Transportation Technical Advisory Committee

July 24, 2025 (TTAC) Meeting Agenda

DATE:	**July 24, 2025**
TIME:	**1:00 P.M**
LOCATION:	**https://us02web.zoom.us/j/86821662958?pwd=wRNPCucqaxJ8RbFRb1p1u3rlj2Tycf.1**
ID NO:	**86821662958**
PASSWORD:	**505683**
CALL-IN #:	**1-877 853 5257** *(If no mic on device)*

I. Call to Order – *Chair Ashbaugh*

II. Pledge of Allegiance

III. Roll Call & Introductions

IV. Introductions & Title VI Notice

V. Approval of Minutes

A. *(June 19, 2025)* P – F – T

VI. Call to the Public *(Members of the public may speak on any item not listed on the agenda. Items presented during the Call to the Public portion of the Agenda cannot be acted on by the TTAC. Individual TTAC members may ask questions of the public but are prohibited by the Open Meeting Law from discussing or considering the item among themselves until the item is officially placed on the agenda. Individuals are limited to a two-minute presentation. For the sake of efficiency, the Chair may eliminate the Call to the Public portion of any agenda.)*

VII. Standing Reports

A.	Member Jurisdictions	All	Info.
B.	Multi-Modal Planning Division, ADOT	MPD Staff	Info.
C.	Local Public Agency, ADOT	LPA Staff	Info.
D.	District Engineers, ADOT	District Engineers	Info.
E.	CAG Transportation Planning Update:	Steve Abraham	Info.
1.	*Transportation Improvement Program*		

VIII. New Business:

A. 2026 RTAC Project Selection and Recommendation P – F – T

IX. Round Table: All Info.

X. Future Agenda Items All Discussion

XI. Scheduling of Next Meetings

– **August 21, 2025** *virtual Zoom webinar*

XII. Adjournment

Approved by
(Andrea Robles, CAG Executive Director)

*Agenda Item Order is listed for administrative convenience only items may be discussed and acted on in a different order as determined by the Chair of the TTAC

Transportation Technical Advisory Committee

June 19, 2025 Meeting Minutes

DATE: **June 19, 2025**
TIME: **1:00 P.M**
LOCATION: **via ZOOM Webinar**

MEMBERS PRESENT:

Alex Kendrick *(Gila County)*	Tara Harman - *Vice-Chair* *(Pinal County)*	Bill Clemans *(Payson)*
Ruth Garcia *(ADOT - MPD)*	Tyler Bingham *(Kearny)*	Alexis Rivera *(Town of Miami)*
Travis Ashbaugh - *Chairman* *(City of Globe)*	Lana Clark *(Superior)*	

MEMBERS ABSENT:

VACANT *(Hayden)*	Barney Bigman *(San Carlos Apache Tribe)*	Sandra Shade *(Ak-Chin Indian Community)*
Tina Ridings *(Star Valley)*	LaReesa Sanchez *(White Mountain Apache Tribe)*	VACANT *(Mammoth)*
Gloria Ruiz *(Winkelman)*		

GUESTS PRESENT:

None

CAG Staff:

Steve Abraham
(Transportation Planning Director)

I. Call to Order

Chair Ashbaugh called the meeting to order at 1:03 PM.

II. Pledge of Allegiance

Director Abraham led the Committee in the Pledge of Allegiance.

III. Roll Call

Roll call was taken. Eight (8) voting members were present, constituting a quorum as established by the CAG TTAC Bylaws.

IV. Introductions & Title VI Notice

Introductions were made on the Webinar. Mr. Abraham read a statement of where and how to file a complaint regarding Title VI violations.

V. Approval of Minutes

A. *(May 22, 2025)*

Chair Ashbaugh asked if there were any changes by the TTAC.

Ms. Garcia asked to change 60 applications to 39 applications on Page 4, Section B.2, first sentence to read "The TA program has received 39 applications and is in the process of reviewing…"

Chair Ashbaugh called for a motion to approve the meeting minutes as amended.

Member Rivera motioned to approve the minutes as amended, Member Kendrick seconded, motion passed unanimously.

B. *(May 28, 2025, Special Meeting)*

Chair Ashbaugh called for a motion to approve the meeting minuets as amended.

Member Rivera motioned to approve the minutes as amended, Vice-Chair Harman seconded, motion passed unanimously.

VI. Call to the Public

No one answered the Call to the Public.

VII. Standing Reports

A. Member Jurisdictions:

City of Globe

Charman Ashbaugh reported on five (5) items:

1. **(GLB 24-01D)** "Globe Broad Street Sidewalk Replacement" – Design
   - **a.** Still currently under design with the consultant Ardurra.
   - **b.** Design is believed to be near 100% complete (ADOT Administered)
   - **c.** Recently applied for construction funding through the "Transportation Alternatives Program" Call-for-Projects.

2. **(GLB 22-01C & GLB 24-04C)** "Pinal Creek Bridge – Cottonwood St (Structure # 9711)
   - **a.** Construction is complete and the bridge is open as of Mid-September 2024.
   - **b.** City pursuing to replace the railroad crossing on Cottonwood Street as part of the project and still negotiating the agreement with the railroad.

3. **(GLB 23-01C)** "Globe/Gila County Sidewalk Improvements"
   - a. Currently resolving utility conflicts (water and gas lines) and the bid has been pushed to August 2025.

4. "Upper Pinal Creek Bridge (AKA "Connies" Bridge) – Listed in connection with (**GLB 22-02C & GLB 24-03C)** "Hill Street Improvements"
   - a. Bridge opened on April 3, 2025 and the Old Bridge has now been demolished.
   - b. Landscaping is near completion (in its entirety).

c. The City is obtaining quotes for block walls on the ends of where the old bridge was for safety purposes.

5. **(GLB 25-01P)** "Broad Street (SS4A Grant)"
   a. Contracted with "Living Streets Alliance" to conduct the Public Engagement activities.
   b. Held Kick-off Meeting with "Living Steets Alliance" on May 19, 2025. The City is expecting to have first phase of activities in October of 2025.

Town of Payson

Member Clemans reported on two (2) items:

1. "Granite Dells" (**PAY 21-01C):**
   a. The Town is preparing for final walkthrough with ADOT.

2. "Longhorn and Mclean Roundabout" **(PAY 24-01C, PAY 23-01R):**
   b. Working to get the plans up to 100% completion and for the ROW acquisition part of the project would like to see that on CAG's 2026 TIP to move the project phase forward.

Gila County

Member Kendrick reported on four (4) items:

1. "Golden Hills Rd." (**GIL 24-05C)**
   a. The County opted not to do the project due to cost increases

2. "Tonto Creek Bridge" **(GIL 27-01C)**
   a. The County conducted a kick-off meeting and the project is proceeding forward.

3. "Russell Road" **(GIL 24-03D)**
   a. The *Geo-tech Report* has been completed and progress is being made on the reconstruction.

4. "Young Rd." **(GIL 24-05D)**
   a. The SMART grant was approved just recently.

Town of Superior

Member Clark reported on one 1 item:

1. **(SUP 25-01C)** "Main Steet"
   a. Construction is near completion and a final walkthrough has been scheduled with ADOT.

2. **(SUP 24-02C)** "Panther Drive Bridge**"**
   a. Construction is underway and is proceeding nicely

B. Multi-Modal Planning Division, ADOT

Ms. Ruth Garcia had the following updates for the TTAC:

1. ADOT Draft 2027-2031 (5 year) Construction Program is in final review and is going to the State Transportation Board for vote tomorrow (6/20/25).
2. The TA Program is reviewing the applications, and another TAC meeting will be held on June 23rd and applications will be distributed for scoring shortly thereafter. ADOT staff is targeting the August State Transportation Board meeting for final selection.

3. ADOT will be kicking off the next Long Range Transportation Plan (LRTP) in the summer. One on One meetings about the LRTP are being planned with individual jurisdictions.
4. ADOT's State Freight Plan is also being kicked off this summer, with the goal of identifying road corridors for more in-depth analysis and priority for freight movement throughout the State.
5. The COG/MPO manual update project is still moving forward, a consultant was selected to complete the update.

C. Local Public Agency, ADOT
No update was presented

D. District Engineers, ADOT
No update was presented

E. CAG Transportation Planning Update
Transportation Director Abraham provided the following updates for the TTAC:

1. Transportation Improvement Program Administrative Amendments:

a. **PAY 23-01R** PAYSON ROW INTERSECTION: W. LONGHORN & S. MCLANE RD (ROUNDABOUT) - ROW ACQUISITION (T007901R) STBGP **$42,435.00**(Federal) with a local match of **$2,565.00** (Defer to FY 26)
b. LOAN OUT (Transfer) - (CAG to ADOT) - (To FY26) **$42,435.00** to cover **PAY23-01R**

UPDATE: (in underline text)

c. **TRAN 24-07** PAYSON OPERATIONS BEELINE BUS - (YR 2 OPERATIONS) 5311 OPERATIONS **5311** $145,000.00 with a local match $105,000.00 for a grand total of $250,000.00
d. **TRAN 24-08** PAYSON MAINTENANCE BEELINE BUS - (YR 2 PREVENTATIVE MAINTENANCE) PREVENTIVE MAINTENANCE **5311** $32,000.00 with a local match of $8,000.00 for a grand total of $40,000.00
e. **TRAN 24-09** PAYSON ADMINISTRATION BEELINE BUS - (YR 2 ADMINISTRATION) ADMINISTRATION **5311** $92,000.00 with a local match of $23,000.00 for a grand total of $115,000.00
f. **TRAN 24-01** CAG CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2025 - SEP 30, 2026) MOBILITY MGMT 5310 $120,000.00 with a local match of $30,000.00 for a grand total of $150,000.00.

Remove:

g. **TRAN 24-01** CAG N/A CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2023 - SEP 30, 2024) 5310 MOBILITY MGMT 5310
h. **TRAN 24-05** PAYSON SC VEHICLE PAYSON SENIOR CENTER - (REPLACEMENT - ADA FRIENDLY VEHICLE #1) VEHICLE 5310

Add:

i. **TRAN 25-01*** PAYSON SC OPERATIONS PAYSON SENIOR CENTER - (YR 1 REPLACEMENT - ADA FRIENDLY VEHICLE #2)* 5310 $125,750.00 with a local match $35,467.95 for a grand total of $161,217.95

2. **ADOT Redesignation of Critical Freight Corridors – TTAC Update**
   Mr. Abraham used a power point to update the TTAC on the redesignation study. A copy of the power point is available upon request to CAG Staff. He highlighted the most updated corridor map showing priority routes throughout the State

   Chairman Ashbaugh asked the TTAC if there were any questions for CAG Staff. Hearing none he thanked Mr. Abraham for the presentation.

3. **ADOT Asset Management Plan Workshop – TTAC Update**
   Mr. Abraham used a power point to update the TTAC on the Asset Management Plan Workshop. A copy of the power is available upon request to CAG Staff. He highlighted the different phases of the Plan effort and the "Life Cycle Analysis" of infrastructure assets in the State.

   There was a general discussion amongst the TTAC members about pavement and bridge conditions in the east US 60 corridor, along with a request to CAG Staff to get an update from ADOT Engineering on progress and urge prioritization of the corridor in future meetings with the Study group.

   Chairman Ashbaugh asked the TTAC if there were any questions for CAG Staff. Hearing none he thanked Mr. Abraham for the presentation.

4. **2026 RTAC Project Selection Schedule**
   Mr. Abraham reminded the TTAC on the schedule for RTAC proposal submittals in the coming months. He also updated the TTAC on the previous years' proposals. He advised the TTAC that there should be a resolution in the coming days on the various House and Senate bills proposing transportation projects.

   Chairman Ashbaugh asked the TTAC if there were any questions for CAG staff. Hearing none he thanked Mr. Abraham for the information.

VIII. New Business

A. There is no new business for the TTAC to consider.

IX. Round Table: The TTAC had no items for the Round Table discussion

X. Future Agenda Items: The TTAC did not have any proposed future agenda items.

XI. Scheduling of Next Meetings: 7/24/25 via zoom webinar.

XII. Adjournment: The meeting adjourned at 1:50 P.M.

Agenda Item VII-E-1

☒	**Information Only**
☐	**Motion to Approve**

Date: **July 24, 2025**

To: **CAG TTAC Members**

From: **Steve Abraham, Transportation & Water Quality Planning Director**

Subject: **CAG FY2025 – FY2029 Transportation Improvement Program (TIP)**

Administrative Amendments:

ADD:

1. **TRAN 26-01 Helping Ourselves Pursue Enrichment Incorporated (HOPE Inc.)** Capital, CAG Preventive Maintenance Year 1 80%; 5310 **$ 1,500.00** (Federal) with a local match of **$375.00** for a grand total of **$ 1,875.00** (YR 1 FY 2026)

Hope inc. is a new provider of services to the CAG region primarily serving the Apache Junction and far northern parts of Pinal County. Staff will provide a brief presentation on the provider at the TTAC meeting.

Summary Discussion

CAG is responsible for identifying, prioritizing, and programming transportation improvement projects that are to be completed over a minimum four-to-five-year period on local and regional roads using regionally accepted policies and plans. Projects that meet federal requirements are eligible for CAG's allocated regional Surface Transportation Block Grant Program (STBGP) funds within the TIP. Other competitive federal grant funds are also entered into the TIP administratively as the process in which those funds are determined are outside of CAG's decision-making process.

Fiscal Impacts

None

Attachment(s)

TIP FY25-29

TRANSPORTATION IMPROVEMENT PROGRAM - (TIP)

Last Approved by Regional Council on February 26, 2025

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
										FY 2019							
~~PAY 19-01D~~	~~T021101D~~	~~PAYSON~~	~~DESIGN~~	~~GRANITE DELLS RD - (GEOMETRIC CORRECTIONS, PAVEMENT LIFT & MARKINGS, BICYCLE LANES)~~	~~HWY 260~~	~~MUD SPRINGS RD~~	~~0.50~~	~~2~~	~~2~~	~~MAJOR COLLECTOR/ MINOR ARTERIAL~~	~~STBGP~~	~~$ --~~	~~$ 180,000.00~~	~~$ 20,000.00~~	~~$ --~~	~~$ 200,000.00~~	~~$ (200,000.00)~~
										FY 2023							
CAG 23-01P		CAG	N/A	REGIONAL TRAFFIC COUNTING - (FY23-27 CONTRACT)	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	$ 100,000.00	N/A	N/A	$ 6,044.54	$ 106,044.54	$ (100,000.00)
PAY 21-01C		PAYSON	CONSTRUCTION	GRANITE DELLS RD - (GEOMETRIC CORRECTIONS, PAVEMENT LIFT & MARKINGS, BICYCLE LANES)	HWY 260	MUD SPRINGS RD	0.50	2	2	MAJOR COLLECTOR/ MINOR ARTERIAL	HURF	$ -	$ 375,444.00	$ 41,716.00	$ -	$ 417,160.00	$ (417,160.00)
										FY 2024							
				FY 2024 APPORTIONMENT							**STBGP**						**$ 506,526.00**
				FY 2024 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							**STBGP**						**$ (32,208.00)**
				REPAYMENT IN - (ADOT to CAG) - (From FY23)							**STBGP**						**$ 714,954.86**
				REPAYMENT IN - (ADOT to CAG) - (From FY22)							**STBGP**						**$ 100,374.70**
				LOAN OUT - (CAG to ADOT) - (To FY25)							**STBGP**						**$ (1,035,545.89)**
				LOAN OUT - (CAG to ADOT) - (To FY25)							**STBGP**						**$ (166,666.67)**
				TOTAL CREDITS / ADJUSTMENTS - (As of N/A)							**STBGP**						**$ -**
				LOAN OUT (Transfer) - (CAG to ADOT) - (To FY25)							**STBGP**	$ 42,435.00					**$ (42,435.00)**
CAG 24-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	$ 10,000.00	N/A	N/A	$ 604.45	$ 10,604.45	$ (10,000.00)
CAG 24-03P		CAG	PLANNING	CAG/ADOT FY24-FY25 WORK PROGRAM SUPPLEMENT	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	$ 35,000.00	N/A	N/A	$ 2,115.59	$ 37,115.59	$ (35,000.00)
												$45,000.00	**$0.00**	**$0.00**	**$2,720.04**	**$47,720.04**	**$ (0.00)**
										FY 2025							
				FY 2025 APPORTIONMENT							**STBGP**						**$ 532,496.00**
				FY 2025 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							**STBGP**						**$ (33,532.00)**
				REPAYMENT IN - (ADOT to CAG) - (From FY24)							**STBGP**						**$ 1,035,545.89**
				REPAYMENT IN - (ADOT to CAG) - (From FY24)							**STBGP**						**$ 166,666.67**
				LOAN IN - (ADOT to CAG) - (From FY26)							**STBGP**						**$ 216,921.80**
				REPAYMENT OUT - (CAG to ADOT) - (GOLDEN HILL ROAD) - (From FY21)							**STBGP**						**$ (340,244.00)**
				REPAYMENT OUT - (CAG to ADOT) - (MAIN STREET) - (From FY21)							**STBGP**						**$ (137,788.00)**
				ADOT Project Credit (T008703D)							**STBGP**	$ 3,409.07					**$ 3,409.07**
				LOAN IN (Transfer)- (ADOT to CAG) - (From FY24) (T007901R)							**STBGP**	$ 42,435.00					**$ 42,435.00**
				REPAYMENT OUT - (CAG to ADOT) - (Forest Drive) - (to FY 26)							**STBGP**	$ 91,676.67					$ (91,676.67)
				LOAN OUT (Transfer) - (CAG to ADOT) - (To FY26)							**STBGP**	**$ 42,435.00**					**$ (42,435.00)**
~~PAY 23-01R~~	~~PAYSON~~	~~ROW~~	~~INTERSECTION: W. LONGHORN & S. MCLANE RD - (ROUNDABOUT) - ROW ACQUISITION (T007901R)~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~N/A~~	~~MINOR ARTERIAL~~	~~STBGP~~	~~$ 42,435.00~~		~~$ 2,565.00~~	~~$ 45,000.00~~	~~$ -~~		
CAG25-01P	CAG	N/A	Gila County IPTA Transitional Funds	N/A						STBGP	$ 75,000.00			4533.4	$ 75,000.00	$ (75,000.00)	
CAG 25-02P	CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	$ 10,000.00			$ 604.45	$ 10,604.45	$ (10,000.00)	
CAG 25-03P	CAG	PLANNING	CAG/ADOT FY24-FY25 WORK PROGRAM SUPPLEMENT	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	$ 28,045.07			$ 1,695.20	$ 29,740.27	$ (28,045.07)	
SUP 25-01C	Superior	CONSTRUCTION	MAIN STREET PAVING & STRIPING	N MAGMA AVE	N PINAL AVE	1.24	2	2	R - MAJOR COLLECTOR	HURF	$ -	$ 1,114,878.32	$ 123,875.37	$ -	$ 1,238,753.69	$ (1,114,878.32)	
											$335,435.81	**$0.00**	**$0.00**	**$9,398.05**	**$115,344.72**	**$ 0.00**	
										FY 2026							
				FY 2026 APPORTIONMENT							**STBGP**						**$ 532,496.00**
				FY 2026 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							**STBGP**						**$ (33,352.00)**
				REPAYMENT OUT - (CAG to ADOT) - (to FY25)							**STBGP**						**$ (216,921.80)**
				LOAN IN - (ADOT to CAG) - (Forest Drive) - (FROM FY 25)							**STBGP**	$ 91,676.67					**$ 91,676.67**
				LOAN IN - (ADOT to CAG) - (From FY25)							**STBGP**	$ 42,435.00					**$ 42,435.00**
SCA 28-01D	SAN CARLOS	DESIGN	BIA 170 - (New Sidewalk)	N/A	N/A	0.35	1	1	MAJOR COLLECTOR	STBGP	$ 122,590.00	N/A	N/A	$ 7,410.00	$ 130,000.00	$ (122,590.00)	

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
PAY26-01D		PAYSON	DESIGN	W. FOREST DR - (MULTI-USE PATH / SIDEWALK)	N. MCLANE RD	SR 87	0.41	2	2	MAJOR COLLECTOR	STBGP	$ 247,066.00		$ -	$ 14,934.00	$ 262,000.00	$ (247,066.00)
CAG 26-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	$ 10,000.00	N/A	N/A	$ 604.45	$ 10,604.45	$ (10,000.00)
				LOAN IN - (ADOT to CAG) - (From FY27) - (NOT YET PROCESSED)							STBGP	$ 30,593.13					$ 30,593.13
PAY 23-01R		**PAYSON**	**ROW**	**INTERSECTION: W. LONGHORN & S. MCLANE RD - (ROUNDABOUT) - ROW ACQUISITION (T007901R)**	**N/A**	**N/A**	**N/A**	**N/A**	**N/A**	**MINOR ARTERIAL**	**STBGP**	**$ 42,435.00**			**$ 2,565.00**	**$ 45,000.00**	$ (42,435.00)
												$513,767.67	**$0.00**	**$0.00**	**$22,948.45**	**$402,604.45**	**$ 24,836.00**
								FY 2027									
				FY 2027 APPORTIONMENT							**STBGP**						**$ 532,496.00**
				FY 2027 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							**STBGP**						$ (33,352.00)
				REPAYMENT OUT - (CAG to ADOT) - (TO FY28) - (NOT YET PROCESSED)							***STBGP***	$ 433,724.87					$ (433,724.87)
				REPAYMENT OUT - (CAG to ADOT) - (TO FY26) - (NOT YET PROCESSED)							***STBGP***	$ 30,593.13					$ (30,593.13)
CAG 27-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	$ 10,000.00	N/A	N/A	$ 604.45	$ 10,604.45	$ (10,000.00)
												$474,318.00	**$0.00**	**$0.00**	**$604.45**	**$10,604.45**	**$ 24,826.00**

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FY 2028																	
				FY 2028 APPORTIONMENT							**STBGP**						**$ 532,496.00**
				FY 2028 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							**STBGP**						**$ (33,352.00)**
				LOAN IN - (ADOT TO CAG to ADOT) - (From FY27) - (NOT YET PROCESSED)							***STBGP***	$ 433,724.87					$ 433,724.87
				LOAN IN - (ADOT TO CAG to ADOT) - (From FY29) - (NOT YET PROCESSED)							***STBGP***	$ 214,913.36					$ 214,913.36
CAG 29-01P		CAG	N/A	REGIONAL TRAFFIC COUNTING - (FY28-32 Contract) - *(Not Yet Executed)*	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	$ 100,000.00	N/A	N/A	$ 6,044.54	$ 106,044.54	$ (100,000.00)
CAG 28-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	$ 10,000.00	N/A	N/A	$ 604.45	$ 10,604.45	$ (10,000.00)
PAY 29-01C		PAYSON	CONSTRUCTION	W. FOREST DR - (MULTI-USE PATH / SIDEWALK)	N. MCLANE RD	SR 87	0.41	2	2	MAJOR COLLECTOR	STBGP	$ 1,012,956.23			$ 61,228.53	$ 1,074,184.76	$ (1,012,956.23)
												$1,022,956.23	**$0.00**	**$0.00**	**$61,832.98**	**$1,084,789.21**	**$ 24,826.00**
FY 2029																	
				FY 2029 APPORTIONMENT							**STBGP**						**$ 532,496.00** #
				FY 2029 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							**STBGP**						**$ (33,352.00)** #
				REPAYMENT OUT - (CAG to ADOT) - (TO FY28) - (NOT YET PROCESSED)							***STBGP***	$ (214,913.36)					**$ (214,913.36)**
CAG 29-02P		CAG	N/A	TECHNOLOGY TRANSFER	N/A	N/A	N/A	N/A	N/A	N/A	**STBGP**	$ 10,000.00	N/A	N/A	$ 604.45	$ 10,604.45	**$ (10,000.00)** #
SCA 30-01C		SAN CARLOS	CONSTRUCTION	BIA 170 - (New Sidewalk)	N/A	N/A	0.35	1	1	MAJOR COLLECTOR	STBGP	$ 249,404.64	N/A	N/A	$ 15,075.36	$ 264,480.00	**$ (249,404.64)** #
												$259,404.64	**$0.00**	**$0.00**	**$15,679.81**	**$275,084.45**	**$24,826.00** #
HIGHWAY SAFETY IMPROVEMENT PROJECTS																	
~~SCA 21-01D~~	~~T031301D~~	~~SAN CARLOS~~	~~DESIGN~~	~~WHITE MTN AVE (BIA 10); BIA 170 - 5,000' NORTH~~	~~WHITE MTN (BIA 10)~~	~~BIA 170 - 5,000' NORTH~~	~~0.95~~	~~2~~	~~2~~		~~HSIP - FY21~~	~~$ 300,000.00~~	~~N/A~~	~~N/A~~	~~$ -~~	~~$ 300,000.00~~	
~~SCA 22-01C~~	~~T031301C~~	~~SAN CARLOS~~	~~CONSTRUCTION~~	~~WHITE MTN AVE (BIA 10); BIA 170 - 5,000' NORTH~~	~~WHITE MTN (BIA 10)~~	~~BIA 170 - 5,000' NORTH~~	~~0.95~~	~~2~~	~~2~~		~~HSIP - FY24~~	~~$ 678,611.38~~	~~N/A~~	~~N/A~~	~~$ -~~	~~$ 678,611.38~~	
GIL 23-02D	T039101D	GILA COUNTY	DESIGN	HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS)	SR 87	0.4 MILES SOUTH OF NF-198	4.50				HSIP - FY23	$ 178,227.00	N/A	N/A	$ 10,773.00	$ 189,000.00	
GIL 24-01C	T039101C	GILA COUNTY	CONSTRUCTION	HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS)	SR 87	0.4 MILES SOUTH OF NF-198	4.50				HSIP = FY24	$ 3,990,651.00	N/A	N/A	$ 241,216.00	$ 4,231,867.00	
GIL 24-03C		GILA COUNTY	CONSTRUCTION	CONTROL ROAD - SEGMENT 1 - (PAVED RD/SHOULDERS W/ RUMBLE STRIPS)	SR260	0.35 MILES EAST OF ROBERTS MEAS RD	1.75				HSIP = FY24	$ 423,571.00	N/A	N/A	$ 18,722.00	$ 442,293.00	
SCA 25-01D		SAN CARLOS	DESIGN	WHITE MTN AVE (BIA 10); BIA 170 - 5,000' NORTH (from SC21-01D) (PENDING AWARD)	WHITE MTN (BIA 10)	BIA 170 - 5,000' NORTH	0.95	2	2		HSIP - FY25	$ 375,000.00	N/A	N/A	$ -	$ 375,000.00	
SCA 27-01C		SAN CARLOS	CONSTRUCTION	WHITE MTN AVE (BIA 10); BIA 170 - 5,000' NORTH (from SCA22-01C)(PENDING AWARD)	WHITE MTN (BIA 10)	BIA 170 - 5,000' NORTH	0.95	2	2		HSIP - FY27	$ 1,700,000.00	N/A	N/A	$ -	$ 1,700,000.00	
												$6,667,449.00	**$0.00**	**$0.00**	**$270,711.00**	**$6,938,160.00**	**$ -**
TRANSPORTATION ALTERNATIVES PROGRAM																	
GIL 24-02D	T053601D	GILA COUNTY	DESIGN	GOLDEN HILL ROAD SIDEWALK - FINAL PHASE - (FY24)	HOSPITAL DR WEST ST	ALBERTA DR MAIN ST	0.27 0.08	N/A N/A	N/A N/A		TA - STBG	$ 112,792.00	N/A	N/A	$ 6,818.00	$ 119,610.00	
GIL 24-05C	T053601C	GILA COUNTY	CONSTRUCTION	GOLDEN HILL ROAD SIDEWALK - FINAL PHASE - (FY25)	HOSPITAL DR WEST ST	ALBERTA DR MAIN ST	0.27 0.08	N/A N/A	N/A N/A		TA - STBG	$ 467,077.00	N/A	N/A	$ 28,233.00	$ 495,310.00	
GLB 24-01D	T054301D	GLOBE	DESIGN	GLOBE BROAD STREET SIDEWALK REPLACEMENT - (FY24)	(ASH ST) - MESQUITE ST (HILL ST) - MESQUITE ST (MESQUITE ST) - ASH ST (COTTONWOOD ST) - ASH ST	(ASH ST) - COTTONWOOD ST (HILL ST) - COTTONWOOD ST (MESQUITE ST) - HILL ST (COTTONWOOD ST) - HILL ST	2.46	N/A	N/A		TA - STBG	$ 192,687.00	N/A	N/A	$ 11,647.00	$ 204,334.00	
MIA 24-01P		MIAMI	PLANNING	MIAMI TRAIL SYSTEM (MUSD TO BULLION PLAZA) - (FY24)	N/A	N/A	N/A	N/A	N/A		TA - STBG	$ 146,127.00	N/A	N/A	$ 8,833.00	$ 154,960.00	
PAY 24-01D	T054401D	PAYSON	DESIGN	HOUSTON MESA ROAD - SIDEWALK & BICYCLE LANE IMPROVEMENTS - (FY24)	MCLANE RD	BEELINE HWY (SR-87)	0.30	N/A	N/A		TA - STBG	$ 145,690.00	N/A	N/A	$ 8,806.00	$ 154,496.00	
SUP 24-01D	T053101D	SUPERIOR	DESIGN	PANTHER DR SIDEWALK CONNECTION - (FY24)	US 60	SUNSET AVE	1.14	N/A	N/A		TA - STBG	$ 273,353.00	N/A	N/A	$ 16,523.00	$ 289,876.00	
SCA 24-01D		SAN CARLOS	DESIGN	SENECA LAKE TRAILS & RECREATIONAL SITE IMPROVEMENTS	N/A	N/A	N/A	N/A	N/A		TA - STBG	$ 275,486.00	N/A	N/A	$ -	$ 275,486.00	
SUP 25-01D		SUPERIOR	CONSTRUCTION	PANTHER DR SIDEWALK CONNECTION - (FY25) (PENDING AWARD)	US 60	SUNSET AVE	1.14	N/A	N/A		TA - STBG	$ 1,273,300.00	N/A	N/A	$ 76,965.11	$ 1,350,265.11	
												$1,613,212.00	**$0.00**	**$0.00**	**$80,860.00**	**$1,694,072.00**	**$ -**
BRIDGE REPLACEMENT PROGRAM																	
GIL 24-04D		GILA COUNTY	DESIGN	TONTO VILLAGE BRIDGE REPLACEMENT (STRUCTURE #07882) - (FY24)	~820' WEST OF CONTROL RD & JOHNSON BLVD INTERSECTION	~820' WEST OF CONTROL RD & JOHNSON BLVD INTERSECTION	<0.1 MI / 40')	2	2	LOCAL	OSB	$ 270,000.00	N/A	N/A	$ -	$ 270,000.00	
GIL 27-01C		GILA COUNTY	CONSTRUCTION	TONTO VILLAGE BRIDGE REPLACEMENT (STRUCTURE #07882) - (FY27)	~820' WEST OF CONTROL RD & JOHNSON BLVD INTERSECTION	~820' WEST OF CONTROL RD & JOHNSON BLVD INTERSECTION	<0.1 MI / 40')	2	2	LOCAL	OSB	$ 500,000.00	N/A	N/A	$ -	$ 500,000.00	
GIL 25-001D		GILA COUNTY	DESIGN	Bloody Tanks Wash Bridge, (Str #10839) - FY 25	Bloody Tanks Wash Bridge at S. Schulze Ranch Rd	Bloody Tanks Wash Bridge at S. Schulze Ranch Rd				LOCAL	OSB	$ 141,450.00			$ 8,550.00	$ 150,000.00	
												$3,435,351.00	**$0.00**	**$0.00**	**$16,523.00**	**$3,609,699.11**	**$ -**
OFF SYSTEM BRIDGE PROGRAM (OSB)																	

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
GLB 26-01D		GLOBE	DESIGN	Haskins Rd Bridge (Structure #09710) (Pending Award) (FY 26)	N. BROAD ST	100 Ft. North of North Broad St.	0.10	2	2	Urb. Mnr. Collector	OSB/BFP*	$ 445,000.00	N/A	N/A	$ -	$ 445,000.00	
GLB 26-01C		GLOBE	CONSTRUCTION	Haskins Rd Bridge (Structure #09710) (Pending Award) (FY26)	N. BROAD ST	100 Ft. North of North Broad St.	0.10	2	2	Urb. Mnr. Collector	OSB/BFP*	$ 3,817,480.00	N/A	N/A	$ -	$ 3,817,480.00	
												$911,450.00	**#REFI**	**#REFI**	**#REFI**	**$920,000.00**	**$ -**

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
SMART GRANT PROGRAM																	
GIL 24-03D		GILA COUNTY	PLANNING/ DESIGN	RUSSELL ROAD RECONSTRUCTION -	1.0 MILE S. OF EAGLE RIDGE	3.0 MILE S. OF EAGLE RIDGE	2.00	2	2	R. MINOR COLLECTOR	SMART	$ 1,041,199.00	N/A	N/A	N/A	$ 1,041,199.00	
GIL 24-05D		GILA COUNTY	PLANNING/ DESIGN	Young Road (FSH 512) (PENDING Award)	Young Rd. MP 316.5	Young Rd. MP 330	13.50	2	2	R. MINOR COLLECTOR	SMART	$ 814,632.00			$ 150,000.00	$ 964,632.00	
GLB 25-01P		Globe	Demonstration	Broad Street Demonstation Grant Assitance Local Match SS4A Grant			n/a	n/a	n/a		SMART	$ 31,212.00				$ 31,212.00	
												$1,887,043.00	**$0.00**	**$0.00**	**$0.00**	**$2,037,043.00**	**$ -**
BUILD GRANTS																	
GIL 22-02C	SS718	GILA COUNTY	CONSTRUCTION	TONTO CREEK BRIDGE & ROADWAY IMPROVEMENTS - (FY22) - BUILD GRANT	SR 188/ OLD HWY 188 INTERSECTION	GREENBACK VALLEY RD - (EAST OF TONTO CREEK)	1.17	1	1	R - MAJOR COLLECTOR	BUILD GRANT	$ 21,095,564.00	N/A	N/A	$ 2,825,000.00	$ 23,920,564.00	
Safe Streets For All Grants (SS4A)																	
FY 2025																	
GIL 25-01P		GILA COUNTY	PLANNING	Gila County Safe Streets (SS4A Grant)			n/a	n/a	n/a		SS4A (Federal)	$ 415,492.00	N/A	N/A	$ 103,873.00	$ 519,365.00	
GLB 25-01P		Globe	Demonstration	Broad Street (SS4A Grant)	W. Ash Street	S. Jesse Hayes Rd.	1	2	2	Urban Mjr. Collector	SS4A (Federal)	$ 124,846.00	N/A	N/A	$ 31,212.00	$ 156,058.00	
												$21,095,564.00	**$0.00**	**$0.00**	**$2,825,000.00**	**$23,920,564.00**	**$ -**
STATE BUDGET APPROPRIATION FUNDS																	
Funded																	
GLB 22-02C		GLOBE	CONSTRUCTION	HILL ST IMPROVEMENTS - (FY 22)	US 60	"CONNIE'S BRIDGE"	FY 22				STATE	$ 1,169,400.00	N/A	N/A	$ -	$ 1,169,400.00	
GLB 23-01C		GLOBE / GILA COUNTY	CONSTRUCTION	GLOBE/GILA COUNTY SIDEWALK IMPROVEMENTS	MULTI - PHASE	MULTI - PHASE	FY24				STATE	$ 3,501,100.00	N/A	N/A	$ 158,000.00	$ 3,659,100.00	
WKL 23-01C		WINKELMAN / HAYDEN	CONSTRUCTION	WINKELMAN/HAYDEN GOLF COURSE ROAD IMPROVEMENTS	GRIFFIN ST	GOLF COURSE MAINTENANCE RD	FY24				STATE	$ 1,560,900.00	N/A	N/A	$ -	$ 1,560,900.00	
SUP 24-01C		SUPERIOR	CONSTRUCTION	SUPERIOR NEW BRIDGE ON PANTHER DRIVE	SOUTH OF US 60	OVER THE QUEEN CREEK WASH	FY24				STATE	$ 2,486,700.00	N/A	N/A	$ 235,799.00	$ 2,722,499.00	
PAY 24-01C		PAYSON	CONSTRUCTION	INTERSECTION: W. LONGHORN & S. MCLANE RD - (ROUNDABOUT)	N/A	N/A	FY24				STATE	$ 1,529,800.00	N/A	N/A	$ 58,405.00	$ 1,588,205.00	
GLB 24-03C		GLOBE	CONSTRUCTION	HILL ST IMPROVEMENTS - (Additional Funds for Brdige)	US 60	"CONNIE'S BRIDGE"	FY24				STATE	$ 643,200.00	N/A	N/A	$ -	$ 643,200.00	
GIL 24-04C		GILA COUNTY	CONSTRUCTION	HOUSTON MESA ROAD - (PAVED SHOULDERS W/ EL & CL RUMBLE STRIPS) - (Additional funds)	SR 87	0.4 MILES SOUTH OF NF-198	FY24				STATE	$ 243,600.00	N/A	N/A	$ -	$ 243,600.00	
												$11,134,700.00	**$0.00**	**$0.00**	**$452,204.00**	**$11,586,904.00**	**$ -**
CONGRESSIONAL APPROPRIATION FUNDS																	
FY 2023																	
PAY 23-01D		PAYSON	DESIGN	PAYSON WILDFIRE EVACUATION ROUTE	SR 87	1,250 FT SOUTH OF MAIN STREET	1.00			3/4 R-MAJOR COLLECTOR 1/4 U-MINOR COLLECTOR	CONGRESSIONAL APPROPRIATION	$ 300,000.00	N/A	N/A	$ 2,500,000.00	$ 2,800,000.00	
												$300,000.00	**$0.00**	**$0.00**	**$2,500,000.00**	**$2,800,000.00**	**$ -**
FY 2024																	
PAY 24-02C		PAYSON	CONSTRUCTION	GREEN VALLEY PARKWAY EXTENSION Payson Wildefire Evacuation Route - *(Currently a request & not funded)*	SR 87	1,250 FT SOUTH OF MAIN STREET	1.00	0	2	3/4 R-MAJOR COLLECTOR 1/4 U-MINOR COLLECTOR	CONGRESSIONAL APPROPRIATION	$ 11,336,501.00	N/A	N/A	$ 685,239.19	$ 12,021,740.19	
GIL 24-01D		GILA COUNTY	PLANNING/ DESIGN	YOUNG ROAD (FS 512) IMPROVEMENTS - *(Currently a request & not funded)*	COLCORD RD	FS 116	13.50	2	2	R - MINOR COLLECTOR	CONGRESSIONAL APPROPRIATION	$ 3,300,000.00	N/A	N/A	$ 199,469.78	$ 3,499,469.78	
GIL 25-01C		GILA COUNTY	CONSTRUCTION	YOUNG ROAD (FS 512) IMPROVEMENTS - *(Currently a request & not funded)*	COLCORD RD	FS 116	13.50	2	2	R - MINOR COLLECTOR	CONGRESSIONAL APPROPRIATION	$ 2,990,253.00	N/A	N/A	$ 180,747.00	$ 3,171,000.00	
												$17,626,754.00	**$0.00**	**$0.00**	**$1,065,455.97**	**$18,692,209.97**	**$ -**
FTA SECTION 5310 GRANTS																	
FY 2024																	
~~TRAN 24-01~~		~~CAG~~	~~N/A~~	~~CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2023 - SEP 30, 2024)~~			~~5310~~			~~MOBILITY MGMT~~	~~5310~~	~~$ 110,000.00~~	~~N/A~~	~~N/A~~	~~$ 27,500.00~~	~~$ 137,500.00~~	
TRAN 24-02		PAYSON SC	MAINTENANCE	PAYSON SENIOR CENTER - (YR 1 PREVENTATIVE MAINTENANCE)			5310			PREVENATIVE MAINTENANCE	5310	$ 8,000.00	N/A	N/A	$ 2,000.00	$ 10,000.00	
TRAN 24-03		PAYSON SC	SOFTWARE	PAYSON SENIOR CENTER - (YR 1 SCHEDULING SOFTWARE)			5310			SOFTWARE	5310	$ 20,000.00	N/A	N/A	$ 5,000.00	$ 25,000.00	
TRAN 24-04		PAYSON SC	OPERATIONS	PAYSON SENIOR CENTER - (YR 1 OPERATIONS)			5310			OPERATIONS	5310	$ 35,000.00	N/A	N/A	$ 35,000.00	$ 70,000.00	
~~TRAN 24-05~~		~~PAYSON SC~~	~~VEHICLE~~	~~PAYSON SENIOR CENTER - (REPLACEMENT - ADA FRIENDLY VEHICLE #1)~~			~~5310~~			~~VEHICLE~~	~~5310~~	~~$ 71,666.00~~	~~N/A~~	~~N/A~~	~~$ 17,916.50~~	~~$ 89,582.50~~	
TRAN 24-06		*PAYSON SC*	*OPERATIONS*	*PAYSON SENIOR CENTER - (REPLACEMENT - ADA FRIENDLY VEHICLE #2)*			*5310*			*VEHICLE*	*5310*	*$ 105,774.00*	*N/A*	*N/A*	*$ 26,443.50*	*$ 132,217.50*	
FY 2026																	
TRAN 24-01		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2025 - SEP 30, 2026)			5310			MOBILITY MGMT	5310	$ 120,000.00	N/A	N/A	$ 30,000.00	$ 150,000.00	
TRAN 25-01*		PAYSON SC	OPERATIONS	PAYSON SENIOR CENTER - (YR 1 REPLACEMENT - ADA FRIENDLY VEHICLE #2)*			5310			VEHICLE	5310	$ 125,750.00	N/A	N/A	$ 35,467.95	$ 161,217.95	

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
TRAN 26-01		HOPE Inc.	MAINTENANCE	HOPE Inc. - (YR 1 PREVENTATIVE MAINTENANCE) (80% award)			5310			PREVENATIVE MAINTENANCE	5310	$ 1,500.00			$ 375.00	$ 1,875.00	
												$350,440.00	$0.00	$0.00	$113,860.00	$464,300.00	$ -

Project #	TRACS #	Sponsor	Project Type	Project Name	From	To	Length (Miles)	Lanes Before	Lanes After	Functional Classification	Federal Aid Type	Federal Funds	HURF Funds Needed	HURF Rate Cost	Local Match	Total Project Funds	Remaining Funds
FTA SECTION 5311 GRANTS																	
FY 2024																	
~~TRAN 24-07~~		~~PAYSON~~	~~OPERATIONS~~	~~BEELINE BUS - (YR 2 OPERATIONS)~~			~~5311~~			~~OPERATIONS~~	~~5311~~	~~$ 219,124.00~~	~~N/A~~	~~N/A~~	~~$ 158,676.00~~	~~$ 377,800.00~~	
~~TRAN 24-08~~		~~PAYSON~~	~~MAINTENANCE~~	~~BEELINE BUS - (YR 2 PREVENATIVE MAINTENANCE)~~			~~5311~~			~~PREVENATIVE MAINTENANCE~~	~~5311~~	~~$ 20,800.00~~	~~N/A~~	~~N/A~~	~~$ 5,200.00~~	~~$ 26,000.00~~	
~~TRAN 24-09~~		~~PAYSON~~	~~ADMINISTRATION~~	~~BEELINE BUS - (YR 2 ADMINISTRATION)~~			~~5311~~			~~ADMINISTRATION~~	~~5311~~	~~$ 96,000.00~~	~~N/A~~	~~N/A~~	~~$ 24,000.00~~	~~$ 120,000.00~~	
TRAN 24-07		PAYSON	OPERATIONS	BEELINE BUS - (YR 2 OPERATIONS)			5311			OPERATIONS	5311	$ 145,000.00	N/A	N/A	$ 105,000.00	$ 250,000.00	
TRAN 24-08		PAYSON	MAINTENANCE	BEELINE BUS - (YR 2 PREVENATIVE MAINTENANCE)			5311			PREVENTATIVE MAINTENANCE	5311	$ 32,000.00	N/A	N/A	$ 8,000.00	$ 40,000.00	
TRAN 24-09		PAYSON	ADMINISTRATION	BEELINE BUS - (YR 2 ADMINISTRATION)			5311			ADMINISTRATION	5311	$ 92,000.00	N/A	N/A	$ 23,000.00	$ 115,000.00	
TRAN 24-10		SAN CARLOS	ADMINISTRATION	NNEE BICH'ONII TRANSIT - (YR 2 ADMINISTRATION)			5311			ADMINISTRATION	5311	$ 160,000.00	N/A	N/A	$ 40,000.00	$ 200,000.00	
TRAN 24-11		SAN CARLOS	OPERATIONS	NNEE BICH'ONII TRANSIT - (YR 2 OPERATIONS)			5311			OPERATIONS	5311	$ 542,429.92	N/A	N/A	$ 392,794.08	$ 935,224.00	
TRAN 24-12		SAN CARLOS	MAINTENANCE	NNEE BICH'O NII TRANSIT - (YR 2 PREVENTATIVE MAINTENANCE)			5311			PREVENATIVE MAINTENANCE	5311	$ 30,000.00	N/A	N/A	$ 7,500.00	$ 37,500.00	
TRAN 24-13		SAN CARLOS	INTERCITY	NNEE BICH'O NII TRANSIT - (YR 2 INTERCITY)			5311			INTERCITY	5311	$ 44,820.08	N/A	N/A	$ 32,455.92	$ 77,276.00	
TRAN 24-14		MIAMI	OPERATIONS	COPPER MOUNTAIN TRANSIT - (YR 2 OPERATIONS)			5311			OPERATIONS	5311	$ 175,450.00	N/A	N/A	$ 127,050.00	$ 302,500.00	
TRAN 24-15		MIAMI	MAINTENANCE	COPPER MOUNTAIN TRANSIT - (YR 2 PREVENTATIVE MAINTENANCE)			5311			PREVENATIVE MAINTENANCE	5311	$ 24,000.00	N/A	N/A	$ 6,000.00	$ 30,000.00	
TRAN 24-16		MIAMI	ADMINISTRATION	COPPER MOUNTAIN TRANSIT - (YR 2 ADMINISTRATION)			5311			ADMINISTRATION	5311	$ 108,000.00	N/A	N/A	$ 27,000.00	$ 135,000.00	
*TRAN 23-08**	*103398*	*SAN CARLOS*	*ADMINISTRATION*	*NNEE BICH'ONII TRANSIT - (YR 1 ADMINISTRATION)(previously allocated funds moved to FY24)*			*5311*			*ADMINISTRATION*	*5311*	*$ 160,000.00*	*N/A*	*N/A*	*$ 40,000.00*	*$ 200,000.00*	
*TRAN 23-09**	*104956*	*SAN CARLOS*	*OPERATIONS*	*NNEE BICH'ONII TRANSIT - (YR 1 OPERATIONS)(previously allocated funds moved to FY24)*			*5311*			*OPERATIONS*	*5311*	*$ 551,986.00*	*N/A*	*N/A*	*$ 399,714.00*	*$ 951,700.00*	
*TRAN 23-10**	*104957*	*SAN CARLOS*	*MAINTENANCE*	*NNEE BICH'O NII TRANSIT - (YR 1 PREVENTATIVE MAINTENANCE)(previously allocated funds moved to FY24)*			*5311*			*PREVENATIVE MAINTENANCE*	*5311*	*$ 60,000.00*	*N/A*	*N/A*	*$ 15,000.00*	*$ 75,000.00*	
*TRAN 23-11**	*104958*	*SAN CARLOS*	*INTERCITY*	*NNEE BICH'O NII TRANSIT - (YR 1 INTERCITY)(previously allocated funds moved to FY24)*			*5311*			*INTERCITY*	*5311*	*$ 318,014.00*	*N/A*	*N/A*	*$ 230,286.00*	*$ 548,300.00*	
												$1,689,624.00	**$0.00**	**$0.00**	**$956,676.00**	**$2,646,300.00**	**$ -**
FTA SECTION 5339 GRANTS																	
TRAN 21-23		PAYSON SC	BUS STOP IMPROV.	BUS ASSOCIATED TRANSIT IMPROVEMENTS / BUS SHELTERS			5339			BUS STOPS	5339	$ 610,000.00	N/A	N/A	$ 67,777.78	$ 677,777.78	
TRAN 24-17		MIAMI	ADA VEHICLE	NEW & IMPROVED TRANSIT VEHICLE - (FY24)			5339			NEW VEHICLE	5339	$ 168,672.00	N/A	N/A	$ 29,766.00	$ 198,438.00	
TRAN 24-18		MIAMI	ADA VEHICLE	NEW VAN FOR DIAL-A-RIDE PROGRAM - (FY24)			5339			NEW VEHICLE	5339	$ 79,833.00	N/A	N/A	$ 14,088.00	$ 93,921.00	

Agenda Item VIII-A-1

☐	Information Only
☒	Motion to Approve

Date: July 24, 2025

To: CAG TTAC Members

From: Steve Abraham, Transportation & Water Quality Planning Director

Subject: CAG FY27 RTAC Requests

Attached please find the final draft RTAC project list for FY 27. Also included are project descriptions and applications submitted by member agencies. The purpose of this item to recommend a final list to CAG Management Committee for additional discussion and /or action. Items that are listed with asterisks next them are either CAG sponsored/facilitated or previously listed CAG regional priority projects.

Summary Discussion

CAG is responsible for identifying, prioritizing, and programming transportation improvement projects that are to be completed over a minimum four-to-five-year period on local and regional roads using regionally accepted policies and plans. Projects that meet federal requirements are eligible for CAG's allocated regional Surface Transportation Block Grant Program (STBGP) funds within the TIP. Other competitive federal grant funds are also entered into the TIP administratively as the process in which those funds are determined are outside of CAG's decision-making process.

