-WIRE PATH & BICODERS	LF	800	\$2.60	\$2,080.00
440107	IRRIGATION LIGHTNING ARRESTORS	EA	6	\$485.00	\$3,082.27
440202	IRRIGATION PIPE (COPPER TYPE 'K') (1 1/2")	LF	6	\$28.00	\$166.82
440203	IRRIGATION PIPE (PVC) (3/4") (SCHEDULE 40)	LF	1,500	\$2.60	\$3,900.00
440204	IRRIGATION PIPE (PVC) (1") (SCHEDULE 40)	LF	500	\$5.10	\$2,550.00
440205	IRRIGATION PIPE (PVC) (1-1/2") (SCHEDULE 40)	LF	600	\$5.60	\$3,360.00
440261	IRRIGATION SLEEVING (PVC) (1-1/4") (SCHEDULE 40) (GRAY ELECTRICAL) (TWO-WIRE)	LF	150	\$6.20	\$930.00
440262	IRRIGATION SLEEVING (PVC) (2") (SCHEDULE 40)	LF	60	\$8.90	\$534.00
440264	IRRIGATION SLEEVING (PVC) (4") (SCHEDULE 40)	LF	200	\$10.00	\$2,000.00
440275	IRRIGATION SLEEVING (DUCTILE IRON) (4")	LF	150	\$107.00	\$16,050.00
440302	IRRIGATION CONTROL VALVE ASSEMBLY (REMOTE) (ELECTRIC) (1") (DRIP) (TWO-WIRE) (BI-CODER)	EA	8	\$627.00	\$5,016.00
440303	IRRIGATION CONTROL VALVE ASSEMBLY (REMOTE) (ELECTRIC) (1 1/2") (MASTER VALVE) (TWO-WIRE) (BI-CODER)	EA	2	\$414.00	\$828.00
440321	IRRIGATION PRESSURE REGULATOR & FILTER (1")	EA	8	\$379.00	\$3,032.00
440352	IRRIGATION ISOLATION BALL VALVE (PVC) (1")	EA	2	\$378.00	\$825.78
440353	IRRIGATION ISOLATION BALL VALVE (PVC) (1 1/2")	EA	1	\$438.00	\$608.91
440361	IRRIGATION FLUSH VALVE ASSEMBLY (3/4")	EA	10	\$65.00	\$650.00
440362	IRRIGATION AIR/VACUUM RELEASE VALVE ASSEMBLY (1")	EA	2	\$1,310.00	\$2,620.00
440401	IRRIGATION CONTROLPOINT PFS ASSEMBLY (REMOTE) (ELECTRIC) (1-1/2") (FLOW SENSOR & PRESSURE SENSOR) (TWO-WIRE) (BICODER)	EA	2	\$3,900.00	\$7,800.00
440500	IRRIGATION EMITTERS SINGLE OUTLET EMITTER ASSEMBLY	EA	58	\$15.00	\$863.91
440501	IRRIGATION EMITTERS (ASSEMBLY) (MULTI-OUTLET)	EA	60	\$55.00	\$3,300.00
640301	STREET LIGHT J-BOXES	EA	23	\$1,130.00	\$25,990.00
640311	STREET LIGHT CONDUIT AND TRENCH	LF	2,330	\$51.00	\$118,830.00
640315/640322	STREET LIGHT POLE (TYPE P-2) ARTERIAL	EA	23	\$3,120.00	\$71,760.00
640327/403501	STREET LIGHT POLE FOUNDATION (TYPE P-2)	EA	23	\$1,840.00	\$42,320.00
640363	LED LUMINAIRE MAJOR ARTERIAL	EA	23	\$1,200.00	\$27,600.00
	TEMPORARY SIGNAL (ALLOWANCE)	LS	1	\$125,000.00	\$125,000.00
SUB TOTAL CONSTRUCTION ITEMS					\$3,725,741.80