Fiscal Impacts

none

Attachment(s)

FY 27 RTAC Applications and project descriptions

AC Priority Project - $480 Million Proposal

CAG'S Share = $ 23,539,200.00

Project Name	Design	Construction	Adjustment (TTAC Recommendation)	Match	Already Contributed	Project Total	Total State Budget Request
Globe #1- Yuma Street Bridge	$ 200,000.00	$ 3,034,690.00		$ 250,000.00	$ -	$ 3,750,000.00	$ 3,500,000.00
Globe #2 - Pinal Creek Bridge @ Haskins Road (#09710)*	$ 415,000.00	$ 3,817,480.00		$ 260,000.00		$ 4,260,000.00	$ 4,000,000.00
Pinal County #1 - Calle Futura Street & Neal Street Improvements	$ -	$ 1,084,450.00		$ -	$ -	$ 1,084,450.00	$ 1,084,450.00
Pinal County #2 - McNab Parkway		$ 2,590,000.00		$ -	$ -	$ 2,590,000.00	$ 2,590,000.00
Star Valley - Local Street Improvements	$ 93,842.00	$ 2,521,990.00		$ -	$ -	$ 2,615,832.00	$ 2,615,832.00
Superior #1 - Sunset Drive Improvements	$ -	$ 1,608,309.00		$ 27,663.00	$ -	$ 1,635,972.00	$ 1,635,972.00
Superior#2 - Panther Drive Improvements		$ 1,610,215.00				$ 1,674,623.00	$ 1,674,623.00
Miami - Local Street Improvements*		$ 2,800,000.00		$ -	$ 46,000.00	$ 2,846,000.00	$ 2,800,000.00
Winkelman/Hayden - Quarelli Street & Golf Course Road - Phase 2*	$ 400,000.00	$ 2,183,508.00		$ -	$ -	$ 2,583,508.00	$ 2,583,508.00
BIA 170 - (New Sidewalk) Construction Phase*	$ -	$ 54,815.00		$ 194,589.00	$ -		$ 54,815.00
Kearny Local Street Improvements*		$ 1,000,000.00				$ 1,000,000.00	$ 1,000,000.00
TOTAL:	**$ 1,108,842.00**	**$ 22,305,457.00**	$ -	**$ 732,252.00**	**$ 46,000.00**	**$ 24,040,385.00**	**$ 23,539,200.00**
					Available:		$ -

City of Globe #1 Yuma Bridge

CITY OF GLOBE ARIZONA

150 N Pine St., Globe, AZ 85501

Steve Abraham,
ACIP Transportation Planning Director
2540 W. Apache Trail #108
Apache Junction, AZ 85120

June 27, 2025

Re: Submission for 2027 State Budget Item for
Regional Transportation Advocacy Council (RTAC)

Dear Mr. Abraham:

The City of Globe is pleased to submit our application for the 2027 Budget Item for the Regional Transportation Advocacy Council (RTAC). The attachments include the following:

Application
Arizona Department of Transportation Bridge Group Structure Inventory and Appraisal
ADOT letter regarding load capacity
City of Globe response to ADOT regarding load capacity
Estimated Project Costs
Project Location Map
Scoping Letter
May 2024 Bridge Inspection Report

We look forward to your favorable consideration as this is a very critical structure for our community and commercial traffic.

Thank you,

Luis Chavez-Flores
City Engineer
City of Globe
1250 Hagen Rd
Globe, AZ 85501
Phone: 928-812-4105
Email: lchavez@globeaz.gov

CAG's Rural Transportation Advocacy Council Priority Project List – FY27
APPLICATION

GENERAL PROJECT INFORMATION			
SPONSORING AGENCY:	City of Globe	**DATE SUBMITTED:**	6/27/25
CONTACT NAME:	Luis Chavez	**TITLE:**	City of Globe Engineer
EMAIL ADDRESS:	lchavez@globeaz.gov	**PHONE #:**	928-425-4959 Ext 309

☐ **ROADWAY IMPROVEMENT**	Roadway Name:				
	Starting Location:				
	Ending Location:				
	Length (to the 0.1 of a mile):				
	# of Lanes (Before & After):	Before:		After:	
☐ **INTERSECTION IMPROVEMENT**	Roadway Name "A":				
	Roadway Name "B":				
☒ **BRIDGE IMPROVEMENT**	☐ Restoration/Operational	Bridge Sufficiency Rating (LINK to ADOT NBI Table)	48.7		
	☒ Replacement	Structurally Deficient?	☒ Yes	☐ No	
	☐ Widening	Functionally Obsolete?	☒ Yes	☐ No	
☐ **OTHER**	Description of project type:				

FEDERAL FUNCTIONAL CLASSIFICATION (LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS):	**Urban Minor Collector**

AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT: (LINK: AADT COUNTS):	**1,512**	**DATE OF AADT COUNT:**	**2024**

COST ESTIMATE & PROJECT PROGRAMMING

☒ **DESIGN**	FY Program Year:	**FY 2027**	
	Funding Source Request:	☐ STBGP	☐ HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	☒ **State Legislature Priority Project List**	
	Total Cost Estimate:	**$200,000**	
	State Appropriations Request:	**$188,600**	
	Local Contribution:	**$11,400**	
	NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.		
☒ **CONSTRUCTION**	FY Program Year:	**FY 2027**	
	Funding Source Request:	☐ STBGP	☐ HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	☒ **State Legislature Priority Project List**	
	Total Cost Estimate:	**$3,034,690**	
	State Appropriations Request:	**$2,426,866**	
	Local Contribution:	**$607,824**	
	NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.		

*Please use the **"ADOT Cost Estimate Tool"** document for your estimate.*

Any application without the required attachment(s) will not be considered for funding.

PROJECT NEED

PROJECT NEED:

The Yuma Street Bridge at Pinal Creek, structure 8602, was originally constructed in 1939. In 2016 the City of Globe completed a bridge evaluation study for seven deficient bridges owned by the city including the Yuma Street Bridge. At that time the bridge was in fair condition with a sufficiency rating of 60.26 and load limit of 25 Tons. The June 2022 inspection showed a reduction in sufficiency rating to 48.70 and a request from ADOT to reduce the load limit to 15 Tons (See attached). The most recent inspection conducted in May 2024 showed another significant reduction in sufficiency rating to 30.50. The reduction in sufficiency rating and load limit makes this bridge eligible for replacement. In the past 7 years this structure has experienced rapid deterioration. The City is expecting another significant reduction in sufficiency rating for once the next ADOT inspection report is conducted in 2026 and may force ADOT to reduce the load limit again or possible closure. Yuma Street is classified as an urban minor collector in the federal classification system. This road provides critical access to the local mines and other key city facilities including businesses and recreational facilities. Three buses (48,000 pounds) cross this bridge twice a day, Monday through Friday, transporting 802 students to and from 3 different schools. This route is also a key corridor for emergency vehicles and serves community subdivisions including Copper Hills.

The deck bottom exhibits pop-outs and several large spalls. The soffit has several large spalls with exposed rebar around east drains, delamination, and scaling on both sides of slab and west fascia. These spalled areas have greatly increased in size and number over recent years, indicating an immediate need for replacement.

Pier walls exhibit minor edge spalls and minor abrasion. Pier walls have delamination at west end. The south abutment has a 6' wide sized horizontal crack at SE corner and wide vertical cracks. The North abutment has wide vertical cracks. Also, the sidewalk was added on later as a cantilever steel structure and is experiencing rusting reducing the structural capacity.

Most concerning is the recent load limit reduction from 25 Tons to 15 Tons.

2022 Photo (25 Tons).

2023 Photo after signage was changed (15 Tons).

PROJECT WORK DESCRIPTION

Provide a brief work description that describes the work to be performed, existing and/or proposed conditions, its benefits and overall cost estimate. *(No more than one page long; Cambria size 10 minimum font).* **Please ATTACH a Project Vicinity/Project Location Map on a separate page as part of the overall application.**

PROJECT NEED:

The City of Globe has been working with design consultants to develop a preliminary engineering design for the new Pinal Creek crossing at Yuma Street structure. The new bridge is anticipated to be a concrete super box structure with multiple spans. Preliminary plans for the project are included in the application showing that this project is shovel ready and can be moved quickly into the construction phase.

Included are Plans, work description, quantities, and cost estimate for completion of the work. (See attachment).

The City of Globe has already spent a total of $64,000 in consultants' fees for bridge evaluation in 2016, preliminary scoping, design and cost estimate and help in writing the grant application.

ITEMS TO BE ADDRESSED

PROJECT INCLUSION IN PREVIOUS PLANS	Is the project included in previous plans?		☒ YES	☐ NO
	☒	Regional Transportation Plan (RTP)	☒	Pre-Scoping Studies
	☐	Road Safety Assessment (RSA)	☒	Comprehensive Economic Development Strategy (CEDS)
	☒	Capital Improvement Program (CIP)	☒	Local Comprehensive Plan / General Plan
	☒	Local Transportation Plan	☒	Other #1 **Deficient Bridges Study 2016**
	☒	Other #2 **Preliminary Design plans**	☐	Other #3 _____

COMMUNITY TRANSPORTATION BENEFITS	Does the project provide multi-modal improvements? **Yes or No and Why?**	Yes, the bridge has a sidewalk on one side to accommodate pedestrian and bicycle users.
	Does the project provide Community Investments and/or Economic Development benefits? **Yes or No and Why?**	This bridge is a main access point for mining operations. Unplanned closure would significantly alter mining operation resulting in large economic impact to the state and the community.
SAFETY COUNTERMEASURES *(For Potential Use of HSIP Funds)*	Can you provide crash data, including fatalities over the last five (5) years? **Yes or No?** ***(Cite Source of Crash Data)***	N/A
	Does the project primarily include any of the 44 safety countermeasures listed on the next page? FHWA safety countermeasures **Yes or No?**	Yes, Reflective centerline RPMs and enhance striping.

SAFETY COUNTERMEASURE	Y or N
1. "Stop Ahead" pavement markings	

2. "Vehicles Entering When Flashing" (VEWF) system (advance post mounted signs on major and loops on minor)	
3. 12-inch signal heads all faces all directions	
4. Actuated advance warning dilemma zone protection system	
5. 3-inch yellow retroreflective sheeting to signal backplates	
6. Advance street name signs	
7. All red clearance interval new or existing signals	
8. All-way stop control (with flashing beacons)	
9. All-way stop control (without flashing beacons)	
10. Composite shoulders (5 feet minimum) on rural two lane roads	
11. 3-lane roadways with center turn lane	
12. Flashing lights and sound signals at Railroad grade crossings	
13. Gates with signs at railroad at grade crossings	
14. Improve 2-lane roadway to 4-lane divided roadway	
15. Improvements that include reducing 11 feet lanes to 9 feet	
16. Install shoulder rumble strips	
17. Install centerline rumble strips	
18. Install wide edgelines (6-inch min)	**Y**
19. Install a traffic signal (engineering study demonstrates meeting MUTCD Warrant 7)	
20. Install dynamic signal warning flashers	
21. Install dynamic speed feedback sign at high speed crash curve site with identified speeding problems	
22. Install Intersection Conflict Warning Systems (ICWS) for 4-lane at 2-lane intersections	
23. Install ICWS for 2-lane at 2-lane intersections	
24. Install ICWS with a combination of overhead and advanced post mounted signs (various messages) and flashers	
25. Install ICWS with overhead signs (various messages) and flashers at the intersection on minor; loop on major	
26. Install ICWS with post mounted signs (various messages) and flashers in advance of the intersection on major; loop on major	
27. Modern roundabout where a signalized intersection exists	
28. Roundabout at a high-speed 3 or 4 leg rural intersection	
29. Modify zero or negative left-turn lane offset to create positive offset	
30. New left-turn lanes with positive offset	
31. Pavement friction (Microsurfacing, Open Graded Friction Course, High Friction Surfacing)	
32. Pedestrian Hybrid Beacon (PHB or HAWK)	
33. Position offset left-turn lanes on both major road approaches	
34. Protected only left-turn signal equipment	
35. Protected-permissive left-turn signal equipment	
36. Raised median	
37. Right-turn lane geometry with increased line of sight	
38. Rural 2-lane roads with TWLTL (Two-Way Left Turn Lanes)	
39. Urban 2-lane road with TWLTL	
40. Safety edge treatment on rural highways	
41. Single- or multi-lane roundabout at a 2-way stop-controlled intersection	
42. Single- or multi-lane roundabout at existing signalized intersection	
43. 2-way stop control at uncontrolled neighborhood intersections	
44. Wet-reflective pavement markings	**Y**

OTHER CONSIDERATIONS

(Provide Any Supplemental Supporting Documentation – Optional)

ENVIRONMENTAL	Are there any potential environmental impacts or challenges of the project that you can foresee? **Yes or No and Why?** *(e.g. endanger species, cultural assets, hazardous materials sites, 4Fs, Title VI populations, wet lands that would be affected, etc.)*	Preliminary environmental review has shown few impacts will be experienced during construction due to the small footprint of the project and the short construction duration.
RIGHT-OF-WAY (ROW)	Please describe any ROW items associated with this project. *(e.g. Will ROW be required? How much ROW? Is the State Land Department involved?)*	No, there are no anticipated right-of-way challenges with this project, the new structure will remain on the same alignment.
DEVELOPMENT ACTIVITY	Is there any planned or ongoing development activity that could impact the proposed project? If Yes, please explain.	Yes, future mine development north of the bridge makes it imperative that this bridge replacement be completed ASAP. Having a 15 Ton rated bridge and rapidly deteriorating, is detrimental to the mining activity.
UTILITIES	Will the project include/require any utility relocation(s) by the project sponsor? If Yes, please explain.	Yes, coordination with the City of Globe as their 4" waterline crosses the bridge on the outside curb of the sidewalk. In addition, APS power poles are near the bridge and will have to be evaluated jointly with APS.
DRAINAGE	Are there any drainage issues and/or proposed improvements associated with this project?	No, the drainage flow patterns will remain unaltered by this project. Drainage off the bridge structure itself will be addressed in the design. A slight grade adjustment in the profile of the road will eliminate the sag vertical curve further improving the flow capacity under the bridge.

LEVEL OF SERVICE (LOS):	Current:	A	After:	A

Level of Service "A" =	Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.
Level of Service "B" =	Stables traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from users.
Level of Service "C" =	Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of Service "D" =	High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.
Level of Service "E" =	Unstable flow at or near capacity levels with poor levels of comfort and convenience.
Level of Service "F" =	Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

Estimated Project Costs

INSTRUCTIONS: List all items necessary to develop and construct your project. The applicant is responsible for verifying all costs and their accuracy. Construction cost overruns will be the responsibility of the sponsoring agency.

Enter values into GREEN CELLS.	The program will automatically calculate the Totals and Federal Share at 94.3%

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.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	State Appropriations Request	SPONSOR MATCHING FUNDS
STAGE 1 – SCOPING (15% Preliminary Design)						
SCOPING COSTS Costs cannot be applied toward the federal participation or local match						
SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) ***(Enter $0 in Unit Price column if none required)***	LS	1		$0.00		
SCOPING DOCUMENT (Scoping Letter, Project Assessment or DCR)	LS	1		$0.00		
ENVIRONMENTAL DETERMINATION (Including technical supporting documents)	LS	1		$0.00		
HAZARDOUS MATERIALS ASSESSMENT Including heavy metals & asbestos (If an assessment is necessary, anticipate $1,500. ***Enter $0 in Unit Price column if none required)***	LS	1		$0.00		
SUBTOTAL – PROJECT SCOPING COSTS				$ -	$0	$0
STAGES II, III, IV - DESIGN (30%, 60%, 95%-100% Design)						
DESIGN COSTS 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 (10%-20% of construction cost.) (Shall be refunded if project is not constructed)	LS	1	$135,000.00	$135,000.00	$109,156.65	$25,843.35
GEOTECHNICAL INVESTIGATION (If a report is necessary, anticipate 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) ***Enter $0 in Unit Price column if none required.***	LS	1	$25,000.00	$25,000.00	$20,214.19	$4,785.81
DRAINAGE REPORT (If a report is necessary, anticipate 5% of construction cost) ***Enter $0 in Unit Price column if none required)***	LS	1	$25,000.00	$25,000.00	$20,214.19	$4,785.81
STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, 1% of construction cost) ***Enter $0 in Unit Price column if none required.***	LS	1	$15,000.00	$15,000.00	$12,128.52	$2,871.48
SUBTOTAL – PROJECT DESIGN COSTS Federal Funds for design are calculated at 94.3% of the total design cost. If requesting less than 94.3% Federal Funds for design, enter new total or 0 in the Federal column.				**$ 200,000**	**$161,714**	**$ 38,286**
STAGE V – CONSTRUCTION						
SITE ACQUISITION & HARDSCAPE CONSTRUCTION						

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	State Appropriations Request	SPONSOR MATCHING FUNDS
RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1		$0.00	$0.00	$0.00
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, 5% of constr. costs) ***Enter $0 in Unit Price column if area of disturbance is less than one acre.***	LS	1		$0.00	$0.00	$0.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	$9,225.00	$9,225.00	$7,459.04	$1,765.96
DEMOLITION						
Sawcut	LF			$0.00	$0.00	$0.00
Remove Structures and Obstructions	LS	1	$138,280.00	$138,280.00	$111,808.75	$26,471.25
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; 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	$11,030.00	$11,030.00	$8,918.50	$2,111.50
RETAINING WALL (Concrete; SF of face above the footing)	SFF			$0.00	$0.00	$0.00
EARTHWORK						
General Excavation	CY			$0.00	$0.00	$0.00
Drainage Excavation				$0.00	$0.00	$0.00
Structural Excavation				$0.00	$0.00	$0.00
Structural Backfill				$0.00	$0.00	$0.00
Borrow (In Place)				$0.00	$0.00	$0.00
CURB & GUTTER	LF			$0.00	$0.00	$0.00
AGGREGATE BASE	CY			$0.00	$0.00	$0.00
PATHWAY OR SIDEWALK MATERIALS						
Concrete	SF	50	$28.00	$1,400.00	$1,131.99	$268.01
Colored Concrete				$0.00	$0.00	$0.00
Stamped Color Concrete				$0.00	$0.00	$0.00
Precast Concrete Pavers				$0.00	$0.00	$0.00
Asphaltic Concrete	Ton			$0.00	$0.00	$0.00
Polymer or Resin Stabilized Surface	SF			$0.00	$0.00	$0.00
CROSSWALK ENHANCEMENT						
Concrete Pavers	SF			$0.00	$0.00	$0.00
Stamped Asphalt				$0.00	$0.00	$0.00
Stamped Concrete				$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	25	$37.00	$925.00	$747.93	$177.07

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	State Appropriations Request	SPONSOR MATCHING FUNDS
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
HANDRAIL						
Standard	LF			$0.00	$0	$0.00
Decorative				$0.00	$0	$0.00
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				**$ 160,860**	**$130,067**	**$ 30,793**
LANDSCAPING & IRRIGATION ITEMS						
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
MULCH						
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			$0.00	$0.00	$0.00
TURF SOD	SY			$0.00	$0.00	$0.00
BOULDERS	Each			$0.00	$0.00	$0.00
IRRIGATION SYSTEM						
Drip	SF			$0.00	$0.00	$0.00
Turf				$0.00	$0.00	$0.00
SLEEVING FOR IRRIGATION SYSTEM						
Directional Bore	LF			$0.00	$0.00	$0.00
Cut and Patch				$0.00	$0.00	$0.00
LANDSCAPE HEADER CURB	LF			$0.00	$0.00	$0.00
LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping)	LS			$0.00	$0.00	$0.00
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS				$0	$0	$0
SITE FURNISHINGS						
BENCHES	Each			$0.00	$0.00	$0.00
SEATWALLS	LF			$0.00	$0.00	$0.00
BIKE RACKS	Each			$0.00	$0.00	$0.00
TRASH RECEPTACLES	Each			$0.00	$0.00	$0.00
DRINKING FOUNTAINS	Each			$0.00	$0.00	$0.00
SIGNAGE (Standard Traffic Control)	Each			$0.00	$0.00	$0.00
TREE GRATES	Each			$0.00	$0.00	$0.00
SUBTOTAL – SITE FURNISHINGS				$0	$0	$0

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	State Appropriations Request	SPONSOR MATCHING FUNDS
OTHER CONSTRUCTION ITEMS (List line items)						
AC Pavement	SY	1,200	$185.00	$222,000.00	$179,502.04	$42,497.96
New Concrete Bridge	LS	1	$1,845,000.00	$1,845,000.00	$1,491,807.49	$353,192.51
				$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
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				**$2,067,000**	**$1,671,310**	**$395,690**
MOBILIZATION AND ADMINISTRATION COSTS						
CONTRACTOR MOBILIZATION (Typically 8% of construction cost)	LS	1	$212,000.00	$212,000.00	$171,416.84	$40,583.16
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	$69,100.00	$69,100.00	$55,872.19	$13,227.81
CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)	LS	1	$18,450.00	$18,450.00	$14,918.12	$3,531.88
CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	LS	1	$138,280.00	$138,280.00	$111,809.06	$26,470.94
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	$369,000.00	$369,000.00	$298,362.33	$70,637.67
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				$806,830.00	$652,378.53	$154,451.47
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				**$3,034,690**	**$2,453,759**	**$580,931**
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification Acceptance or Self-administration projects, change to $3,000)	LS	1	$0.00	$0.00	NO ENTRY	
TOTAL PROJECT COST (All subtotals + ADOT review fee)				**$ 3,234,690**	NO ENTRY	

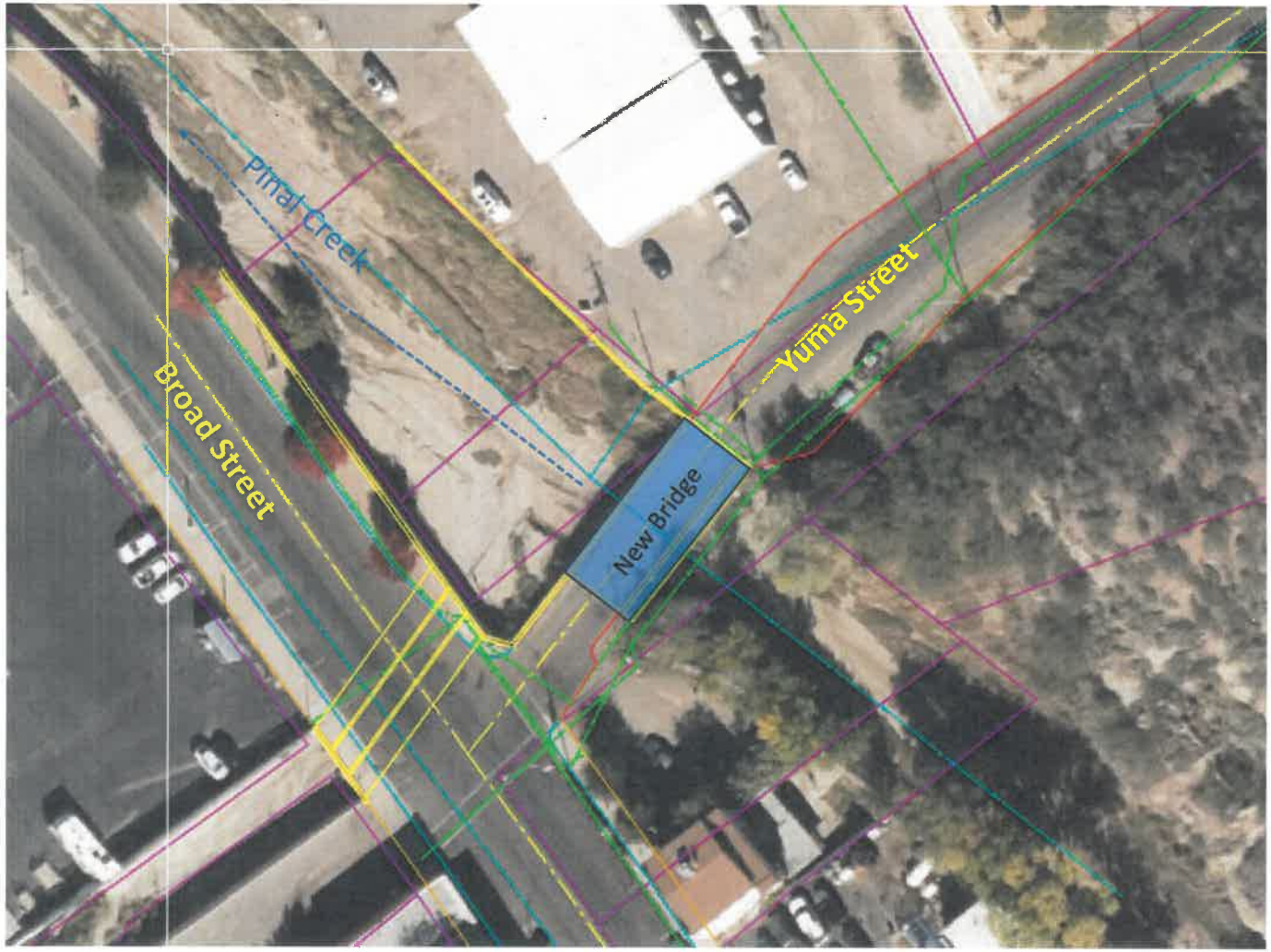
SUMMARY OF FEDERAL AND LOCAL FUNDS

TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE, AND DESIGN COSTS IF REQUESTING FEDERAL FUNDS FOR DESIGN. Include design costs (Stages II thru IV) if federal funds are requested for design as shown under Design Costs in the federal column above.	BOX A	**$ 3,234,690**
State Appropriations Request ~~**TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above).**~~ ~~Note: For local projects, the maximum federal funds that can be requested is $500,000 ($1,000,000 for state projects).~~	BOX B	**$ 2,615,466**
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). ~~Note: The maximum amount that should be shown on this line is $30,223 for local projects ($60,445 for state projects).~~	BOX C	**$ 619,224**
TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH). Enter the amount in Box A in excess, if any, of $530,223 for local projects or $1,060,445 for state projects.	BOX D	**$ 0**
TOTAL SPONSOR FUNDS (Sum of Box C and Box D).	BOX E	**$ 619,224**

Project Location Map

City of Globe
Yuma Street Bridge Replacement

Structure #8602



Date Printed : 10/23/2024

ARIZONA DEPARTMENT OF TRANSPORTATION

BRIDGE GROUP

Structure Inventory and Appraisal

Structure Number : **08602** Structure Name : **Pinal Creek Bridge** Feature Under : **Pinal Creek**

Route : **0** MP : **0** Road Name : **Yuma St** Agency: **Globe** Location : **50 ft NE Jct Broad St**

LOCATION INFORMATION

N1-State Code :	049
N2-State Hwy District :	Southeast
N3-County Code :	Gila
N4-Place Code :	Globe, City Of
N16-Latitude:	33 Deg 24 Min 3.19 Sec
N17-Longitude :	110 Deg 47 Min 23.36 Sec
N98-Border St Code - % Resp:	
N99-Border Bridge Number:	

INVENTORY ROUTE DATA

N19-Detour Length (miles):	2	
N20-Toll:	3	
ROADWAY RECORD	ON	UNDER
N5-Inv Rte:	1 5 0 00000 0	-
N28-Lanes:	2	0
N10-Inv Rte Min Vert Clr (feet):	99.99	
N11-Inv Rte Milepoint:	0.00	
N26-Functional Class:	18	
N29-Avg Daily Traffic:	1021	
N30-Year of ADT:	2021	
N47-Inv Rte Tot Horiz Clr (feet):	25.1	
N100-Defense Hwy:	0	
N101-Parallel Bridge:	N	
N102-Direction of Traffic:	2	
N104-Hwy System:	0	
N109-Percent Truck Traffic:	1	
N110-National Truck Network:	0	
N114-Future ADT:	1031	
N115-Year of Future ADT:	2041	
A200-Is N5 the Princ. Rte?	Y	

RESPONSIBILITY

N21-Maint Responsibility:	04
N22-Bridge Owner:	04
A229-Agency:	Globe

NAVIGATION

N38-Navigation Control:	0
N39-Nav Vert clr (feet):	0.00
N40-Nav Horiz Clr (feet):	0.00
N111-Nav Pier/Abut Prot:	
N116-Nav Min Vert Clr (feet):	

GENERAL DATA

N33-Bridge Median:	0
N34-Skew:	0
N35-Structure Flared:	0
N37-Historical Significance:	5
N107-Deck Str Type:	1
N108-Wear Surf Prot System:	1 0 0
A201-Wear Surf Thickness (inches)	

DIMENSIONS

N32:Appr Rdwy Width (feet):	30
N48-Max Span Length (feet):	25
N49-Structure Length (feet):	76
N50a-Lt Curb/Swlk Width (feet):	4.6
N50b-Rt Curb/Swlk Width (feet):	0.6
N51-Br Width Curb-Curb (feet):	25.1
N52-Deck Width Out-Out (feet):	33.1
N112-NBIS Br Length?	Y

VERTICAL & HORIZONTAL CLEARANCE

N53-Min Vert Over Clr (feet):		99.99
N54-Min Vert Under Clr (feet):	N	0.00
N55-Min Lat Under Clr Rt (feet):	N	0.0
N56-Min Lat Under Clr Lt (feet):		0.0

SERVICE, TYPE, and SPAN INFORMATION

N42-Service Type:	5 5
N43-Str Type, Main:	2 1
N44-Str Type, Appr:	0 0
N45-Number of Main Spans:	3
N46-Number of Appr Spans:	0

CONDITION RATINGS

N58-Deck:	5
N59-Superstructure:	5
N60-Substructure:	6
N61-Channel:	6
N62-Culvert:	N

APPRAISAL RATINGS

N67-Struct Evaluation:	2
N68-Deck Geometry:	4
N69-Underclearance Rtg:	N
N71-Waterway Adequacy:	8
N72-Appr Rdw Align:	6
N36-Traffic Safety Features:	0 0 0 0

BRIDGE SCOUR DATA

N113-Scour Critical Rtg:	5
A202-Foundation Type:	11
A220-Found Embed (feet):	1
A221-Scour Countermeasure:	089

LOAD, RATE, and POST

N31-Design Loading:	0
N41-Open, Post, Close:	P
N63-Method Used for Oper. Rtg:	1
N64-Operating Load Rtg/Factor:	17
N65-Method Used for Inv. Rtg:	1
N66-Inventory Load Rtg/Factor:	10
N70-Bridge Posting:	0
N103-Temp Str Designation:	
A211-Posted Limit (Tons):	15
A222-Date of Load Rtg:	09/22/2022
A233-Posted Vert Clr NB/EB (ft-in):	0-0
A233-Posted Vert Clr SB/WB (ft-in):	0-0

PROPOSED IMPROVEMENTS

N75-Type of Work:	31 1
N76-Length of Str Imp (feet):	102
N94-Br Improv Cost (x1000):	$202
N95-Rdwy Improv Cost (x1000):	$225
N96-Total Project Cost (x1000):	$1003
N97-Year of Cost Estimate:	2022

CONSTRUCTION PROJECT DATA

N27-Year Built:	1939
N106-Year of Reconstruction:	
A204-Orig Project Number:	
A205-Orig Project Station:	
A223-TRACS Number:	
A225-Deck Area (sq. feet):	2516

INSPECTION

N90-Inspection Date:	05/15/2024
N91-Insp Freq (months):	24
A207-Inspection Quarter:	2
Inspection Type:	Routine
A228-Next Insp Date:	May 2026

CRITICAL FEATURES

N92A-Fracture Critical:	N
N92B-Underwater Insp:	N
N92C-Special Insp:	N
N93A-Date Fract Crit Insp:	
N93B-Date Underwater Insp:	
N93C-Date Spec Insp:	
A234-Steel In-Depth Insp Freq(months):	0

CULVERT INFORMATION

A217-Culv Barrel Height(feet):	0
A218-Culv Length (feet):	0
A219-Culv Fill Height (feet):	0

BRIDGE RAILING

A206a,b,c- Bridge Rail Type, Geometric Conform, and Structural Conform:	600

SUFFICIENCY RATING

Sufficiency Rating:	30.50

BRIDGE CONDITION

Bridge Condition:	Fair

A300 - GENERAL COMMENTS

BRIDGE GROUP

Bridge Maintenance Report

Structure Number :	**08602**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**ADOT-Gama/Griffin**
Route :	**0**	Road Name :	**Yuma St**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Wednesday, May 15, 2024**
ADOT District:	**Southeast**			Next Insp. Due By :	**May 2026**

Work Candidate ID: D638397-A587-052622-98CDFC94BE
Action: 0 Bridge deteriorates according to the TP matrix
Estimated Quantity:
Estimated Cost: $0.00
A212 - Repair Priority: 4-No repairs

A216 - Actual Completion Cost $

A215 - Completion Date:

Monitor the sag in the sidewalk.

Work Candidate ID: D638397-F541-062420-86C33E93EB
Action: 1027 Channel-Repair Washouts / Erosion
Estimated Quantity:
Estimated Cost: $0.00
A212 - Repair Priority: 3-Can be scheduled

A216 - Actual Completion Cost $

A215 - Completion Date:

Repair fill erosion at NE corner.

Work Candidate ID: D638397-3373-061818-478F62240E
Action: 1029 Deck-Patch spalls->Deck-Repair (Potholes)
Estimated Quantity:
Estimated Cost: $0.00
A212 - Repair Priority: 3-Can be scheduled

A216 - Actual Completion Cost $

A215 - Completion Date:

Patch the spalls on deck top surface and soffit.

ARIZONA DEPARTMENT OF TRANSPORTATION

BRIDGE GROUP

Inspection Report

REGISTERED PROFESSIONAL ENGINEER (CIVIL) CERTIFICATE NO. 58288 RAMON I. GAMA 12/8/2024 Date Signed ARIZONA U.S.A.

Structure No.:	**08602**	Structure Name:	**Pinal Creek Bridge**	Inspected by :	**ADOT-Gama/Griffin**
Route :	**0**	Road Name:	**Yuma St**	Inspection Type:	**Routine**
MP :	**0**	Agency:	**Globe**	Inspection Date :	**Wednesday, May 15, 2024**
ADOT District:	**Southeast**			Next Insp. Due By :	**May 2026**

NBI Condition Ratings

N58 Deck :	5 Fair	N61 Channel:	6 Bank Slumping
N59 Superstructure :	5 Fair	N62 Culvert :	N N/A (NBI)
N60 Substructure :	6 Satisfactory		

Appraisal Ratings

N67 Structural Evaluation:	2 Intolerable - Replace	N71 Waterway Adequacy:	8 Equal Desirable
N68 Deck Geometry:	4 Tolerable	N72 Approach Roadway Align.:	6 Equal Min Criteria
N69 Vert. & Horiz. Clearances:	N Not applicable (NBI)	N113 Scour Critical:	5 Stable w/in footing

Inspection Notes

Roadway/Safety:
1. Two-lane AC roadway has several moderate to wide longitudinal, transverse and map sealed cracks, some sealed. Transitions are somewhat uneven.
2. Fill is in good condition at the southwest, southeast, and northwest corners. Fill erosion up to 2' deep is at NE corner, no significant change from previous inspection (See Maintenance Report).
3. This bridge has no guardrail transition system.
4. 25-ton weight limit signs are at both approaches.
5. Object markers are at all 4 corners of bridge. South approach object markers have minor impact damage.
6. One 4.5" dia. pipe is on east side of sidewalk and one electrical conduit is along top of south abutment.

Deck:
1. 5' sidewalk on east side has insignificant to moderate transverse cracks. Sidewalk soffit has insignificant to moderate transverse cracks with minor efflorescence. The sidewalk in Spans 1 and 3 exhibit visible deflection to 1.5" downward, though there are no apparent signs of distress, no significant change from previous inspection (See Maintenance Report).
2. 12" high curbs at both sides of roadway have insignificant to moderate vertical cracks and several small spalls, some with exposed rebar, and large spall at NE and NW ends.
3. 3" dia. drains on both sides of deck and near center of EB traffic lane are open.

Substructure:
1. Wingwalls have insignificant to moderate vertical and random cracks. NE wingwall has large spall on top edge.

Waterway:
1. Channel is composed of Sand and Gravel, with moderate bank vegetation. Flow is SE to NW.
2. Channel had flow under span 2 at time of inspection and has degraded approx. 2.5 ft below top of grouted rock apron at D/S, apron is covered with sediment.
3. Concrete retaining walls are at downstream banks and rock masonry is at SE bank. Concrete-encased sewer line is on downstream side of bridge.

Miscellaneous Inspection Notes:
1. Bridge alignment is approx. 35 deg. SW to NE but is assumed S to N for identifying locations in this report.
2. No previous repairs to verify and no new repairs are recommended.
3. Three previous maintenance items to verify; no items were completed and all are repeated. See Maintenance Report. No new maintenance items are recommended.

Photos:
1. Roadway ID, Looking N
2. Elevation ID, Looking W
3. Deck top
4. Soffit
5. Soffit - Spall with Exposed Rebar

Element No.	Element Description	Quantity	Units	Env.	Condition State			
					1	2	3	4
38	Re Concrete Slab	2,516.00	sq.ft	2.00	1808	600	108	0
Continuous 3-span RC:								
1080	*Delamination/Spall/Patched Area*	208.00	sq.ft	2.00	0	100	108	0

1. Deck top exhibits minor pop-outs and several large spalls (See Maintenance Report).
2. Soffit has several large spalls with exposed rebar around east drains, delaminations and scaling on both sides of slab and west fascia (See Maintenance Report).

BRIDGE GROUP

Inspection Report

Structure No. : **08602** Structure Name : **Pinal Creek Bridge** Inspected by : **ADOT-Gama/Griffin**
Route : **0** Road Name : **Yuma St** Inspection Type: **Routine**
MP : **0** Agency : **Globe** Inspection Date : **Wednesday, May 15, 2024**
ADOT District: **Southeast** Next Insp. Due By : **May 2026**

Element No.	Element Description	Quantity	Units	Env.	Condition State 1	2	3	4
1130	*Cracking (RC and Other)*	500.00	sq.ft	2.00	300	200	0	0
1. Deck top has insignificant to moderate longitudinal, transverse and map cracks. 2. Slab soffit has insignificant to moderate longitudinal and random cracks, and efflorescence at longitudinal construction joint.								
1190	*Abrasion(PSC/RC)*	300.00	sq.ft	2.00	0	300	0	0
1. Deck top exhibits moderate wear.								
155	Re Conc Floor Beam	8.00	ft	2.00	8	0	0	0
(2) 4' long cantilevered floor beams, extending east from from both pier walls, which support the sidewalk along east side of roadway. Floor beams are strengthened by (2) steel channels bolted to pier wall: 1. No significant defects.								
210	Re Conc Pier Wall	56.00	ft	2.00	41	15	0	0
RC pier walls on spread footings:								
1080	*Delamination/Spall/Patched Area*	15.00	ft	2.00	0	15	0	0
1. Pier walls exhibit minor edge spalls and minor abrasion. 2. Pier walls have delamination at west end.								
1130	*Cracking (RC and Other)*	10.00	ft	2.00	10	0	0	0
1. Pier walls have few insignificant vertical cracks								
215	Re Conc Abutment	66.00	ft	2.00	56	0	10	0
RC walls on spread footings:								
1130	*Cracking (RC and Other)*	16.00	ft	2.00	6	0	10	0
1. South abutment has a wide horizontal crack at SE corner and a wide vertical crack. 2. North abutment has few wide vertical cracks.								
330	Metal Bridge Railing	228.00	ft	2.00	208	20	0	0
Two-tube (2.5" dia.) steel handrail, both sides of roadway and two tube metal rail with fence at E fascia, next to Sidewalk:								
1000	*Corrosion*	20.00	ft	2.00	0	20	0	0
1. Handrail has several minor rust spots and a couple of minor dents.								

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	**08602**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**ADOT-Gama/Griffin**
Route :	**0**	Road Name :	**Yuma St**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Wednesday, May 15, 2024**
ADOT District:	**Southeast**			Next Insp. Due By :	**05/15/2026**

File Name : 08602-2024-05-15-Photo-1.jpg

Description :

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	**08602**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**ADOT-Gama/Griffin**
Route :	**0**	Road Name :	**Yuma St**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Wednesday, May 15, 2024**
ADOT District:	**Southeast**			Next Insp. Due By :	**05/15/2026**

File Name : 08602-2024-05-15-Photo-2.jpg

Description :

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	**08602**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**ADOT-Gama/Griffin**
Route :	**0**	Road Name :	**Yuma St**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Wednesday, May 15, 2024**
ADOT District:	**Southeast**			Next Insp. Due By :	**05/15/2026**

File Name : 08602-2024-05-15-Photo-3.jpg

Description :

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	**08602**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**ADOT-Gama/Griffin**
Route :	**0**	Road Name :	**Yuma St**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Wednesday, May 15, 2024**
ADOT District:	**Southeast**			Next Insp. Due By :	**05/15/2026**

File Name : 08602-2024-05-15-Photo-4.jpg

Description :

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	**08602**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**ADOT-Gama/Griffin**
Route :	**0**	Road Name :	**Yuma St**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Wednesday, May 15, 2024**
ADOT District:	**Southeast**			Next Insp. Due By :	**05/15/2026**

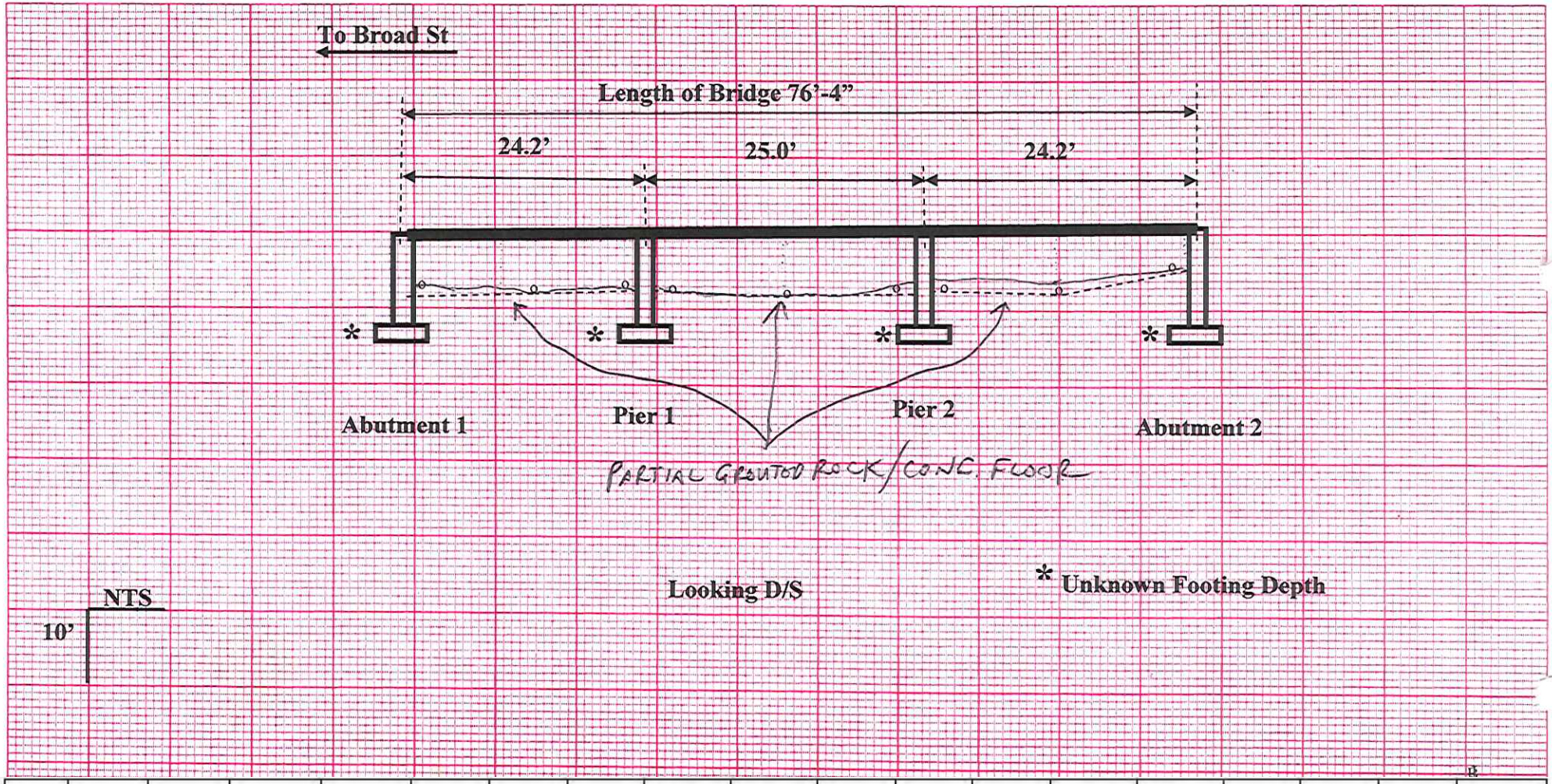
File Name : 08602-2024-05-15-Photo-5.jpg

Description : Soffit - Spall with Exposed Rebar

Channel Profile Diagram

Name of Structure: __Pinal Creek Bridge
Structure No. _____8602_____
Location: Route __ _____ MP: Globe

Arizona Department of Transportation
Bridge Group
Supplemental Page to Bridge Inspection Report



Insp. No.	Insp. Date	Inspec-tor's Initial	Channel Profile Location (U/S or D/S)	Depth at Abut. 'A1' face	Depth at 1/4 span	Depth at mid span	Depth at 3/4 span	Depth at the left side of Support 'P1'	Depth at the right side of Support 'P1'	Depth at 1/4 span	Depth at mid span	Depth at 3/4 span	Depth at the left side of Support 'P2'	Depth at the right side of Support 'P2'	Depth at 1/4 span	Depth at mid span	Depth at 3/4 span	Depth at Abut. 'A2' face
22	5/15/24	RG/JG	D/S	6.85'		7.48'		6.93'	7.57'		8.32'		5.71'	5.81'		6.86'		4.10'

64-4505 R04/03

Note: Channel depths will be measured from the bottom of the girder or the slab; For short span (<40'), depths at quarter & three-quarter lengths may not be necessary; Local scour, if observed at locations other than above, will be noted on this sheet with inspection date; RHS-->Right Hand Side; LHS--> Left Hand Side.

01-12-2023

John Angulo
1250 Hagen Rd
Globe, AZ 85501
Phone: 928-812-0550
Email: jangulo@globeaz.gov

Dear Mr. John Angulo,

I am writing this letter regarding bridges owned by Globe. These bridges require posting for load capacity per the Code of Federal Regulations (23 CFR 650.313.(I)). The CFR Part 650 Subpart C requires that all bridges carrying a public road be properly inspected and evaluated per the National Bridge Inspection Standards (NBIS). The Arizona Department of Transportation (ADOT) is responsible for the inspection of all Arizona bridges which are built for public vehicular traffic. However, the maintenance and posting of bridges remain the responsibility of the owner.

The AASHTO Manual for Bridge Evaluation incorporated by reference in the NBIS, requires bridges to be evaluated for safe load carrying capacity for state legal loads, Special Haul Vehicles (SHV) and Emergency Vehicles (EV). According to these load rating evaluations, the following bridge(s) require a load posting to be enacted. In accordance with the section in Title 23 CFR 650.313 (I)(3) the posting must be in place within 30 days of notification and in accordance with the MUTCD requirements. Inaction by the owner to meet this requirement would be in violation of this federal regulation.

Structure number	Structure Name	Location	Feature Under	Posting Category	Required Posting (LL)	Required Posting (EV)
8602	Pinal Creek Bridge	50 ft NE Jct Broad St	Pinal Creek	LL/EV	Change Existing to 15 Ton	Single Axle: 9T Tandem: 11T Gross: 15T
8603	Pinal Creek Bridge	100 ft S Jct Broad St	Pinal Creek	LL/EV	Change Existing to 10 Ton	Single Axle: 6T Tandem: 7T Gross: 10T

Please notify ADOT Bridge Group Management Section that signing is in place within 30 days of receipt of this letter to allow ADOT to update the bridge files and for reporting to FHWA for compliance. Acceptable notification of load posting can be in the in the form of photos of installed signs to be provided to ADOT by email to Mr. Enamul Hoque, ehoque@azdot.gov. The photos should encompass the entire sign and support post with a clear view of both bridge approaches.

If you have any questions or need assistance, please call me at 602-712-6787.

Sincerely,

Enamul Hoque, P.E
Bridge Management Section Leader
ADOT Bridge Group
205 S. 17th Avenue, MD 613E
Phoenix, AZ 85007

Cc to: David Benton, P.E., ADOT State Bridge Engineer
Chad Matty, P.E., FHWA Arizona Division Bridge Engineer
Todd Emery, P.E., ADOT Southeast District Administrator
Peng Chen, P.E., ADOT Bridge Inspection Section Leader

CITY OF GLOBE ARIZONA

150 N Pine St., Globe, AZ 85501

January 30, 2023

Enamul Hoque, P.E
Bridge Management Section Leader
ADOT Bridge Group
205 S. 17th Avenue, MD 613E
Phoenix, AZ 85007

Dear Mr. Enamul Hoque,

This letter is to follow up on the letter received 01-12-2023. The following are actions the City will be taking on Structures 8602 and 8603.

Str #	Name	Location	Posting Cat.	Required Posting	Action
8602	Pinal Creek	50' NE Jct. Broad St	LL/EV	25T change to 15T	City will repost within 30 days.
8603	Upper Pinal Creek	100' S Jct. Broad St	LL/EV	20T change to 10T	Replacement bridge is under contract. Due to complete in Sept., 2023

The city will photograph and send to you the posting of Structure 8602 when complete. We will also keep you informed as the replacement of structure 8603 progresses. Please let us know if this timeframe is acceptable.

Thank You.

John M Angulo

John Angulo
Public Works Director
City of Globe
1250 Hagen Rd
Globe, AZ 85501
Phone: 928-812-0550
Email: jangulo@globeaz.gov

Scoping Letter

Yuma Street Bridge Replacement

Structure No. 8602
Globe, Arizona

July 2023

Prepared For:

CITY OF GLOBE
ARIZONA TO THE CORE

City of Globe
150 N. Pine Street
Globe, AZ 85501

Registered Professional Engineer (Civil)
CERTIFICATE NO.
48287
MATTHEW A.
TRUITT
DATE SIGNED 7.21.23
ARIZONA U.S.A.

Registered Professional Engineer (Civil)
CERTIFICATE
48625
NATHAN J.
PALMER
Date Signed 7-21-23
ARIZONA, U.S.A.

Prepared By:

EPS GROUP

In Coordination With:

consor

INTRODUCTION

The Pinal Creek Bridge (Structure No. 8602) is located on Yuma Street in Globe, Arizona. The roadway is classified as a minor collector and carries roughly 1,021 vehicles per day. The project will begin at Broad Street and end approximately 300ft north of the existing bridge. The CAG TIP has a place holder for this project for an amount of $3,100,000. (See Appendix A) Project development is expected to start in January of 2024 and be completed by January of 2025. Construction is anticipated to commence in the fiscal year 2025.

BACKGROUND DATA

The existing Pinal Creek Bridge was constructed in 1939. It is a three-span reinforced concrete slab bridge founded on spread footings. It carries one 12'-0" lane in each direction and has a clear roadway width of approximately 25'-0". It has recently been downgraded from 25-ton to 15-ton load limit creating safety issues and detours for construction traffic, school buses, and emergency vehicles. It has a sufficiency rating of 48.7 and is classified as Structurally Deficient. This bridge has surpassed its design life and needs to be replaced.

PROJECT SCOPE

The scope of this project is to replace the existing Pinal Creek Bridge and the associated approach roadway portions on either side of the bridge. The project is roughly 0.1 miles in length along Yuma Street and minimal changes to the Pinal Creek waterway or the existing roadway profile are anticipated.

A consultant team, including the roadway, traffic, structural, geotechnical, drainage and environmental disciplines will be required to complete the project assessment, preliminary plans and final plans, specifications and estimates in coordination with City reviewers. The project design and post-design process will be administered by the City. The final design and post-design cost of the project will be financed through FY2025 Arizona State Budget Appropriation Funds and local City funds.

The lowest responsive bidder will be responsible for demolishing the existing structure, reconstructing the new bridge per the project plans, reconstructing a short portion of the approach roadway and maintaining traffic. The construction cost of the project will be financed through FY2025 Arizona State Budget Appropriation Funds and local City funds.

PROJECT DEVELOPMENT CONSIDERATIONS

1. Environmental requirements

    a. Species Investigation – A Biological Evaluation Short Form (BESF) will be prepared to determine the effects of the project on wildlife and plant species.
    b. Wetland and Riparian Areas – Will be evaluated as part of the BESF
    c. Flood Plain Encroachment – Not anticipated as the waterway opening will be equal to or greater than the existing condition.
    d. Section 401/404 – A Jurisdictional Delineation and Section 404 Regional General Permit 96 will be submitted concurrently.

e. Section 4 (f) Impacts – Not anticipated due to the nature of replacing an existing structure with minimal harm.
f. Potential Contaminants – A Preliminary Initial Site Assessment (PISA) will be prepared for the site.
g. Social or economic impacts – Minimal impacts anticipated as access is not eliminated, but a detour will be required during construction.
h. Cultural Resources Investigation – A Class I records search and a Class III cultural resources survey will be conducted.
i. The bridge serves 2,800 City of Globe citizens who live in the residential area.
j. The reduction in sufficiency impacts the accessibility of school buses and emergency vehicles to residents in this area.

2. Construction Contract Method

It is anticipated that the construction contract will be awarded to the lowest responsive bidder.

3. Geotechnical and Drainage Requirements

A drainage study and scour analysis will be required. According to the bridge as-builts, the existing bridge abutments and piers are founded on spread footings. Similar foundations are anticipated to be adequate for the new bridge, but may change depending on the results of the drainage study, scour analysis and geotechnical evaluation.

4. Critical Outside Agency Involvement

There is an existing waterline supported on the south side of the bridge and a 14" DIP sewer line that runs under the bridge transversely in span 2. There are also overhead powerlines that run parallel to the south side of the bridge with telecommunication lines hanging from the same pole. Other utilities known to be in the area include:

Utility	Facility	Contact	Phone Number
City of Globe	Water, Sanitary Sewer, Storm Drain	Jodi Martin	(928) 425.7146x14
Lumen	Telecom	Kevin Wagner	(815) 245-9640
Arizona Public Service	Electric (overhead/underground)	Bryan Goslin	928-425-8041
Sparklight Cable Communications	Telecom	Christopher Guthrey	(928) 812.2888

5. Right-of-Way Requirements

No additional right-of-way is anticipated as the bridge shall be constructed in the same location; however, a Temporary Construction Easement (TCE) may be needed.

6. Utility Relocation Requirements

The existing 4" steel waterline that currently runs along the south edge of the bridge will need to be relocated into the curb of the new bridge.

Although no other utility relocations are anticipated, there are live power lines that run parallel to (5-6 ft separation) from the southern edge of the existing bridge that will need to be protected in place. In addition, there is a solar powered flow gauge mounted to the existing bridge wingwall, which will likely have to be relocated to the new bridge wingwall at the City's expense.

7. Traffic Requirements

Minimal traffic control plans will be required for this project. The bridge and roadway will have to be closed during construction. Pedestrian traffic over the bridge will also require a detour.

8. Seasonal Considerations

Since the bridge spans over a waterway, consideration should be given to minimize bridge construction during the monsoon season, if possible. There are no other known seasonal restrictions at this time; however, environmental studies and surveys may identify other restrictions.

9. Design Criteria

This project will be designed in accordance with AASHTO and the ADOT Bridge Design Guidelines.

OTHER REQUIREMENTS

The Pinal Creek Bridge Replacement Project will be financed through FY2025 Arizona State Budget Appropriation Funds and local City funds. The desired bid advertisement date is February 2025 and awarded three months after the bid advertisement. The project will be developed by a team of consultants, administered by the City.

SCOPE CONSIDERATONS

As part of the scoping of the project, two bridge alternatives were evaluated: a reinforced concrete superbox, and a precast pre-stressed side-by-side box beam bridge.

Alternative 1 (Superbox)

Alternative 1 consists of a new three-span reinforced concrete superbox bridge. The span lengths of each cell will be 25'-0" and the overall bridge length is 77'-0". It carries a 12'-0" lane with a 1'-0" shoulder in each direction and a 4'-0" sidewalk on the north side with bridge railing on both sides. The clear roadway width is 26'-0" and the overall bridge width is 33'-0". The superstructure depth is 1'-3" with full-height abutments and a concrete slab foundation with concrete toe-downs at the inlet and outlet to prevent any potential scouring. This structure is roughly the same depth and length as the existing structure thereby maintaining the existing waterway opening.

Alternative 2 (Pre-stressed Beam)

Alternative 2 consists of a new single-span precast pre-stressed concrete box beam superstructure supported by full-height abutments founded on spread footings. The span length is 75'-0" and the overall bridge length is 77'-0". It carries one 12'-0" lane with a 1'-0" shoulder in each direction, contained by MASH-compliant railing on each side. The clear roadway width is 26'-0" and the overall bridge width is 33'-0". The girder spacing is 4'-0" with 6" overhangs and a 5 ½" concrete deck topping. The superstructure depth is approximately 2'-6", which is deeper than the existing structure and reduces the minimum vertical clearance to the waterway below. This reduced clearance may or may not affect the hydraulic and scour analysis.

RECOMMENDED BRIDGE STRUCTURE ANALYSIS

A comparative analysis of the bridge structure costs may be found in Appendix A. The results of that analysis along with other constructability observations are as follows:

- **Alternative 1** is easily constructed by local contractors and has the lowest construction cost. The construction cost for this bridge alternative is approximately $1,546,254.00. (See Appendix B)
- **Alternative 2** is easily constructed by local contractors and has the lowest construction duration due to the prefabricated elements. One significant concern with this alternative is the access for cranes and the erection of box beams with the presence of overhead power lines. The construction cost for this bridge alternative is approximately $2,188,150.00.

Based on the known information at the time of this evaluation, Alternative 1 is the preferred alternative. This alternative maintains the existing waterway opening and does not require large cranes to construct. Although falsework within the waterway is a concern, it can be mitigated by avoiding construction during the monsoon season. This alternative is considered to be aesthetically appealing, easily constructible by local contractors, and will require minimal future maintenance.

ESTIMATED TOTAL PROJECT/CONSTRUCTION COSTS

In addition to the cost of the bridge, the adjacent roadway, sidewalks and ramps will require modifications. At a minimum, this includes new AC pavement, signing, marking, utility relocations, pedestrian railing and lighting. Other considered items include bridge removal, channel maintenance and erosion control.

The total project costs will also include design and other construction administration costs.

The total cost for Alternative 1, including all bid items and non-bid items is roughly $3,173,904. Refer to Appendix B for an itemized construction and design cost estimate for the preferred alternative.

LOCATION AND VICINITY MAP

For more information regarding the location and vicinity of the bridge in Globe, see Figure 1 and Figure 2, respectively.

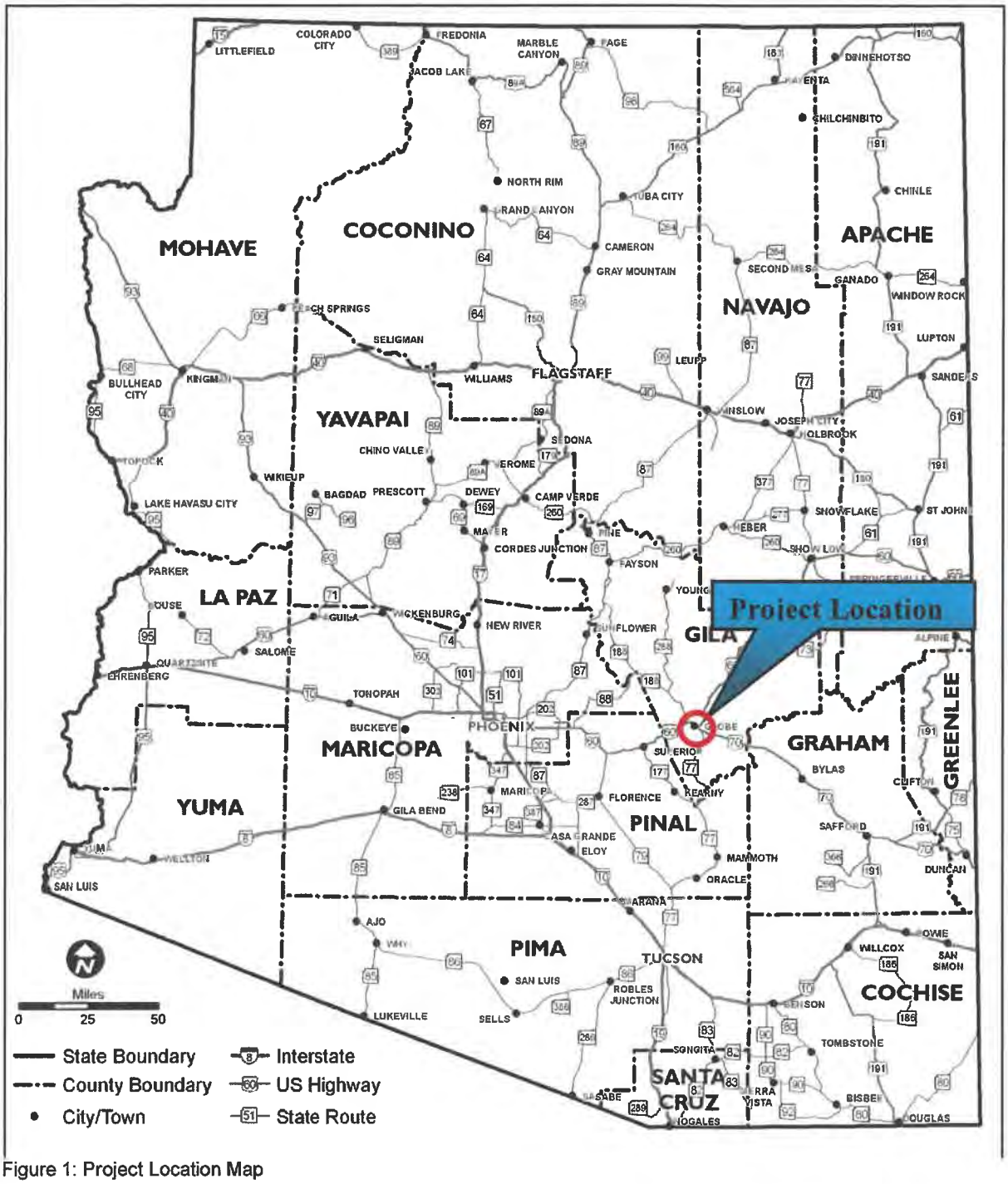


Figure 1: Project Location Map

Figure 2: Project Vicinity Map

SCHEDULE

Activity / Deliverable	Tentative Completion Date
Project Advertisement	September 2023
Kickoff Meeting	January 2024
30% Design Plans	April 2024
60% Design Plans	August 2024
95% Design Plans	November 2024
Bid Packet Ready	January 2025
Bid Advertisement	February 2025
Bid Award	April 2025
Construction Start	May 2025
Construction End	November 2025
Project End	December 2025

PRELIMINARY PLANS (15%)

The plan, elevation and typical section for the preferred alternative is provided in Appendix C.

Appendix A – CAG FY23-FY30 Administrative TIP Amendment

CAG
Central Arizona Governments
One Region • No Boundaries

March 21, 2023

To: Mr. William Randolph
Regional Planning Manager
Arizona Department of Transportation
1611 West Jackson Street
Phoenix, AZ 85007

RE: CAG FY23-FY30 Administrative TIP Amendment:

Dear Mr. Randolph,

This letter is to inform the Arizona Department of Transportation Mulitmodal Planning Division of the following Administrative TIP Amendment to the CAG FY2023-FY2030 Transportation Improvement Program (TIP).

The following TIP amendments have been administratively approved:

1. **Yuma St Bridge (Structure #8602) w/Sidewalk – NEW CONSTRUCTION PROJECT**
   a. Added under FY 24 within the **"Congressional Appropriation Funds"** Section.
   b. Project # GLB 24-02C
   c. Federal Amount = **$3,100,000.00**
   d. No Local Match Required

A copy of the Approved CAG FY2023-FY23 TIP administrative change has been provided as an attachment. If you should have any questions or concerns, please feel free to contact me at (480) 474-9300, or by email at tashbaugh@cagaz.org.

Serving Regionally,

Travis W. Ashbaugh

Travis W. Ashbaugh, AICP
Transportation Planning Director

CC: Rick Powers – Globe (TTAC Chair)
John Angulo – Globe (Public Works Director)
Connie Callaway – Globe (Grants Manager)
Andrea Robles – CAG Executive Director

Central Arizona Governments
2540 West Apache Trail, Suite 108
Apache Junction, Arizona 85120
www.cagaz.org

Tel: 480-474-9300
Toll Free: 800-782-1445
TDD: 480-671-5252
Fax: 480-474-9305

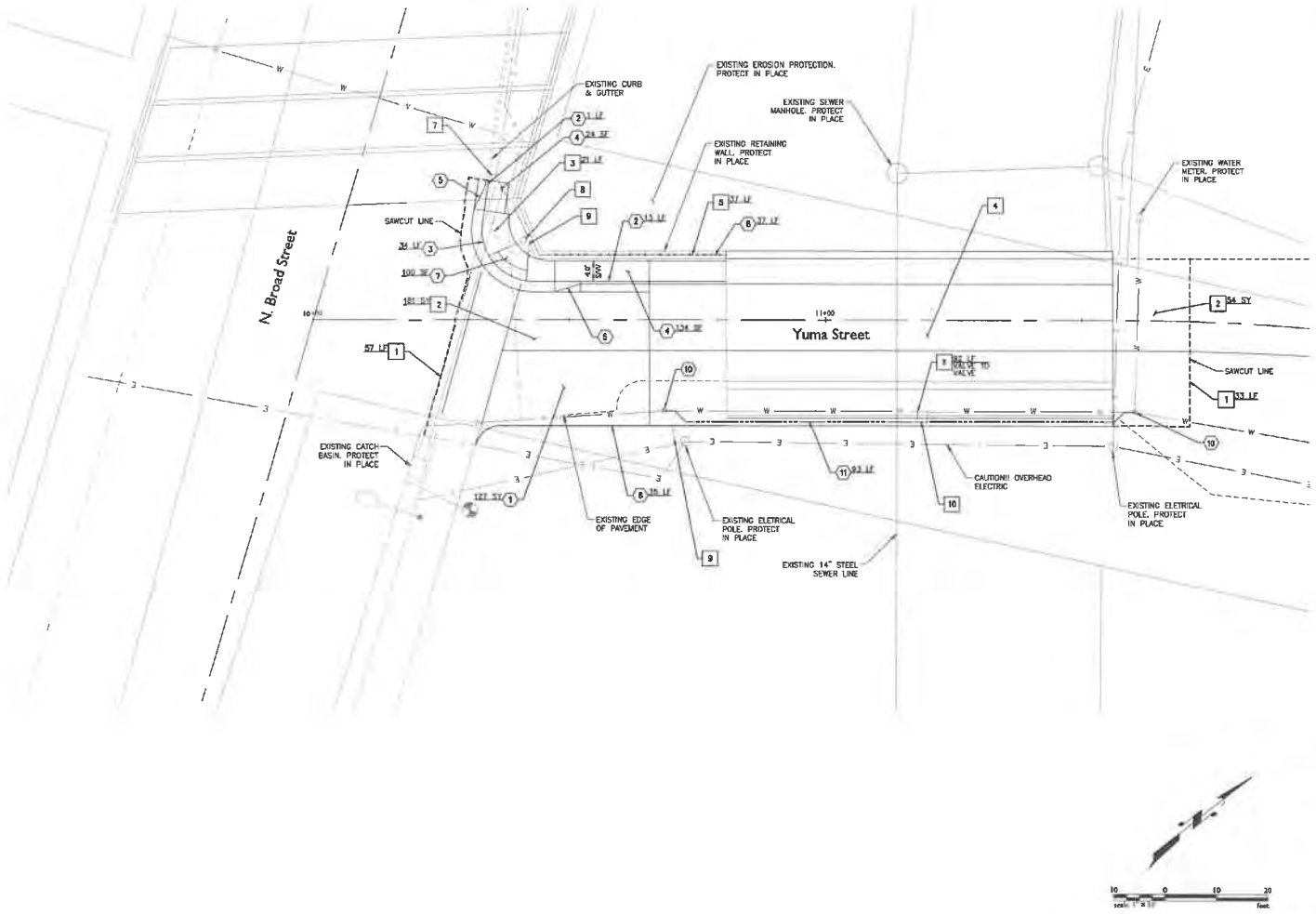
Appendix B – Alternative 1. Construction Costs for the Bridge Structure

CITY OF GLOBE, AZ
ESTIMATED ENGINEERING CONSTRUCTION COST
ITEMIZED ESTIMATE

LOCATION: Yuma Street Bridge

July 20, 2023

Plan Notes Equivalent	Item Number	Item Description	Unit	Quantity	Unit Price	Amount
	2020002	REMOVE BRIDGE	L.SUM	1	$150,000.00	$150,000
3	2020021	REMOVAL OF CONCRETE CURB & GUTTER	L.FT.	21	$100.00	$2,100
2	2020029	REMOVAL OF ASPHALTIC CONCRETE PAVEMENT	SQ. YD.	235	$30.00	$7,050
6	2020042	REMOVAL OF WATERLINE	LFT	92	$30.00	$2,760
5	2020065	REMOVE SAFETY RAIL	EA.	37	$800.00	$29,600
7	2020400	REMOVE AND RELOCATE (ELECTRICAL BOX)	EA	1	$1,000.00	$1,000
8	2020400	REMOVE AND RELOCATE (STREET LIGHT)	EA	1	$3,500.00	$3,500
	2030401	DRAINAGE EXCAVATION (SEDIMENT IN PINAL CREEK)	CU.YD.	150	$40.00	$6,000
	2030501	STRUCTURAL EXCAVATION	CU.YD.	100	$80.00	$8,000
	2030506	STRUCTURE BACKFILL	CU.YD.	90	$150.00	$13,500
	2060001	FURNISH WATER SUPPLY	L.SUM	1	$8,000.00	$8,000
1	3030022	AGGREGATE BASE, CLASS 2	SQ. YD.	177	$50.00	$8,847
1	4090003	ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL)	TON	198	$500.00	$99,000
1	4040111	BITUMINOUS TACK COAT	TON	1	$200.00	$100
	6010005	STRUCTURAL CONCRETE (CLASS S) (F'C = 4,500)	CU.YD.	384	$1,600.00	$614,400
	6011114	COMBINATION PEDESTRIAN-TRAFFIC BRIDGE RAILING	L.FT.	154	$300.00	$46,200
	6011371	APPROACH SLAB (SD 2.01)	SQ.FT.	990	$75.00	$74,250
	6050002	REINFORCING STEEL	LB.	74700	$2.00	$149,400
9	6080055	REMOVE AND REINSTALL SIGN	EA.	3	$400.00	$1,200
		ASPHALTIC THICKENED EDGE	LF	35	$70.00	$2,450
8	6110301	TRAFFIC & PEDESTRIAN RAIL	LF	37	$50.00	$1,850
	7040005	PAVEMENT MARKING (WHITE EXTRUDED THERMOPLASTIC)(0.090")	L.FT.	216	$2.75	$593
	7040006	PAVEMENT MARKING (YELLOW EXTRUDED THERMOPLASTIC) (0.090")	L.FT.	58	$2.75	$160
	805003	SEEDING	ACRE	1	$5,000.00	$5,000
	8080044	FLOW METER (REMOVE & REPLACE)	EA	1	$2,260.00	$2,260
10	8080647	VALVE BOX (ADJUST WATER VALVE TO GRADE PER MAG DETAIL 391-1)	EA.	2	$2,500.00	$5,000
2	9080101	CONCRETE CURB AND GUTTER, TYPE A (MAG DET. 220-1)	L.FT.	14	$150.00	$2,100
3	9080104	CONCRETE CURB AND GUTTER, TYPE D (MAG DET. 220-1)	L.FT.	34	$150.00	$5,100
5		CONCRETE CURB AND GUTTER TRANSITION (MAG DET. 221)	EA	2	$1,000.00	$2,000
4	9080241	CONCRETE SIDEWALK (MAG DET. 230)	SQ.FT.	140	$50.00	$7,000
7		CUSTOM SIDEWALK RAMP	EA	1	$3,500.00	$3,500
11		INSTALL 4" WATERLINE	LF	93	$125.00	$11,625
		QUALITY CONTROL	L.SUM	1	$15,000.00	$15,000
					SUBTOTAL =	**$1,288,545**
		BID ITEM CONTINGENCIES	L.SUM.	20%		$257,709
					SUBTOTAL =	**$1,546,254**
		CHANNEL EROSION CONTROL				$360,000
					SUBTOTAL =	**$1,906,254**
		REMOVE BRIDGE				$150,000
		SWPP				$20,000
		MOBILIZATION (assume higher for site)				$230,000
		TRAFFIC CONTROL				$75,000
		CONSTRUCTION SURVEY AND LAYOUT				$20,000
		CONSTRUCTION CONTINGENCIES				$150,000
		CONSTRUCTION ADMINISTRATION				$400,000
					CONSTRUCTION COST =	**$2,951,254**
		DESIGN (Topo, civil, structural, geotech, environmental)				$222,650
					PROJECT COST=	$3,173,904



CONSTRUCTION NOTES

1	Prepare Subgrade & Install 4" AC Pavement over 7" ABC	127 SY
2	6" Vertical Curb & Gutter per MAG Detail 220-1, Type A	14 LF
3	4" Roll Curb MAG Detail 220-1, Type D	34 LF
4	Sidewalk per MAG Detail 230, Width per Plan	158 SF
5	Curb Transition per MAG Detail 221	2 EA
6	Thickened Edge per MAG Detail 201, Type A	35 LF
7	Custom Sidewalk Ramp	100 SF
8	Safety Rail per MAG Detail 145	37 LF
10	Adjust Water Valve to Grade per MAG Detail 391-1	2 EA
11	Install 4" Steel Waterline in Bridge Curb	93 LF
1	Sawcut Existing AC Pavement	90 LF
2	Remove Existing AC Pavement Section	235 SY
3	Remove Existing Concrete Curb & Gutter	21 LF
4	Remove Existing Bridge	1 LS
5	Remove Existing Safety Rail	37 LF
6	Remove Existing 4" Steel Waterline. New Waterline to be Integrated into New Bridge Design	92 LF
7	Remove & Relocate Electrical Box	1 EA
8	Remove & Relocate Street Light	1 EA
9	Remove & Relocate Sign	2 EA
10	Salvage & Replace Flow Meter	1 EA

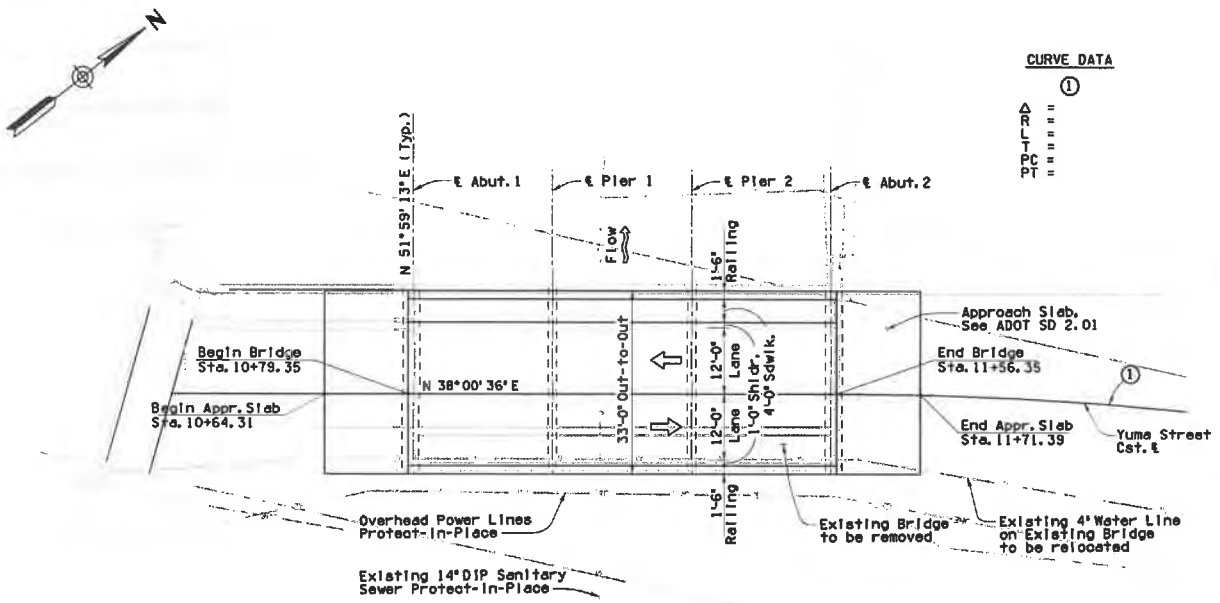
City of Globe
Yuma Street Bridge
Globe AZ

Civil Site Plan

EPS GROUP
1130 N Alma School Road
Suite 120
Mesa, AZ 85201
T:480.503.2250|F:480.503.2258
www.epsgroupinc.com

Call at least two full working days before you begin excavation.
ARIZONA 811
Dial 8-1-1 or 1-800-STAKE-IT (782-5348)
In Maricopa County: (602)263-1100

Designed: MAT
Drawn by: RHW
Job No. 22-0952.1
Dwg No. PL01
Sheet No. 1 of 1



CURVE DATA

①

Δ =
R =
L =
T =
PC =
PT =

INDEX OF DRAWINGS

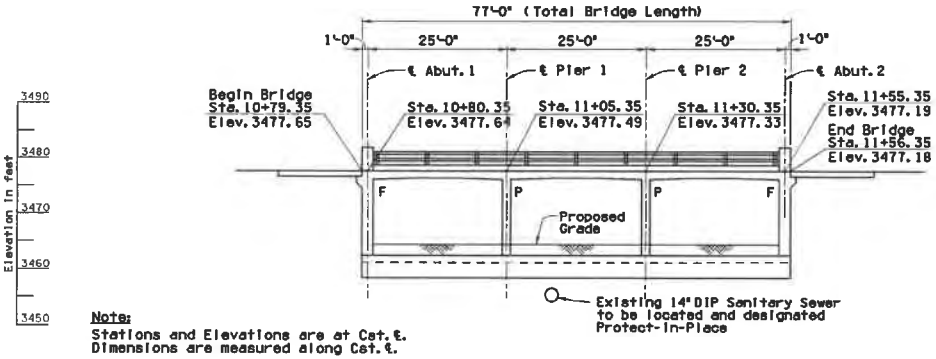
ADOT STRUCTURE DETAIL DRAWINGS:

Approach Slab Details ..... SD 2.01

GENERAL PLAN

1" = 10'

New 3-Span, Cast-In-Place, Reinforced Concrete Closed-Frame Bridge
Skew = Varies
1'-0" Contour Interval



Note:
Stations and Elevations are at Cst. ℄.
Dimensions are measured along Cst. ℄.

ELEVATION

1" = 10'

PROFILE GRADE

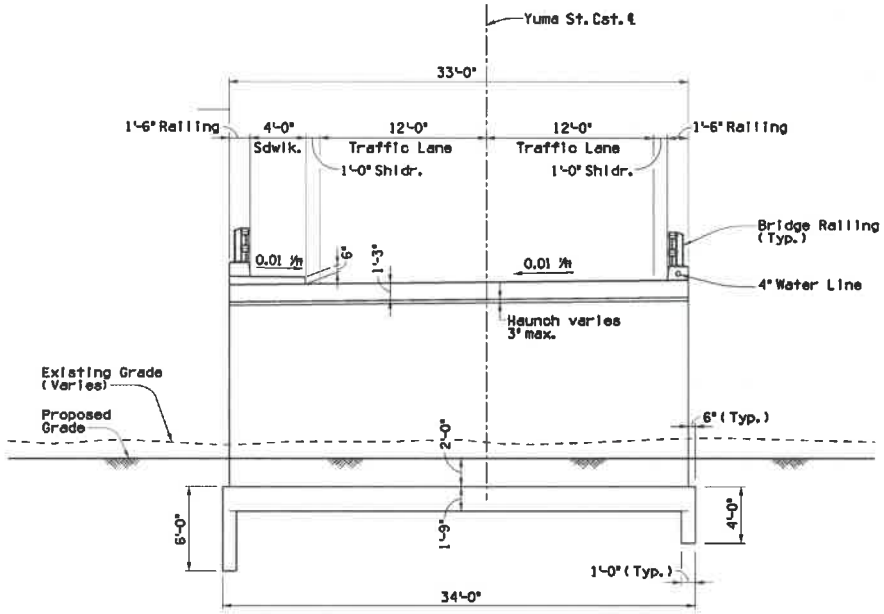
No Scale

City of Globe
Yuma Street Bridge
Globe, AZ

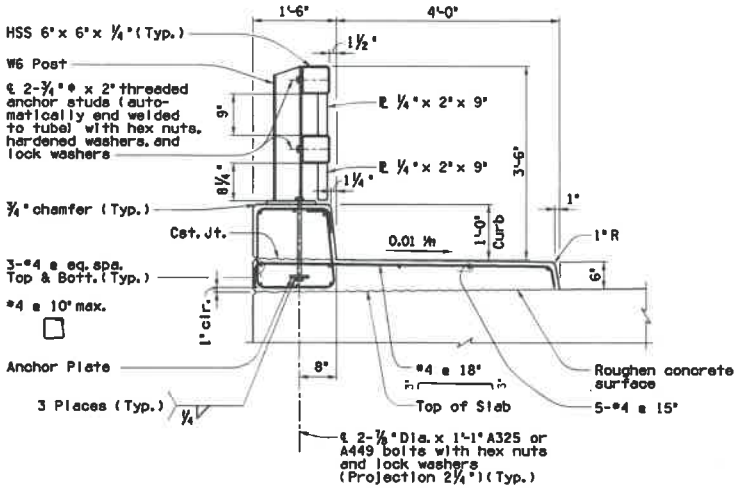
General Plan, Elevation & Index

consor

Designer: ESG
Drawn by: JHS
Job No.
Dwg No. BR01
Sheet No. 1 of 3



TYPICAL SECTION
1/4" = 1'-0"



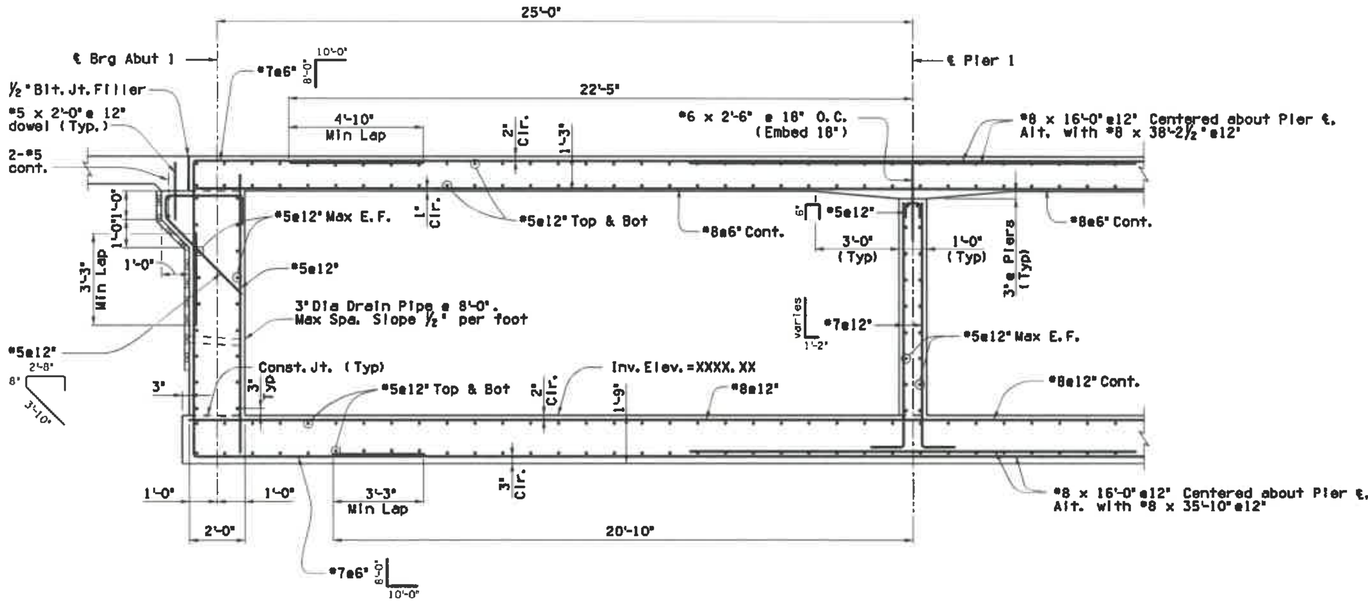
SECTION
1" = 1'-0"

City of Globe
Yuma Street Bridge
Globe, AZ

Typical Section

consor

Designer: ESG
Drawn by: JMS
Job No.
Dwg No. BR02
Sheet No. 2 of 3



TYPICAL LONGITUDINAL SECTION
Span 1 Shown, Span 3 Similar But Opposite
½" = 1'-0"

City of Globe
Yuma Street Bridge
Globe, AZ

Typ. Longitudinal Section

Revisions

consor

Designer: EG
Drawn by: JHS
Job No.
Dwg No. BR03
Sheet No. 3 of 3

City of Globe #2 Haskins Bridge

OFF-SYSTEM BRIDGE (OSB) PROGRAM APPLICATION

OSB Funding is a federal-aid program and must follow all federal-aid requirements

GENERAL PROJECT INFORMATION

SPONSORING AGENCY: (AGENCY NAME & ADDRESS)	City of Globe	**DATE SUBMITTED:**	
CONTACT NAME:	Luis Chavez	**TITLE:**	City Engineer
EMAIL ADDRESS:	lchavez@globeaz.gov	**PHONE #:**	(928) 425 - 4959 Ext. 309

OSB PROGRAM: (Check one)	☐ **STBG Program (94.3%/5.7%)**	☒ **Bridge Formula Program (BFP) (100%)**

PROJECT LOCATION	Bridge Name:	Pinal Creek Bridge @ Haskins Road (#09710)
	Bridge Structure #:	09710
	Road Name:	Haskins Road
	County:	Gila
	COG/MPO/TMA:	CAG
	ADOT District:	Southeast
	Starting Location:	Broad Street
	Ending Location:	120' North
	Length (to the 0.1 of a mile):	0.1
	# of Lanes (Before & After):	Before: 2 After: 2

TYPE OF WORK	☐ Rehabilitation/Strengthening	**Bridge Structure Condition**	
	☒ Replacement	☐ Good	☒ Fair
	☐ Preservation/Preventative Maintenance/Protection	☐ Poor	☐ Weight Restricted

PROJECT INCLUDED IN LOCAL CAPITAL IMPROVEMENT PLAN (CIP)	☒ Yes	☐ No
FEDERAL FUNCTIONAL CLASSIFICATION – (LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS):	Urban Minor Collector	

AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT (LINK: AADT COUNTS):	782	**DATE OF AADT COUNT:**	2/2/2023
Crash Data (5 Years):	N/A		

Any application without the required attachment(s) will not be considered for funding

- **ATTACH** a detailed scoping document that includes an alternative analysis, project background, scope of work, justification, 15% level plans, schedule identifying critical milestones, and detailed cost estimates for Design and Construction phases. (Not required if submitting for Scoping Only).
- **ATTACH** a Project Vicinity/Project Location Map
- **ATTACH** a copy of the FHWA Functional Classification Map
- **ATTACH** photographs

Samples are available on the ADOT LPA Section Website (LINK), including the ADOT Cost Estimate Tool, Project Scoping Document Guidelines, and Sample Scoping Document based on the ADOT Pre-Design Section format.

COST ESTIMATE & PROJECT PROGRAMMING			
		Total Project Estimated Cost (Include ADOT PDA Fee, Scoping, Design, ROW, & Construction):	**$4,262,480**
☒	**ADOT PROJECT DELIVERY ADMINISTRATION (PDA) FEE**	Bridge Formula Program: Federal Share (100%)	**$ 30,000**
		STBG Program Federal Share (94.3%) (Complete if using federal STBG funds for PDA Fee)	$
		STBG Local Match (5.7%): (Complete if using federal STBG funds for PDA Fee)	$
		Additional/100% Local Funding: (Complete if using only local funds for PDA Fee):	$
		Total ADOT Project Delivery Administration (PDA) Fee ($30,000 Non-CA/$10,000 for scoping only or if CA):	**$30,000**
☐	**SCOPING**	FY Program Year:	
		Bridge Formula Program: Federal Share (100%)	$
		STGB Program: Federal Share (94.3%)	$
		Local Match (5.7%):	$
		Additional/100% Local Funding:	$
		Total Cost for Scoping	**$**
☒	**DESIGN**	FY Program Year:	2026
		Bridge Formula Program: Federal Share (100%)	$415,000
		STGB Program: Federal Share (94.3%)	$
		Local Match (5.7%):	$
		Additional/100% Local Funding:	$
		Total Cost for Project Development	**$**
☐	**ROW**	FY Program Year:	
		Bridge Formula Program: Federal Share (100%)	$
		STGB Program: Federal Share (94.3%)	$
		Local Match (5.7%):	$
		Additional/100% Local Funding:	$
		Total Cost for ROW	**$**
☒	**CONSTRUCTION**	FY Program Year:	2027
		Bridge Formula Program: Federal Share (100%)	$3,817,480
		STGB Program: Federal Share (94.3%)	$
		Local Match (5.7%):	$
		Additional/100% Local Funding:	$
		Total Cost for Construction (including CE, CC, PDS)	**$3,817,480**

PROJECT WORK DESCRIPTION

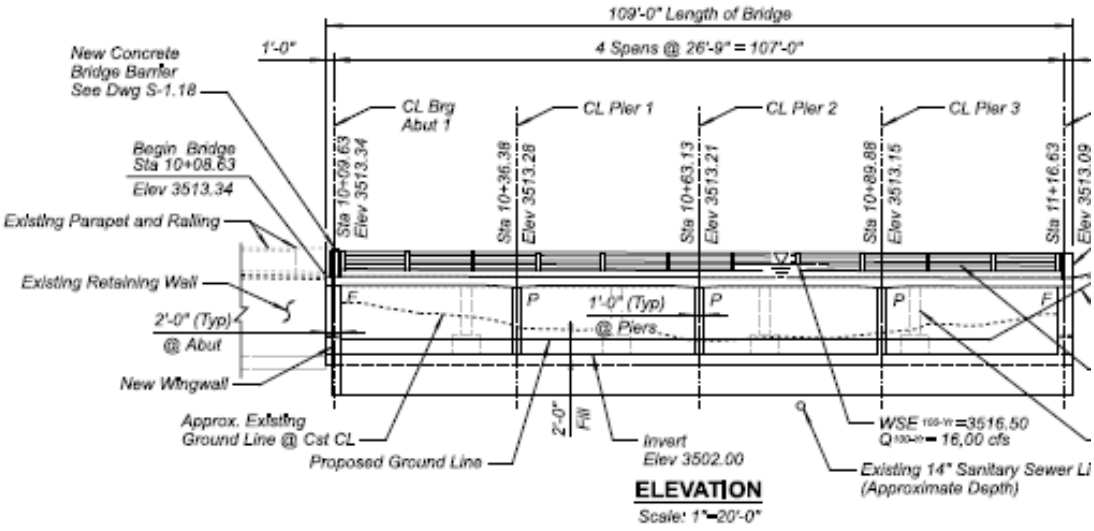
Describe the purpose and need of the project. What work is proposed for this project? How will the project improve the condition and/ or extend the service life of the bridge?

The proposed work is located in Gila County adjacent to US Route 60 (US 60) near the center of Globe, Arizona. The project begins Adjacent to Broad Street and extends north crossing over Pinal Creek. The work consists of replacing the existing four-span, reinforced concrete slab bridge, structure #09710, with a four-span, cast-in-place reinforced concrete closed frame structure. Incorporated with the structure are a sidewalk and barrier rails. The work includes the demolition of the existing bridge, reconstruction of the immediate Haskins Road approaches to match the new bridge section. Replacement of the existing 6-inch waterline supported on the new bridge, and relocation of the high-pressure gas line. Also includes erosion control, pavement marking, signing, seeding, work site restoration, and other related work.

Attachments:

A. Scoping Report – (Includes the Project Location/Vicinity map)
B. Functional Classification map
C. Photos
D. Jacobs 2016 Bridge Inspection Report – (includes 2014 Inspection Report)
E. ADOT 2022 Inspection Report
F. Project Plans of similar structure - (Cottonwood Bridge)
G. Detailed Cost Estimate

Typical Plan view (Actual dimensions to be determined during design).



Typical profile view (Actual bridge layout determined during design).

AGENCY PRIORITIZATION

Describe the agencies top (up to three) priorities of off-system bridges in your inventory. Provide justification as to why the bridge project in this application is the top priority. (Refer to section of Priority Ranking of Candidate Bridges in the Off-System Bridge Program Guidelines.)

1. Bridge #09710 Pinal Creek at Haskins Road
2. Bridge #09707 Copper Gulch Steel Bridge
3. Graveyard Bridge at Hackney #09709

These priorities were determined by the 2016 Deficient Bridge Report compiled by Jacobs (Attachment D). It is the goal of the City to replace all deficient bridges with priority as funding becomes available. Priority was determined using bridge inspection reports and engineering assessment of the condition of the deficient bridges. Several factors were used in the prioritization process, including, LOS, roadway use, utility disruption, school bus traffic, functional classification, load limits, extent of damage to superstructure and sub structure, substandard geometry, pedestrian safety economic considerations, environmental impacts and traffic ADT.

Below are photos showing several deficiencies noted within the Jacobs 2016 Report (Attachment D).

Typical pier vertical cracks

OPERATIONAL IMPROVEMENT

How will this bridge project improve the agency's operations?
Are there other operational improvements? If so, what are they and how will this project improve them?
Topics to consider addressing in application:

- Effect on lifecycle
- Maintenance and Repair tasks and frequency
- Annual maintenance and repair costs

Due to recent economic conditions the City has not been able to perform maintenance activities on any of the bridges. The cracks in the abutments are of concern due to the extreme flow events that can be transmitted through this structure. In addition, the footings for this bridge are being undermined by scour due to shallow foundational elements.

The bridge was originally built in 1916 and is one of the oldest structures in Globe's bridge inventory and has passed its expected service life. The City will benefit fiscally with a reduction in maintenance and repair costs.

COMMUNITY IMPACTS

How important is this bridge crossing and access to the community?
Topics to consider addressing in this application:

- *Emergency Access*
- *Local Business and Industry Access*
- *Educational Access*
- *Other areas important to the community*

This bridge provides access to a major portion of the community. It is located on an Urban Minor Collector classified street and connects directly to the downtown area. It provides access to parks, is used by school buses, access for citizens to reach medical services, access to several businesses and churches. It also serves as an alternate route for the mines if road closures dictate.

OTHER

This is an opportunity to add project-specific items or unique issues that are not addressed in another category.

The City has invested HURF funds to complete a detailed deficient Bridge Report completed by Jacobs in 2016 (Attachment D). This report identified bridge deficiencies and made recommendations for replacement. A copy of the report for structure #09710 is attached to this application.

The Jacobs Bridge Inspection Report from 2016 (Attachment D) showed a Sufficiency Rating of 48.36 as reported within the ADOT Inspection Report in 2014 and was identified as Functionally Obsolete. However, the recently completed 2022 ADOT Inspection Report (Attachment E) shows a Sufficiency Rating of 55.6. There is confusion about why the Sufficiency Rating improved as no work or repairs were done on this structure between the 2014 and 2022 ADOT inspections.

The City's contention remains that this bridge is functionally obsolete and should be replaced as recommended in the Jacobs Inspection Report from 2016 (Attachment D).

DEVELOPMENT CONSIDERATIONS

Projects that have identified challenges and risks to delivery will encounter fewer hurdles and allow for a project to have fewer complications and provide the best opportunity for a project to be delivered on time and within budget.

CHALLENGES/RISKS TO DELIVERY AND CONSTRUCTION OF PROJECT	Please describe any challenges that may impact the scope, schedule, budget and/or delivery of this project.	It is critical to construct the foundation portion of the structure in the late spring or in the fall, as seasonal flow might be present during the rainy periods.
ENVIRONMENTAL	Are there any potential environmental impacts or challenges of the project that you can foresee? *(e.g. endangered species, cultural resources, hazardous materials sites, Section 4(f) properties, Title VI populations, significant community opposition, wetlands that would be affected, etc.)*	No cultural resources are in the area, other environmental factors will need to be evaluated and mitigated.

RIGHT-OF-WAY (ROW)	Please describe any ROW items associated with this project. *(e.g. Will ROW be required? How much ROW? Is the State Land Department involved? Consider Right of Way requirements associated with Traffic Control/Detour Requirements; Access, Construction Area Needs and on-going Maintenance Requirements.*	No new ROW is anticipated.
UTILITIES & RAILROAD	Please describe any Utilities and/or Railroad items associated with this project. *(e.g. Will the project include/require any utility relocation(s) by the project sponsor? What utilities may be impacted? Are there prior rights? If Yes, please explain.)*	Utilities will play a major role in this project due to the waterline and gas line attached to the bridge and the sewer line running under the bridge. Utility relocation will be a requirement of this project.

ATTACHMENT “A”

Scoping Letter

Haskins Road Bridge Replacement

Structure No. 09710
Globe, Arizona

December 2024

Prepared For:

City of Globe
150 N. Pine Street
Globe, AZ 85501

Prepared By:

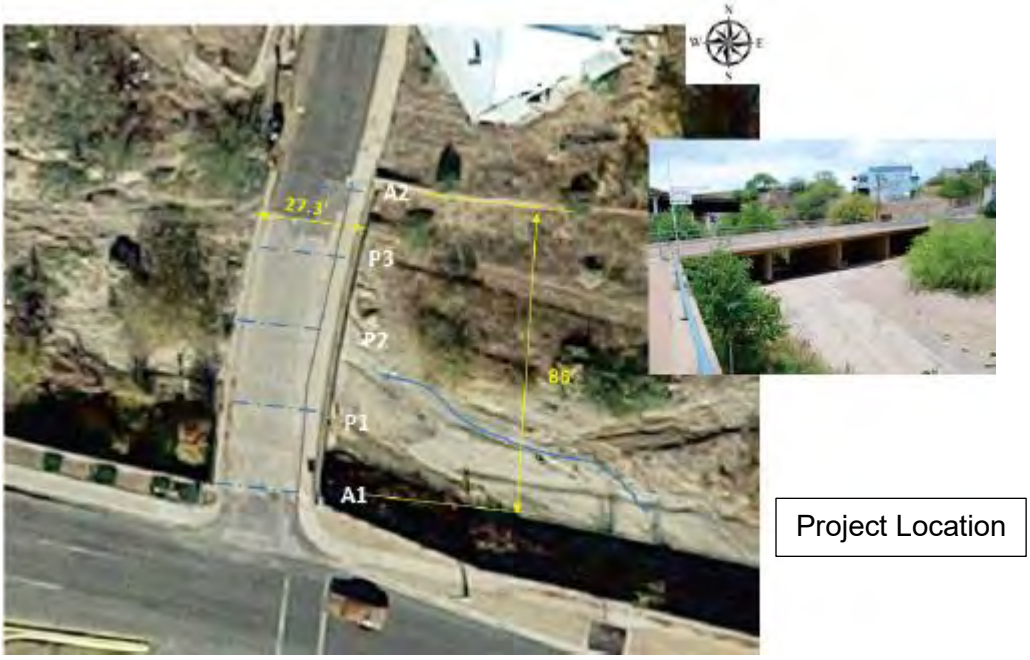
Richard Powers, P.E.
Richard Powers Consulting P.L.L.C.

INTRODUCTION

The Pinal Creek Bridge at Haskins Road (Structure #09710) is located in the City limits of Globe, Arizona and is listed on the City's Local Government System Bridge Inventory Record. It is a 4-span, 86-foot-long concrete slab bridge carrying traffic and pedestrians over Pinal Creek. The location of the bridge is Latitude N 33 degrees 24.1 minutes, Longitude W 110 degrees 47.5 minutes. The bridge has current Average Daily Traffic (ADT) of approximately 900 vehicles per day (VPD), one percent truck traffic, with future projected (2034) ADT of 910 VPD and carries two lanes of traffic with a sidewalk on one side. The detour length of this bridge if out of service is 1.0 mile. The bridge was originally built in 1916 and is one of the oldest structures in Globe's bridge inventory. A sidewalk on the east side is part of the original bridge construction and is built as an integral reinforced concrete overhang extending beyond the limits of the piers. The bridge is coded for an inventory load rating of 19 tons and is posted for a 20-ton maximum load limit. According to the 2014 ADOT bridge inspection report, the bridge has a sufficiency rating of F48.36 (Functionally Obsolete). The most recent bridge inspection done in 2022 showed a sufficiency rating of 55.6.

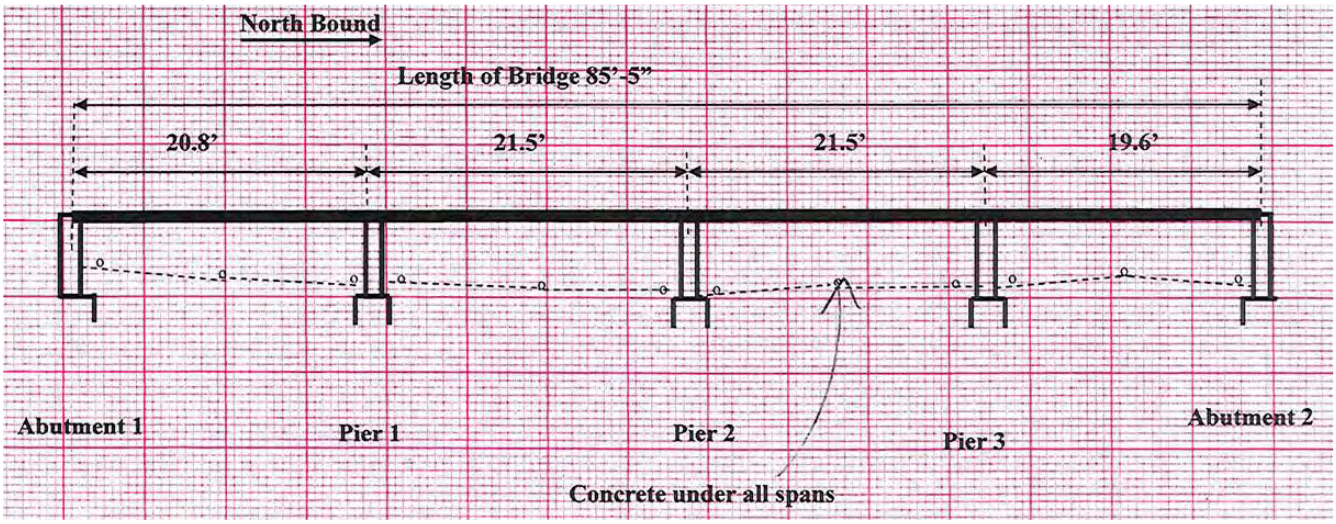
EXISTING CONDITIONS

The existing Pinal Creek Bridge was constructed in 1916. It is a 4-span reinforced concrete structure. As shown below, the approach roadway and the bridge are narrow, with curb-to-curb roadway travel width of 20.1', slightly less than two 10' lanes with no shoulder. A 5.5' sidewalk exists on the east side, built as an overhanging extension of the concrete deck beyond the pier's limits. The bridge drains via one large gutter located at the northeast corner of the bridge. The drainage lands at the foot of abutment 1 and appears to be contributing to erosion at that point. There is pipe rail embedded in the barrier curb on the west side, and handrail provided along the east side sidewalk curb. The roadway grade approaching the bridge from the north is fairly steep. Two utilities are attached to deck side face on the west face including one gas line.