- **Which transportation projects could be impacted?**
 - The projects that will be impacted are Regional ALCP projects
 - Carefree Hwy from Cave Creek Rd to Scottsdale Rd
 - Convert Regional Funding to Federal Funding
 - Raintree Hayden to Loop 101
 - Cancel of the Roundabout at Northsight and Raintree
- **Two projects* will be postponed and canceled in order to replace the federal dollars with regional dollars. What savings are realized by this action? Will this action meet or exceed the \$31+M?**
 - The action will meet the \$31 million needed. The staff has discussed this with MAG, and the funds are available for the transfer. There will be no savings on this action.
- **The scope change will require the City of Scottsdale to submit a letter to MAG "acknowledging" that there is no guarantee that those federal funds will be available. When will the Council receive a copy of this letter?**
 - We will draft the letter after the April 8th City Council meeting. The signed letter will be given to the City Council after MAG receives it.
- **The safety and traffic flow data based on the memo you received shows a D/D level (traffic signal) Vs. A/A level with the roundabout. Should I use this data in communicating with my constituents, or do you have updated data?**
 - This is the current evaluation of the intersection based on projected traffic volumes.
- **An itemized list of dollars spent (specific to the roundabout) and or fees that will not be recouped, including any grants and other non-city dollars spent. Will the city be required to repay the grant or other money spent, and if so, how much?**
 - The city has not reimbursed any of the federal amount.
- **Has the city already committed to forfeit the \$31M+ federal grant money?**
 - There has been no commitment yet by the city to forfeit the funding
- **Per below, "Carefree Hwy from Scottsdale Rd to Cave Creek Rd funding would change from a regional project to federally funded project." Is the city guaranteed that federal funds will be awarded?**
 - The city cannot guarantee that the federal fund will be retained. The staff has had conversations with MAG and ADOT. MAG believes that waiting until the next federal fiscal year will give the city the best chance at retaining the funding.

- **According to data from a recent news article, signaling the intersection will achieve a "D" safety grade, whereas the roundabout would elevate the intersection to an "A" safety grade. Is that still the case?**

- In our consultant's evaluation of the intersection, the signalized intersection will achieve a "D," and the roundabout would achieve an "A." this is not a safety grade but a level of service. The intersection would operate more efficiently as a roundabout
- Level of service (LOS) is a term used to qualitatively describe the operating conditions of a roadway based on factors such as speed, travel time, maneuverability, delay, and safety. Level of service is most frequently a measure of intersection efficiency. Traditionally, the LOS of a facility is designated with a letter, A to F, with A representing the least amount of delay and F the greatest. One can see that speed are quite low in the LOS F region.
- Level of service – intersection: level of congestion at intersection measured in delay per vehicle.

LOS	Delay per vehicle
A	0 to 10 seconds
B	10 to 20 seconds
C	20 to 35 seconds
D	25 to 55 seconds
E	55 to 80 seconds
F	Greater than 80 seconds

- Speeds on start decreasing around LOS D
- **What are the anticipated added costs of delaying the Carefree Hwy Scottsdale-to-Cave Creek Road? What is at stake postponing it?**
 - It is likely that fulfilling the federal requirements will lead to a longer design phase.
 - The design will likely not change to meet federal requirements
- **What are the implications of cancelling the Raintree / Northsight roundabout? There is an existing traffic light. Was there a safety concern and benefit for this project?**
 - The Raintree/Northsight Roundabout was intended to improve level of service and safety at the intersection. The roundabout would provide a safer environment at the intersection.
- **The cost presented seem like a "best case" scenario. With public safety on the line, what is a conservative/worst-case scenario of costs to the city?**
 - The worst-case scenario is if the region does not approve the funding transfer, the city will need to evaluate steps moving forward. This could involve project cancelations or stopping this project where it is and canceling future work.

- **Can I have a list of transportation projects scheduled next? If the best case is not realized, will these projects be postponed because many are critical to public safety?**
 - Staff would not look to cancel any project. The project will have used local funds if the funding transfer is not regionally approved. Currently, the project has approved 12.5 million local funds.
- **Have any previously approved transportation projects been delayed or canceled since January?**
 - Due to this change, no transportation projects have been delayed or canceled since January.
- **When did the website change regarding signaling the intersection?**
 - March 12, 2025, the website was changed to show the signaling of the intersection.
- **Itemized list of dollars spent (specific to roundabout) and or fees that will not be recouped including any grants and other non-city dollars spent. Will the city be required to repay the grant or other money spent, and if so, how much?**
 - Currently, the city will not be required to repay any money on the grants
 - A right of way has been purchased for the roundabout that would have otherwise not been required. Right-of-way requirements are different for signalized intersections and roundabouts (roundabouts require more right-of-way). We will need to redesign the intersection before we know how much of the right of way would have been needed for the signalized intersection.

Meeting Date: April 8, 2025

**Item No. 13
Redesign at the Intersection at Scottsdale Road
and Dynamite Boulevard**

Public Comment(s)

Submitted public comment(s) for this item may be viewed by clicking [here](#).

To search for a specific comment, complete the “Filter By Document Text” section of the search form by entering a key word or phrase.

Please note that comments are uploaded in batches as PDF files and can vary in page length and file size. Text within PDF files can be searched by pressing the “Ctrl key” and the “F key” on your keyboard and entering a key word or phrase in the search box.

For questions or additional assistance, please contact the City Clerk’s Office at 480-312-2412 or cityclerk@scottsdaleaz.gov.