Project Location

The profile of this reinforced concrete slab bridge is shown in Figure 4 below. This four-span bridge is 86' long with spans of 20.8', 21.5', 21.5', and 19.6' respectively. The footing depth for this bridge is not available. The maximum clearance from existing soil to slab soffit ranges from 5.2' at Abutment 1 to 9.28' at Pier 2.



PROJECT SCOPE

The scope of this project is to replace the existing Pinal Creek Bridge at Haskins and the associated approach roadway portions on either side of the bridge. The project is roughly 0.1 miles in length along Haskins Road and minimal changes to the Pinal Creek waterway or the existing roadway profile are anticipated.

A consultant team, including the roadway, traffic, structural, geotechnical, drainage and environmental disciplines will be required to complete the preliminary plans and final plans, specifications and estimates in coordination with City reviewers. The project design, post-design, and construction process will be administered by ADOT. The final design and post-design cost of the project will be financed through FY2026 Off System Bridge (OSB), Bridge Formula (100%) federal funds.

The lowest responsive bidder will be responsible for demolishing the existing structure, reconstructing the new bridge per the project plans, reconstructing a short portion of the approach roadway and maintaining traffic. The construction cost of the project will be financed through FY2026 or FY2027 OSB Bridge Formula (100%) federal funds.

The project will be similar in scope to the recently completed Cottonwood Bridge (PROJECT NO. 0000 GI GLB T0281 01C, FEDERAL AID NO. GLB-0(209) T), this project will be used to determine the estimated construction cost of the project.

PROJECT DEVELOPMENT CONSIDERATIONS

1. Environmental requirements

    a. **Species Investigation** – A Biological Evaluation Short Form (BESF) will be prepared to determine the effects of the project on wildlife and plant species.
    b. **Wetland and Riparian Areas** – Will be evaluated as part of the BESF
    c. **Flood Plain Encroachment** – Not anticipated as the waterway opening will be equal to or greater than the existing condition.
    d. **Section 401/404** – A Jurisdictional Delineation and Section 404 Regional General Permit 96 will be submitted concurrently.
    e. **Section 4 (f) Impacts** – Not anticipated due to the nature of replacing an existing structure with minimal harm.
    f. **Potential Contaminants** – A Preliminary Initial Site Assessment (PISA) will be prepared for the site.
    g. **Social or economic impacts** – Minimal impacts anticipated as access is not eliminated, but a detour will be required during construction.
    h. **Cultural Resources Investigation** – A Class I records search and a Class III cultural resources survey will be conducted.
    i. The bridge serves 3,800 City of Globe citizens who live in the residential area.
    j. The reduction in sufficiency impacts on the accessibility of school buses and emergency vehicles to residents in this area.

2. Construction Contract Method

It is anticipated that the construction contract will be awarded to the lowest responsive, responsible bidder. This project involves federal funds, and as such, ADOT will be responsible for administration, design and construction administration of the project.

3. Geotechnical and Drainage Requirements

A drainage study and scour analysis will be required. According to the bridge as- builts, the existing bridge abutments, and piers are founded on spread footings. Similar foundations are anticipated to be adequate for the new bridge but may change depending on the results of the drainage study, scour analysis, and geotechnical evaluation.

4. Critical Outside Agency Involvement

Two utilities are attached to deck side face on the west face including one gas line.

Other utilities known to be in the area include:

Utility	Facility	Contact	Phone Number
City of Globe	Water, Sanitary Sewer, Storm Drain	Jodi Martin	(928) 425.7146x14
Lumen	Telecom	Kevin Wagner	(815) 245-9640
Arizona Public Service	Electric (overhead/underground)	Bryan Goslin	928-425-8041
Sparklight Cable Communications	Telecom	Christopher Guthrey	(928) 812.2888

5. Right-of-Way Requirements

No additional right-of-way is anticipated as the bridge shall be constructed in the existing location; however, a Temporary Construction Easement (TCE) may be needed.

6. Utility Relocation Requirements

The existing 6” steel waterline that currently runs along the east edge of the bridge will need to be relocated or incorporated into the new bridge structure. There are two sewer lines under the bridge that will need to be avoided during design and construction.

There is also a 4” gas line mounted to the east side of the bridge above the waterline. The City’s preference would be relocation of the gas line off the new bridge. Close coordination with Southwest Gas will be required to assure the relocation is completed prior to bridge construction.

Although no other utility relocations are anticipated, there are overhead powerlines in the vicinity of the bridge, the overhead lines are just north of the bridge.

7. Traffic Requirements

Minimal traffic control plans will be required for this project. The bridge and roadway will have to be closed during construction. Pedestrian traffic over the bridge will also require a detour.

8. Seasonal Considerations

Since the bridge spans over a waterway, consideration should be given to minimize bridge construction during the monsoon season, if possible. There are no other known seasonal restrictions at this time, however environmental studies and surveys may identify such restrictions.

9. Design Criteria
This project will be designed in accordance with AASHTO and the ADOT Bridge Design Guidelines.

10. Design Fee of $415,000 is assumed for this project.

OTHER REQUIREMENTS
The Pinal Creek Bridge at Haskins Replacement Project will be financed through FY2026/2027 OSB Formula Funds (100%). The bid advertisement date will be determined by ADOT C&S during the design phase.

SCOPE CONSIDERATONS

As part of the scoping of the project, two bridge alternatives were evaluated; a reinforced concrete super box, and a precast pre-stressed side-by-side box beam bridge.

Alternative 1 (Super box)
Alternative 1 consists of a new 4-span reinforced concrete super box bridge. The span lengths of each cell will be 21'-6" and the overall bridge length is 86'-0". It will consist of a 12'-0" lane with a 1'-0" shoulder in each direction and a 4'-0" sidewalk on the north side with bridge railing on both sides. The clear roadway width is 26'-0" and the overall bridge width is 33'-0". The superstructure depth is 1'-3" with full-height abutments and a concrete slab foundation with concrete toe-downs at the inlet and outlet to prevent any potential scouring. This structure is roughly the same depth and length as the existing structure thereby maintaining the existing waterway opening.

Alternative 2 (Pre-stressed Beam)
Alternative 2 consists of a new single-span precast pre-stressed concrete box beam superstructure supported by full-height abutments founded on spread footings. The span length is 86'-0" and the overall bridge length will be determined during final design. It carries one 12'-0" lane with a 1'- 0" shoulder in each direction, contained by MASH-compliant railing on each side. The clear roadway width is 26'-0" and the overall bridge width is 33'-0". The girder spacing is 4'-0" with 6" overhangs and a 5 ½" concrete deck topping. The superstructure depth is approximately 2'-6", which is deeper than the existing structure and reduces the minimum vertical clearance to the waterway below. This reduced clearance may or may not affect the hydraulic and scour analysis.

RECOMMENDED BRIDGE STRUCTURE ANALYSIS

A comparative analysis of the bridge structure costs was completed for the Cottonwood project. The results of that analysis along with other constructability observations are as follows:

- **Alternative 1** is easily constructed by local contractors and has the lowest construction cost.

- **Alternative 2** is easily constructed by local contractors and has the lowest construction duration due to the prefabricated elements.

The final structure type will be determined by the ADOT Bridge Group and the design consultant.

ESTIMATED TOTAL PROJECT/CONSTRUCTION COSTS

This project is similar to the recently completed Cottonwood Bridge (PROJECT NO. 0000 GI GLB T0281 01C, FEDERAL AID NO. GLB-0(209)T) in size and scope. The bid price was 2,263,406 in October of 2023. The total ADOT budget for this project including ADOT fees and Construction Management was $2,726,771.

The estimated pricing for the Cottonwood Bridge adjusted for inflation (assume 40%) of all bid items and non-bid items is roughly $3,817,480, the estimated amount for the Haskins Bridge project.

LOCATION AND VICINITY MAP

For more information regarding the location and vicinity of the bridge in Globe, see Figure 1 and Figure 2, respectively.

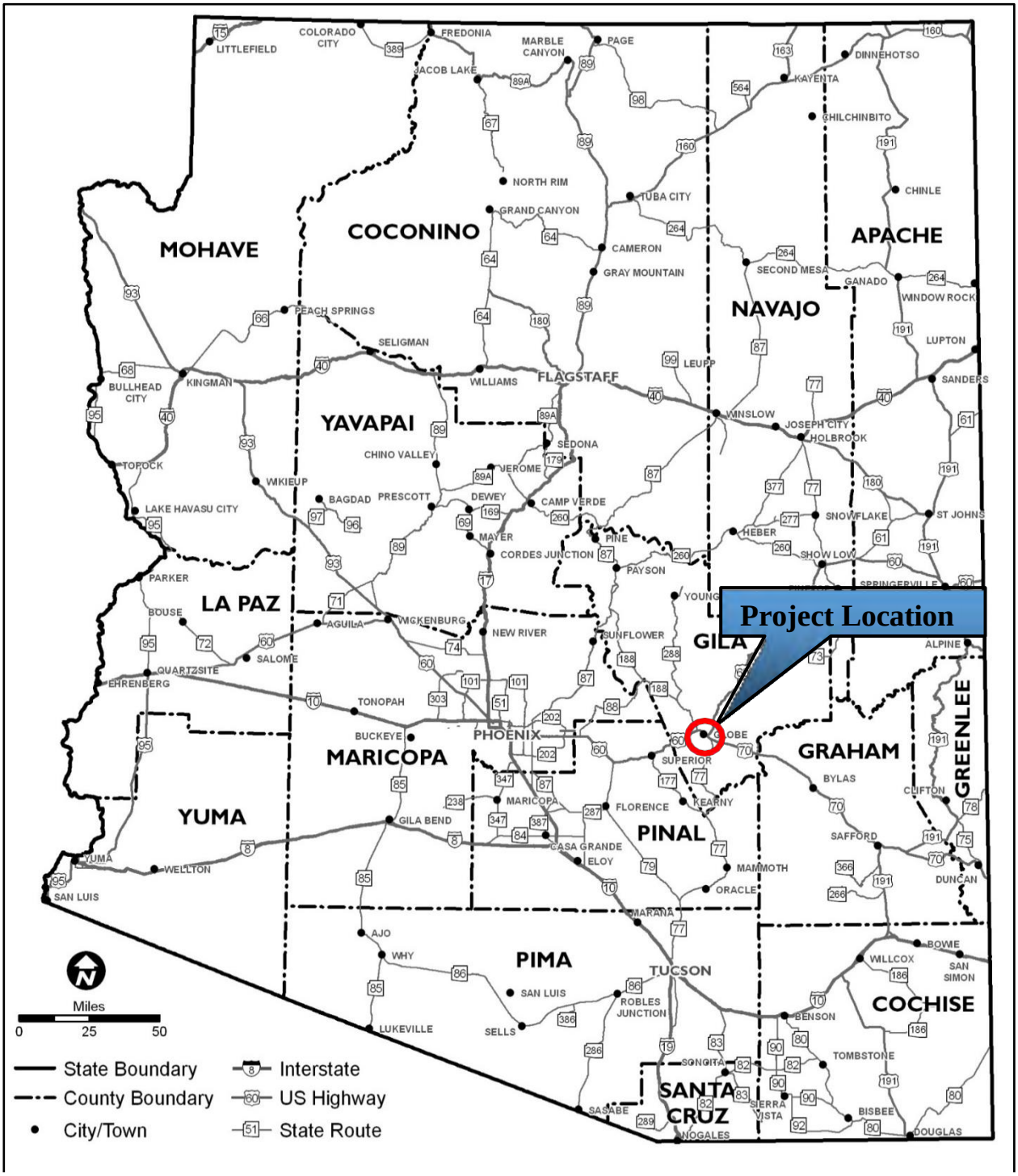


Figure 1: Project Location Map

Figure 1: VICINITY MAP

Figure 2: Vicinity Map

ATTACHMENT “B”

ADOT Functionally Classified Roads

Talking:

Zoom in on the map to view more route types

Principal Arterial - Interstate

Principal Arterial - Freeway

Principal Arterial - Other

Minor Arterial

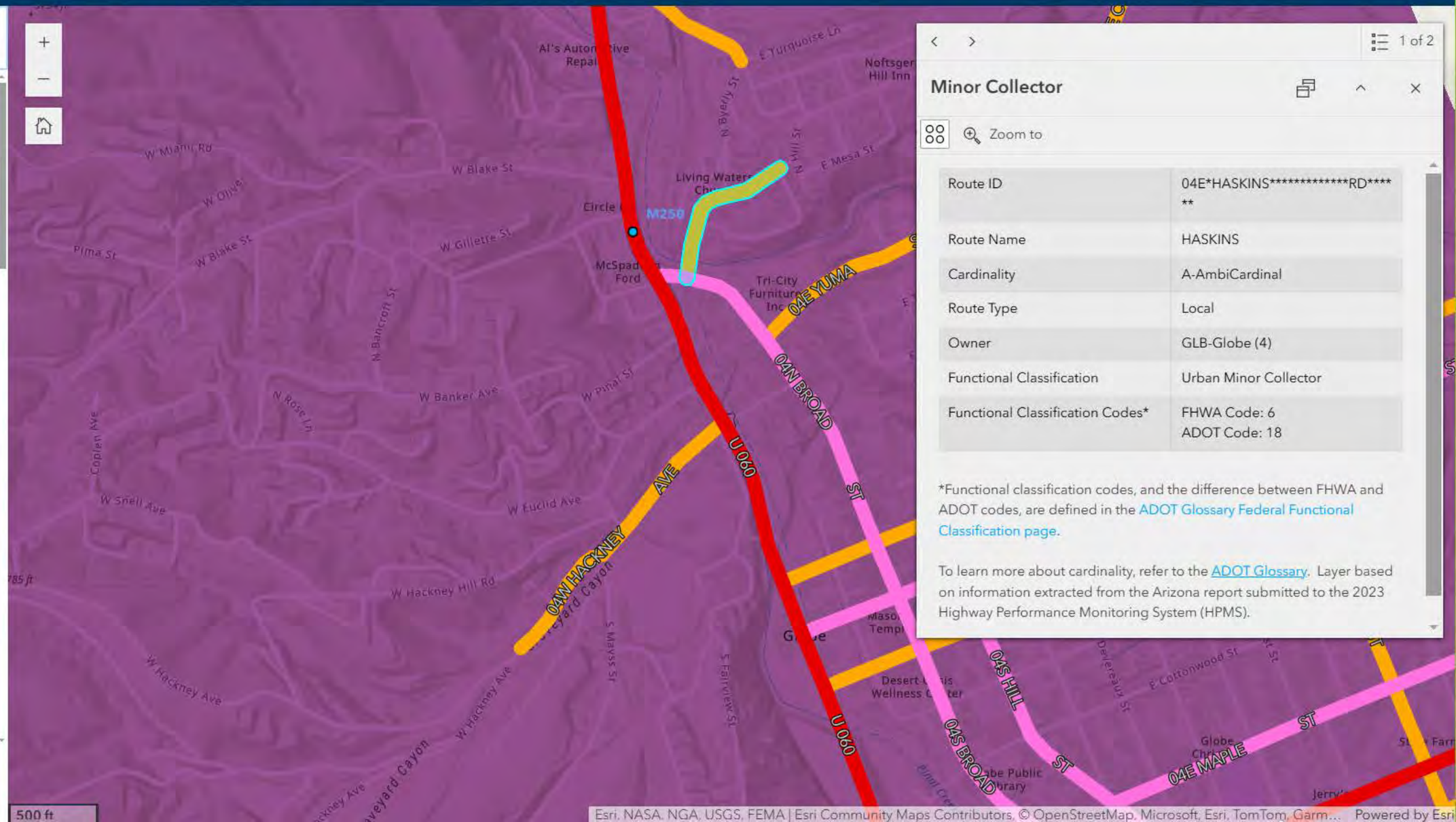
Major Collector

Minor Collector

Urban Areas, Smoothed (2023)

- Arizona City, AZ
- Blythe, CA--AZ

Note, roads that are not color-coded are classified as local roads.



1 of 2

Minor Collector

Zoom to

Route ID	04E*HASKINS**********RD********
Route Name	HASKINS
Cardinality	A-AmbiCardinal
Route Type	Local
Owner	GLB-Globe (4)
Functional Classification	Urban Minor Collector
Functional Classification Codes*	FHWA Code: 6 ADOT Code: 18

*Functional classification codes, and the difference between FHWA and ADOT codes, are defined in the ADOT Glossary Federal Functional Classification page.

To learn more about cardinality, refer to the ADOT Glossary. Layer based on information extracted from the Arizona report submitted to the 2023 Highway Performance Monitoring System (HPMS).

ATTACHMENT “C”


WEIGHT
LIMIT
20
TONS


DOWNTOWN GLOBE


DOWNTOWN GLOBE


DO NOT CROSS
BRIDGES OVER
MOVING WATER

ATTACHMENT “D”

JACOBS

Part II of II - Individual Bridge Reports

City of Globe

Bridge #6 of 7, Pinal Creek Bridge @ Haskins Road (Str. No. 9710)

June 2016

Task No. 1

BRIDGE # 6

#9710	Pinal Creek Bridge Haskins Road
1916	Year Built
86’	Bridge Length
20.1’	Roadway Width
27.3’	Total Width
4	Number of Spans
20 Tons	Load Limit
0	Skew
48.36 F	Sufficiency Rating
Notes:	Poor deck geometry

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Table of Contents

Notes

The following information should be considered in the interpretation of the statements in this document:

* *The purpose of this document is to assist the City of Globe in evaluating and prioritizing bridge maintenance, repair, and/or replacement options, and identifying which items may be completed by the City of Globe Public Works Department, internally, and which are recommended for contracting out.*

* *Information in this bridge report shall be considered supplementary to "Part I of II – City of Globe Bridges Appraisal Overview". For a complete understanding and summary of process, recommendations, costs, and the rating system, this report should be used in tandem with Part I.*

* *ADOT 2014 Inspection Reports were relied upon for required information and presumed accurate in preparation of this report.*

* *No scour reports/calculations, load rating calculations, or record drawings are available at the time of preparation of this document. Recommendations made are based upon available information, site visits, and sound engineering judgment and experience, but are subject to change upon receipt of additional information, should it become available.*

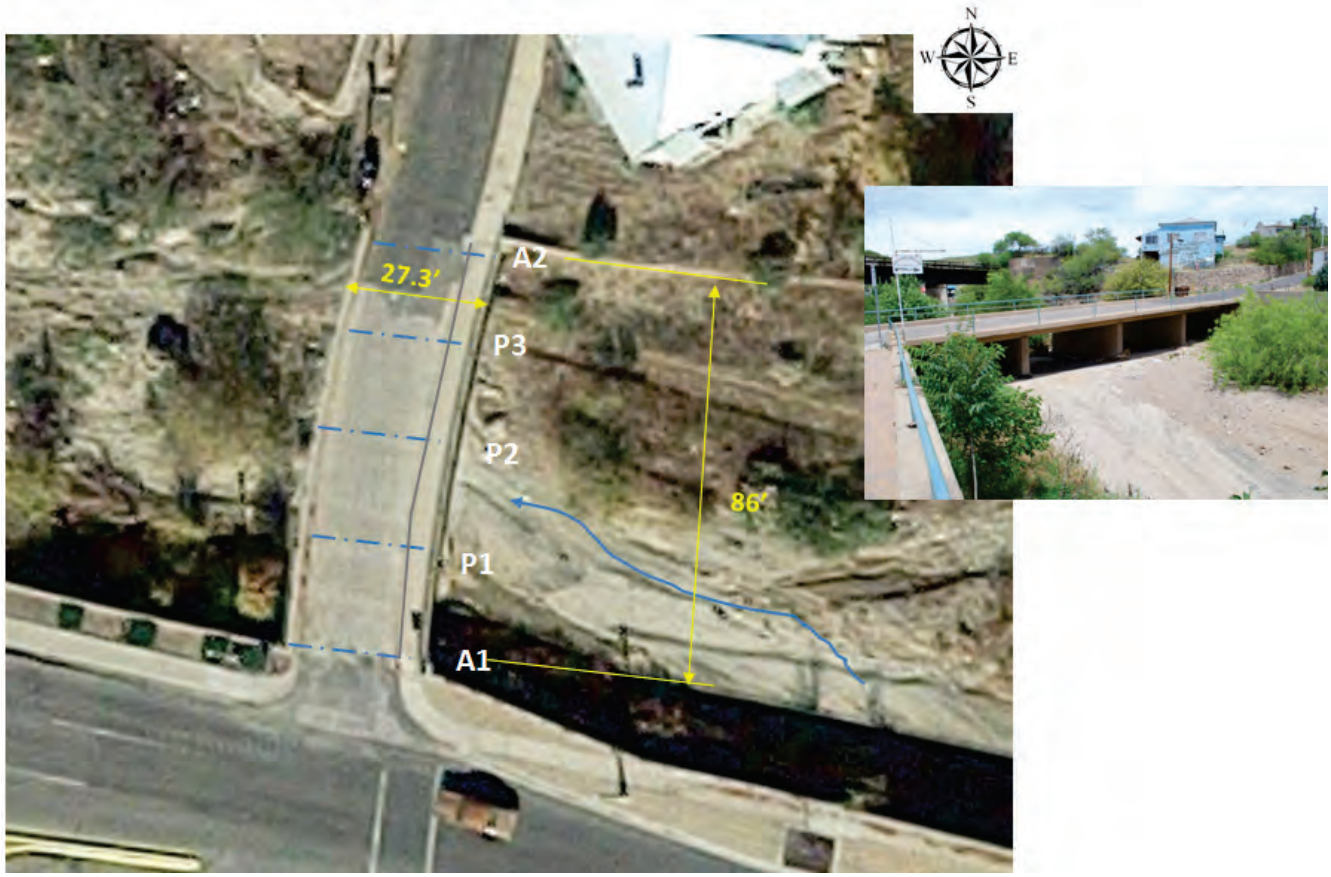
1. Introduction

The Pinal Creek Bridge at Haskins Road (Structure Number 9710) is located in the city limits of Globe, Arizona (Figure 1) and is listed on the city's Local Government System Bridge Inventory Record. It is a 4-span, 86 foot long concrete slab bridge carrying traffic and pedestrians over Pinal Creek. The location of the bridge is Latitude N 33 degrees 24.1 minutes, Longitude W 110 degrees 47.5 minutes. The bridge has current Average Daily Traffic (ADT) of approximately 900 vehicles per day (VPD), one percent truck traffic, with future projected (2034) ADT of 910 VPD and carries two lanes of traffic with a sidewalk on one side. The detour length of this bridge if out of service is 1.0 mile. The bridge was originally built in 1916 and is one of the oldest structures in Globe's bridge inventory. A sidewalk on the east side is part of the original bridge construction and is built as an integral reinforced concrete overhang extending beyond the limits of the piers. The bridge is coded for an inventory load rating of 19 tons and is posted for a 20 ton maximum load limit. According to the 2014 ADOT bridge inspection report, the bridge has a sufficiency rating of F48.36 (Functionally Obsolete) and is thus eligible for both Bridge Rehabilitation and Bridge Replacement Funds.

Figure 1: VICINITY MAP

Below is an aerial view of the bridge showing its service location (Figure 2). The approaches and the roadway width have been narrowed to accommodate a sidewalk along the east side as shown in the Figure. Just to the south of the bridge, Haskins Road intersects Broad Street. Pinal Creek flows from the east to the west and is channelized both upstream and downstream from the bridge.

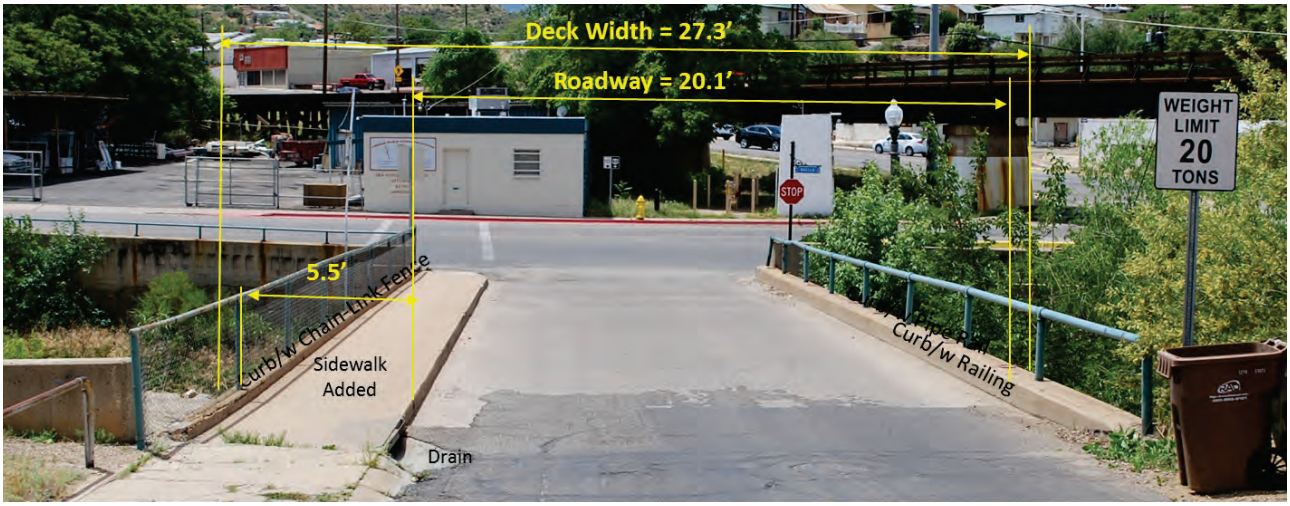
Figure 2: BRIDGE MAP



2. Existing Bridge Description

As shown in Figure 3 below, the approach roadway and the bridge are narrow, with curb-to-curb roadway travel width of 20.1', slightly less than two 10' lanes with no shoulder. A 5.5' sidewalk exists on the east side, built as an overhang extension of the concrete deck beyond the piers limits. The bridge drains via one large gutter located at the northeast corner of the bridge. The drainage lands at the foot of abutment 1 and appears to be contributing to erosion at that point. There is pipe rail embedded in the barrier curb on the west side, and handrail provided along the east side sidewalk curb. The roadway grade approaching the bridge from the north is fairly steep. Two utilities are attached to deck side face on the west face including one gas line.

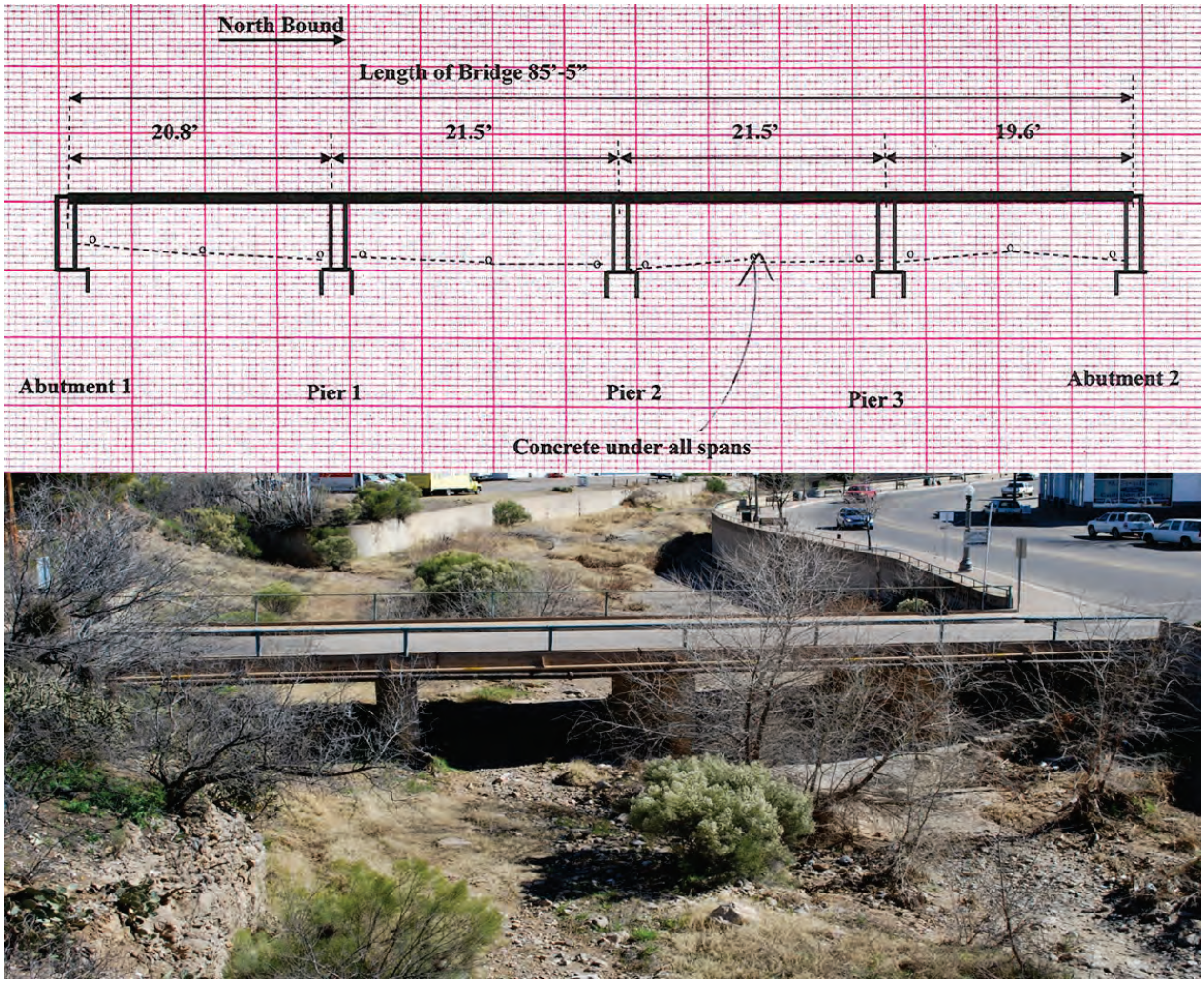
Figure 3: BRIDGE GEOMETRICS (LOOKING SOUTH)



DIMENSIONS	
N32-Appr Rdwy Width (feet):	18
N48-Max Span Length (feet):	22
N49-Structure Length (feet):	86
N50a-Lt Curb/Swlk Width (feet):	0.5
N50b-Rt Curb/Swlk Width (feet):	5.5
N51-Br Width Curb-Curb (feet):	20.1
N52-Deck Width Out-Out (feet):	27.3

The profile of this reinforced concrete slab bridge is shown in Figure 4 below. This four-span bridge is 86’ long with spans of 20.8’, 21.5’, 21.5’, and 19.6’ respectively. The footing depth for this bridge is not available. The maximum clearance from existing soil to slab soffit ranges from 5.2’ at Abutment 1 to 9.28’ at Pier 2.

Figure 4: BRIDGE ELEVATION (LOOKING WEST)



3. Condition and Appraisal Rating Review

The bridge was last inspected by ADOT on June 10, 2014. The complete Inspection Report, including associated photos, Inventory and Appraisal ratings, and any developed profiles, is located in Section *8, ADOT 2014 Bridge Inspection Report.* The sufficiency rating for this bridge is F48.36 (Functionally Obsolete), making the bridge eligible for Bridge Rehabilitation and Bridge Replacement funding.

The inventory and appraisal items greatly affecting the reduced sufficiency rating include:

- Deck Geometry Rating (N68 = 2) is low due to narrow roadway with of 20.1' (N51).
- Inventory Load Rating (N66) - Though the Inspection Report states no load rating was done, the reported sufficiency rating of 48.36 is consistent with using a 19-ton inventory capacity for sufficiency rating calculations. Additionally, the 20-ton posted maximum weight limit is consistent with H-20 design trucks utilized nationally during 1930's, weighing 20tons. The sufficiency rating is lowered by comparison to the current national truck used for inventory ratings, the 36-ton HS-20 truck.
- Substructure (N60) – North abutment has a wide horizontal crack through its length. Piers and abutments have cracks, abrasion and minor spalls. South abutment wingwall has large spall with exposed rebar.

DECK CONDITION

The deck obtains satisfactory ratings and the bridge railing meets standards. The rating for the deck elements are shown to the right, with condition findings summarized in Table 1 below.

N58 - Deck Overall Rating:	**6**	- Satisfactory	
Top Deck / Wearing Surface	**6**	- Satisfactory	Bare concrete with some AC at N end
Deck Undersurface	**6**	- Satisfactory	Concrete
Sidewalk / Median / Curb	**5**	- Fair	5' sidewalk on E side & conc. curbs
N36a - Bridge Railings	**1**	- Meets Standards	3.5" steel tube on W side, 2" on 2.5" posts & chain link fence on E side
N36b - Rail Transitions	**N**	- N/A or Feature not Requir	
Deck Joint	**N**	- Not Applicable	
Drainage System	**7**	- Good	5' drain at NE corner

Table 1: DECK CONDITION (N58)

Overall Rating	Inspection Report Notes
6 Satisfactory	1. Deck top has hairline to narrow transverse and map cracks and moderate to heavy wear. 2. See Superstructure Section for slab soffit notes. 3. Sidewalk has hairline to narrow longitudinal and transverse cracks, minor spalls and scaling and approx. 1" to 1.5" settlement at NE corner. South end has a large spall. Bottom edge of sidewalk soffit has large spalls with exposed rebar at Span 1 and Pier 3. Curbs have hairline to narrow vertical and horizontal cracks and some scaling. West curb has large spalls with exposed rebar at Posts 1 and 3 from north end. North end of east curb has a medium horizontal crack / delamination with exposed rebar and south end of east curb has large spalled section. See List of Maintenance Items.

SUPERSTRUCTURE CONDITION

N59 - Superstructure	Overall Rating:	6	- Satisfactory	
Main Members		6	- Satisfactory	4 span continuous concrete slab
Secondary Members		N	- Not Applicable	
Bearing Devices		N	- Not Applicable	
Paint System		N	- Not Applicable	
Utilities		N	- Not Applicable	2 pipes along W fascia (1 gas) + overhead lines

The superstructure has an overall rating of 6, well above the trigger (4 or lower) for immediate rehabilitation requirements. The rating for the superstructure elements are shown to the right, with condition findings summarized in Table 2 below.

Table 2: SUPERSTRUCTURE CONDITION (N59)

Overall Rating	Inspection Report Notes
6 Satisfactory	1. Slab soffit has hairline transverse and longitudinal cracks, some with efflorescence, minor construction voids and several minor spalls / delamination with exposed rebar (primarily on downstream side of Spans 2 to 4). See List of Maintenance Items. Slab fascias have hairline vertical and diagonal cracks.

Concrete

Sidewalk overhang spall, east edge, south end

Delaminating Drainage Retrofit, North end, east face

SUBSTRUCTURE CONDITION

The substructure consists of two abutments and three piers. The rating for the substructure elements are shown to the right, with condition findings summarized in Table 3 below.

N60 - Substructure	Overall Rating: 5	- Fair	
Abutment	5	- Fair	Full-height concrete walls on spread footings
Piers	6	- Satisfactory	Concrete walls on spread footings
Slope Protection	N	- Not Applicable	
Wingwalls, Dados, etc.	5	- Fair	Concrete wingwalls

Table 3: SUBSTRUCTURE CONDITION (N60)

Overall Rating	Inspection Report Notes
5 **Fair**	1. Abutments have hairline vertical cracks and light to moderate scaling. North abutment has wide horizontal crack (3/6" to 1/4") at middle height throughout its length. 2. Piers have hairline to narrow vertical cracks, light to moderate abrasion and minor spalls (typically on upstream end). 3. Wingwalls have heavy abrasion and scaling. SE wingwall has large spall with exposed rebar.

North abutment, Wide horizontal crack

South abutment wall spall

Typical pier vertical cracks

WATERWAY ADEQUACY & SCOUR CONDITION

The bridge spans a drainage waterway and is subject to erosion (scour). The waterway adequacy and scour ratings are summarized in Table 4 below.

N61 - Waterway	Overall Rating: 6	- Satisfactory	
Channel	6	- Satisfactory	Sand & gravel w/ sloping conc. floor; flow is E to W
Bank Protection	6	- Satisfactory	Concrete retaining walls at SE, SW and NE

Table 4: WATERWAY ADEQUACY (N61) & SCOUR CONDITION (N113)

Overall Rating	Inspection Report Notes
6 Satisfactory	Waterway Adequacy (N61) The condition of the waterway is satisfactory (rating of 6); Concrete floor has narrow to medium transverse and longitudinal cracks. Retaining walls have narrow to medium horizontal and random cracks, minor spalls and scaling.
5 Foundations Stable	Scour Condition Rating (N113) Scour not of immediate concern and has a current rating of 5, signifying "*Bridge foundations determined to be stable for calculated scour conditions; Scour within limits of footing or piles*". This has a lower rating since the depth of footing is unknown.

Intermittent Scour countermeasures

ADT vs. INVENTORY LOAD RATING & ADT vs. DECK WIDTH APPRAISAL ITEMS

The Inspection Report compares the bridge's ADT to the number of lanes available for traffic, as well as the inventory load rating and is summarized in Table 5 below.

- N67 (Structural Adequacy) assesses level of service via comparing average daily traffic to the inventory rating. The rating is a function of Average Daily Traffic (ADT) and Inventory Rating, and is not directly coded by the bridge inspector
- N68 (Deck Geometry) assesses level of service via comparing roadway width to lanes on the bridge. The rating is a function of Average Daily Traffic (ADT) and clear roadway width / lanes available for traffic, and is not directly coded by the bridge inspector. A rating of 3 or below is considered intolerable.

Table 5: STRUCTURAL EVALUATION (N67) & DECK GEOMETRY (N68)

Overall Rating	Inspection Report Notes
4 **Meets Minimum Tolerable Limits**	The Structural Evaluation Rating (N67) relates the inventory load rating (19 tons) against the ADT (900) on the bridge.
3 **Basically Intolerable Requiring High Priority of Corrective Action** **(Functionally Obsolete)**	Deck Geometry Rating (N68) compares the number of lanes available for the reported ADT. For the reported ADT's of 401-1000 and the 20.1' curb-to-curb width, deck geometry is considered basically intolerable and rated a 3. The bridge would require a 1.9' widening to meet minimum tolerable levels (rating of 4); The sidewalk concrete overhang cannot be used to support traffic loads in a bridge widening. Widening to the west would require relocation of two utilities, including a gas line.

Edge-of-deck Features

4. Minor Maintenance Repairs & Recommendations

The City of Globe is in the process of dedicating maintenance funds for the repair of damage and minor maintenance items that does not require major rehabilitation or specialized services. Recommended repair activities to be completed by Globe Public Works are summarized in Table 6 below.

Maintenance items were noted on the 2014 Bridge Inspection Report as follows:

1. Repair large curb and sidewalk spalls.
2. Install object markers at NW and SW corners of bridge.
3. Repair slab soffit spalls / delamination having exposed rebar.
4. Repair large horizontal and side abutment cracks.

As requested by the City of Globe, an effort has been made to recommend as many repairs which can be completed successfully by the City, internally, as possible. In the evaluation of spalls, the delineation between which spall-related repairs are recommended for completion by the City and which should be contracted out is made by the evaluated mode of spall cause. Those spalls evaluated to have occurred via impact (such as debris) and display no signs of reinforcement corrosion or concrete deterioration are recommended to be repaired by the City of Globe, with guidelines for product and procedure developed by Jacobs. The spalls evaluated to have occurred from water infiltration and subsequent reinforcement corrosion are recommended to be repaired by contractors experienced in the type of repair and recommended product type. The longevity, and thus 'success', of rehabilitating deteriorated regions is largely contingent of the quality of the work.

Table 6: MINOR MAINTENANCE REPAIRS & RECOMMENDATIONS

Activity	Description	Benefit Rating*
Foundation Exploration	Determine type and depth of footings.	9
Install Object Markers	Object markers at NW and SW corners of bridge.	9
Repair Curb Spalls	Repair large spalls in the curb and sidewalk.	9
Sidewalk Soffit	Repair large spall in sidewalk soffit	9
Patch AC	Place new seal coat over bridge deck.	8
Load Rating	Coordinate with ADOT on load rating analysis.	8
Pier Cracks	Repair pier third point vertical cracks.	7

* Rating is a COST/RISK/BENEFIT rating ranging from 10 (Critical) to 0 (Low Value).

5. Major Repairs & Recommendations

This bridge requires major repairs or rehabilitation as shown in Table 7 below.

Table 7: MAJOR REPAIRS & RECOMMENDATIONS

Activity	Description	Benefit Rating*	Estimated Cost
Repair Soffit	Repair delaminating soffit under large drainage opening.	9	$8,000
Horizontal Cracks	Repair horizontal cracks and side abutment cracks.	9	$10,000
Abutment Extension Repair	Repair full face spall on abutment extension.	8	$30,000
Abutment 1 Scour	Continue the apron on abutment 2 for scour countermeasure.	7	$40,000
Drain Repair	Repair large patch at drainage opening and a drip provision.	7	$15,000

* Rating is a COST/RISK/BENEFIT rating ranging from 10 (Critical) to 0 (Low Value).

6. Bridge Replacement Option

Bridge replacement is recommended in the 2014 Bridge Inspection Report. With a sufficiency rating of F48.36, it is currently eligible for federal rehabilitation and replacement funds.

Advantages	Disadvantages	Constructability	Estimated Cost *
Design to meet current standards. Funding could be obtained with reasonable local matching funds.	Cost/Benefit low due to light traffic volume.	Would require road closure to build	$1,060,000

* Estimate is a Total Project cost including design engineering, traffic control, construction engineering, construction contingency, utility relocation, and Indirect Costs Allocation.

* Based on 2016 costs for deck width of 36'-9 1/2 " including two travel lanes and a sidewalk on one side of the bridge (1'-7 ½" barrier + 2' clear + 12' lane + 12' lane + 2' clear + 6' sidewalk + 1'–2" barrier) .

7. Summary of Recommendations

ACTION	ESTIMATE [1]	RUNNING TOTAL	ADOT NOTES	COST/ BENEFIT RATING	RISK/ (Minimum Done by Contractor)	MAINTENANCE	UPGRADE RAIL	WIDEN	STREN-GTHEN	REPLACE
FOUNDATION EXPLORATION for depth, type (H-pile vs. Footing), and possibly bedrock (one pier only)	Owner			9		✓		✓	✓	
Install Object markers on NW and SW corners	Owner		Maint. Item	9		✓		✓	✓	
Repair Curb spalls	Owner		Maint. Item	9		✓		✓	✓	
Patch AC overlay	Owner		Noted	8		✓		✓	✓	
Repair delaminating soffit under large drainage	$8,000	$8,000	Noted	9		✓		✓	✓	
Repair large spall in sidewalk soffit	$4,000	$12,000	Maint. Item	9		✓		✓	✓	
Repair large horizontal and side abutment cracks	$10,000	$22,000	Maint. Item	9		✓		✓	✓	
Repair full-face spall on abutment extension	$30,000	$52,000	Noted	8	✓	✓		✓	✓	
LOAD RATE & As-builting via ground-penetrating radar/chipping -OR-	$10,000	$62,000	Noted	8	✓	✓				
Load Rate & As-builting via Instrumentation (instrumentation likely to further increase load rating)	$40,000			5				✓	✓	
Abutment #1 scour countermeasures - Continue Apron	$40,000									
Repair pier third-point vertical cracks	$12,000	$74,000	Noted	7		✓		✓	✓	
Repair large patch at drainage opening and add drip	$15,000	$89,000		7		✓		✓	✓	
Increase load rating via fiber reinforced polymer wrap strengthening	$200,000			1					✓	
Increase deck geometry rating (3) via bridge widening	$272,000		Noted	0				✓		
Bridge Replacement	$1,060,000			-						✓
				Total Cost, in thousands[1]:	$ 40	$ 89		$ 391	$ 319	$ 1060
				Recommended Completion:		0-5 year		NOT RECOMMENDED		15 years

BRIDGE # 6 Recommendations

Maintenance Repairs by PWD

1. Foundation Exploration check footing type
2. Object markers on NW & SW corners of bridge
3. Repair large curb spalls
4. Repair sidewalk spalls
5. Patch AC overlay
6. Repair Slab soffit spalls and delamination to cover exposed rebar
7. Repair large horizontal cracks and abutment cracks
8. Repair Pier 1/3 point cracks
9. Repair large patch @ drain opening
10. Repair Scour @ Abutment 1

Major Repairs - Contractor

1. Load Rating - ADOT
2. Repair Full-face spall on abutment extension

Cost of Items 1-2 = $40,000


North abutment, Wide horizontal crack

South abutment wall spall


Drainage Retrofit, North end, east face

Bridge Replacement Recommended = $1,060,000
Med Priority for replacement

Bridge recommendations prioritizing which of Globe's bridges require the most immediate attention have been developed for the City use in programming funds. The recommendations represent a summary and prioritizing of the individual bridge's recommendations. Factors considered in the evaluation included risk to public, cost of improvements, limited fund availability, costs of maintenance, availability of detour routes or lack thereof. The table below provides a summary of all of Globes bridges, including those which are not a part of Jacobs tasked evaluation, for reference.

City of Globe Bridge Inventory w/Replacement Priorities

	Recommendation		*Funding Priority*									
STR NO	*Replace*	*Rehab.*	*Replace*	*Rehab.*	BRIDGE NAME	ROAD NAME	YEAR BUILT	SUFF. RATING		TYPE	STR LENGTH	SPANS	MAX SPAN
8600					HILL ST OP	HILL ST	1960	F	95.13	1- Conc.	45 ft	1	40 ft
8601					GLOBE ST SPRR OP [1]	GLOBE ST	1939	S	18.5	CLOSED	95 ft	3	34 ft
9506					BROAD ST SPRR UP [2]	SP RAILROAD	1923		N/A	3- Steel Cont.	581 ft	6	61 ft
9507					GRAVEYARD WASH RCB	BROAD ST	1972		96.63	19- Culvert	33 ft	3	10 ft
9508					PINAL CREEK BRIDGE	BROAD ST	1957		95.49	2-Conc. Cont.	85 ft	3	32 ft
8602		✓		2	PINAL CREEK BRIDGE	YUMA ST	1939		60.26	1-Conc.	76 ft	3	25 ft
8603	✓		1	(2) [3]	PINAL CREEK BRIDGE (Jesse Hays Rd.)	BROAD ST	1920	S	47.5	1-Conc.	126 ft	6	23 ft
8696		✓		3	MCMILLEN WASH BRIDGE	HIGHLAND DR	1936	F	60.46	1-Conc.	61 ft	3	20 ft
9707	✓	✓	2 [4]	1	COPPER GULCH BRIDGE	HIGH ST	1961	F	49.42	4 - Steel Cont.	152 ft	3	59 ft
9709	✓	✓	3	2	GRAVEYARD WASH BR	HACKNEY AVE	1916	F	47.92	1-Conc.	24 ft	1	21 ft
9710	✓	✓	3	3	PINAL CREEK BRIDGE	HASKINS RD	1916	F	48.36	1-Conc.	86 ft	4	22 ft
9711	✓	✓	2	2	PINAL CREEK BRIDGE	COTTONWOOD ST	1920	S	29.18	1-Conc.	109 ft	5	22 ft
10810					MCMILLEN WASH RCA	BROAD ST	2002		84.54	19-Culvert	54 ft	4	12 ft

Seven bridges eligible for Rehabilitation (Sufficiency Rating < 80)

Five bridges eligible for Replacement (Sufficiency Rating < 50)

Priority Designations

1 = Critical

2 = High

3 = Medium

4 = Low

Notes

[1] Negotiate with railroad on replacement

[2] Railroad Bridge over Broad Street

[3] Rating assumes bridge replacement recommendation not implemented.

[4] Assumes rehabilitiations are implemented. If bridge is not rehabilitated, priority is *1 - Critical*.

8. ADOT 2014 Bridge Inspection Report

Date Printed: 8/7/2014

ARIZONA DEPARTMENT OF TRANSPORTATION

BRIDGE GROUP

Structure Inventory & Appraisal

Structure Number: **9710**	Structure Name: **Pinal Creek Bridge**	Feature Under: Pinal Creek
Route: **0** MP **0**	Road Name: Haskins Rd Agency: Globe	Location: 50 ft N Jct Broad St

LOCATION INFORMATION

N1-State Code:	049
N2-State Hwy District:	83
N3-County Code:	007
N4-Place Code:	28030
N16-Latitude:	33 deg 24.1 min
N17-Longitude:	110 deg 47.5 min
N98-Border St Code - % Resp:	- 0
N99-Border Bridge Number:	

INVENTORY ROUTE DATA

		2nd Record
N19-Detour Length (miles):	1	
N20-Toll:	3	
N28-Lanes On / Under:	2 / 0	
N5-Inv Rte:	1 5 0 00000 0 -	
N10-Inv Rte Min Vert Clr (feet):	25	0
N11-Inv Rte Milepoint:	0	0
N26-Functional Class:	19	
N29-Avg Daily Traffic:	900	0
N30-Year of ADT:	2014	
N47-Inv Rte Tot Horiz Clr (feet):	20.1	0
N100-Defense Hwy:	0	
N101-Parallel Bridge:	N	
N102-Direction of Traffic:	2	
N104-Hwy System:	0	
N109-Percent Truck Traffic:	1	0
N110-National Truck Network:	0	
N114-Future ADT:	910	0
N115-Year of Future ADT:	2034	
A200-Is N5 the Princ. Rte?	Y	

RESPONSIBILITY

N21-Maint Responsibility:	04
N22-Bridge Owner:	04
A203-ADOT Org Number:	
A224-Insp Team Number:	4
A229-Agency:	Globe

NAVIGATION

N38-Navigation Control:	0
N39-Nav Vert Clr (feet):	0
N40-Nav Horiz Clr (feet):	0
N111-Nav Pier/Abut Prot:	
N116-Nav Min Vert Clr (feet):	0

GENERAL DATA

N33-Bridge Median:	0
N34-Skew:	0
N35-Structure Flared:	0
N37-Historical Significance:	5
N107-Deck Str Type:	1
N108-Wear Surf Prot System:	1 0 0
A201-Wear Surf Thickness (inches):	0

DIMENSIONS

N32-Appr Rdwy Width (feet):	18
N48-Max Span Length (feet):	22
N49-Structure Length (feet):	86
N50a-Lt Curb/Swlk Width (feet):	0.5
N50b-Rt Curb/Swlk Width (feet):	5.5
N51-Br Width Curb-Curb (feet):	20.1
N52-Deck Width Out-Out (feet):	27.3
N112-NBIS Br Length?	Y

VERTICAL and HORIZONTAL CLEARANCE

N53-Min Vert Over Clr (feet):		25
N54-Min Vert Under Clr (feet):	N	0
N55-Min Lat Under Clr Rt (feet):	N	99.9
N56-Min Lat Under Clr Lt (feet):		0

SERVICE, TYPE, and SPAN INFORMATION

N42-Service Type:	5 5
N43-Str Type, Main:	2 0 1
N44-Str Type, Appr:	0 0 0
N45-Number of Main Spans:	4
N46-Number of Appr Spans:	0

CONDITION RATINGS

N58-Deck:	6
N59-Superstructure:	6
N60-Substructure:	5
N61-Channel:	6
N62-Culvert:	N

APPRAISAL RATINGS

N67-Struct Evaluation:	4
N68-Deck Geometry:	3
N69-Underclearance Rtg:	N
N71-Waterway Adequacy:	8
N72-Appr Rdw Align:	5
N36-Traffic Safety Features:	1 N N N

BRIDGE SCOUR DATA

N113-Scour Critical Rtg:	5
A202-Foundation Type:	1 1
A220-Found Embed (feet):	1
A221-Scour Countermeasure:	0 1 9

LOAD, RATE, and POST

N31-Design Loading:	0
N41-Open, Post, Close:	P
N63-Method Used for Oper. Rtg.:	5
N64-Operating Load Rtg:	2 - 19
N65-Method Used for Inv. Rtg.:	5
N66-Inventory Load Rtg:	2 - 19
N70-Bridge Posting:	0
N103-Temp Str Designation:	
A211-Posted Limit (Tons):	20
A222-Date of Load Rtg:	12/30/1910
A233-Posted Vert Clr NB/EB (ft-in):	0 - 0
A233-Posted Vert Clr SB/WB (ft-in):	0 - 0

PROPOSED IMPROVEMENTS

N75-Type of Work:	31 1
N76-Length of Str Imp (feet):	112
N94-Br Improv Cost (x1000):	$183
N95-Rdwy Improv Cost (x1000):	$165
N96-Total Project Cost (x1000):	$904
N97-Year of Cost Estimate:	2014

CONSTRUCTION PROJECT DATA

N27-Year Built:	1916
N106-Year of Reconstruction:	0000
A204-Orig Project Number:	
A205-Orig Project Station:	
A223-TRACS Number:	
A225-Deck Area (sq. feet):	2348
A226-Superstr Unit Cost:	$0
A227-Substr Unit Cost:	$0

INSPECTION

N90-Inspection Date:	6/10/2014
N91-Insp Freq (months):	24
A207-Inspection Quarter:	2
A208-Inspection Number:	17
A228-Next Insp Date:	Quarter 2, 2016

CRITICAL FEATURES

N92A-Fracture Critical:	N 0
N92B-Underwater Insp:	N 0
N92C-Special Insp:	N 0
N93A-Date Fract Crit Insp:	0
N93B-Date Underwtr Insp:	0
N93C-Date Spec Insp:	0
A234-Steel In-Depth Insp Freq (mo):	0

CULVERT INFORMATION

A217-Culv Barrel Height (feet)	0
A218-Culv Length (feet):	0
A219-Culv Fill Height (feet):	0

BRIDGE RAILING

A206a-Bridge Rail Type:	6
A206b-Geometric Conform:	1
A206c-Structural Conform:	1

SUFFICIENCY RATING

Sufficiency Rating:	F48.36

GENERAL COMMENTS

Date Printed: 8/7/2014

ARIZONA DEPARTMENT OF TRANSPORTATION

BRIDGE GROUP

Bridge Inspection Report

P.E. Seal

Structure Number:	9710	Structure Name:	Pinal Creek Bridge	Inspected By:	Beimer-Banna
Route:	0	Road Name:	Haskins Rd	Inspection No:	17
MilePost:	0	Agency:	Globe	Date of Insp.:	Tuesday, June 10, 2014
ADOT District:	Globe	District Org:		Next Insp. Due By:	Quarter 2, 2016

N58 - Deck Overall Rating: **6** - Satisfactory

Top Deck / Wearing Surface	6	- Satisfactory	Bare concrete with some AC at N end
Deck Undersurface	6	- Satisfactory	Concrete
Sidewalk / Median / Curb	5	- Fair	5' sidewalk on E side & conc. curbs
N36a - Bridge Railings	1	- Meets Standards	3.5" steel tube on W side, 2" on 2.5" posts & chain link fence on E side
N36b - Rail Transitions	N	- N/A or Feature not Requir	
Deck Joint	N	- Not Applicable	
Drainage System	7	- Good	5' drain at NE corner

Overall Deck Inspection Notes:

1. Deck top has hairline to narrow transverse and map cracks and moderate to heavy wear.
2. See Superstructure Section for slab soffit notes.
3. Sidewalk has hairline to narrow longitudinal and transverse cracks, minor spalls and scaling and approx. 1" to 1.5" settlement at NE corner. South end has a large spall. Bottom edge of sidewalk soffit has large spalls with exposed rebar at Span 1 and Pier 3. See List of Maintenance Items. Curbs have hairline to narrow vertical and horizontal cracks and some scaling. West curb has large spalls with exposed rebar at Posts 1 and 3 from north end. North end of east curb has a medium horizontal crack / delamination with exposed rebar and south end of east curb has large spalled section. See List of Maintenance Items.

N59 - Superstructure Overall Rating: **6** - Satisfactory

Main Members	6	- Satisfactory	4 span continuous concrete slab
Secondary Members	N	- Not Applicable	
Bearing Devices	N	- Not Applicable	
Paint System	N	- Not Applicable	
Utilities	N	- Not Applicable	2 pipes along W fascia (1 gas) + overhead lines

Overall Superstructure Inspection Notes:

Spans are numbered south to north.
1. Slab soffit has hairline transverse and longitudinal cracks, some with efflorescence, minor construction voids and several minor spalls / delaminations with exposed rebar (primarily on downstream side of Spans 2 to 4). See List of Maintenance Items. Slab fascias have hairline vertical and diagonal cracks.

N60 - Substructure Overall Rating: **5** - Fair

Abutment	5	- Fair	Full-height concrete walls on spread footings
Piers	6	- Satisfactory	Concrete walls on spread footings
Slope Protection	N	- Not Applicable	
Wingwalls, Dados, etc.	5	- Fair	Concrete wingwalls

Overall Substructure Inspection Notes:

1. Abutments have hairline vertical cracks and light to moderate scaling. North abutment has wide horizontal crack (3/6" to 1/4") at middle height throughout its length. See Photo 5.
2. Piers have hairline to narrow vertical cracks, light to moderate abrasion and minor spalls (typically on upstream end).
3. Wingwalls have heavy abrasion and scaling. SE wingwall has large spall with exposed rebar.

Date Printed: 8/7/2014

ARIZONA DEPARTMENT OF TRANSPORTATION

BRIDGE GROUP

Bridge Inspection Report

Structure Number:	9710	Structure Name:	Pinal Creek Bridge	Inspected By:	Beimer-Banna
Route:	0	Road Name:	Haskins Rd	Inspection No:	17
MilePost:	0	Agency:	Globe	Date of Insp.:	Tuesday, June 10, 2014
ADOT District:	Globe	District Org:		Next Insp. Due By:	Quarter 2, 2016

N61 - Waterway Overall Rating: 6 - Satisfactory

Channel	6	- Satisfactory	Sand & gravel w/ sloping conc. floor; flow is E to W
Bank Protection	6	- Satisfactory	Concrete retaining walls at SE, SW and NE

Overall Waterway Inspection Notes:

1. Channel is dry at time of inspection and has light to moderate vegetation.
2. Concrete floor has narrow to medium transverse and longitudinal cracks.
3. Retaining walls have narrow to medium horizontal and random cracks, minor spalls and scaling.

Roadway / Safety

Approaches	6	- Satisfactory	AC roadway
Fills	7	- Good	Gravel
N36c - Approach Rail	N	- N/A or Feature not Requir	
N36d - Rail Ends	N	- N/A or Feature not Requir	
Signing	7	- Good	Stop sign at SW + weight limit signs
Lighting	6	- Satisfactory	Street light at SW
A211-Posted Weight	20	tons	"WEIGHT LIMIT 20 TONS" signs at SE and NW corners

Overall Roadway / Safety Inspection Notes:

1. AC pavement has narrow to medium transverse and longitudinal cracks. Transitions are somewhat uneven.
2. Fills are in good condition.
3. Object markers were not installed at all four corners of bridge, as recommended in previous report. Owing to evidence of collision damage primarily on west side of bridge, it is recommended to install object markers at the NW and SW corners of bridge. See List of Maintenance Items.

Appraisal Items

N67 - Structural Evaluation	4	- Meets Minimum Tolerable Limits	
N68 - Deck Geometry	3	- Basically Intolerable Requiring High Priority of Corrective Action	
N69 - Vert. and Horiz. Clearances	N	- Not Applicable	
N71 - Waterway Adequacy	8	- Equal to Present Desirable Criteria	
N72 - Approach Roadway Alignment	5	- Somewhat Better than Minimum Adequacy	'T' at S end, vertical & horiz curves at N end
N113 - Scour Critical	5	- Scour within Limits of Footing or Piles	

Overall Appraisal Items Notes:

Other Miscellaneous Inspection Notes:

1. No previous repairs to verify and no new repairs are recommended.
2. The seven maintenance items recommended in the previous report were not completed. Six are amended and repeated as three maintenance items: Repair large curb and sidewalk spalls. Install object markers at NW and SW

BRIDGE GROUP

Bridge Inspection Report

Structure Number:	9710	Structure Name:	Pinal Creek Bridge	Inspected By:	Beimer-Banna
Route:	0	Road Name:	Haskins Rd	Inspection No:	17
MilePost:	0	Agency:	Globe	Date of Insp.:	Tuesday, June 10, 2014
ADOT District:	Globe	District Org:		Next Insp. Due By:	Quarter 2, 2016

corners of bridge. Repair slab soffit spalls / delaminations having exposed rebar. No new maintenance items are recommended.
3. Load rating analysis is required to determine inventory and operating ratings of this bridge.
4. Photos:
Photo 1. Roadway ID, Looking N (note: 20 ton weight limit sign)
Photo 2. Elevation ID, Looking u/s (E)
Photo 3. Deck top
Photo 4. Deck bottom
Photo 5. N abut. wide horizontal crack

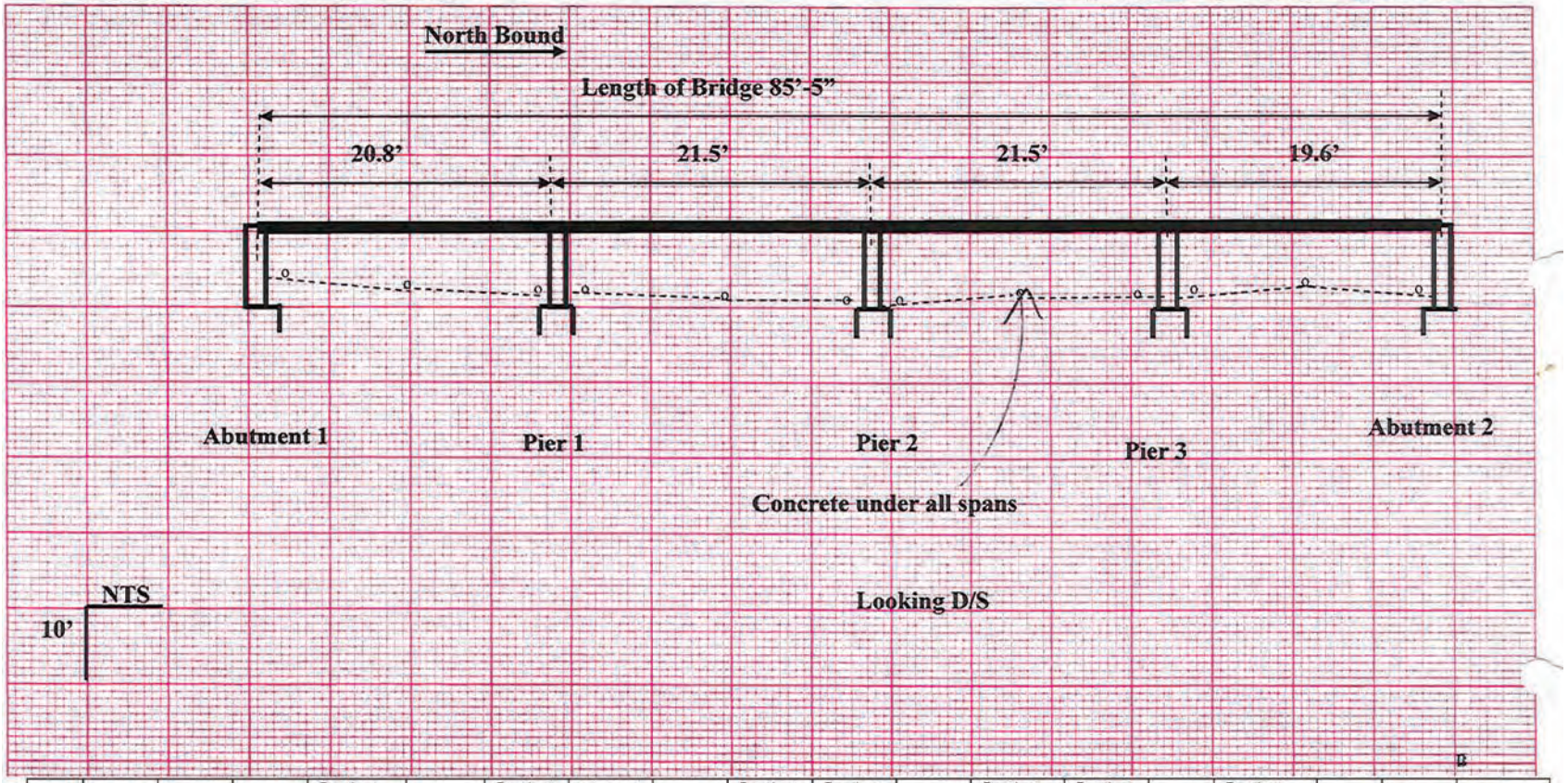
Bridge Element Condition Rating

Elem #	Description	Env	Unit	Total Qty	Cond 1	Cond 2	Cond 3	Cond 4	Cond 5
38	Concrete Slab - Bare	2	EA	1	0	1	0	0	0
210	Reinforced Conc Pier Wall	2	LF	82	72	10	0	0	0
215	Reinforced Conc Abutment	2	LF	56	24	0	32	0	0
334	Bridge Railing - coated metal	2	LF	171	121	50	0	0	0
358	Deck Cracking	2	EA	1	0	1	0	0	0
359	Soffit of concrete decks and slabs	2	EA	1	0	1	0	0	0

Channel Profile Diagram

Name of Structure: __Pinal Creek Bridge
Structure No. _____9710_____
Location: Route __ _____ MP: Globe

Arizona Department of Transportation
Bridge Group
Supplemental Page to Bridge Inspection Report



Insp. No.	Insp. Date	Inspect or's initial	Channel Profile Location (U/S or D/S)	Depth at Abut. 'A1' face or at Support, 'P'(RHS)	Depth at mid span	Depth at the left side of Support 'P 1	Depth at the right side of Support 'P 1	Depth at mid span	Depth at the left side of Support 'P 2	Depth at the right side of Support 'P 2	Depth at mid span	Depth at the left side of Support 'P 3	Depth at the right side of Support 'P 3	Depth at mid span	Depth at Abut. 'A2' face or at Support, 'P'(LHS)			
17	**6/10/14**	**JB/JB**	**D/S**	**5.20'**	**5.66'**	**7.89'**	**8.15**	**8.56'**	**9.28**	**8.70'**	**8.16'**	**8.78**	**7.94'**	**7.77'**	**8.24'**			

Date Printed: 8/7/2014

ARIZONA DEPARTMENT OF TRANSPORTATION
BRIDGE GROUP

Page 1 of

Bridge Inspection Photographs

Structure No.:	**9710**	Structure Name:	**Pinal Creek Bridge**	Inspected By:	Beimer-Banna
Route:	**0**	Road Name:	Haskins Rd	Inspection No.:	**17**
MilePost:	**0**	Agency:	Globe	Date of Insp.:	6/10/2014
ADOT District:	Globe	District Org.:		Next Insp. Due By:	6/10/2016

Photo No.: 1
File Name: 0971017a.jpg
Descriptions: Roadway ID, Looking N (note: 20 ton weight limit sign)

Date Printed: 8/7/2014

ARIZONA DEPARTMENT OF TRANSPORTATION
BRIDGE GROUP

Bridge Inspection Photographs

Structure No.:	**9710**	Structure Name:	**Pinal Creek Bridge**	Inspected By:	Beimer-Banna
Route:	**0**	Road Name:	Haskins Rd	Inspection No.:	**17**
MilePost:	**0**	Agency:	Globe	Date of Insp.:	6/10/2014
ADOT District:	Globe	District Org.:		Next Insp. Due By:	6/10/2016

Photo No.: 2
File Name: 0971017b.jpg
Descriptions: Elevation ID, Looking u/s (E)

Date Printed: 8/7/2014

ARIZONA DEPARTMENT OF TRANSPORTATION
BRIDGE GROUP

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Bridge Inspection Photographs

Structure No.:	**9710**	Structure Name:	**Pinal Creek Bridge**	Inspected By:	Beimer-Banna
Route:	**0**	Road Name:	Haskins Rd	Inspection No.:	**17**
MilePost:	**0**	Agency:	Globe	Date of Insp.:	6/10/2014
ADOT District:	Globe	District Org.:		Next Insp. Due By:	6/10/2016

Photo No.: 3
File Name: 0971017c.jpg
Descriptions: Deck top

Date Printed: 8/7/2014

ARIZONA DEPARTMENT OF TRANSPORTATION
BRIDGE GROUP

Page 4 of

Bridge Inspection Photographs

Structure No.:	**9710**	Structure Name:	**Pinal Creek Bridge**	Inspected By:	Beimer-Banna
Route:	**0**	Road Name:	Haskins Rd	Inspection No.:	**17**
MilePost:	**0**	Agency:	Globe	Date of Insp.:	6/10/2014
ADOT District:	Globe	District Org.:		Next Insp. Due By:	6/10/2016

Photo No.: 4
File Name: 0971017d.jpg
Descriptions: Deck bottom

Date Printed: 8/7/2014

ARIZONA DEPARTMENT OF TRANSPORTATION
BRIDGE GROUP

Bridge Inspection Photographs

Structure No.:	**9710**	Structure Name:	**Pinal Creek Bridge**	Inspected By:	Beimer-Banna
Route:	**0**	Road Name:	Haskins Rd	Inspection No.:	**17**
MilePost:	**0**	Agency:	Globe	Date of Insp.:	6/10/2014
ADOT District:	Globe	District Org.:		Next Insp. Due By:	6/10/2016

Photo No.: 5
File Name: 0971017e.jpg
Descriptions: N abut. wide horizontal crack

ATTACHMENT “E”

Date Printed : 06/03/2022

ARIZONA DEPARTMENT OF TRANSPORTATION

BRIDGE GROUP

Structure Inventory and Appraisal

Structure Number : **09710** Structure Name : **Pinal Creek Bridge** Feature Under : **Pinal Creek**

Route : **0** MP : **0** Road Name : **Haskins Rd** Agency: **Globe** Location : **50 ft N Jct Broad St**

LOCATION INFORMATION	
N1-State Code :	049
N2-State Hwy District :	Southeast
N3-County Code :	Gila
N4-Place Code :	Globe, City Of
N16-Latitude:	33 Deg 24 Min 6.48 Sec
N17-Longitude :	110 Deg 47 Min 29.04 Sec
N98-Border St Code - % Resp:	
N99-Border Bridge Number:	

INVENTORY ROUTE DATA		
N19-Detour Length (miles):	1	
N20-Toll:	3	
ROADWAY RECORD	ON	UNDER
N5-Inv Rte:	1 5 0 00000 0	-
N28-Lanes:	2	0
N10-Inv Rte Min Vert Clr (feet):	25.00	
N11-Inv Rte Milepoint:	0.00	
N26-Functional Class:	19	
N29-Avg Daily Traffic:	642	
N30-Year of ADT:	2021	
N47-Inv Rte Tot Horiz Clr (feet):	20.1	
N100-Defense Hwy:	0	
N101-Parallel Bridge:	N	
N102-Direction of Traffic:	2	
N104-Hwy System:	0	
N109-Percent Truck Traffic:	1	
N110-National Truck Network:	0	
N114-Future ADT:	652	
N115-Year of Future ADT:	2041	
A200-Is N5 the Princ. Rte?	Y	

RESPONSIBILITY	
N21-Maint Responsibility:	04
N22-Bridge Owner:	04
A229-Agency:	Globe

NAVIGATION	
N38-Navigation Control:	0
N39-Nav Vert clr (feet):	0.00
N40-Nav Horiz Clr (feet):	0.00
N111-Nav Pier/Abut Prot:	
N116-Nav Min Vert Clr (feet):	

GENERAL DATA	
N33-Bridge Median:	0
N34-Skew:	0
N35-Structure Flared:	0
N37-Historical Significance:	5
N107-Deck Str Type:	1
N108-Wear Surf Prot System:	1 0 0
A201-Wear Surf Thickness (inches)	

DIMENSIONS	
N32:Appr Rdwy Width (feet):	18
N48-Max Span Length (feet):	22
N49-Structure Length (feet):	86
N50a-Lt Curb/Swlk Width (feet):	5.5
N50b-Rt Curb/Swlk Width (feet):	0.5
N51-Br Width Curb-Curb (feet):	20.1
N52-Deck Width Out-Out (feet):	27.3
N112-NBIS Br Length?	Y

VERTICAL & HORIZONTAL CLEARANCE		
N53-Min Vert Over Clr (feet):		25.00
N54-Min Vert Under Clr (feet):	N	0.00
N55-Min Lat Under Clr Rt (feet):	N	0.0
N56-Min Lat Under Clr Lt (feet):		0.0

SERVICE, TYPE, and SPAN INFORMATION	
N42-Service Type:	5 5
N43-Str Type, Main:	2 1
N44-Str Type, Appr:	0 0
N45-Number of Main Spans:	4
N46-Number of Appr Spans:	0

CONDITION RATINGS	
N58-Deck:	6
N59-Superstructure:	6
N60-Substructure:	5
N61-Channel:	6
N62-Culvert:	N

APPRAISAL RATINGS	
N67-Struct Evaluation:	5
N68-Deck Geometry:	3
N69-Underclearance Rtg:	N
N71-Waterway Adequacy:	8
N72-Appr Rdw Align:	6
N36-Traffic Safety Features:	1 N N N

BRIDGE SCOUR DATA	
N113-Scour Critical Rtg:	5
A202-Foundation Type:	11
A220-Found Embed (feet):	1
A221-Scour Countermeasure:	919

LOAD, RATE, and POST	
N31-Design Loading:	2
N41-Open, Post, Close:	P
N63-Method Used for Oper. Rtg:	1
N64-Operating Load Rtg/Factor:	37
N65-Method Used for Inv. Rtg:	1
N66-Inventory Load Rtg/Factor:	22
N70-Bridge Posting:	5
N103-Temp Str Designation:	
A211-Posted Limit (Tons):	20
A222-Date of Load Rtg:	08/23/2021
A233-Posted Vert Clr NB/EB (ft-in):	0-0
A233-Posted Vert Clr SB/WB (ft-in):	0-0

PROPOSED IMPROVEMENTS	
N75-Type of Work:	31 1
N76-Length of Str Imp (feet):	112
N94-Br Improv Cost (x1000):	$183
N95-Rdwy Improv Cost (x1000):	$165
N96-Total Project Cost (x1000):	$904
N97-Year of Cost Estimate:	2022

CONSTRUCTION PROJECT DATA	
N27-Year Built:	1916
N106-Year of Reconstruction:	
A204-Orig Project Number:	
A205-Orig Project Station:	
A223-TRACS Number:	
A225-Deck Area (sq. feet):	2348

INSPECTION	
N90-Inspection Date:	05/06/2022
N91-Insp Freq (months):	24
A207-Inspection Quarter:	2
Inspection Type:	Routine
A228-Next Insp Date:	May 2024

CRITICAL FEATURES	
N92A-Fracture Critical:	N
N92B-Underwater Insp:	N
N92C-Special Insp:	N
N93A-Date Fract Crit Insp:	
N93B-Date Underwater Insp:	
N93C-Date Spec Insp:	
A234-Steel In-Depth Insp Freq(months):	0

CULVERT INFORMATION	
A217-Culv Barrel Height(feet):	0
A218-Culv Length (feet):	0
A219-Culv Fill Height (feet):	0

BRIDGE RAILING	
A206a,b,c- Bridge Rail Type, Geometric Conform, and Structural Conform:	611

SUFFICIENCY RATING	
Sufficiency Rating:	55.60

BRIDGE CONDITION	
Bridge Condition:	Fair

A300 - GENERAL COMMENTS

ARIZONA DEPARTMENT OF TRANSPORTATION

BRIDGE GROUP

Bridge Maintenance Report

Structure Number :	**09710**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**Stantec-Stigner/Woodburn**
Route :	**0**	Road Name :	**Haskins Rd**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Friday, May 6, 2022**
ADOT District:	**Southeast**			Next Insp. Due By :	**May 2024**

Work Candidate ID: 4714EEC-C94B-061918-84A11EB22E
Action: 1078 Superstructure-Repair Concrete
Estimated Quantity:
Estimated Cost: $0.00
A212 - Repair Priority: 3-Can be scheduled

A216 - Actual Completion Cost $

A215 - Completion Date:

Repair slab soffit spalls / delaminations with exposed rebar (Photo 9).

Work Candidate ID: 4714EEC-1A9F-051922-6121F41A87
Action: 1025 Channel-Regrade Channel Under Bridge
Estimated Quantity:
Estimated Cost: $0.00
A212 - Repair Priority: 3-Can be scheduled

A216 - Actual Completion Cost $

A215 - Completion Date:

Remove debris accumulation at upstream end of pier walls and aggradation in Span 1 (Photo 7 and 8).

Work Candidate ID: 4714EEC-C94B-061918-9B2179A62C
Action: 1070 Substructure-Patch spalls
Estimated Quantity:
Estimated Cost: $0.00
A212 - Repair Priority: 3-Can be scheduled

A216 - Actual Completion Cost $

A215 - Completion Date:

Patch wide horizontal cracks and spalls in N abutment and NE and SE retaining walls (Photo 10).

BRIDGE GROUP

Inspection Report

Structure No.:	09710	Structure Name:	Pinal Creek Bridge	Inspected by :	Stantec-Stigner/Woodburn
Route :	0	Road Name:	Haskins Rd	Inspection Type:	Routine
MP :	0	Agency:	Globe	Inspection Date :	Friday, May 6, 2022
ADOT District:	Southeast			Next Insp. Due By :	May 2024

NBI Condition Ratings

N58 Deck :	6 Satisfactory	N61 Channel:	6 Bank Slumping
N59 Superstructure :	6 Satisfactory	N62 Culvert :	N N/A (NBI)
N60 Substructure :	5 Fair		

Appraisal Ratings

N67 Structural Evaluation:	5 Above Min Tolerable	N71 Waterway Adequacy:	8 Equal Desirable
N68 Deck Geometry:	3 Intolerable - Correct	N72 Approach Roadway Align.:	6 Equal Min Criteria
N69 Vert. & Horiz. Clearances:	N Not applicable (NBI)	N113 Scour Critical:	5 Stable w/in footing

Inspection Notes

Roadway/Safety:
1. 2-lane AC roadway at S approach is in good condition and at N approach has sealed and unsealed random cracks. Ride is relatively uneven.
2. Fills are in good condition.
3. This bridge has no guardrail transition system.
4. "Weight Limit 20 Tons" signs are at SE and NW corners and "Stop" sign is at SW corner.
5. Broad Street is at S approach of the bridge.
6. Object marker is at NW corner.
7. 1. 2 utility pipes are along W fascia.

Waterway:
1. Sand gravel with sloping concrete floor channel with moderate bank vegetation. The flow runs from E to W.
2. Channel was dry and stable at the time of the inspection.
3. Concrete retaining walls are at SE, SW and NE corners. Retaining walls have narrow to medium sized horizontal and random cracks. NE and SE retaining walls have few large spalls and scaling (See Maintenance Report).
4. Channel under the bridge has concrete floor little below the footing top with access to City of Globe sewer manholes. Visible concrete floor in middle two spans has few narrow to medium sized transverse and longitudinal cracks.
5. Span 1 has silted in by approximately 2' (See Maintenance Report and Photo 7).
6. Moderate debris collecting at the upstream end of pier walls (See Maintenance Report and Photo 8).
7. Channel lining in Span 2 drops approximately 2' and the upstream and downstream ends of the structure and another 2' at downstream end of channel lining. In Span 1 there is approximately a 50" drop to channel at the downstream end of the structure.

Miscellaneous:
1. This was a routine inspection conducted by Stantec under Contract 2019-010.05 TO #5.
2. Structure was inventoried from south to north.
3. No previous repairs to verify and no new repairs item have been recommended.
4. Previously recommended two maintenance items were not completed and are repeated. One new maintenance item has been recommended.

Maintenance:
1. Repair slab soffit spalls / delaminations with exposed rebar (Photo 9).
2. Remove debris accumulation at upstream end of pier walls and aggradation in Span 1 (Photo 7 and 8).
3. Patch wide horizontal cracks and spalls in N abutment and NE and SE retaining walls (Photo 10).

Photos:
01. Roadway ID looking south
02. Elevation ID looking east
03. Typical deck condition
04. Deck underside
05. Load posting sign at south approach
06. Load posting sign at north approach
07. 50 inch drop to channel at end of channel lining in Span 1
08. Debris builup on upstream noses of piers
09. Typical spall with corroded rebar in soffit
10. Wide horizontal crack in Abutment 2

Element No.	Element Description	Quantity	Units	Env.	Condition State			
					1	2	3	4
38	Re Concrete Slab	2,348.00	sq.ft	2.00	0	2300	48	0

BRIDGE GROUP

Inspection Report

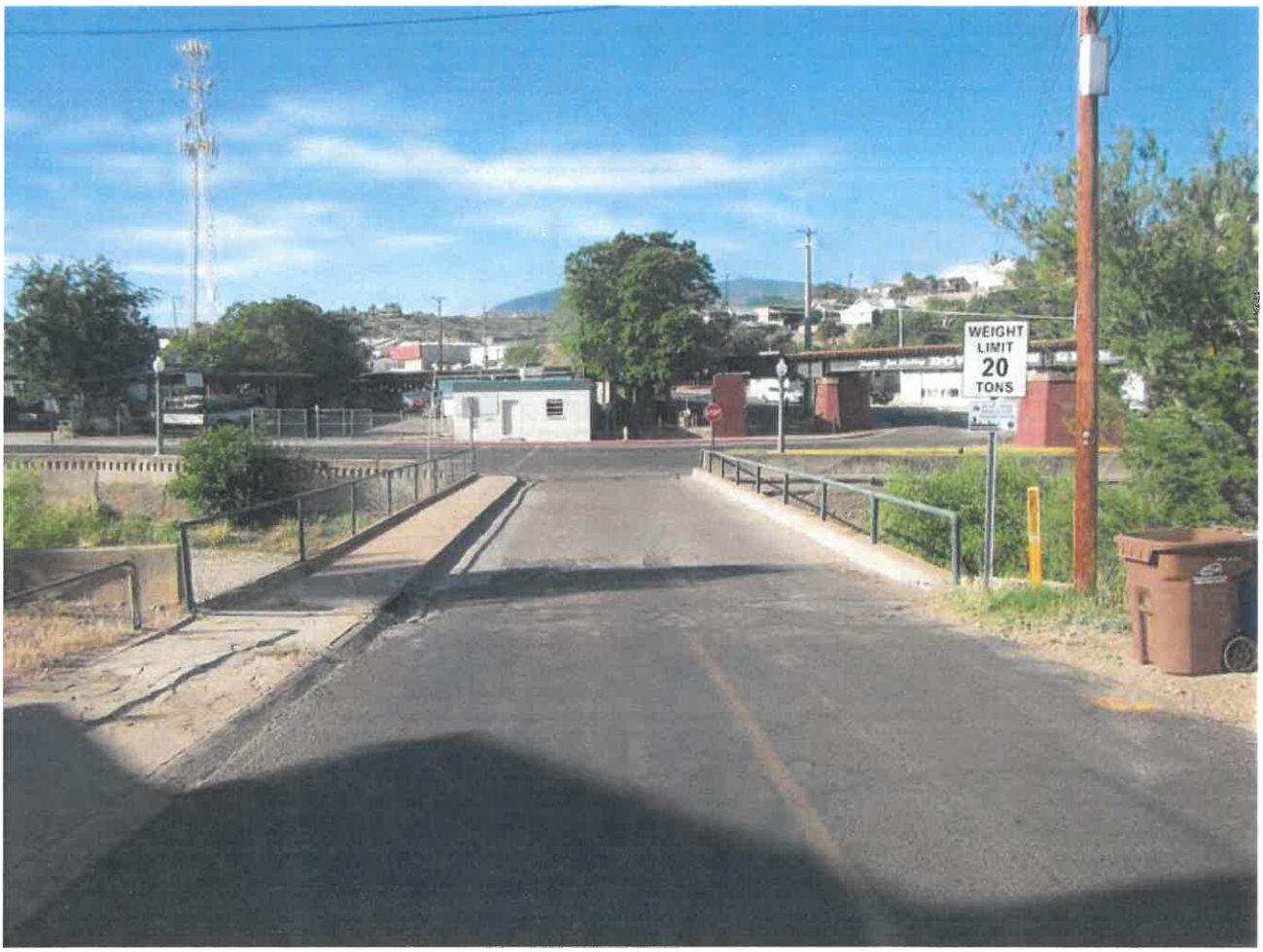
Structure No. :	**09710**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**Stantec-Stigner/Woodburn**
Route :	**0**	Road Name :	**Haskins Rd**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Friday, May 6, 2022**
ADOT District:	**Southeast**			Next Insp. Due By :	**May 2024**

Element No.	Element Description	Quantity	Units	Env.	Condition State			
					1	2	3	4
Continuous 4-span RC slab: 1. 5.5' wide sidewalk is at E side. Sidewalk has hairline to wide sized longitudinal and transverse cracks, few spalls and scaling and approximately 1" to 1.5" settlement at NE corner. 2. Curbs at both sides have few narrow sized vertical cracks and few large spalls with exposed and corroded rebar.								
1080	*Delamination/Spall/Patched Area*	30.00	sq.ft	2.00	0	30	0	0
1. Fascias have a few spalls (See Maintenance Report and Photo 9).								
1090	*Exposed Rebar*	8.00	sq.ft	2.00	0	0	8	0
1. Slab exhibits minor construction voids and several spalls with exposed rebars (primarily on downstream side of Span 2 and 3 and over N pier at U/S side.								
1120	*Efflorescence/Rust Staining*	10.00	sq.ft	2.00	0	10	0	0
1. Few cracks exhibit efflorescence.								
1130	*Cracking (RC and Other)*	240.00	sq.ft	2.00	0	200	40	0
1. Deck top has several hairline to wide sized cracks and exposed aggregates throughout deck area. 2. Slab soffit has light to moderate hairline sized transverse and longitudinal cracks, 3. Slab fascias have hairline sized vertical and diagonal cracks.								
1190	*Abrasion(PSC/RC)*	2,060.00	sq.ft	2.00	0	2060	0	0
1. The top concrete has exposed aggregates throughout deck area and moderate wear.								
210	Re Conc Pier Wall	82.00	ft	2.00	47	25	10	0
RC Pier Wall on spread footings:								
1080	*Delamination/Spall/Patched Area*	8.00	ft	2.00	0	8	0	0
1. Pier wall exhibits minor spalls (typically on upstream end).								
1130	*Cracking (RC and Other)*	12.00	ft	2.00	12	0	0	0
1. Pier walls have few hairline to moderate sized vertical cracks.								
1190	*Abrasion(PSC/RC)*	25.00	ft	2.00	0	15	10	0
1. Footing exhibits light to heavy abrasion.								
6000	*Scour*	2.00	ft	2.00	0	2	0	0
1. The concrete footing of P1 & P2 is exposed. Concrete floor is 12" lower than the top of footing.								
215	Re Conc Abutment	56.00	ft	2.00	26	20	10	0
RC full height concrete walls on spread footings: 1. Wingwalls have very heavy abrasion and scaling. SE wingwall has large spall with exposed rebar. See Maintenance Report. Waterway:								
1130	*Cracking (RC and Other)*	20.00	ft	2.00	5	5	10	0
1. Abutments have few hairline to moderate sized vertical cracks. 2. North abutment (half height) has wide sized full length horizontal crack (3/16" to 1/4") (See Photo 10 and Maintenance Report).								
1190	*Abrasion(PSC/RC)*	15.00	ft	2.00	0	15	0	0
1. Abutments exhibit light to moderate scaling.								
330	Metal Bridge Railing	172.00	ft	2.00	172	0	0	0
36" high metal tube railing at both sides (E railing is with fence):								
515	*Steel Protective Coating*	260.00	sq.ft	2.00	260	0	0	0
Painted metal tube railing.								

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	**09710**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**Stantec-Stigner/Woodburn**
Route :	**0**	Road Name :	**Haskins Rd**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Friday, May 6, 2022**
ADOT District:	**Southeast**			Next Insp. Due By :	**05/06/2024**



File Name : 09710-2022-05-06-Photo-01.JPG

Description : Roadway ID looking south

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	**09710**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**Stantec-Stigner/Woodburn**
Route :	**0**	Road Name :	**Haskins Rd**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Friday, May 6, 2022**
ADOT District:	**Southeast**			Next Insp. Due By :	**05/06/2024**

File Name : 09710-2022-05-06-Photo-02.JPG

Description : Elevation ID looking east

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	**09710**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**Stantec-Stigner/Woodburn**
Route :	**0**	Road Name :	**Haskins Rd**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Friday, May 6, 2022**
ADOT District:	**Southeast**			Next Insp. Due By :	**05/06/2024**

File Name : 09710-2022-05-06-Photo-03.JPG

Description : Typical deck condition

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	**09710**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**Stantec-Stigner/Woodburn**
Route :	**0**	Road Name :	**Haskins Rd**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Friday, May 6, 2022**
ADOT District:	**Southeast**			Next Insp. Due By :	**05/06/2024**

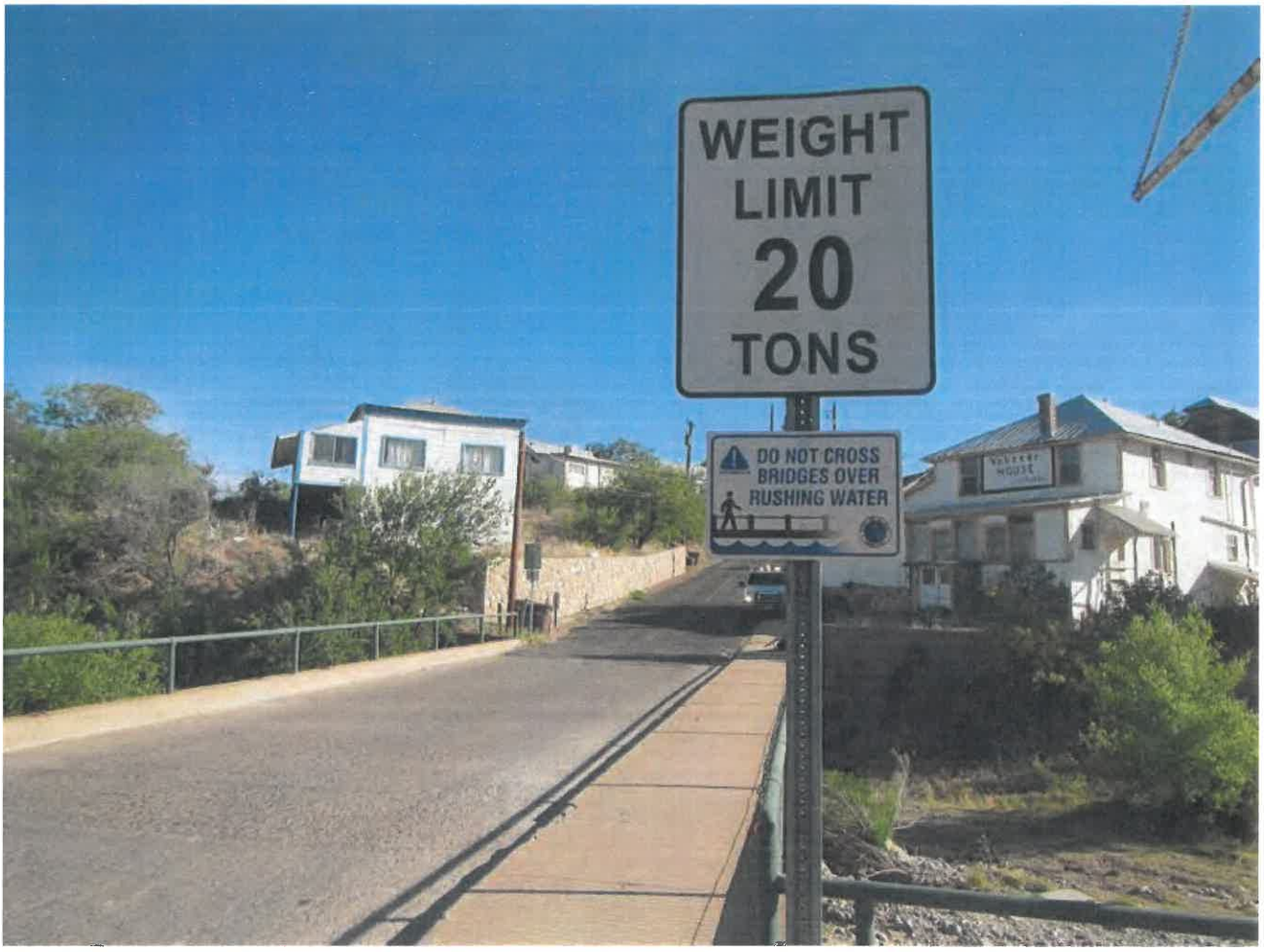
File Name : 09710-2022-05-06-Photo-04.JPG

Description : Deck underside

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	**09710**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**Stantec-Stigner/Woodburn**
Route :	**0**	Road Name :	**Haskins Rd**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Friday, May 6, 2022**
ADOT District:	**Southeast**			Next Insp. Due By :	**05/06/2024**



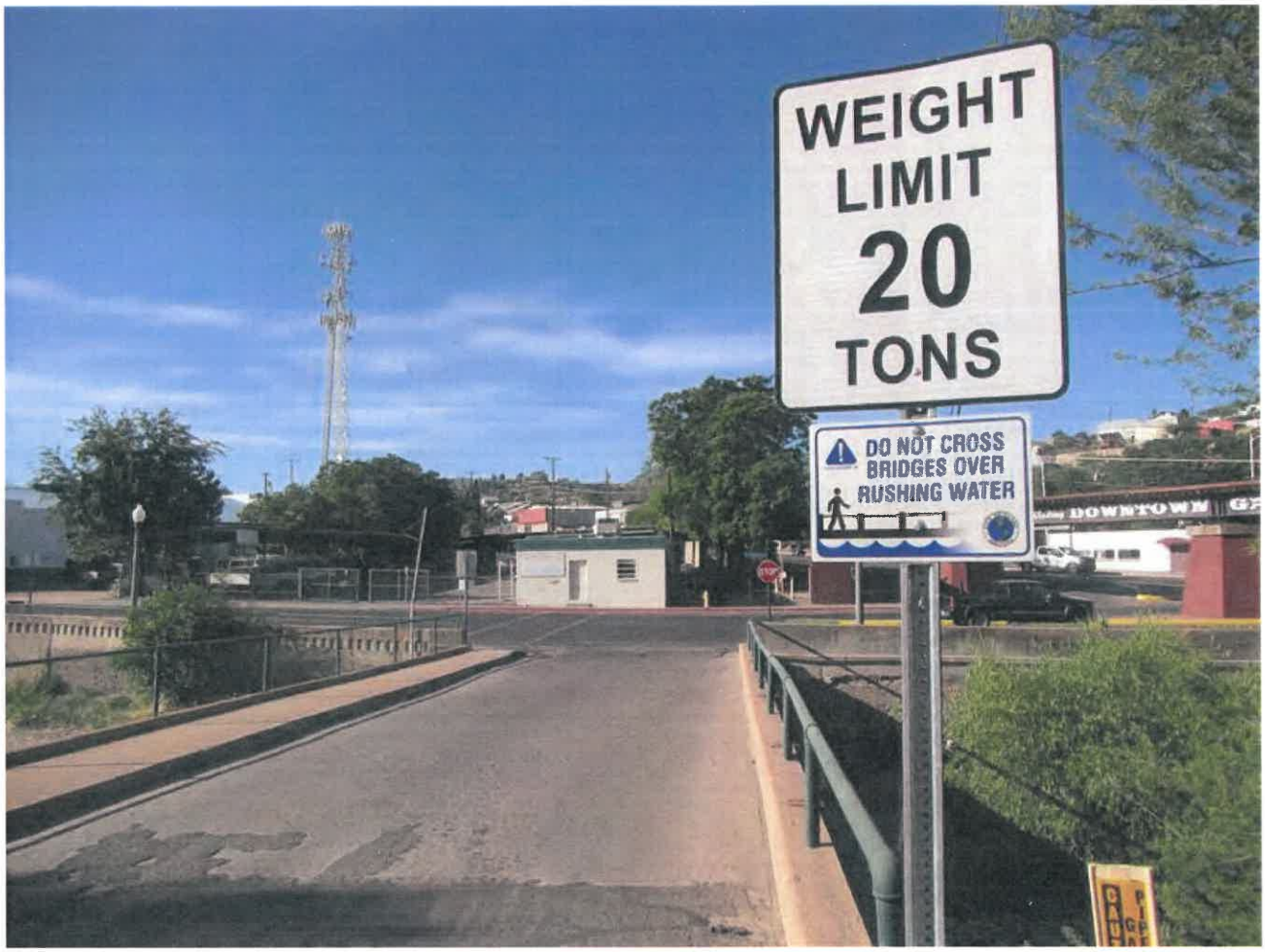
File Name : 09710-2022-05-06-Photo-05.JPG

Description : Load posting sign at south approach

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	**09710**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**Stantec-Stigner/Woodburn**
Route :	**0**	Road Name :	**Haskins Rd**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Friday, May 6, 2022**
ADOT District:	**Southeast**			Next Insp. Due By :	**05/06/2024**



File Name : 09710-2022-05-06-Photo-06.JPG

Description : Load posting sign at north approach

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	09710	Structure Name :	Pinal Creek Bridge	Inspected by :	Stantec-Stigner/Woodburn
Route :	0	Road Name :	Haskins Rd	Inspection Type:	Routine
MP :	0	Agency :	Globe	Inspection Date :	Friday, May 6, 2022
ADOT District:	Southeast			Next Insp. Due By :	05/06/2024

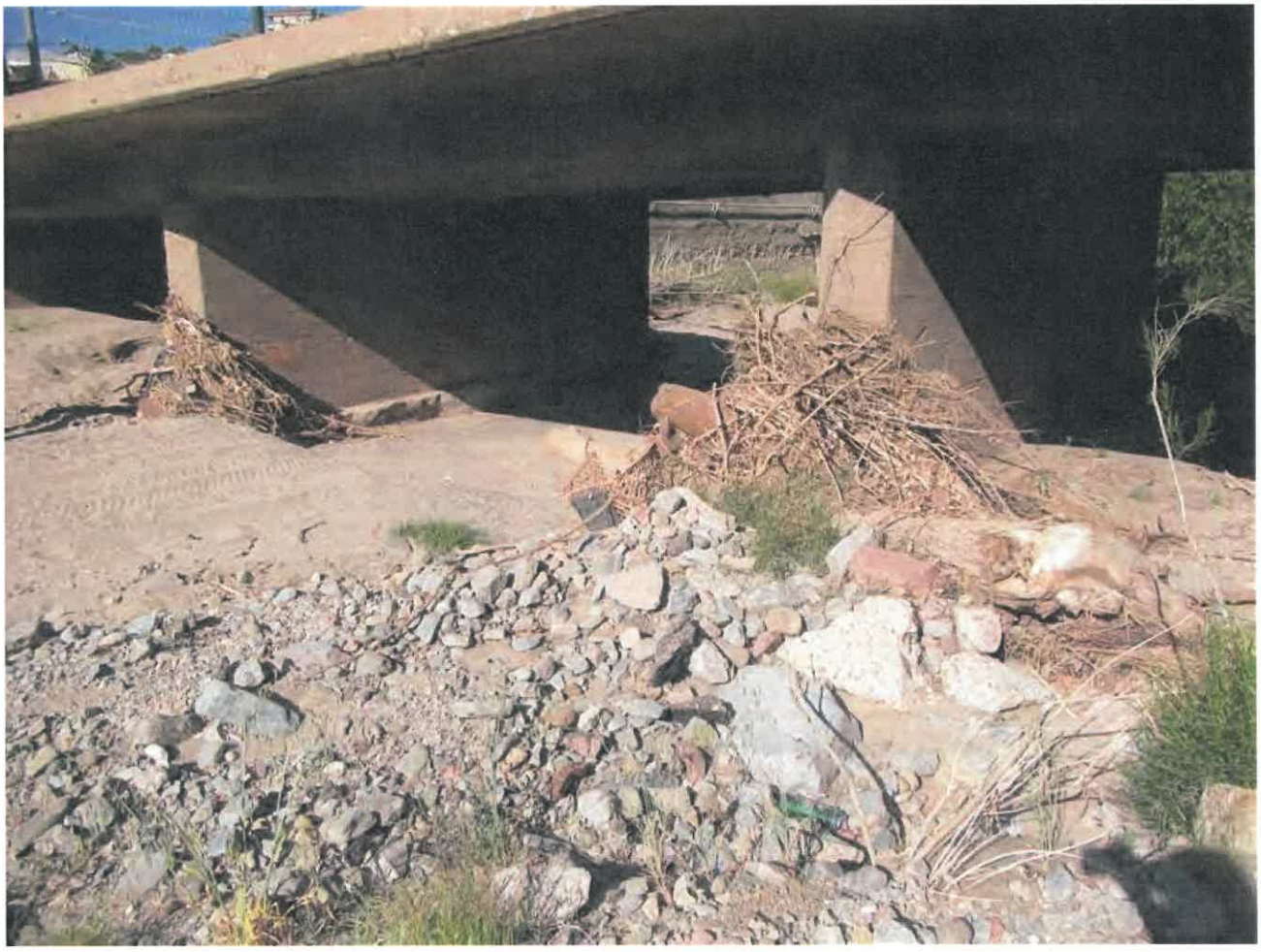
File Name : 09710-2022-05-06-Photo-07.JPG

Description : 50 inch drop to channel at end of channel lining in Span 1

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	**09710**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**Stantec-Stigner/Woodburn**
Route :	**0**	Road Name :	**Haskins Rd**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Friday, May 6, 2022**
ADOT District:	**Southeast**			Next Insp. Due By :	**05/06/2024**



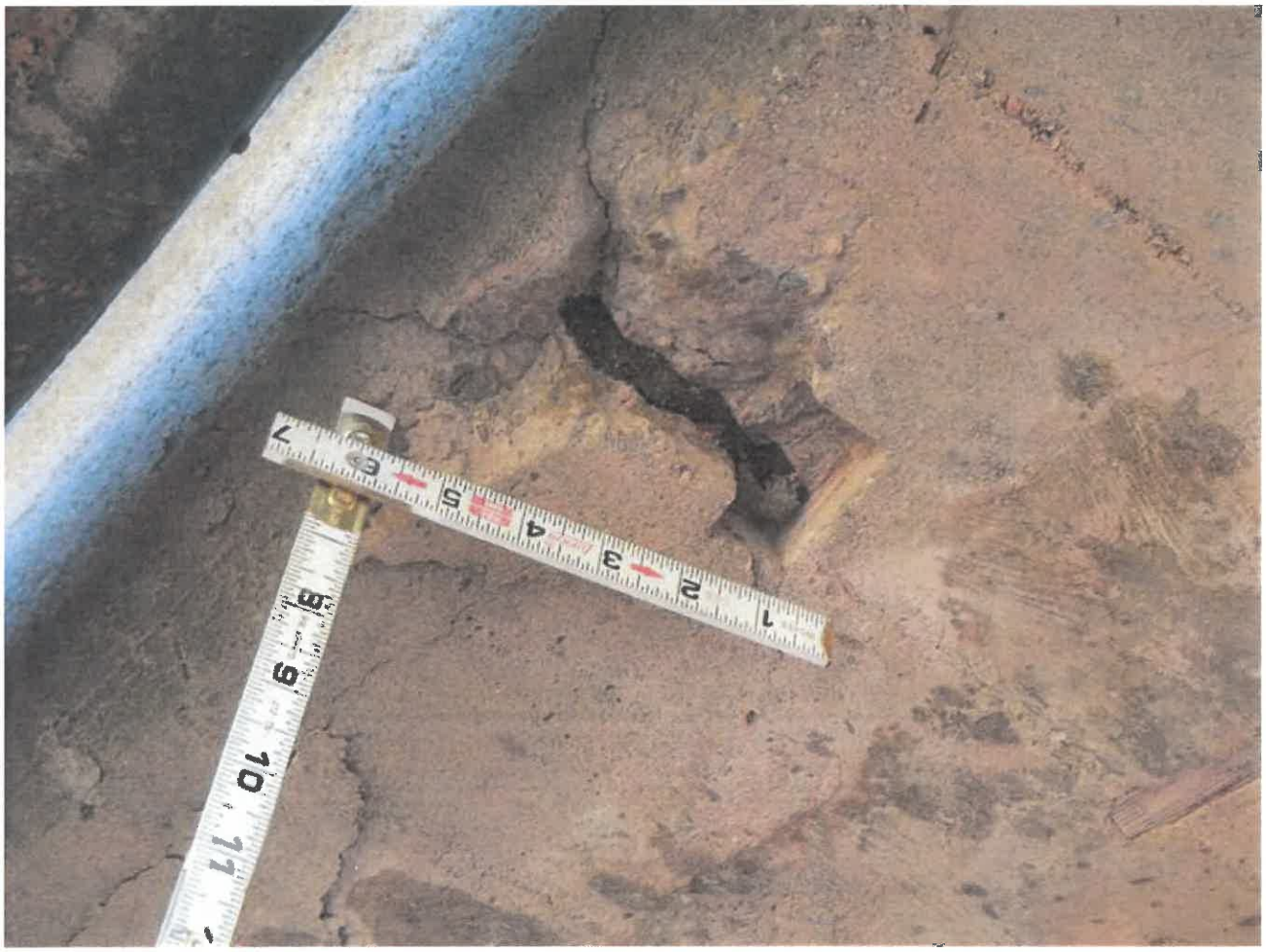
File Name : 09710-2022-05-06-Photo-08.JPG

Description : Debris builup on upstream noses of piers

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	09710	Structure Name :	Pinal Creek Bridge	Inspected by :	Stantec-Stigner/Woodburn
Route :	0	Road Name :	Haskins Rd	Inspection Type:	Routine
MP :	0	Agency :	Globe	Inspection Date :	Friday, May 6, 2022
ADOT District:	Southeast			Next Insp. Due By :	05/06/2024



File Name : 09710-2022-05-06-Photo-09.JPG

Description : Typical spall with corroded rebar in soffit

BRIDGE GROUP

Bridge Inspection Photographs

Structure Number :	**09710**	Structure Name :	**Pinal Creek Bridge**	Inspected by :	**Stantec-Stigner/Woodburn**
Route :	**0**	Road Name :	**Haskins Rd**	Inspection Type:	**Routine**
MP :	**0**	Agency :	**Globe**	Inspection Date :	**Friday, May 6, 2022**
ADOT District:	**Southeast**			Next Insp. Due By :	**05/06/2024**

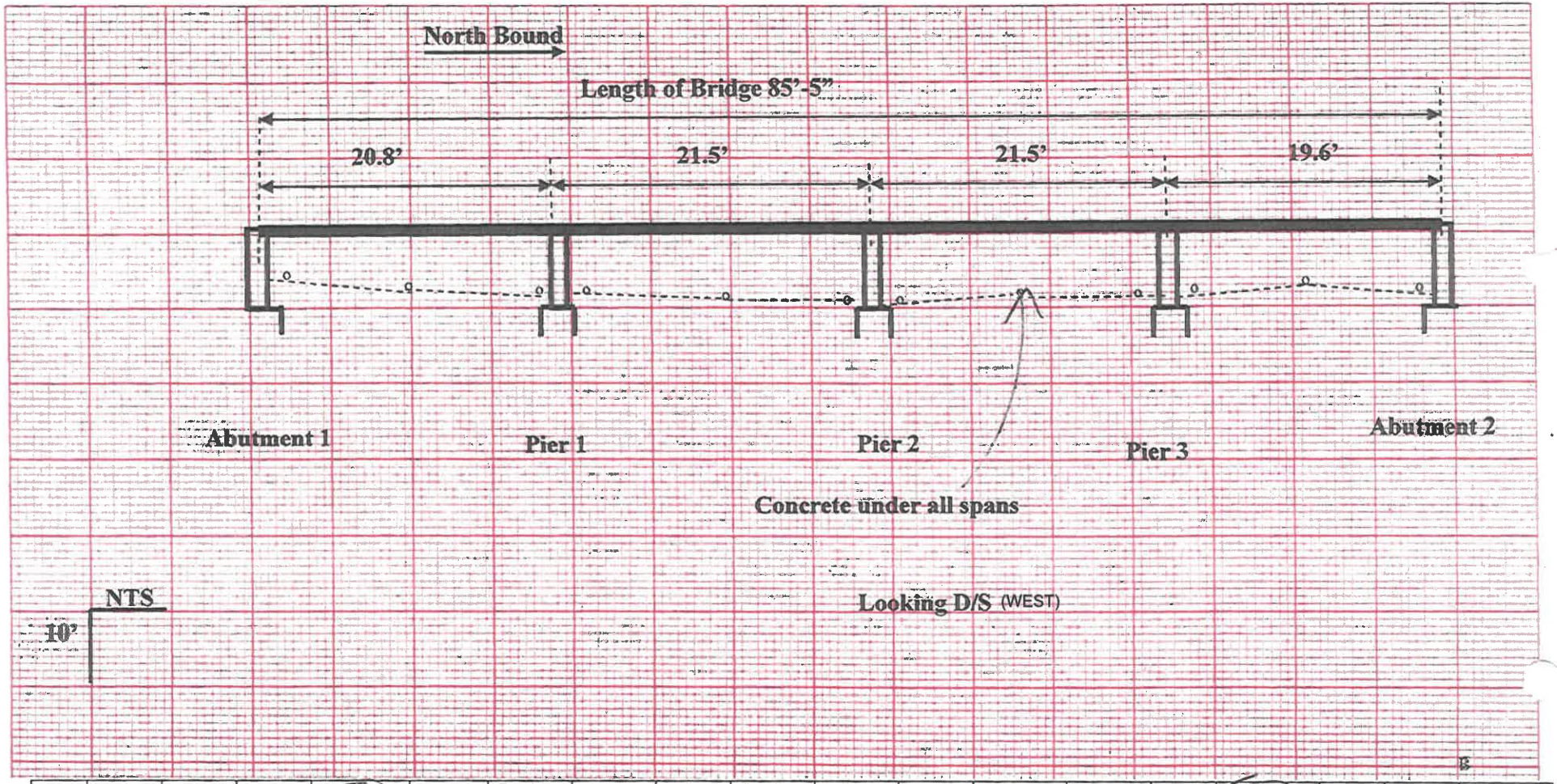
File Name : 09710-2022-05-06-Photo-10.JPG

Description : Wide horizontal crack in Abutment 2

Channel Profile Diagram

Name of Structure: __Pinal Creek Bridge
Structure No. _____9710_____
Location: Route _____ MP: Globe

Arizona Department of Transportation
Bridge Group
Supplemental Page to Bridge Inspection Report



Insp. No.	Insp. Date	Inspector's initial	Channel Profile Location (U/S or D/S)	Depth at Abut. 'A1' face or at Support, 'P'(RHS)	Depth at mid span	Depth at the left side of Support 'P 1	Depth at the right side of Support 'P 1	Depth at mid span	Depth at the left side of Support 'P 2	Depth at the right side of Support 'P 2	Depth at mid span	Depth at the left side of Support 'P 3	Depth at the right side of Support 'P 3	Depth at mid span	Depth at Abut. 'A2' face or at Support, ~~'P'(LHS)~~			
17	6/10/14	JB/JB	D/S	5.20'	5.66'	7.89'	8.15	8.56'	9.28	8.70'	8.16'	8.78	7.94'	7.77'	8.24'			
18	6-2-16	KS/AZ	D/S	5[illegible]	5[illegible]	7[illegible]	8[illegible]	8[illegible]	9[illegible]	9[illegible]	8[illegible]	9[illegible]	7[illegible]	7[illegible]	7[illegible]			
19	6/5/18	MS/WJ	D/S	5.21'	5.66'	7.76'	8.17'	8.69'	8.94'	8.7'	8.44'	8.65'	7.27'	7.73'	7.47'			
	6/16/20	MS/PC	D/S	5.05	5.60	7.70	8.05	8.57	8.70	8.67	8.08	7.33	7.20	7.30	6.75			
21	5/6/22	BS/CW	D/S	3.58'	4.98'	6.00'	8.05'	8.59'	9.39'	8.14'	8.31'	8.18'	7.35'	7.23'	6.53'			

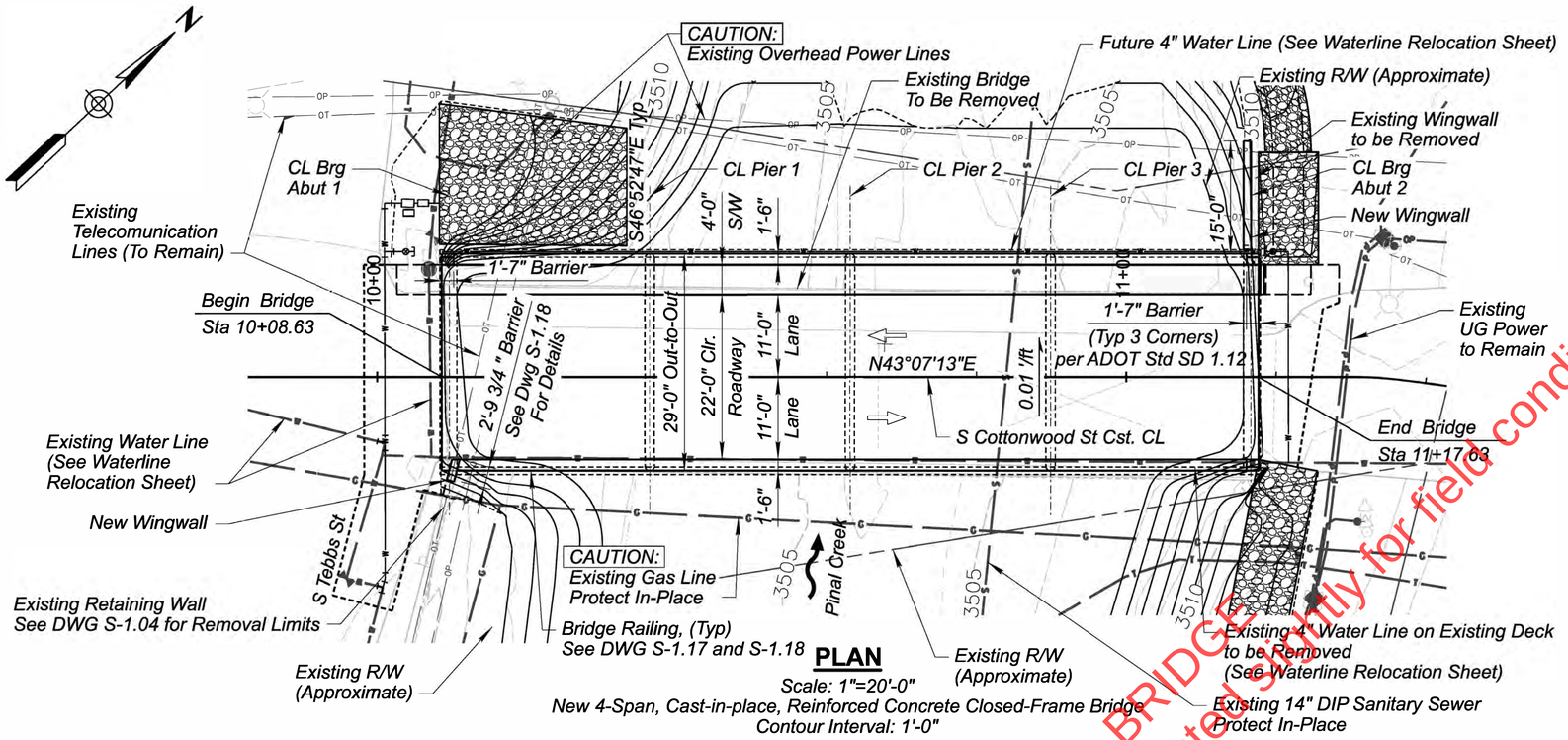
ATTACHMENT “F”

HASKINS BRIDGE #09710 - SAMPLE DESIGN

These plans were for the recently completed Cottonwood Bridge Project

The Haskins Bridge will be of similat design
and taylored for the specific site.

Plans of Similar Bridge to Haskins

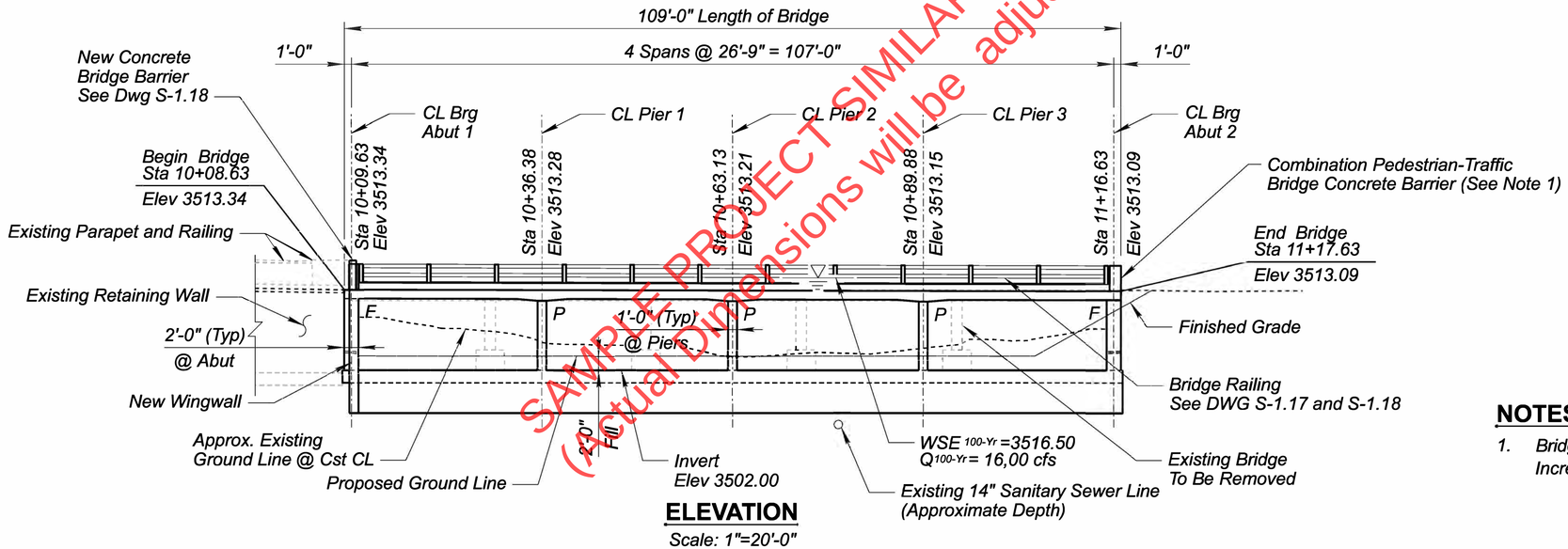


PLAN

Scale: 1"=20'-0"

New 4-Span, Cast-in-place, Reinforced Concrete Closed-Frame Bridge

Contour Interval: 1'-0"

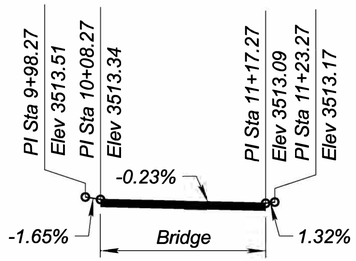


ELEVATION

Scale: 1"=20'-0"

Stations, Dimensions, and Ground Line are measured Along Cst CL

DRAWING LIST



S COTTONWOOD ST PROFILE GRADE

NOTES:

1. *Bridge Concrete Barrier per ADOT Standard Drawing SD 1.12. Increase 2" Offset to Edge of Deck to 6" .*

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

35174 WILLIAM ALFREDO RODRIGUEZ 23MAY22 ARIZONA, U.S.A.

Jacobs
1501 W. FOUNTAINHEAD PKWY, SUITE 401
TEMPE, AZ 85282, Ph: 480.966.8186, WWW.JACOBS.COM

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

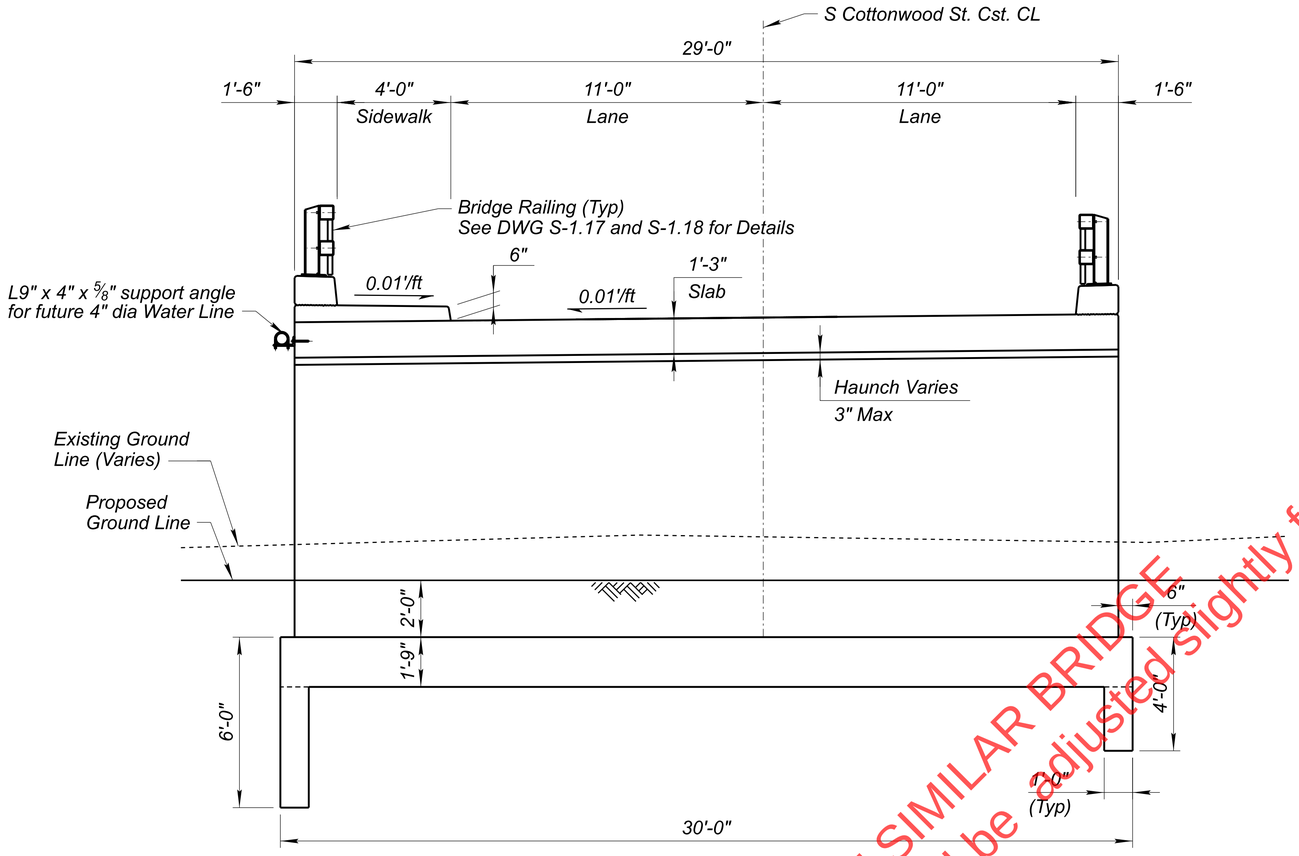
GENERAL PLAN AND ELEVATION

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

F.H.W.A. Arizona Division	STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
	ARIZ.	0000 GI GLB	GLB-0(209)T	21	39	

LOCATION: PINAL CREEK BRIDGE — DWG NO. S-1.01

TRACS NO. T0281 01C — ____ OF ____



TYPICAL SECTION (LOOKING UPSTATION)

Scale: 3/8"=1'-0"

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

35174 WILLIAM ALFREDO RODRIGUEZ — Date Signed 23MAY'23 — ARIZONA, U.S.A.

Jacobs
1501 W. FOUNTAINHEAD PKWY, SUITE 401
TEMPE, AZ 85282, Ph: 480.966.8188, WWW.JACOBS.COM

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

TYPICAL SECTION

ROUTE: GLOBE
MILEPOST: N/A
STRUCTURE NO.: 11696

F.H.W.A. Arizona Division

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.	0000 GI GLB	GLB-0(209)T	22	39	

LOCATION: PINAL CREEK BRIDGE

TRACS NO. T0281 01C

DWG NO. S-1.02

___ OF___

GENERAL NOTES:

Construction Specifications: Arizona Department of Transportation Standard Specifications for Road and Bridge Construction, 2021 Edition.

Design Specifications: AASHTO LRFD Bridge Design Specifications 8th Edition, 2017.

Dead Load: Dead Load includes allowance of 25 pounds per square foot for future wearing surface.

Loading Class: HL-93.

Seismic: Bridge Site Class C
Peak Ground Acceleration (PGA) = 0.097g

Inventory and operating ratings for HL-93 are in accordance with AASHTO Manual for Bridge Evaluation, 2018 in accordance with the Load and Resistance Factor Rating Method

Inventory Rating:	*1.10*
Operating Rating:	*1.40*

Concrete:
All concrete shall be Class "S" unless noted otherwise.

Reinforcing Steel:
Reinforcing steel shall conform to ASTM Specification A615. All reinforcing shall be furnished as Grade 60.

All bends and hooks shall meet the requirements of AASHTO Article 5.10.2. All bend dimensions for reinforcing steel shall be out-to-out of bars.
All placement dimensions for reinforcing steel shall be to center of bars unless noted otherwise.

All reinforcing steel shall have 2 inch clear cover unless noted otherwise.

Strength:

Superstructure (deck)	*f'c = 4500 psi*
Curb, sidewalk and Barrier	*f'c = 4000 psi*
Abutments, Piers, Bottom Slab & Wingwalls	*f'c = 3500 psi*
Grade 60 transverse deck reinforcement	*fs = 24000 psi*
All other Grade 60	*fy = 60000 psi*

Dimensions shall not be scaled from drawings.

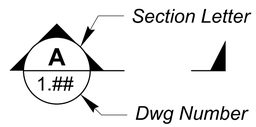
Quantities shown are based on 2021 surveys. Earthwork quantities are subject to change due to potential storm events.

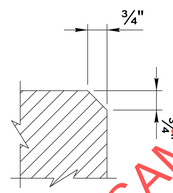
STANDARD LIST

Bridge Group Standard Drawings: SD1.12

LEGEND:

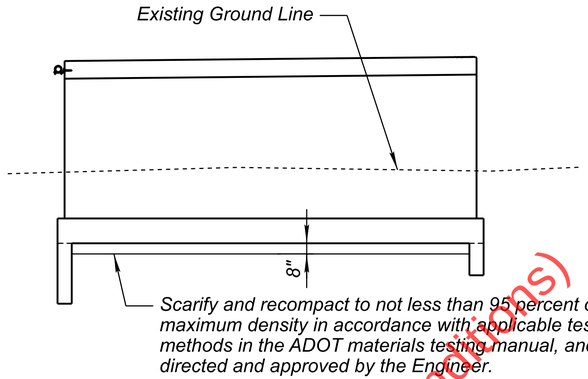
SECTION Marker





Chamfer all exposed corners as shown unless noted otherwise. This detail and note are applicable to all drawings pertaining to this bridge.

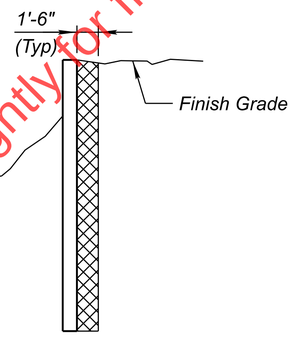
CHAMFER DETAIL
N.T.S.



TYPICAL

EXCAVATION LIMITS

ABUTMENT



WINGWALL

LEGEND:

Pay Limits of Structure Backfill

STRUCTURE BACKFILL LIMITS

APPROXIMATE QUANTITIES

ITEM	STRUCT. EXCAV. C.Y.	STRUCT. BKFILL. C.Y.	CLASS "S" CONCRETE f'c=3500 PSI C.Y.	CLASS "S" CONCRETE *f'c=4000 PSI C.Y.	CLASS "S" CONCRETE f'c=4500 PSI C.Y.	REINF. STEEL Lbs.
Abutments		60	53			8,295
Piers			32			7,060
Bottom Slab	0		239			36,050
Superstructure	-	-		24	150	39,160
Total	0	60	324	24	150	90,565
As-Built Total						

Remove Bridge ..... 1 LS
Combination Pedestrian Traffic Bridge Railing (SD 1.12) ..... 5.0 LF
Miscellaneous Work (Bridge Steel Railing) ..... 211 LF

Place Dowels ..... 8 EA
Structural Steel (Miscellaneous) ..... 289 LBS

** 4000 psi concrete includes curb, SE barrier and sidewalk.*

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

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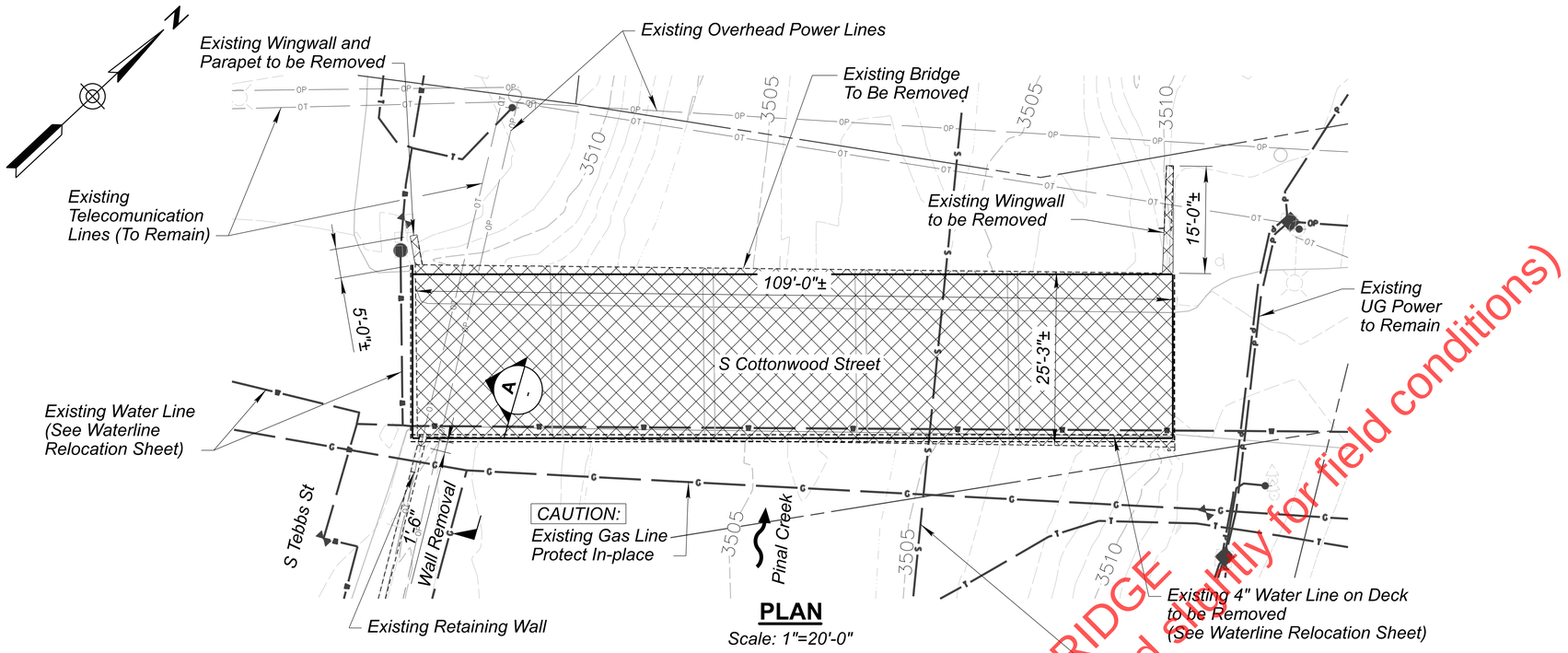
ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

GENERAL NOTES & QUANTITIES

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

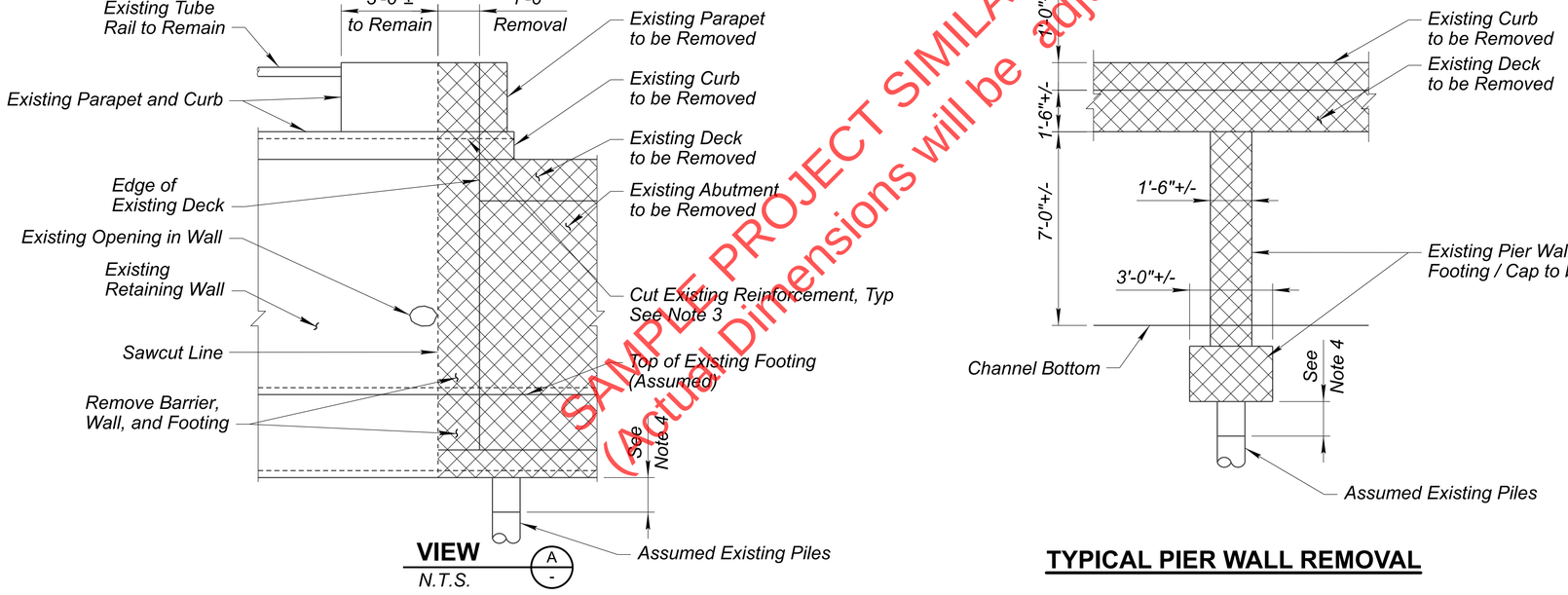
F.H.W.A. Arizona Division	STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
	ARIZ.	0000 GI GLB	GLB-0(209)T	23	39	

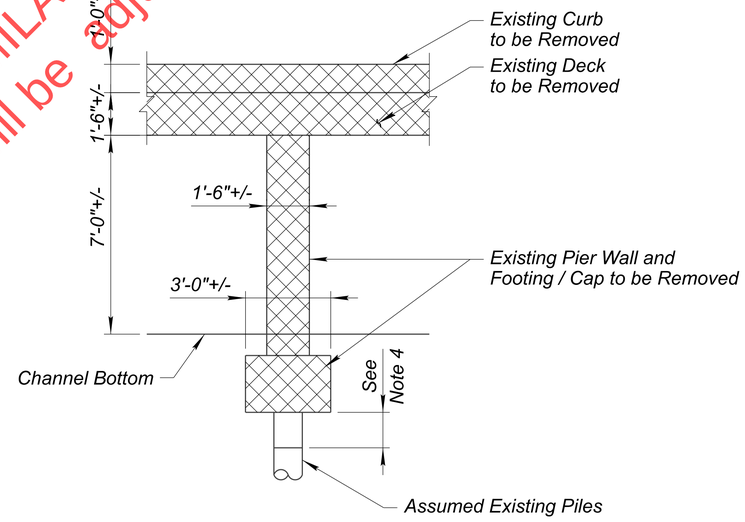
LOCATION: PINAL CREEK BRIDGE
DWG NO. S-1.03
TRACS NO. T0281 01C
____ OF____



PLAN

Scale: 1"=20'-0"





TYPICAL PIER WALL REMOVAL

NOTES:

1. *Where sawcutting existing wingwall, Contractor shall take necessary measures to protect concrete which is to remain. Any damaged concrete shall be repaired at Contractor's expense, and repair plans submitted to the Engineer prior to construction.*
2. *After removal leave existing concrete surface clean with no loose chips or open cracks.*
3. *Where severed reinforcement will be permanently exposed to earth or weather, grind the rebar to ½" below existing concrete surface and fill cavity with an approved epoxy.*
4. *Existing pier and abutment walls and footings/caps shall be removed. Any existing piles shall be removed to 8" minimum below bottom of new foundation slab.*

EXISTING PIER FOOTING/CAP

LEGEND

Removal Limits

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

REMOVAL DETAILS

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

F.H.W.A. Arizona Division

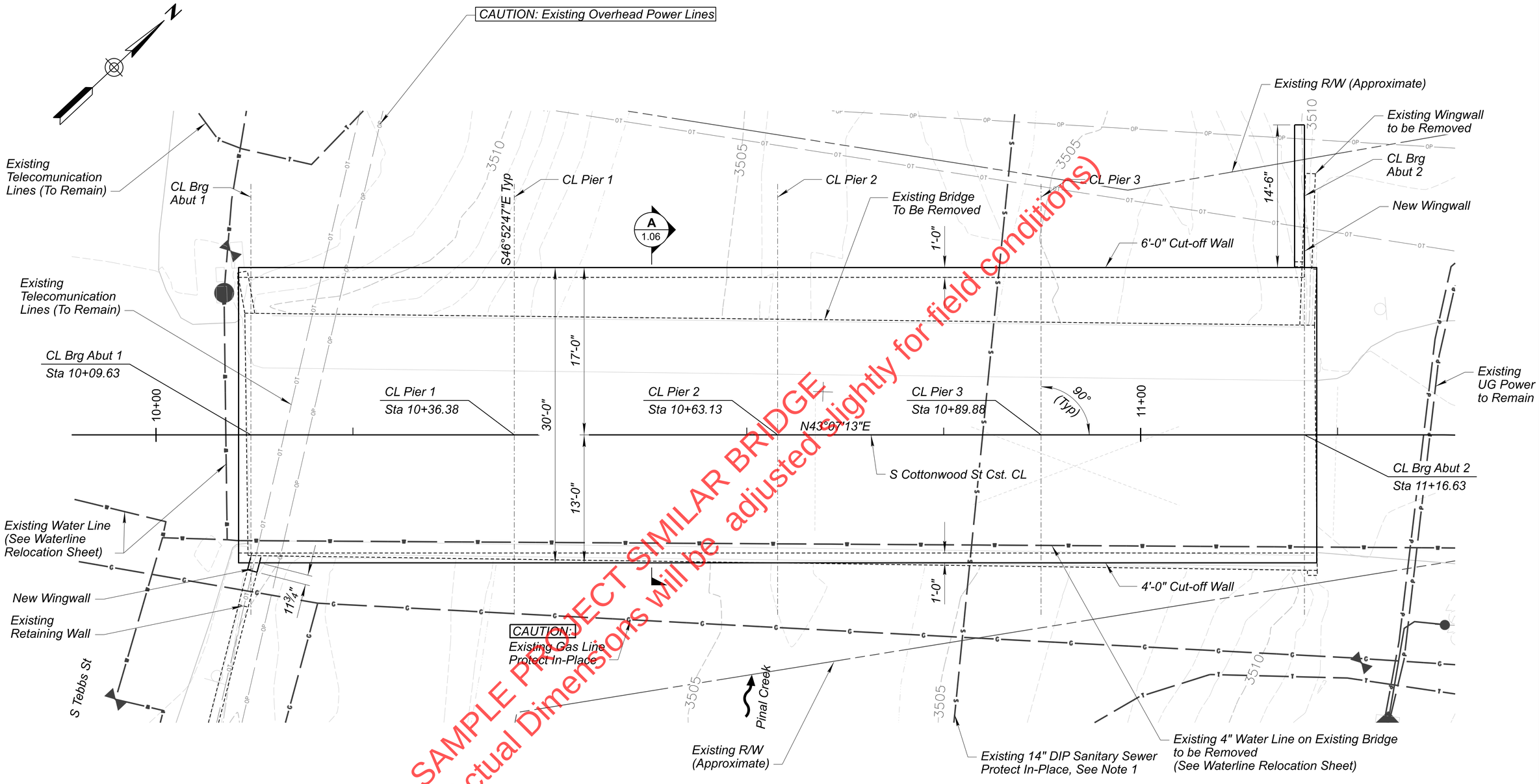
STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.	0000 GI GLB	GLB-0(209)T	24	39	

LOCATION: PINAL CREEK BRIDGE

TRACS NO. T0281 01C

DWG NO. S-1.04

____ OF ____



FOUNDATION LAYOUT

Scale: 1"=10'-0"
Contour Interval: 1'-0"

NOTE:

1. *Contractor to pothole. In the Event of Conflict with Cut-off Walls, Contractor Shall Construct Cut-off Walls as shown in Detail 1 on DWG S-1.06.*

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

Professional Engineer — 35174 — WILLIAM ALFREDO RODRIGUEZ — 23MAY'23 — ARIZONA, U.S.A.

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

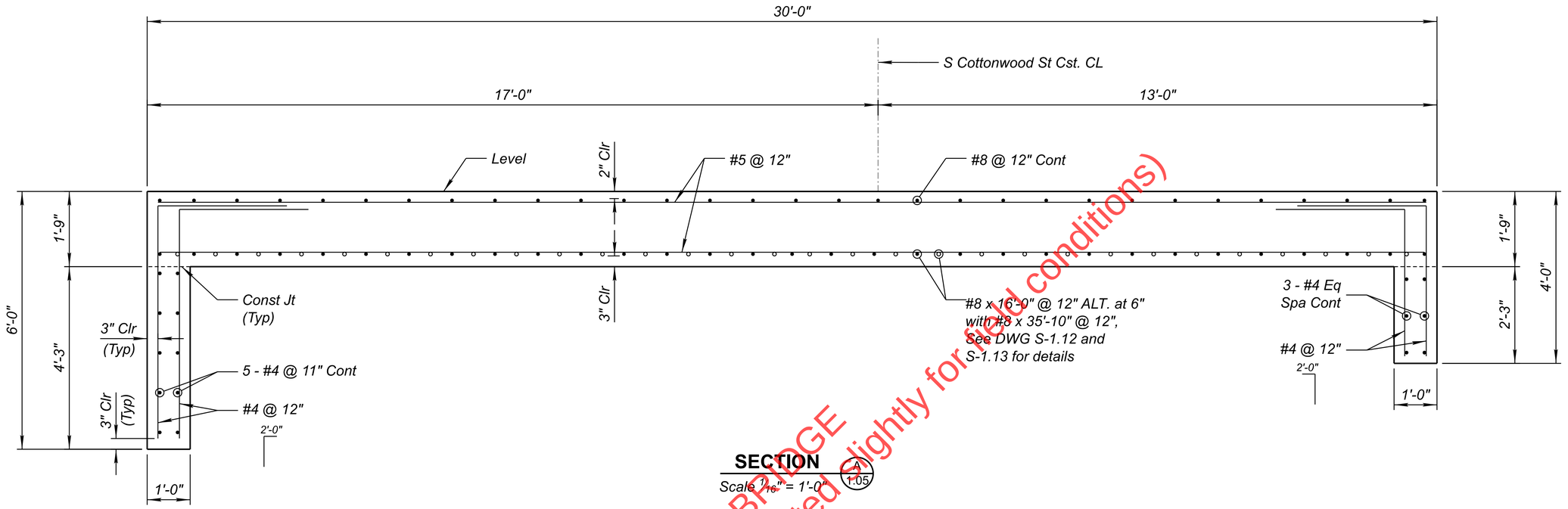
FOUNDATION LAYOUT

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

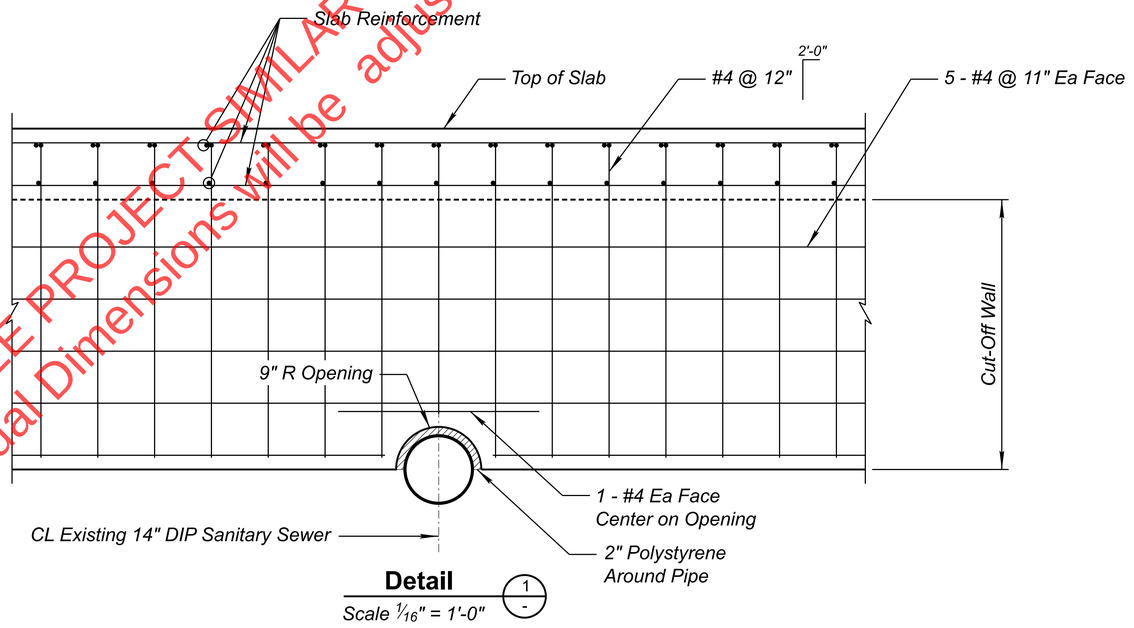
F.H.W.A. Arizona Division	STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
	ARIZ.	0000 GI GLB	GLB-0(209)T	25	39	

LOCATION: PINAL CREEK BRIDGE — DWG NO. S-1.05

TRACS NO. T0281 01C — ___ OF ___



SECTION
Scale 1/16" = 1'-0"
A / 1.05



Detail
Scale 1/16" = 1'-0"
1 / -

35174 WILLIAM ALFREDO RODRIGUEZ 23MAY22 REGISTERED PROFESSIONAL ENGINEER ARIZONA, U.S.A.

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

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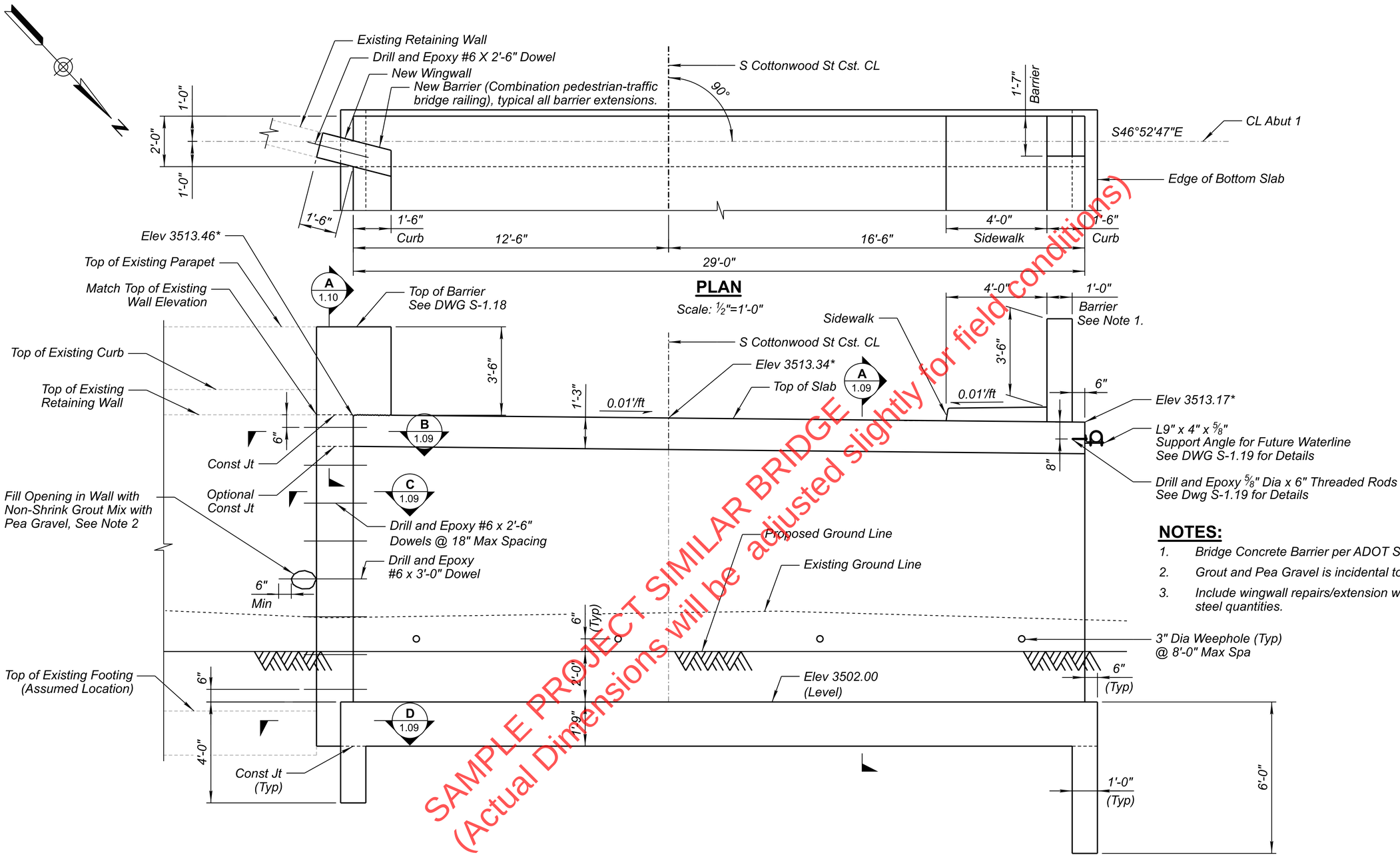
ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

FOUNDATION DETAILS

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

F.H.W.A. Arizona Division	STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
	ARIZ.	0000 GI GLB	GLB-0(209)T	26	39	

LOCATION PINAL CREEK BRIDGE
TRACS NO. T0281 01C
DWG NO. S-1.06
___ OF ___



NOTES:

1. Bridge Concrete Barrier per ADOT Standard Drawing SD 1.12.
2. Grout and Pea Gravel is incidental to the work.
3. Include wingwall repairs/extension with abutment concrete and steel quantities.

ELEVATION

(Looking Back Station)
Scale: ½"=1'-0"

* Elevation measured at CL of Bearing.

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

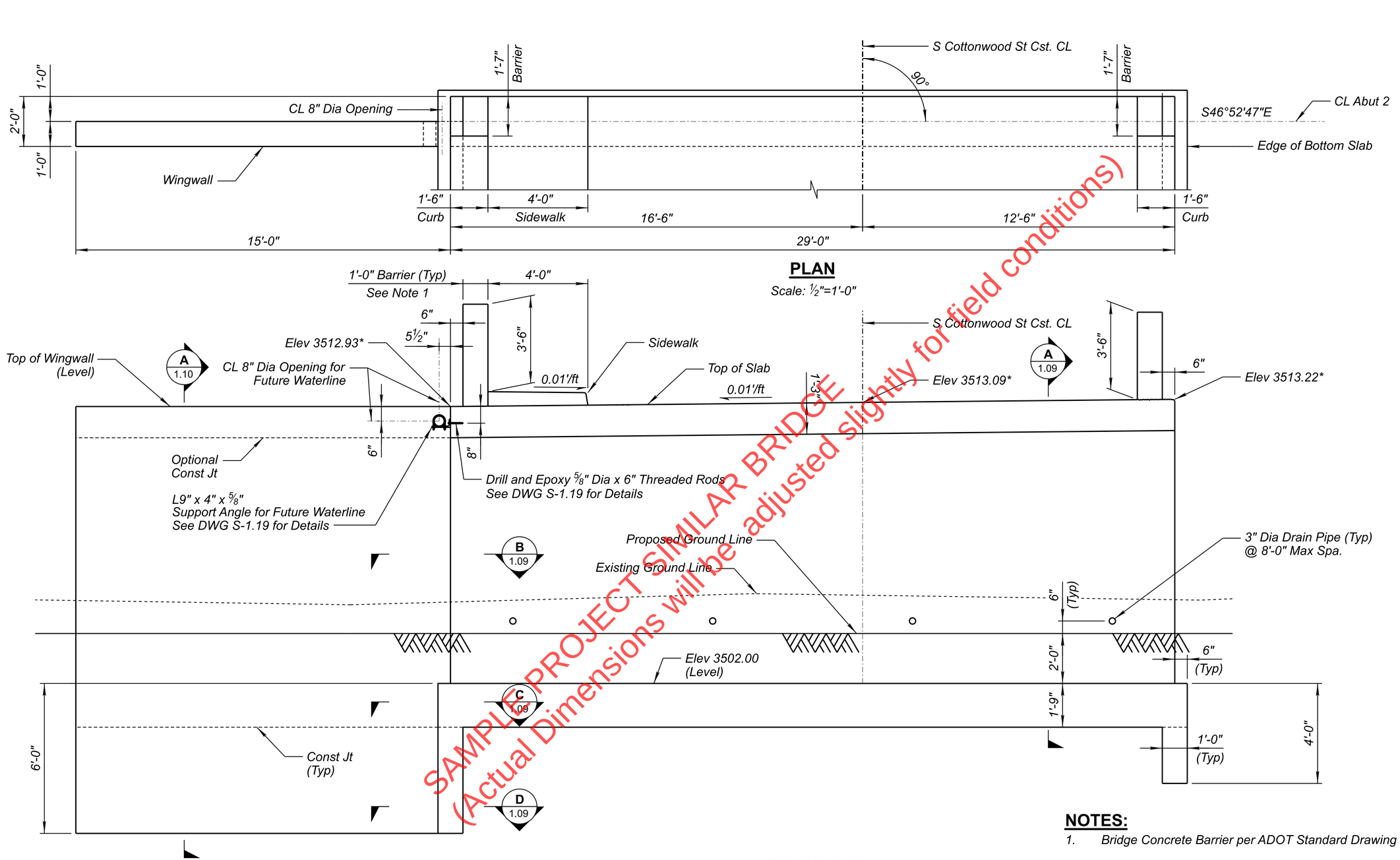
ABUTMENT 1 PLAN AND ELEVATION

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

F.H.W.A. Arizona Division

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.	0000 GI GLB	GLB-0(209)T	27	39	

LOCATION: PINAL CREEK BRIDGE
TRACS NO. T0281 01C
DWG NO. S-1.07
____ OF ____



NOTES:

1. Bridge Concrete Barrier per ADOT Standard Drawing SD 1.12.

* Elevation measured at CL of Bearing.

Professional Engineer
35174
WILLIAM ALFREDO RODRIGUEZ
23MAY23
ARIZONA, U.S.A.

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

ABUTMENT 2 PLAN AND ELEVATION

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

F.H.W.A. Arizona Division

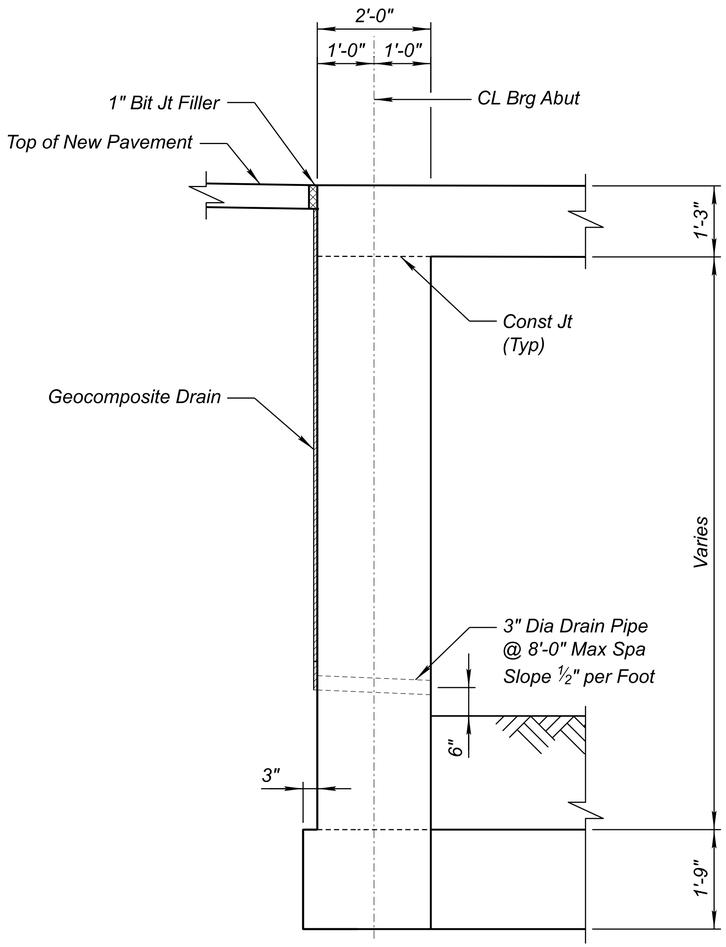
STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.	0000 GI GLB	GLB-0(209)T	28	39	

LOCATION PINAL CREEK BRIDGE

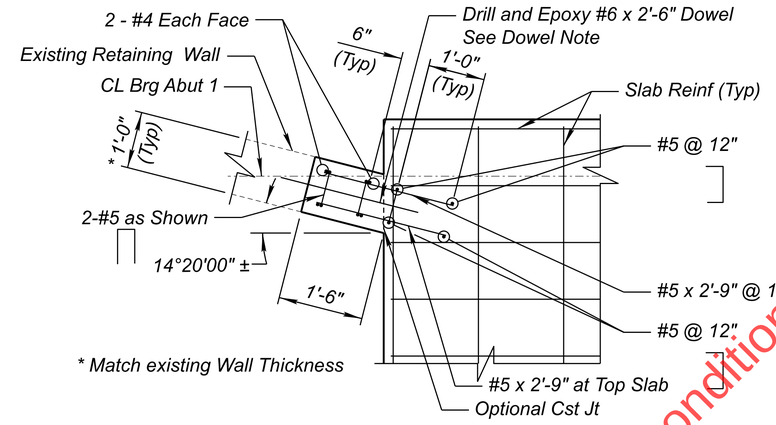
TRACS NO. T0281 01C

DWG NO. S-1.08

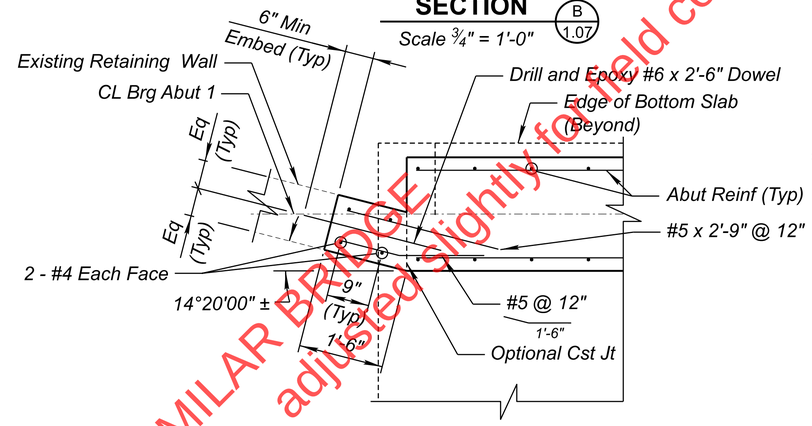
___ OF___



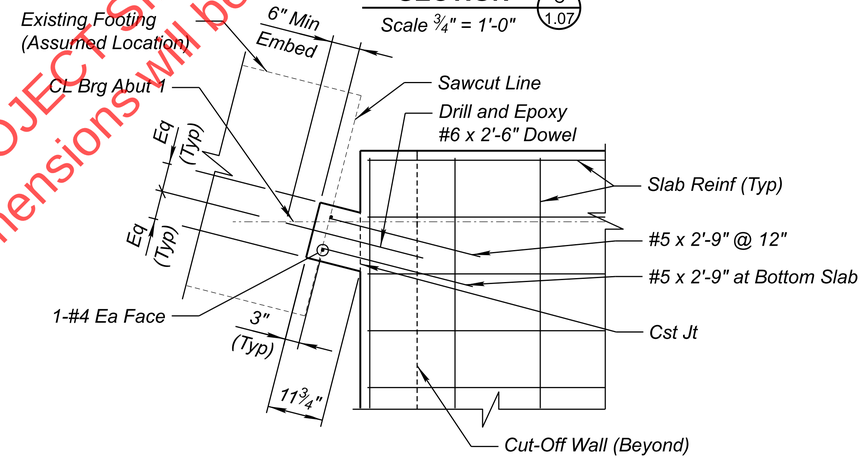
SECTION A 1.07 / A 1.08
Scale ¾" = 1'-0"



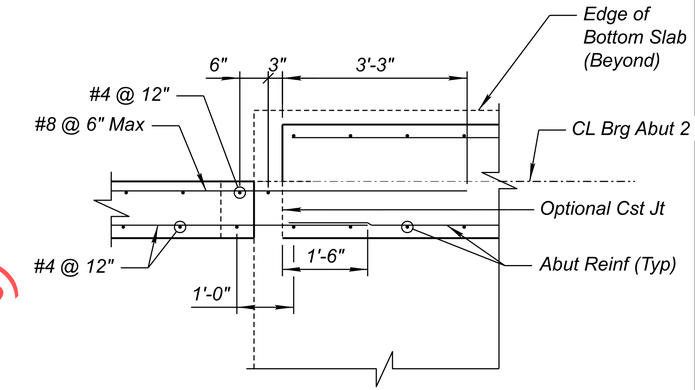
SECTION B 1.07
Scale ¾" = 1'-0"



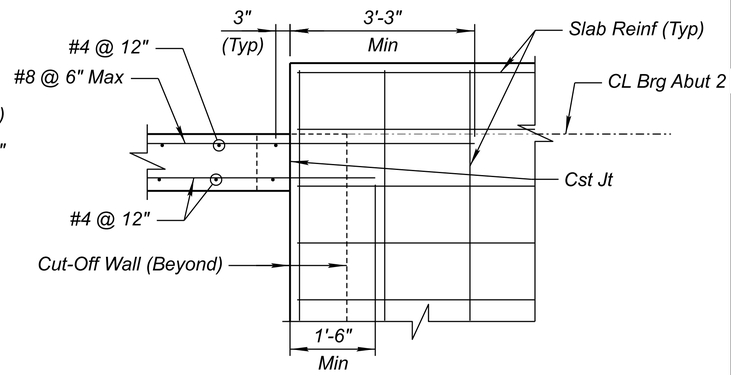
SECTION C 1.07
Scale ¾" = 1'-0"



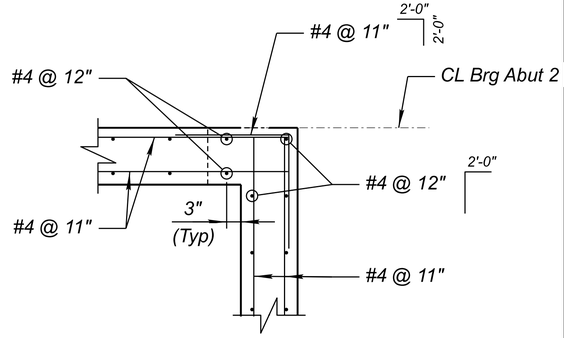
SECTION D 1.07
Scale ¾" = 1'-0"



SECTION B 1.08
Scale ¾" = 1'-0"



SECTION C 1.08
Scale ¾" = 1'-0"



SECTION D 1.08
Scale ¾" = 1'-0"

Dowel Note:
Drill hole 6" min depth for #6 dowels. Hole diameter shall be in accordance with epoxy adhesive manufacturer recommendations. Anchor dowel in hole with an approved epoxy adhesive. Epoxy anchorage shall develop a tensile pullout strength 11 kips. Details of the anchorage system shall be submitted to the engineer for approval prior to installation.

REGISTERED PROFESSIONAL ENGINEER
35174
WILLIAM ALFREDO RODRIGUEZ
23MAY23
ARIZONA, U.S.A.

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

ABUTMENT DETAILS

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

F.H.W.A. Arizona Division

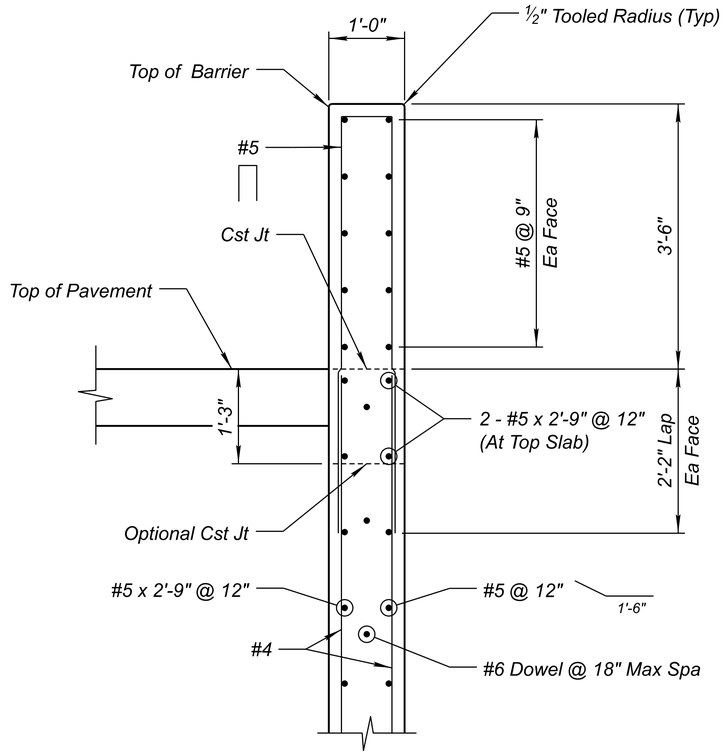
STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.	0000 GI GLB	GLB-0(209)T	29	39	

LOCATION PINAL CREEK BRIDGE

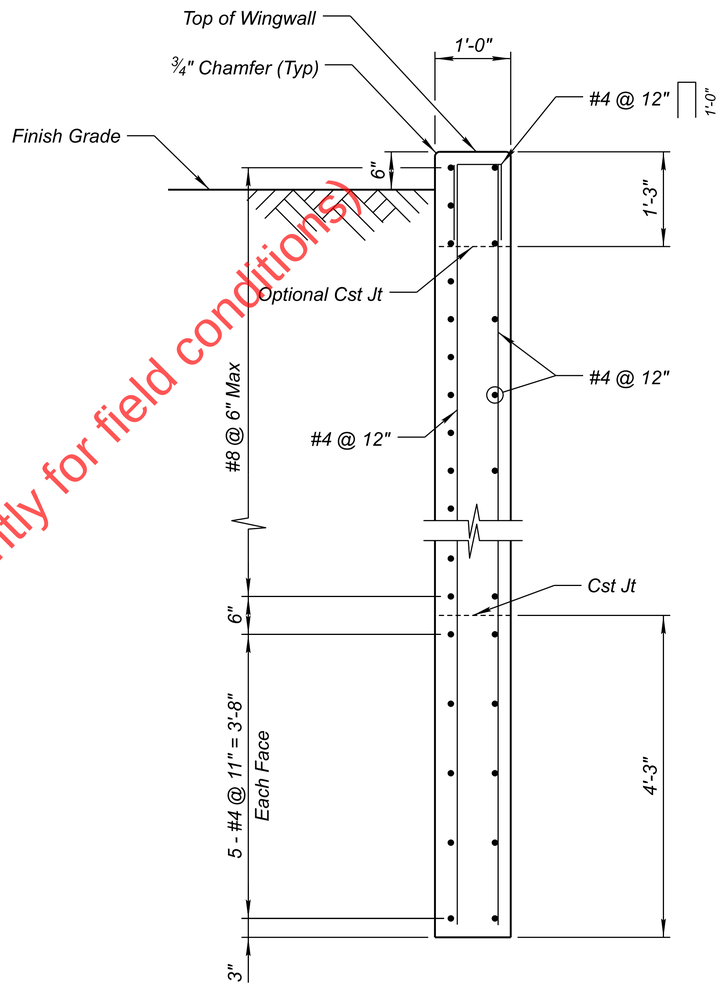
TRACS NO. T0281 01C

DWG NO. S-1.09

____ OF ____



SECTION (A / 1.07)
Scale ¾" = 1'-0"



SECTION (A / 1.08)
Scale ¾" = 1'-0"

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

35174 WILLIAM ALFREDO RODRIGUEZ — 23MAY22 — ARIZONA, U.S.A.

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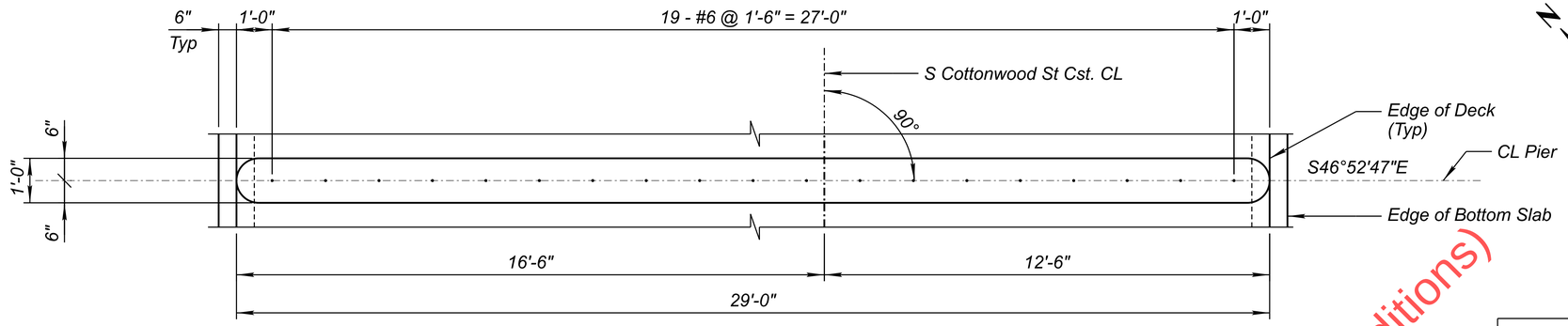
ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

WINGWALL DETAILS

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

F.H.W.A. Arizona Division	STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
	ARIZ.	0000 GI GLB	GLB-0(209)T	30	39	

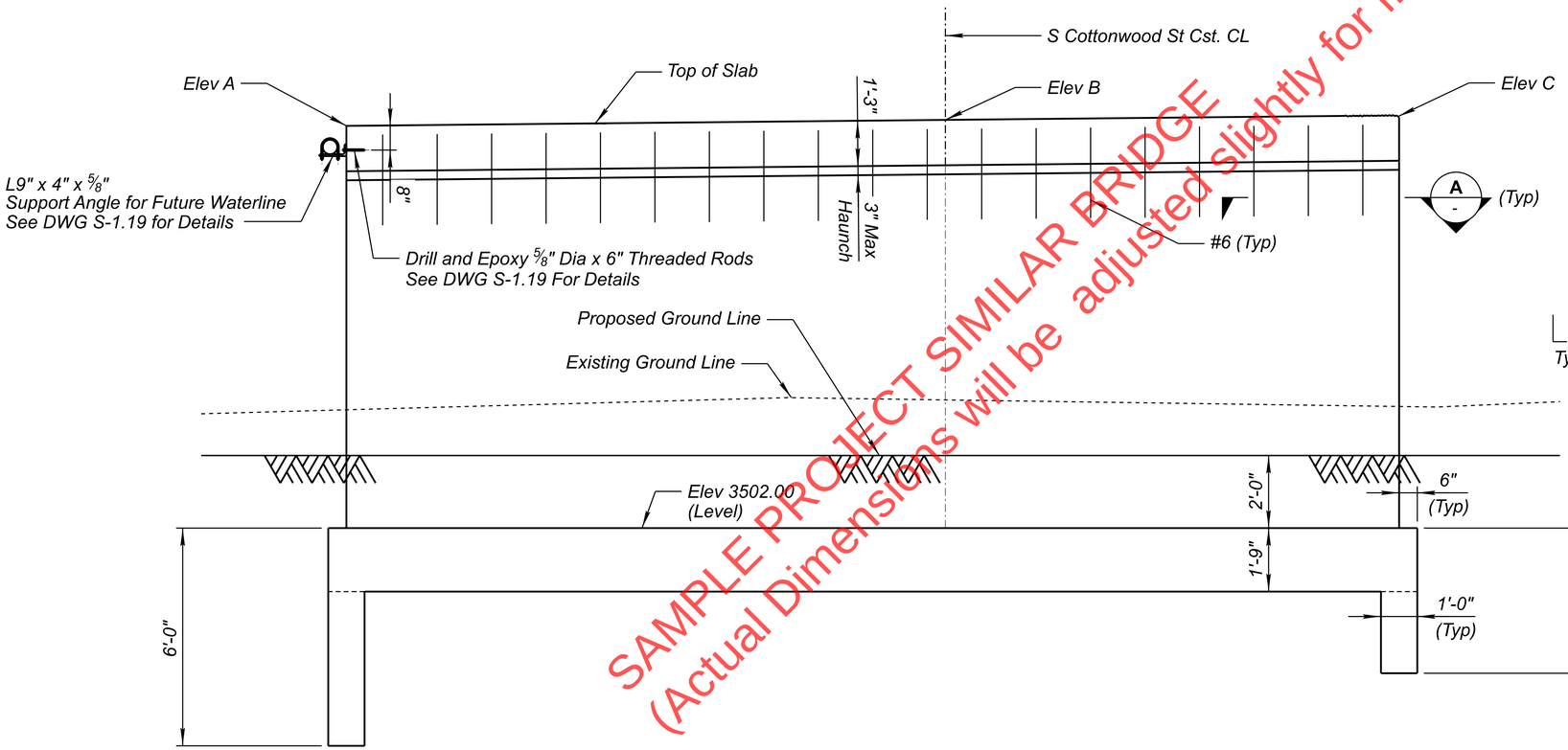
LOCATION: PINAL CREEK BRIDGE
TRACS NO. T0281 01C
DWG NO. S-1.10
____ OF ____



PLAN

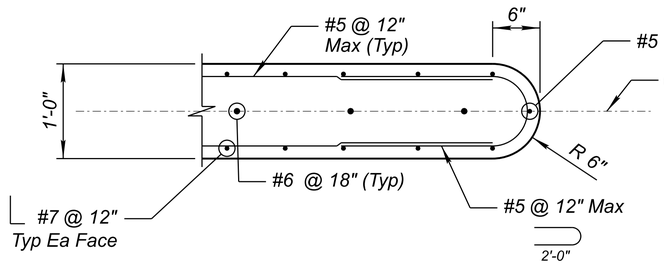
Scale: ½"=1'-0"

PIER WALL ELEVATIONS			
PIER	ELEV A	ELEV B	ELEV C
1	3513.11	3513.28	3513.40
2	3513.05	3513.21	3513.34
3	3512.99	3513.15	3513.28



ELEVATION

Scale: ½"=1'-0"



SECTION

Scale 1" = 1'-0"

A
-

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

35174 WILLIAM ALFREDO RODRIGUEZ — REGISTERED PROFESSIONAL ENGINEER — ARIZONA, U.S.A. — Date Signed 23MAY23

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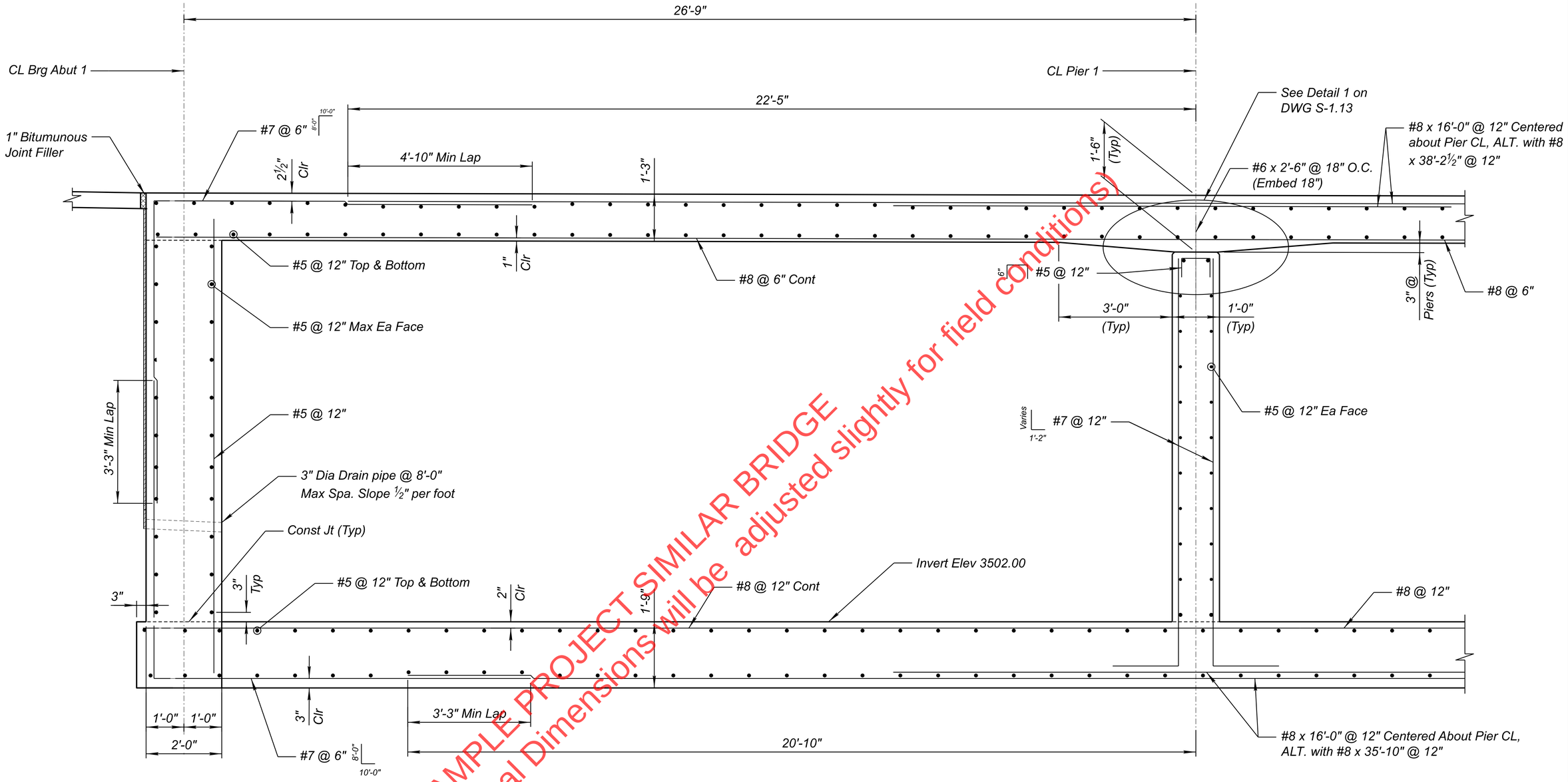
ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

PIER PLAN AND ELEVATION

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

F.H.W.A. Arizona Division	STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
	ARIZ.	0000 GI GLB	GLB-0(209)T	31	39	

LOCATION: PINAL CREEK BRIDGE
TRACS NO. T0281 01C
DWG NO. S.1.11
___ OF ___



TYPICAL LONGITUDINAL SECTION

Span 1 Shown, Span 4 Similar But Opposite
Scale 1" = 1'-0"

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

35174 WILLIAM ALFREDO RODRIGUEZ REGISTERED PROFESSIONAL ENGINEER ARIZONA, U.S.A. 23MAY23

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

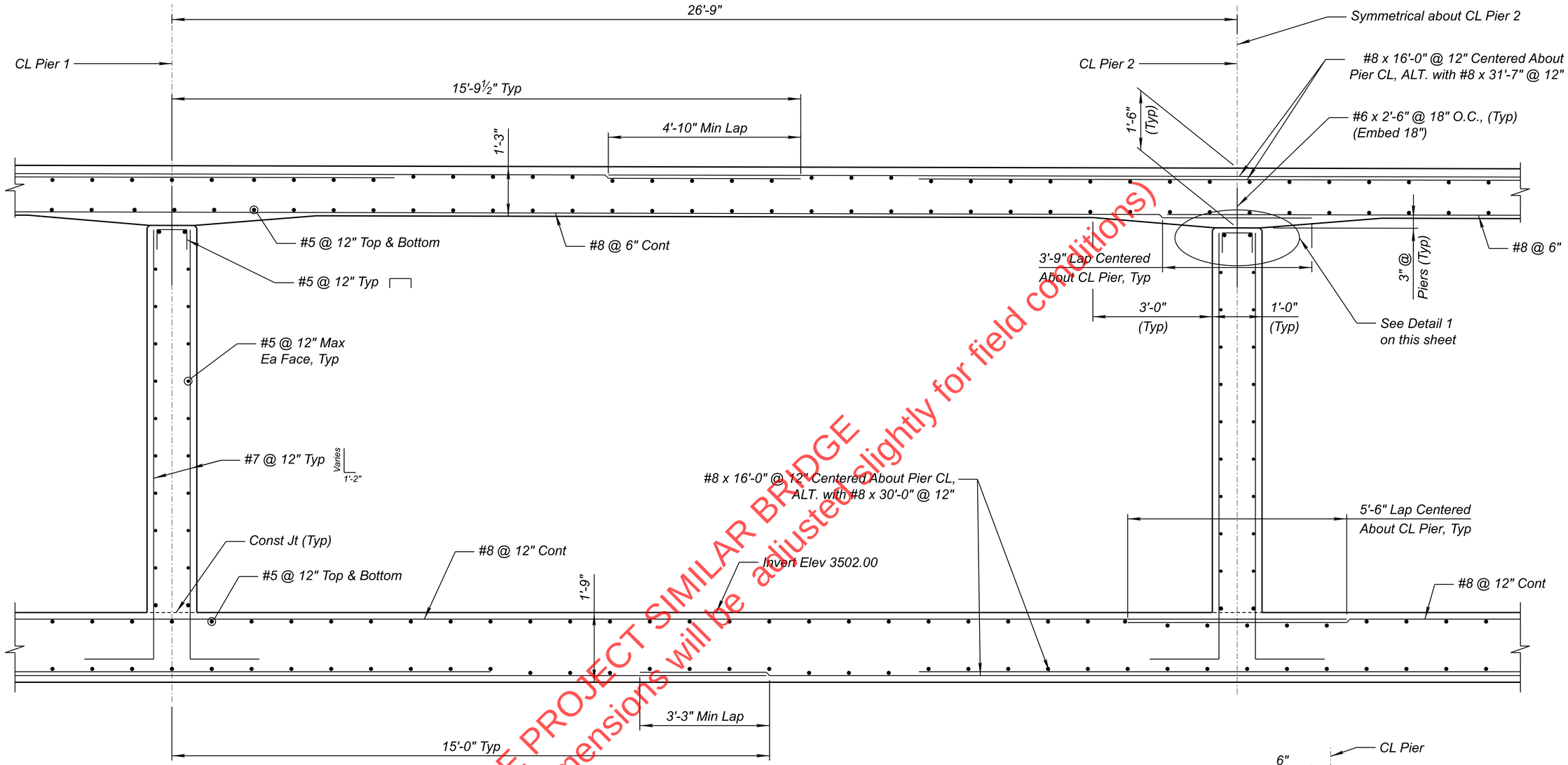
TYPICAL CROSS SECTION 1

ROUTE: GLOBE
MILEPOST: N/A
STRUCTURE NO.: 11696

F.H.W.A. Arizona Division

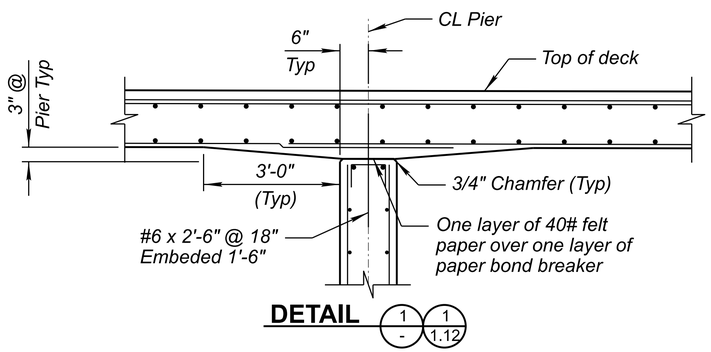
STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.	0000 GI GLB	GLB-0(209)T	32	39	

LOCATION: PINAL CREEK BRIDGE
TRACS NO. T0281 01C
DWG NO. S-1.12
____ OF____



TYPICAL LONGITUDINAL SECTION

Span 2 Shown, Span 3 Similar
Scale 1" = 1'-0"



DETAIL 1 - 1 1.12

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

35174 WILLIAM ALFREDO RODRIGUEZ — Professional Engineer — ARIZONA, U.S.A. — 31MAY23

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

TYPICAL CROSS SECTION 2

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

F.H.W.A. Arizona Division

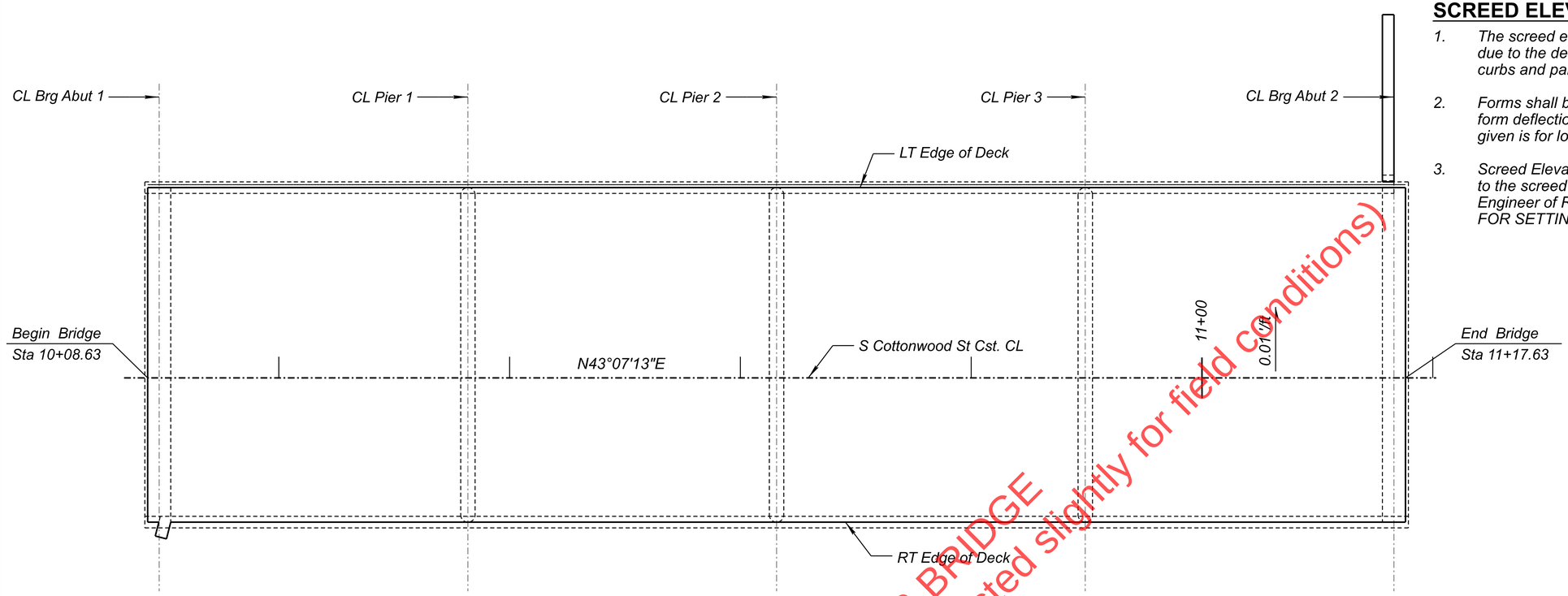
STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.	0000 GI GLB	GLB-0(209)T	33	39	

LOCATION PINAL CREEK BRIDGE

TRACS NO. T0281 01C

DWG NO. S-1.13

___ OF ___

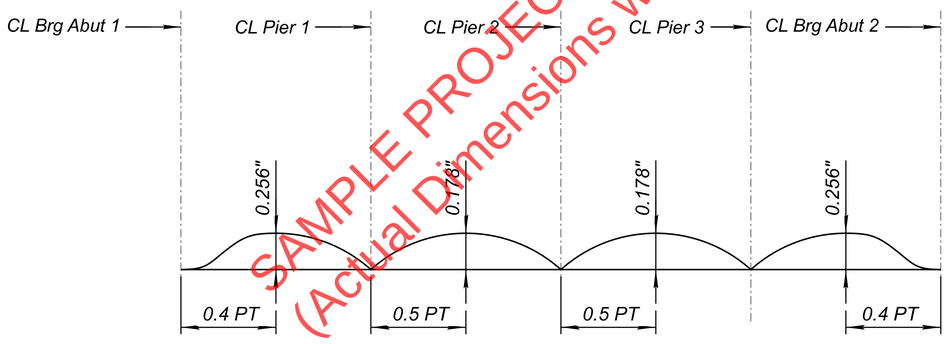


SCREED ELEVATION NOTES:

1. *The screed elevation includes an allowance for the deflection due to the dead load of the concrete deck slab, sidewalk, curbs and parapets.*
2. *Forms shall be cambered for dead load deflections, vertical profile, form deflection and the falsework settlement. Camber diagram given is for long term dead load effects only.*
3. *Screed Elevations shall be used in setting screeds. Adjustments to the screed elevations, if necessary will be determined by Engineer of Record. (DO NOT USE FINISH GRADE ELEVATIONS FOR SETTING SCREEDS.)*

DECK SCREEDS PLAN

Scale: 3/16"=1'-0"



DEAD LOAD CAMBER DIAGRAM

Scale: NTS

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

35174 WILLIAM ALFREDO RODRIGUEZ 23MAY23 REGISTERED PROFESSIONAL ENGINEER ARIZONA, U.S.A.

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INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

CAMBER DETAILS

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

F.H.W.A. Arizona Division

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.	0000 GI GLB	GLB-0(209)T	34	39	

LOCATION: PINAL CREEK BRIDGE

TRACS NO. T0281 01C

DWG NO. S-1.14

____ OF____

SPAN 1

	CL Brg Abut 1	0. 1pt.	0. 2pt.	0. 3pt.	0. 4pt.	0. 5pt.	0. 6pt.	0. 7pt.	0. 8pt.	0. 9pt.	CL Pier 1
LT Edge Deck	3513.17	3513.35	3513.39	3513.40	3513.40	3513.39	3513.37	3513.35	3513.31	3513.24	3513.11
Constr. CL	3513.34	3513.51	3513.56	3513.57	3513.57	3513.56	3513.54	3513.51	3513.48	3513.40	3513.28
RT Edge Deck	3513.46	3513.64	3513.68	3513.69	3513.69	3513.68	3513.66	3513.64	3513.60	3513.53	3513.40

SPAN 2

	CL Pier 1	0. 1pt.	0. 2pt.	0. 3pt.	0. 4pt.	0. 5pt.	0. 6pt.	0. 7pt.	0. 8pt.	0. 9pt.	CL Pier 2
LT Edge Deck	3513.11	3513.21	3513.25	3513.26	3513.26	3513.26	3513.25	3513.23	3513.21	3513.16	3513.05
Constr. CL	3513.28	3513.37	3513.41	3513.42	3513.43	3513.42	3513.41	3513.40	3513.37	3513.32	3513.21
RT Edge Deck	3513.40	3513.50	3513.54	3513.55	3513.55	3513.55	3513.54	3513.52	3513.50	3513.45	3513.34

SPAN 3

	CL Pier 2	0. 1pt.	0. 2pt.	0. 3pt.	0. 4pt.	0. 5pt.	0. 6pt.	0. 7pt.	0. 8pt.	0. 9pt.	CL Pier 3
LT Edge Deck	3513.05	3513.15	3513.18	3513.19	3513.20	3513.20	3513.19	3513.17	3513.15	3513.10	3512.99
Constr. CL	3513.21	3513.31	3513.35	3513.36	3513.36	3513.36	3513.35	3513.34	3513.31	3513.26	3513.15
RT Edge Deck	3513.34	3513.44	3513.47	3513.48	3513.49	3513.49	3513.48	3513.46	3513.44	3513.39	3513.28

SPAN 4

	CL Pier 3	0. 1pt.	0. 2pt.	0. 3pt.	0. 4pt.	0. 5pt.	0. 6pt.	0. 7pt.	0. 8pt.	0. 9pt.	CL Brg Abut 2
LT Edge Deck	3512.99	3513.10	3513.16	3513.19	3513.20	3513.21	3513.21	3513.19	3513.17	3513.11	3512.93
Constr. CL	3513.15	3513.27	3513.33	3513.35	3513.37	3513.37	3513.37	3513.36	3513.34	3513.28	3513.09
RT Edge Deck	3513.28	3513.39	3513.45	3513.48	3513.49	3513.50	3513.50	3513.48	3513.46	3513.40	3513.22

35174 WILLIAM ALFREDO RODRIGUEZ 23MAY22 REGISTERED PROFESSIONAL ENGINEER ARIZONA, U.S.A.

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

SCREED ELEVATIONS

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

F.H.W.A. Arizona Division

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.	0000 GI GLB	GLB-0(209)T	35	39	

LOCATION PINAL CREEK BRIDGE

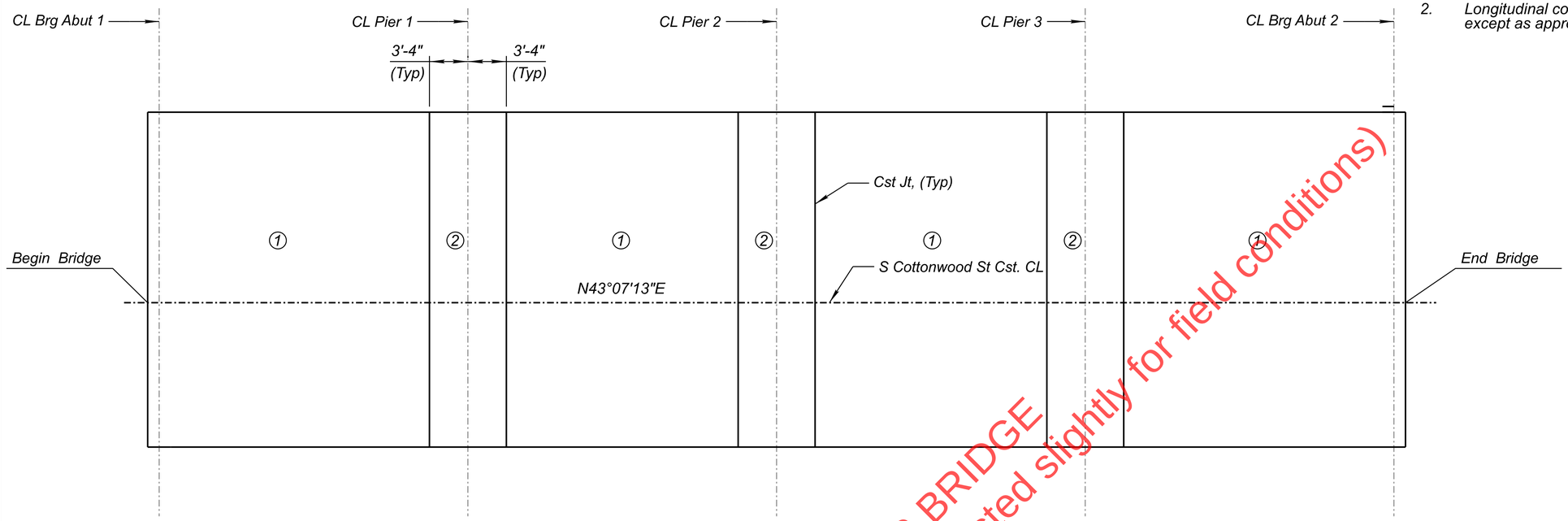
DWG NO. S-1.15

TRACS NO. T0281 01C

____ OF ____

Concrete Placement Notes:

1. *Number ① and ② indicate section and placing sequence of deck slab concrete. Place ② sections a minimum of 12 hours after adjacent ① sections have been place.*
2. *Longitudinal construction joints in the deck slab shall not be allowed except as approved by the Engineer.*



DECK POUR SEQUENCE PLAN

Scale: 3/16"=1'-0"

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

35174 WILLIAM ALFREDO RODRIGUEZ REGISTERED PROFESSIONAL ENGINEER 23MAY23 ARIZONA, U.S.A.

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

CONSTRUCTION POUR SEQUENCE

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

F.H.W.A. Arizona Division

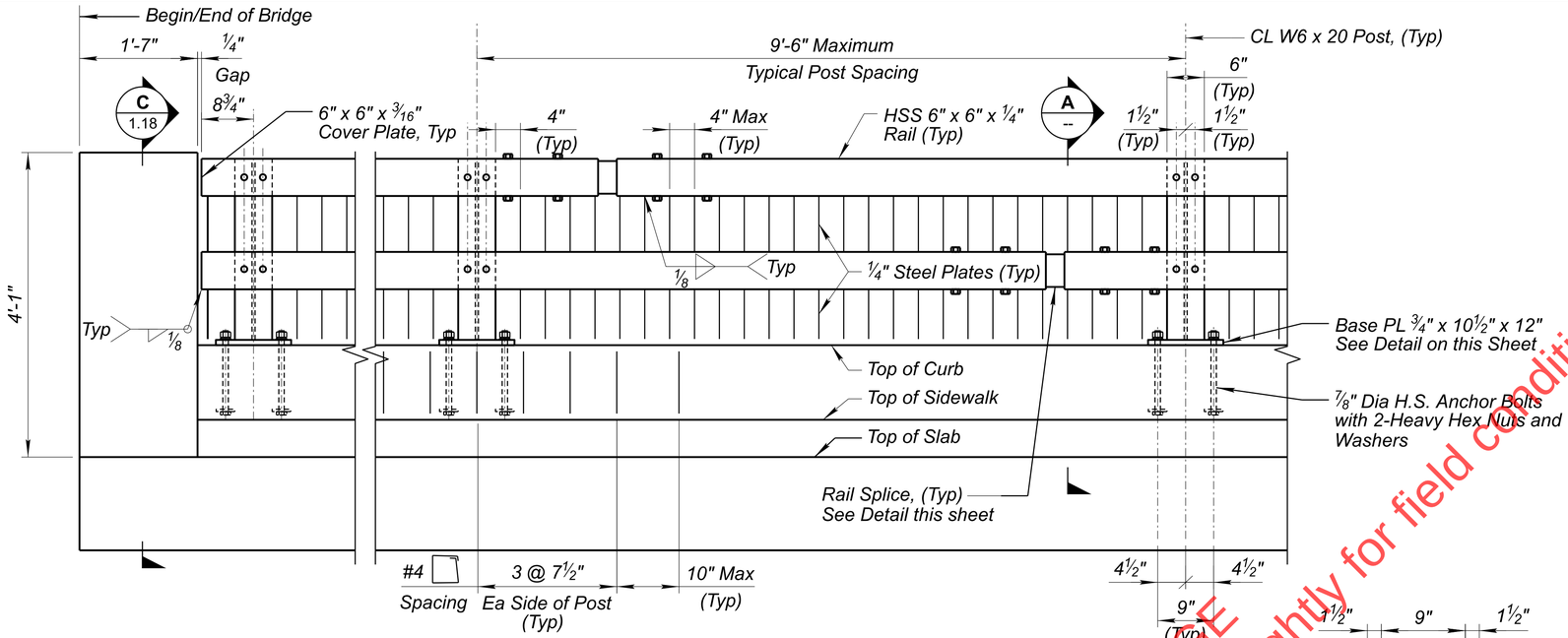
STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.	0000 GI GLB	GLB-0(209)T	36	39	

LOCATION PINAL CREEK BRIDGE

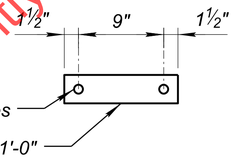
DWG NO. S-1.16

TRACS NO. T0281 01C

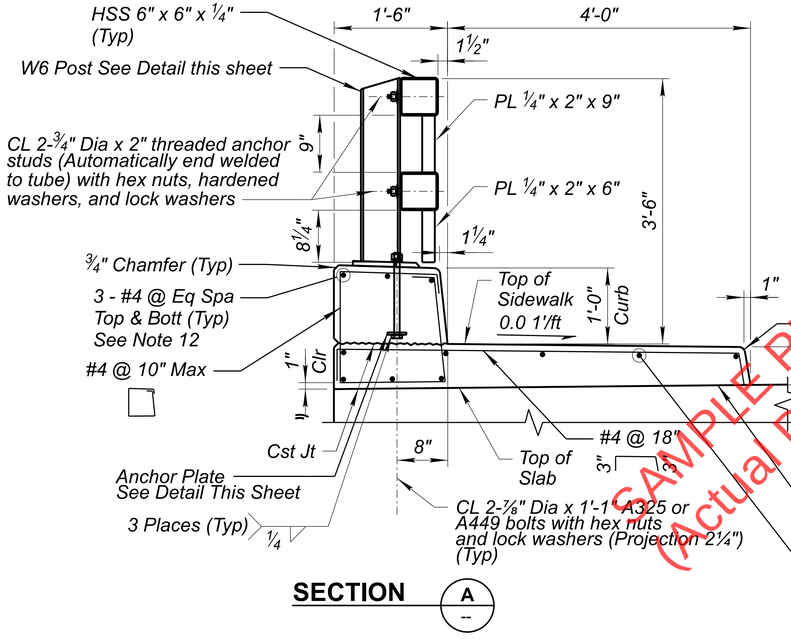
____ OF____



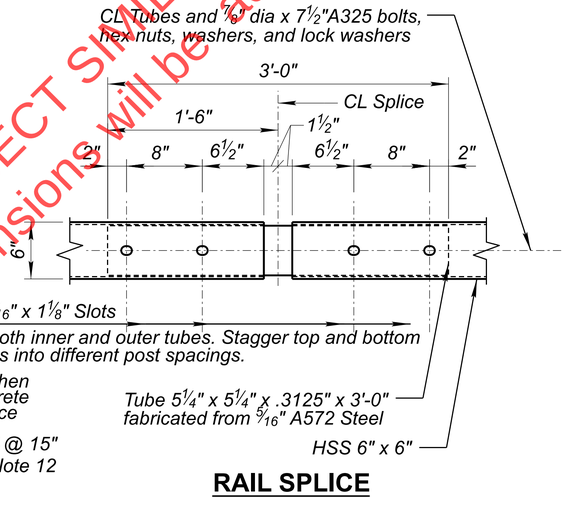
NORTH RAILING ELEVATION



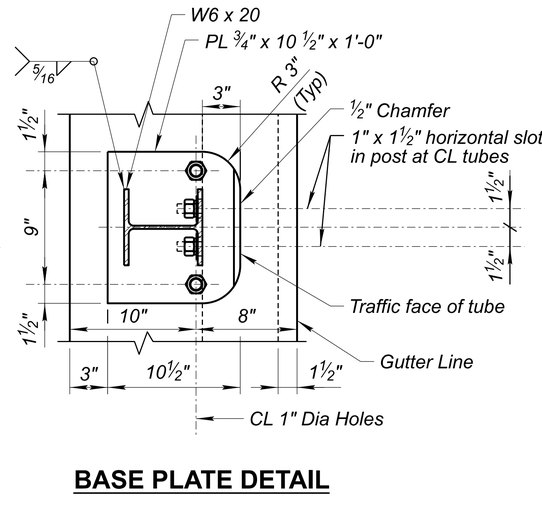
ANCHOR PLATE DETAIL



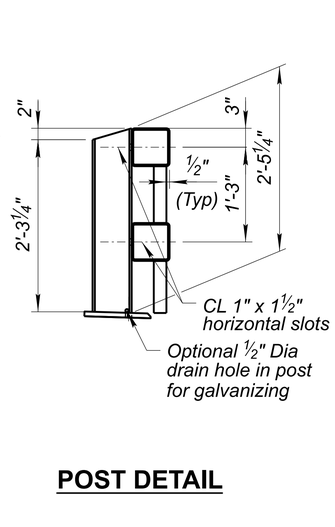
SECTION A --



RAIL SPLICE



BASE PLATE DETAIL



POST DETAIL

RAILING NOTES:

1. All rail tubes (HSS) shall conform to ASTM A1085. All posts, base plates and splice tubes shall conform to ASTM A572, Grade 50. All other structural steel shall conform to ASTM A36 u.n.o.
2. All bolts shall conform to ASTM A325 or A449.
3. All welding shall conform to the requirements of the American Welding Society, Structural Welding Code D1.1, latest edition.
4. All bolts, nuts and washers shall be galvanized in accordance with the requirements of ASTM A153.
5. All structural steel shall be galvanized after fabrication in accordance with ASTM A123 and shall be stained after galvanizing with a weather steel coloring agent, see the Special Provisions.
6. Horizontal tubes shall be continuous over not less than 2 posts, preferably 4 posts. No welded butt splices will be allowed in the tube sections.
7. The centerline of the tube splice shall be 1'-9"minimum and 2'-6" maximum from the centerline of the posts.
8. All bolts that have lock washers shall be snug tight.
9. All rails to be parallel to grade u.n.o.
10. This railing has been successfully evaluated by full scale crash test to meet AASHTO Mash 2016 requirements for test level 4.
11. Anchor bolts and hardware are incidental to the cost of the railing.
12. #4 Minimum lap length = 1'-6".

35174 WILLIAM ALFREDO RODRIGUEZ 21MAY'23 ARIZONA, U.S.A.

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

Jacobs
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TEMPE, AZ 85282, Ph: 480.966.8188, WWW.JACOBS.COM

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

BRIDGE RAILING DETAILS 1

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

F.H.W.A. Arizona Division	STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
	ARIZ.	0000 GI GLB	GLB-0(209)T	37	39	

LOCATION: PINAL CREEK BRIDGE
TRACS NO. T0281 01C
DWG NO. S-1.17
___ OF ___

NOTE:

1. For Railing Notes see Drawing S-1.17.

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

Registered Professional Engineer 35174 WILLIAM ALFREDO RODRIGUEZ Expires 23MAY23 ARIZONA, U.S.A.

Jacobs
1501 W. FOUNTAINHEAD PKWY, SUITE 401 TEMPE, AZ 85282. Ph: 480.966.8188, WWW.JACOBS.COM

ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

BRIDGE RAILING DETAILS 2

ROUTE: GLOBE
MILEPOST: N/A
STRUCTURE NO.: 11696

F.H.W.A. Arizona Division	STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
	ARIZ.	0000 GI GLB	GLB-0(209)T	38	39	

LOCATION: PINAL CREEK BRIDGE

DWG NO. S-1.18

TRACS NO. T0281 01C

____ OF ____

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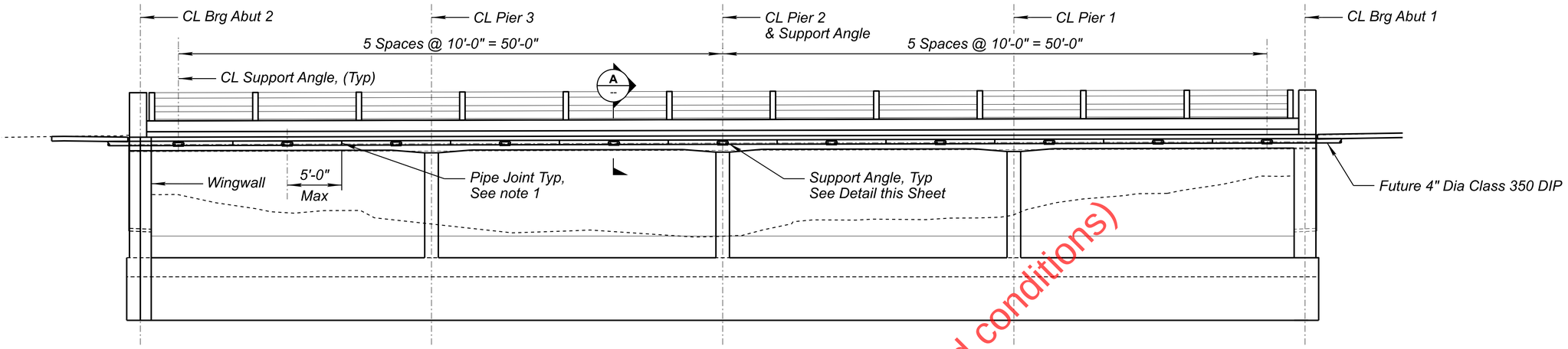
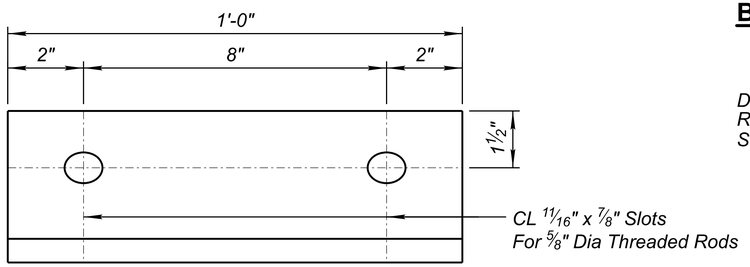
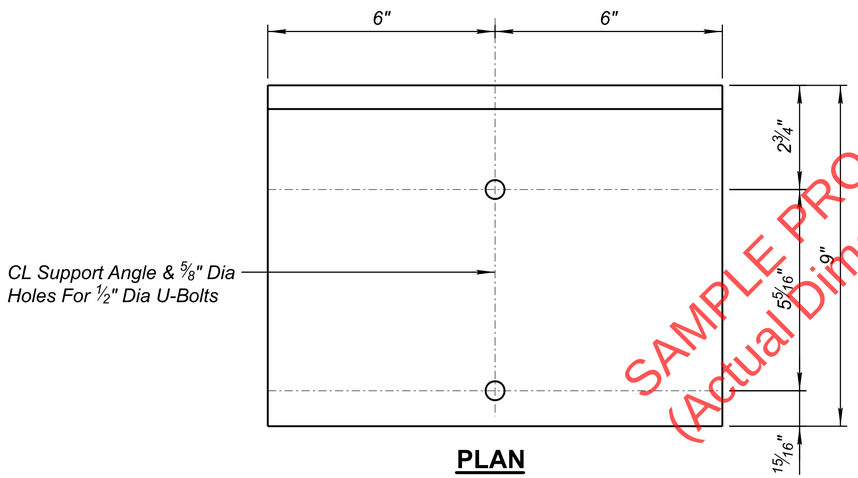




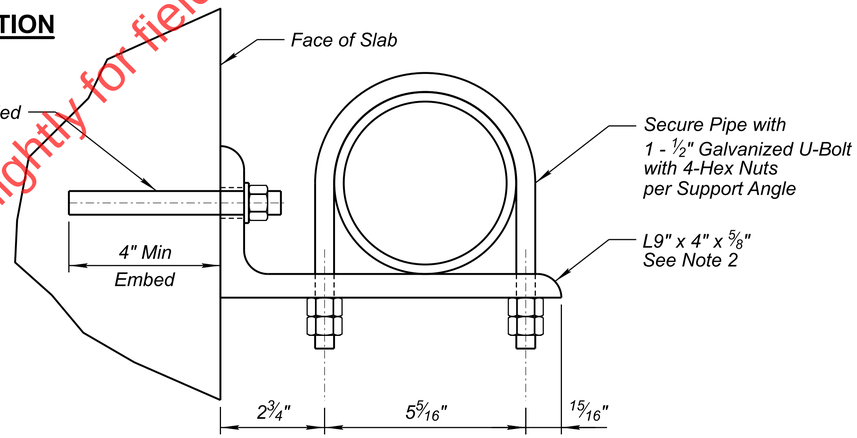
ELEVATION
N.T.S



PLAN
N.T.S

SUPPORT ANGLE DETAILS
N.T.S

BRIDGE NORTH ELEVATION
N.T.S



SECTION A
Scale 1⁄16" = 1'-0"

Dowel Note:
Drill hole 4" min depth. Hole diameter shall be in accordance with epoxy adhesive manufacturer recommendations. Anchor dowel in hole with an approved epoxy adhesive. Epoxy anchorage shall develop a tensile pullout strength of 5 kips. Details of the anchorage system shall be submitted to the engineer for approval prior to installation.

Notes:
1. *The City will install Victaulic standard flexible couplings at pipe joints.*
2. *All steel angles shall conform to ASTM A36 and galvanized after fabrication in accordance with ASTM A123.*
3. *All threaded rods shall conform to ASTM F1554, grade 36.*
4. *All threaded rods, nuts and washers shall be galvanized in accordance with ASTM A153.*
5. *Cost of supplying and installing threaded rods, hardware, and epoxied fastners are all incidental to the cost of the steel angles (Item 6040003)*

	NAME	DATE
DESIGN	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

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ARIZONA DEPARTMENT OF TRANSPORTATION
INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION
BRIDGE GROUP

MISCELLANEOUS DETAILS

ROUTE	MILEPOST	STRUCTURE NO.
GLOBE	N/A	11696

F.H.W.A. Arizona Division	STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
	ARIZ.	0000 GI GLB	GLB-0(209)T	39	39	

LOCATION PINAL CREEK BRIDGE
TRACS NO. T0281 01C
DWG NO. S-1.19
____ OF____

ATTACHMENT “G”

Haskins Road Bridge Replacement - Estimated Project Costs (BFF 100% Federal Funding)

INSTRUCTIONS: List all items necessary to develop and construct your project. The applicant is responsible for verifying all costs and their accuracy. Construction cost overruns will be the responsibility of the sponsoring agency.

Enter values into GREEN CELLS. The program will automatically calculate the Totals and Federal Share at 94.3%

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.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE 1 – SCOPING (15% Preliminary Design)						
SCOPING COSTS Costs cannot be applied toward the federal participation or local match						
SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) ***(Enter $0 in Unit Price column if none required)***	LS	1		$0.00		
SCOPING DOCUMENT (Scoping Letter, Project Assessment or DCR)	LS	1		$0.00		
ENVIRONMENTAL DETERMINATION (Including technical supporting documents)	LS	1		$0.00		
HAZARDOUS MATERIALS ASSESSMENT Including heavy metals & asbestos (If an assessment is necessary, anticipate $1,500. ***Enter $0 in Unit Price column if none required)***	LS	1		$0.00		
SUBTOTAL – PROJECT SCOPING COSTS				$ -	$0	$0
STAGES II, III, IV - DESIGN (30%, 60%, 95%-100% Design)						
DESIGN COSTS 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 (10%-20% of construction cost.) (Shall be refunded if project is not constructed)	LS	1	$365,000.00	$365,000.00		
GEOTECHNICAL INVESTIGATION (If a report is necessary, anticipate 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) ***Enter $0 in Unit Price column if none required.***	LS	1	$20,000.00	$25,000.00		
DRAINAGE REPORT (If a report is necessary, anticipate 5% of construction cost) ***Enter $0 in Unit Price column if none required)***	LS	1	$30,000.00	$20,000.00		
STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, 1% of construction cost) ***Enter $0 in Unit Price column if none required.***	LS	1	$5,000.00	$5,000.00		
SUBTOTAL – PROJECT DESIGN COSTS 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.				$ 415,000	$391,345	$23,655
STAGE V – CONSTRUCTION						
SITE ACQUISITION & HARDSCAPE CONSTRUCTION						
RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1		$0.00	$0.00	$0.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, 5% of constr. costs) ***Enter $0 in Unit Price column if area of disturbance is less than one acre.***	LS	1		$0.00	$0.00	$0.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	$10,000.00	$10,000.00	$9,430.00	$570.00
DEMOLITION						
Sawcut	LF			$0.00	$0.00	$0.00
Remove Structures and Obstructions	LS	1	$150,000.00	$150,000.00	$141,450.00	$8,550.00
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; 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	$12,000.00	$12,000.00	$11,316.00	$684.00
RETAINING WALL (Concrete; SF of face above the footing)	SFF			$0.00	$0.00	$0.00
EARTHWORK						
General Excavation	CY			$0.00	$0.00	$0.00
Drainage Excavation				$0.00	$0.00	$0.00
Structural Excavation				$0.00	$0.00	$0.00
Structural Backfill				$0.00	$0.00	$0.00
Borrow (In Place)				$0.00	$0.00	$0.00
CURB & GUTTER	LF			$0.00	$0.00	$0.00
AGGREGATE BASE	CY			$0.00	$0.00	$0.00
PATHWAY OR SIDEWALK MATERIALS						
Concrete	SF	50	$30.00	$1,500.00	$1,414.50	$85.50
Colored Concrete				$0.00	$0.00	$0.00
Stamped Color Concrete				$0.00	$0.00	$0.00
Precast Concrete Pavers				$0.00	$0.00	$0.00
Asphaltic Concrete	Ton			$0.00	$0.00	$0.00
Polymer or Resin Stabilized Surface	SF			$0.00	$0.00	$0.00
CROSSWALK ENHANCEMENT						
Concrete Pavers	SF			$0.00	$0.00	$0.00
Stamped Asphalt				$0.00	$0.00	$0.00
Stamped Concrete				$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	25	$40.00	$1,000.00	$943.00	$57.00

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
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
HANDRAIL						
Standard	LF			$0.00	$0.00	$0.00
Decorative				$0.00	$0.00	$0.00
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				$ 174,500	$164,554	$9,947
LANDSCAPING & IRRIGATION ITEMS						
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
MULCH						
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			$0.00	$0.00	$0.00
TURF SOD	SY			$0.00	$0.00	$0.00
BOULDERS	Each			$0.00	$0.00	$0.00
IRRIGATION SYSTEM						
Drip	SF			$0.00	$0.00	$0.00
Turf				$0.00	$0.00	$0.00
SLEEVING FOR IRRIGATION SYSTEM						
Directional Bore	LF			$0.00	$0.00	$0.00
Cut and Patch				$0.00	$0.00	$0.00
LANDSCAPE HEADER CURB	LF			$0.00	$0.00	$0.00
LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping)	LS			$0.00	$0.00	$0.00
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS				$ -	$0	$0
SITE FURNISHINGS						
BENCHES	Each			$0.00	$0.00	$0.00
SEATWALLS	LF			$0.00	$0.00	$0.00
BIKE RACKS	Each			$0.00	$0.00	$0.00
TRASH RECEPTACLES	Each			$0.00	$0.00	$0.00
DRINKING FOUNTAINS	Each			$0.00	$0.00	$0.00
SIGNAGE (Standard Traffic Control)	Each			$0.00	$0.00	$0.00
TREE GRATES	Each			$0.00	$0.00	$0.00
SUBTOTAL – SITE FURNISHINGS				$ -	$0	$0

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
OTHER CONSTRUCTION ITEMS (List line items)						
AC Pavement	SY	1,200	$200.00	$240,000.00	$226,320.00	$13,680.00
New Concrete Bridge	LS	1	$2,582,480.00	$2,582,480.00	$2,435,278.64	$147,201.36
				$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
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				$2,822,480.00	$2,661,599	$160,881
MOBILIZATION AND ADMINISTRATION COSTS						
CONTRACTOR MOBILIZATION (Typically 8% of construction cost)	LS	1	$230,000.00	$230,000.00	$216,890.00	$13,110.00
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	$75,000.00	$75,000.00	$70,725.00	$4,275.00
CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)	LS	1	$40,000.00	$40,000.00	$37,720.00	$2,280.00
CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	LS	1	$250,000.00	$250,000.00	$235,750.00	$14,250.00
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	$225,500.00	$225,500.00	$212,646.50	$12,853.50
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				$ 820,500	$773,731.50	$46,768.50
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				$ 3,817,480	$3,599,883.64	$217,596.36
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification Acceptance or Self-administration projects, change to $3,000)	LS	1	$30,000.00	$30,000.00	NO ENTRY	
TOTAL PROJECT COST (All subtotals + ADOT review fee)				$ 4,262,480	NO ENTRY	

SUMMARY OF FEDERAL AND LOCAL FUNDS

TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE, AND DESIGN COSTS IF REQUESTING FEDERAL FUNDS FOR DESIGN. Include design costs (Stages II thru IV) if federal funds are requested for design as shown under Design Costs in the federal column above.	BOX A	**$ 4,262,480**
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). Note: For local projects, the maximum federal funds that can be requested is $500,000 ($1,000,000 for state projects).	BOX B	**$ 4,019,519**
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). Note: The maximum amount that should be shown on this line is $30,223 for local projects ($60,445 for state projects).	BOX C	**$ 242,961**
TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH). Enter the amount in Box A in excess, if any, of $530,223 for local projects or $1,060,445 for state projects.	BOX D	**$ 0**
TOTAL SPONSOR FUNDS (Sum of Box C and Box D).	BOX E	**$ 242,961**

Pinal County #1 Calle Futura/Neal

CAG's Rural Transportation Advocacy Council Priority Project List – FY27
APPLICATION

GENERAL PROJECT INFORMATION					
SPONSORING AGENCY:	Pinal County		**DATE SUBMITTED:**	6/26/2025	
CONTACT NAME:	Tara Harman		**TITLE:**	Trans. Planning Supervisor	
EMAIL ADDRESS:	tara.harman@pinal.gov		**PHONE #:**	520-866-6928	
X **ROADWAY IMPROVEMENT**		Roadway Name:	Calle Futura and Neal Street		
		Starting Location:	Calle Futura and W. El Paseo/ Neal St. and Javelina St.		
		Ending Location:	Calle Futura and Linda Vista/Neal and Calle Futura		
		Length (to the 0.1 of a mile):	5128 feet & 873 feet: 6002 total		
		# of Lanes (Before & After):	Before: 2	After: 2	
☐ **INTERSECTION IMPROVEMENT**		Roadway Name "A":			
		Roadway Name "B":			
☐ **BRIDGE IMPROVEMENT**	☐ Restoration/Operational		Bridge Sufficiency Rating (LINK to ADOT NBI Table)		
	☐ Replacement		Structurally Deficient?	☐ Yes	☐ No
	☐ Widening		Functionally Obsolete?	☐ Yes	☐ No
☐ **OTHER**		Description of project type: (Attach a separate sheet if necessary)			
FEDERAL FUNCTIONAL CLASSIFICATION (LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS):			Neither roadway is functionally classified		
AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT: (LINK: AADT COUNTS):		Calle Futura 1135 / Neal 120 est.	**DATE OF AADT COUNT:**	Calle Futura: 2023 / Neal est.	

COST ESTIMATE & PROJECT PROGRAMMING

DESIGN	FY Program Year:	FY 2027
	Funding Source Request:	☐ STBGP ☐ HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	☒ State legislature priority project list
	Total Cost Estimate:	
	Federal Share (STBGP or HURF Exchange):	
	Minimum Required Local Match (STBGP = 5.7%):	
	NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.	
☒ **CONSTRUCTION**	FY Program Year:	FY 2027
	Funding Source Request:	☐ STBGP ☐ HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	☒ State legislature priority project list
	Total Cost Estimate:	Calle Futura: $1,044,583 / Neal: $105,417 Grand Total: $1,150,000.00
	Federal Share (STBGP or HURF Exchange):	$1,084,450.00
	Minimum Required Local Match (STBGP = 5.7%):	$65,550.00
	NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.	

*Please use the **"ADOT Cost Estimate Tool"** document for your estimate.*

Any application without the required attachment(s) will not be considered for funding.

PROJECT NEED

This section should clearly state why this project is one of the highest priorities within the CAG Region for which the use of the requested regional funds is the best option *(No more than one page long; Cambria size 10 font).*

PROJECT NEED:

The Oracle area's roadway infrastructure is in need of targeted rehabilitation and improvement, particularly along **Calle Futura** and **Neal Street**, two corridors serving the southern portion of the area.

Calle Futura is a primary entry route into the southern part of Oracle, providing essential access to and from several major and minor streets. As a vital component of the local road network, its functionality and safety directly impact traffic flow and community connectivity. The last preservation effort on this roadway occurred in 2003**,** and it now carries a D-grade pavement rating, indicating severe surface deterioration and compromised safety. Immediate rehabilitation is needed to restore ride quality, improve surface friction, and extend the service life of the roadway.

Neal Street, partially paved and originally constructed in the 1980s, has never undergone a formal rehabilitation. In recent years, the corridor has experienced a significant increase in traffic due to nearby development, intensifying wear on the pavement. The unpaved portion contributes to dust emissions, posing environmental and public health concerns. The paved portion also suffers from aging infrastructure and holds a D-grade pavement rating, warranting full restoration.

The proposed project will address both corridors by implementing resurfacing, rehabilitation, and full paving where necessary. The improvements will enhance roadway safety, reduce maintenance costs, and support the increasing traffic demands driven by community growth. Without this investment, road conditions will continue to degrade, increasing safety risks and further limiting access and mobility for residents and visitors alike.

PROJECT WORK DESCRIPTION

Provide a brief work description that describes the work to be performed, existing and/or proposed conditions, its benefits and overall cost estimate. *(No more than one page long; Cambria size 10 minimum font).* **Please ATTACH a Project Vicinity/Project Location Map on a separate page as part of the overall application.**

PROJECT NEED:

Calle Futura & Neal: Pulverize existing asphalt, soil cement / stabilize existing sub-base, pave 3 inches of asphalt.

LOCAL MATCH = $65,550
TOTAL FEDERAL FUNDS = $1,084,450
OVERALL TOTAL = $1,150,000

ITEMS TO BE ADDRESSED

PROJECT INCLUSION IN PREVIOUS PLANS

Is the project included in previous plans? [X] YES [ ] NO

[ ]	Regional Transportation Plan (RTP)	[ ]	Pre-Scoping Studies
[ ]	Road Safety Assessment (RSA)	[ ]	Comprehensive Economic Development Strategy (CEDS)
[X]	Capital Improvement Program (CIP)	[ ]	Local Comprehensive Plan / General Plan
[X]	Local Transportation Plan	[ ]	Other #1 Cooperative Agreement with Tonto National Forest
[ ]	Other #2 _____	[ ]	Other #3 _____

COMMUNITY TRANSPORTATION BENEFITS

Does the project provide multi-modal improvements? **Yes or No and Why?**	No, this project does not include multi-modal improvements. It is focused solely on the rehabilitation of the existing roadway. There are currently no dedicated multi-modal facilities—such as sidewalks, bike lanes, or transit infrastructure—along Calle Futura or the associated roadways. The project's primary goal is to restore the pavement condition and ensure safe, reliable vehicular access.
Does the project provide Community Investments and/or Economic Development benefits? **Yes or No and Why?**	Yes. Calle Futura serves as a primary access route into the southern Oracle area and is a vital part of the local transportation network. Recent development along Neal Street—which connects directly to Calle Futura—has significantly increased average annual daily traffic (AADT), highlighting the need for roadway rehabilitation. Upgrading this corridor will improve safety, support current and future traffic demands, and enhance access for residents, businesses, and emergency services.

SAFETY COUNTERMEASURES *(For Potential Use of HSIP Funds)*

Can you provide crash data, including fatalities over the last five (5) years? **Yes or No?** ***(Cite Source of Crash Data)***	Yes, no crashes reported on Calle Futura or Neal Street.
Does the project primarily include any of the 44 safety countermeasures listed on the next page? FHWA safety countermeasures **Yes or No?**	No, the project does not include any of the 44 safety countermeasures.

SAFETY COUNTERMEASURE	Y or N
1. “Stop Ahead” pavement markings	
2. “Vehicles Entering When Flashing” (VEWF) system (advance post mounted signs on major and loops on minor)	
3. 12-inch signal heads all faces all directions	
4. Actuated advance warning dilemma zone protection system	
5. 3-inch yellow retroreflective sheeting to signal backplates	
6. Advance street name signs	
7. All red clearance interval new or existing signals	
8. All-way stop control (with flashing beacons)	
9. All-way stop control (without flashing beacons)	
10. Composite shoulders (5 feet minimum) on rural two lane roads	
11. 3-lane roadways with center turn lane	
12. Flashing lights and sound signals at Railroad grade crossings	
13. Gates with signs at railroad at grade crossings	
14. Improve 2-lane roadway to 4-lane divided roadway	
15. Improvements that include reducing 11 feet lanes to 9 feet	
16. Install shoulder rumble strips	
17. Install centerline rumble strips	
18. Install wide edgelines (6-inch min)	
19. Install a traffic signal (engineering study demonstrates meeting MUTCD Warrant 7)	
20. Install dynamic signal warning flashers	
21. Install dynamic speed feedback sign at high speed crash curve site with identified speeding problems	
22. Install Intersection Conflict Warning Systems (ICWS) for 4-lane at 2-lane intersections	
23. Install ICWS for 2-lane at 2-lane intersections	
24. Install ICWS with a combination of overhead and advanced post mounted signs (various messages) and flashers	
25. Install ICWS with overhead signs (various messages) and flashers at the intersection on minor; loop on major	
26. Install ICWS with post mounted signs (various messages) and flashers in advance of the intersection on major; loop on major	
27. Modern roundabout where a signalized intersection exists	
28. Roundabout at a high-speed 3 or 4 leg rural intersection	
29. Modify zero or negative left-turn lane offset to create positive offset	
30. New left-turn lanes with positive offset	
31. Pavement friction (Microsurfacing, Open Graded Friction Course, High Friction Surfacing)	
32. Pedestrian Hybrid Beacon (PHB or HAWK)	
33. Position offset left-turn lanes on both major road approaches	
34. Protected only left-turn signal equipment	
35. Protected-permissive left-turn signal equipment	
36. Raised median	
37. Right-turn lane geometry with increased line of sight	
38. Rural 2-lane roads with TWLTL (Two-Way Left Turn Lanes)	
39. Urban 2-lane road with TWLTL	
40. Safety edge treatment on rural highways	
41. Single- or multi-lane roundabout at a 2-way stop-controlled intersection	
42. Single- or multi-lane roundabout at existing signalized intersection	
43. 2-way stop control at uncontrolled neighborhood intersections	
44. Wet-reflective pavement markings	

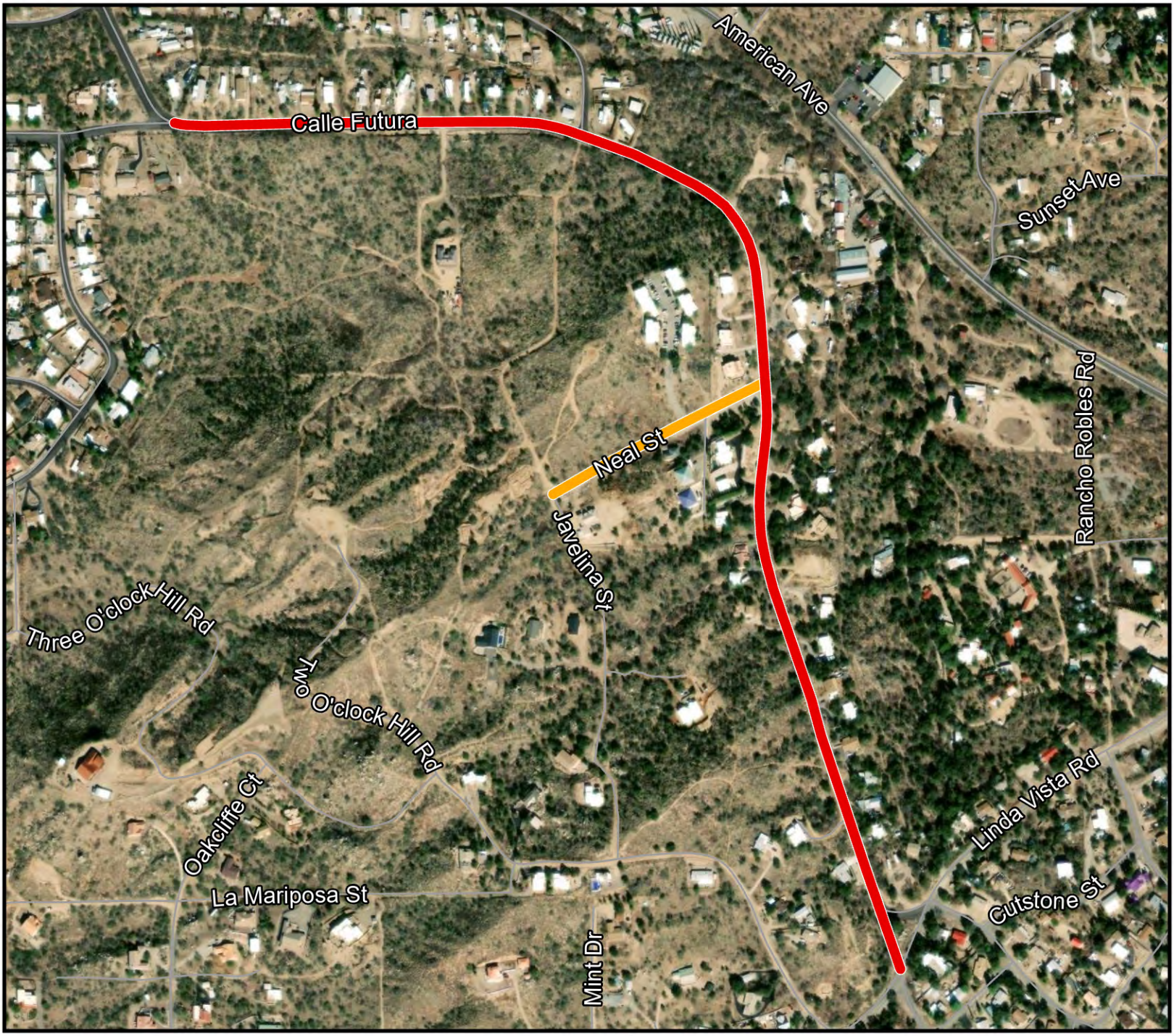
OTHER CONSIDERATIONS

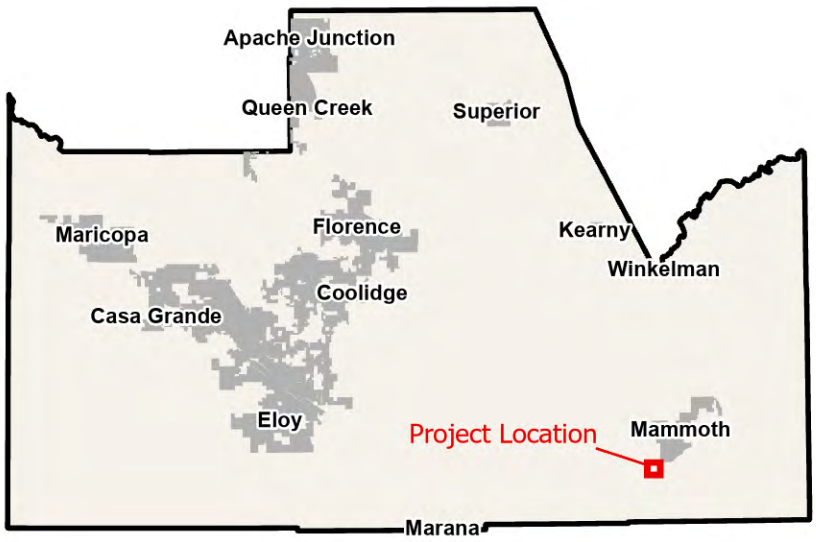
(Provide Any Supplemental Supporting Documentation – Optional)

ENVIRONMENTAL	Are there any potential environmental impacts or challenges of the project that you can foresee? **Yes or No and Why?** *(e.g. endanger species, cultural assets, hazardous materials sites, 4Fs, Title VI populations, wet lands that would be affected, etc.)*	No, there are no anticipated environmental impacts or challenges**.** Both segments of the project are established roadways, and the work will take place entirely within the existing roadway footprint.
RIGHT-OF-WAY (ROW)	Please describe any ROW items associated with this project. *(e.g. Will ROW be required? How much ROW? Is the State Land Department involved?)*	All necessary right-of-way and easements are currently owned by Pinal County. No additional right-of-way acquisition is needed, as the project will proceed entirely within the established boundaries.
DEVELOPMENT ACTIVITY	Is there any planned or ongoing development activity that could impact the proposed project? If Yes, please explain.	No, there isn't any planned or ongoing development activity that could impact the proposed project.
UTILITIES	Will the project include/require any utility relocation(s) by the project sponsor? If Yes, please explain.	No, the project will not include or require any utility relocation by Pinal County.
DRAINAGE	Are there any drainage issues and/or proposed improvements associated with this project?	No, there are not any drainage issues or proposed drainage improvements associated with the project.

LEVEL OF SERVICE (LOS):	Current:	A	After:	A

Level of Service "A" =	Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.
Level of Service "B" =	Stables traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from users.
Level of Service "C" =	Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of Service "D" =	High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.
Level of Service "E" =	Unstable flow at or near capacity levels with poor levels of comfort and convenience.
Level of Service "F" =	Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.





Grant Request

Calle Futura Construction

Neal Street Construction

Construction Cost: $1,150,000

N W E S

PINAL COUNTY

WIDE OPEN OPPORTUNITY

Estimated Project Costs

INSTRUCTIONS: List all items necessary to develop and construct your project. The applicant is responsible for verifying all costs and their accuracy. Construction cost overruns will be the responsibility of the sponsoring agency.

Enter values into GREEN CELLS. The program will automatically calculate the Totals and Federal Share at 94.3%

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.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE 1 – SCOPING (15% Preliminary Design)						
SCOPING COSTS Costs cannot be applied toward the federal participation or local match						
SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) ***(Enter $0 in Unit Price column if none required)***	LS	1	$0.00	$0.00		
SCOPING DOCUMENT (Scoping Letter, Project Assessment or DCR)	LS	1	$0.00	$0.00		
ENVIRONMENTAL DETERMINATION (Including technical supporting documents)	LS	1		$0.00		
HAZARDOUS MATERIALS ASSESSMENT Including heavy metals & asbestos (If an assessment is necessary, anticipate $1,500. ***Enter $0 in Unit Price column if none required)***	LS	1	$0.00	$0.00		
SUBTOTAL – PROJECT SCOPING COSTS				$ -	$0	$0
STAGES II, III, IV - DESIGN (30%, 60%, 95%-100% Design)						
DESIGN COSTS 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 (10%-20% of construction cost.) (Shall be refunded if project is not constructed)	LS	1	$0.00	$0.00		
GEOTECHNICAL INVESTIGATION (If a report is necessary, anticipate 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) ***Enter $0 in Unit Price column if none required.***	LS	1	$0.00	$0.00		
DRAINAGE REPORT (If a report is necessary, anticipate 5% of construction cost) ***Enter $0 in Unit Price column if none required)***	LS	1	$0.00	$0.00		
STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, 1% of construction cost) ***Enter $0 in Unit Price column if none required.***	LS	1	$0.00	$0.00		
SUBTOTAL – PROJECT DESIGN COSTS 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.				$ -	$0	$0
STAGE V – CONSTRUCTION						

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
SITE ACQUISITION & HARDSCAPE CONSTRUCTION						
RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1		$0.00	$0.00	$0.00
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, 5% of constr. costs) ***Enter $0 in Unit Price column if area of disturbance is less than one acre.***	LS	1	$50,000.00	$50,000.00	$47,150.00	$2,850.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1		$0.00	$0.00	$0.00
DEMOLITION						
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
Remove Asphaltic Concrete Pavement	CY	2,000	$1,000.00	$200,000.00	$188,600.00	$11,400.00
Remove Concrete Sidewalks, Slabs	CY			$0.00	$0.00	$0.00
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; 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
EARTHWORK						
General Excavation	CY			$100,000.00	$94,300.00	$5,700.00
Drainage Excavation	CY			$0.00	$0.00	$0.00
Structural Excavation	CY			$0.00	$0.00	$0.00
Structural Backfill	CY			$0.00	$0.00	$0.00
Borrow (In Place)	CY			$0.00	$0.00	$0.00
CURB & GUTTER	LF			$0.00	$0.00	$0.00
AGGREGATE BASE	CY			$0.00	$0.00	$0.00
PATHWAY OR SIDEWALK MATERIALS						
Concrete	SF			$0.00	$0.00	$0.00
Colored Concrete	SF			$0.00	$0.00	$0.00
Stamped Color Concrete	SF			$0.00	$0.00	$0.00
Precast Concrete Pavers	SF			$0.00	$0.00	$0.00
Asphaltic Concrete	Ton	4,000	$200.00	$800,000.00	$754,400.00	$45,600.00
Polymer or Resin Stabilized Surface	SF			$0.00	$0.00	$0.00
CROSSWALK ENHANCEMENT						
Concrete Pavers	SF			$0.00	$0.00	$0.00
Stamped Asphalt	SF			$0.00	$0.00	$0.00
Stamped Concrete	SF			$0.00	$0.00	$0.00
Concrete	SF			$0.00	$0.00	$0.00
Integral Color Concrete	SF			$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
HANDRAIL						

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
Standard	LF			$0.00	$0.00	$0.00
Decorative				$0.00	$0.00	$0.00
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				$ 1,150,000	$1,084,450	$65,550
LANDSCAPING & IRRIGATION ITEMS						
TREES (Above 15 gallon in size as required per local code or special design requirements)	Each		$0.00	$0.00	$0.00	$0.00
TREES (15 GALLON SIZE)	Each		$0.00	$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	$0.00
SHRUBS (1 GALLON SIZE)	Each		$0.00	$0.00	$0.00	$0.00
CACTUS (5 GALLON SIZE)	Each		$0.00	$0.00	$0.00	$0.00
MULCH						
Decomposed Granite	CY		$0.00	$0.00	$0.00	$0.00
Organic			$0.00	$0.00	$0.00	$0.00
TOPSOIL	CY		$0.00	$0.00	$0.00	$0.00
SEEDING	Acre		$0.00	$0.00	$0.00	$0.00
TURF SOD	SY		$0.00	$0.00	$0.00	$0.00
BOULDERS	Each		$0.00	$0.00	$0.00	$0.00
IRRIGATION SYSTEM						
Drip	SF		$0.00	$0.00	$0.00	$0.00
Turf			$0.00	$0.00	$0.00	$0.00
SLEEVING FOR IRRIGATION SYSTEM						
Directional Bore	LF		$0.00	$0.00	$0.00	$0.00
Cut and Patch			$0.00	$0.00	$0.00	$0.00
LANDSCAPE HEADER CURB	LF		$0.00	$0.00	$0.00	$0.00
LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping)	LS		$0.00	$0.00	$0.00	$0.00
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS				$ -	$0	$0
SITE FURNISHINGS						
BENCHES	Each		$0.00	$0.00	$0.00	$0.00
SEATWALLS	LF		$0.00	$0.00	$0.00	$0.00
BIKE RACKS	Each		$0.00	$0.00	$0.00	$0.00
TRASH RECEPTACLES	Each		$0.00	$0.00	$0.00	$0.00
DRINKING FOUNTAINS	Each		$0.00	$0.00	$0.00	$0.00
SIGNAGE (Standard Traffic Control)	Each		$0.00	$0.00	$0.00	$0.00
TREE GRATES	Each		$0.00	$0.00	$0.00	$0.00
SUBTOTAL – SITE FURNISHINGS				$ -	$0	$0
OTHER CONSTRUCTION ITEMS (List line items)						
				$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
				$0.00	$0.00	$0.00
				$0.00	$0.00	$0.00
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				$ -	$0	$0
MOBILIZATION AND ADMINISTRATION COSTS						

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
CONTRACTOR MOBILIZATION (Typically 8% of construction cost)	LS	1		$0.00	$0.00	$0.00
TRAFFIC CONTROL (0-8% of construction cost)	LS	1		$0.00	$0.00	$0.00
CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)	LS	1		$0.00	$0.00	$0.00
CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	LS	1		$0.00	$0.00	$0.00
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1		$0.00	$0.00	$0.00
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				$ -	$0.00	$0.00
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				$ 1,150,000	$1,084,450.00	$65,550.00
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification Acceptance or Self-administration projects, change to $3,000)	LS	1	$0.00	$0.00	NO ENTRY	
TOTAL PROJECT COST (All subtotals + ADOT review fee)				$ 1,150,000	NO ENTRY	

SUMMARY OF FEDERAL AND LOCAL FUNDS

TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE, AND DESIGN COSTS IF REQUESTING FEDERAL FUNDS FOR DESIGN. Include design costs (Stages II thru IV) if federal funds are requested for design as shown under Design Costs in the federal column above.	BOX A	$ 1,150,000
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). Note: For local projects, the maximum federal funds that can be requested is $500,000 ($1,000,000 for state projects).	BOX B	$ 1,084,450
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). Note: The maximum amount that should be shown on this line is $30,223 for local projects ($60,445 for state projects).	BOX C	$ 65,550
TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH). Enter the amount in Box A in excess, if any, of $530,223 for local projects or $1,060,445 for state projects.	BOX D	$ -
TOTAL SPONSOR FUNDS (Sum of Box C and Box D).	BOX E	$ 65,550

Pinal County #2 McNabb

CAG's Rural Transportation Advocacy Council Priority Project List – FY27
APPLICATION

GENERAL PROJECT INFORMATION					
SPONSORING AGENCY:	Pinal County		**DATE SUBMITTED:**	6/26/2025	
CONTACT NAME:	Tara Harman		**TITLE:**	Trans. Planning Supervisor	
EMAIL ADDRESS:	tara.harman@pinal.gov		**PHONE #:**	520-866-6928	
X **ROADWAY IMPROVEMENT**	Roadway Name:	McNab Parkway			
	Starting Location:	McNab Parkway and Veterans Mem. Blvd.			
	Ending Location:	McNab Parkway and Erikson Ave.			
	Length (to the 0.1 of a mile):	6641 feet			
	# of Lanes (Before & After):	Before: 4	After: 4		
☐ **INTERSECTION IMPROVEMENT**	Roadway Name "A":				
	Roadway Name "B":				
☐ **BRIDGE IMPROVEMENT**	☐ Restoration/Operational	Bridge Sufficiency Rating (LINK to ADOT NBI Table)			
	☐ Replacement	Structurally Deficient?	☐ Yes	☐ No	
	☐ Widening	Functionally Obsolete?	☐ Yes	☐ No	
☐ **OTHER**	Description of project type: (Attach a separate sheet if necessary)				
FEDERAL FUNCTIONAL CLASSIFICATION (LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS):		Neither roadway is functionally classified			
AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT: (LINK: AADT COUNTS):	3211	**DATE OF AADT COUNT:**	2023		

COST ESTIMATE & PROJECT PROGRAMMING

DESIGN	FY Program Year:	FY 2027
	Funding Source Request:	☐ STBGP ☐ HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	☒ State legislature priority project list
	Total Cost Estimate:	
	Federal Share (STBGP or HURF Exchange):	
	Minimum Required Local Match (STBGP = 5.7%):	
	NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.	
☒ **CONSTRUCTION**	FY Program Year:	FY 2027
	Funding Source Request:	☐ STBGP ☐ HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	☒ State legislature priority project list
	Total Cost Estimate:	$2,590,000.00
	Federal Share (STBGP or HURF Exchange):	$2,442,370.00
	Minimum Required Local Match (STBGP = 5.7%):	$147,630.00
	NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.	

*Please use the **"ADOT Cost Estimate Tool"** document for your estimate.*

Any application without the required attachment(s) will not be considered for funding.

PROJECT NEED

This section should clearly state why this project is one of the highest priorities within the CAG Region for which the use of the requested regional funds is the best option *(No more than one page long; Cambria size 10 font).*

PROJECT NEED:

The McNab Parkway segment serves as the primary entry road into the unincorporated community of San Manuel. It is the main corridor through which all major and minor streets access the community and connect to the broader San Manuel region. Originally constructed in the 1950s, McNab Parkway has never undergone full reconstruction, with only minor preservation efforts over the decades. Currently, the pavement holds a D grade condition rating, reflecting significant deterioration. This segment supports a variety of commercial, residential, and public land uses, making it a vital "main drag" for the community. The project is urgently needed to rehabilitate the roadway, enhance pavement friction and treatment, and improve safety. Additionally, the reconstruction will include ADA-accessible ramps and provide appropriate pedestrian space, addressing accessibility and multimodal considerations for community members and visitors alike.

PROJECT WORK DESCRIPTION

Provide a brief work description that describes the work to be performed, existing and/or proposed conditions, its benefits and overall cost estimate. *(No more than one page long; Cambria size 10 minimum font).* **Please ATTACH a Project Vicinity/Project Location Map on a separate page as part of the overall application.**

PROJECT NEED:

McNab Parkway: Remove and replace asphalt, full asphalt cross section including subgrade, add ADA accessible ramps to sidewalk.

LOCAL MATCH = $147,630
TOTAL FEDERAL FUNDS = $2,442,370
OVERALL TOTAL = $2,590,000

ITEMS TO BE ADDRESSED

PROJECT INCLUSION IN PREVIOUS PLANS

Is the project included in previous plans? [X] YES [ ] NO

☐	Regional Transportation Plan (RTP)	☐	Pre-Scoping Studies
☐	Road Safety Assessment (RSA)	☐	Comprehensive Economic Development Strategy (CEDS)
X	Capital Improvement Program (CIP)	☐	Local Comprehensive Plan / General Plan
X	Local Transportation Plan	☐	Other #1 Cooperative Agreement with Tonto National Forest
☐	Other #2 _____	☐	Other #3 _____

COMMUNITY TRANSPORTATION BENEFITS

Does the project provide multi-modal improvements? **Yes or No and Why?**	Yes, the project provides multi-modal improvements. The reconstruction of McNab Parkway will include the installation of ADA-accessible sidewalk ramps, improving accessibility and safety for pedestrians, including those with disabilities. These upgrades will enhance connectivity within the San Manuel community. While the primary focus is on roadway rehabilitation, the inclusion of pedestrian elements demonstrates a commitment to multi-modal infrastructure.
Does the project provide Community Investments and/or Economic Development benefits? **Yes or No and Why?**	Yes, the project provides community investment and economic development benefits. McNab Parkway is the primary access route into the unincorporated community of San Manuel, serving as the main thoroughfare for all ingress and egress to the region. The roadway supports access to residential neighborhoods, commercial establishments, and public facilities, making it vital to the community's daily function and long-term growth. This investment not only enhances quality of life for residents but also supports economic development by maintaining essential connectivity for local businesses and services.

SAFETY COUNTERMEASURES *(For Potential Use of HSIP Funds)*

Can you provide crash data, including fatalities over the last five (5) years? **Yes or No?** ***(Cite Source of Crash Data)***	Yes, 12 crashes with no fatalities. (ADOT ACIS)
Does the project primarily include any of the 44 safety countermeasures listed on the next page? FHWA safety countermeasures **Yes or No?**	No, the project does not include any of the 44 safety countermeasures.

SAFETY COUNTERMEASURE	Y or N
1. “Stop Ahead” pavement markings	
2. “Vehicles Entering When Flashing” (VEWF) system (advance post mounted signs on major and loops on minor)	
3. 12-inch signal heads all faces all directions	
4. Actuated advance warning dilemma zone protection system	
5. 3-inch yellow retroreflective sheeting to signal backplates	
6. Advance street name signs	
7. All red clearance interval new or existing signals	
8. All-way stop control (with flashing beacons)	
9. All-way stop control (without flashing beacons)	
10. Composite shoulders (5 feet minimum) on rural two lane roads	
11. 3-lane roadways with center turn lane	
12. Flashing lights and sound signals at Railroad grade crossings	
13. Gates with signs at railroad at grade crossings	
14. Improve 2-lane roadway to 4-lane divided roadway	
15. Improvements that include reducing 11 feet lanes to 9 feet	
16. Install shoulder rumble strips	
17. Install centerline rumble strips	
18. Install wide edgelines (6-inch min)	
19. Install a traffic signal (engineering study demonstrates meeting MUTCD Warrant 7)	
20. Install dynamic signal warning flashers	
21. Install dynamic speed feedback sign at high speed crash curve site with identified speeding problems	
22. Install Intersection Conflict Warning Systems (ICWS) for 4-lane at 2-lane intersections	
23. Install ICWS for 2-lane at 2-lane intersections	
24. Install ICWS with a combination of overhead and advanced post mounted signs (various messages) and flashers	
25. Install ICWS with overhead signs (various messages) and flashers at the intersection on minor; loop on major	
26. Install ICWS with post mounted signs (various messages) and flashers in advance of the intersection on major; loop on major	
27. Modern roundabout where a signalized intersection exists	
28. Roundabout at a high-speed 3 or 4 leg rural intersection	
29. Modify zero or negative left-turn lane offset to create positive offset	
30. New left-turn lanes with positive offset	
31. Pavement friction (Microsurfacing, Open Graded Friction Course, High Friction Surfacing)	
32. Pedestrian Hybrid Beacon (PHB or HAWK)	
33. Position offset left-turn lanes on both major road approaches	
34. Protected only left-turn signal equipment	
35. Protected-permissive left-turn signal equipment	
36. Raised median	
37. Right-turn lane geometry with increased line of sight	
38. Rural 2-lane roads with TWLTL (Two-Way Left Turn Lanes)	
39. Urban 2-lane road with TWLTL	
40. Safety edge treatment on rural highways	
41. Single- or multi-lane roundabout at a 2-way stop-controlled intersection	
42. Single- or multi-lane roundabout at existing signalized intersection	
43. 2-way stop control at uncontrolled neighborhood intersections	
44. Wet-reflective pavement markings	

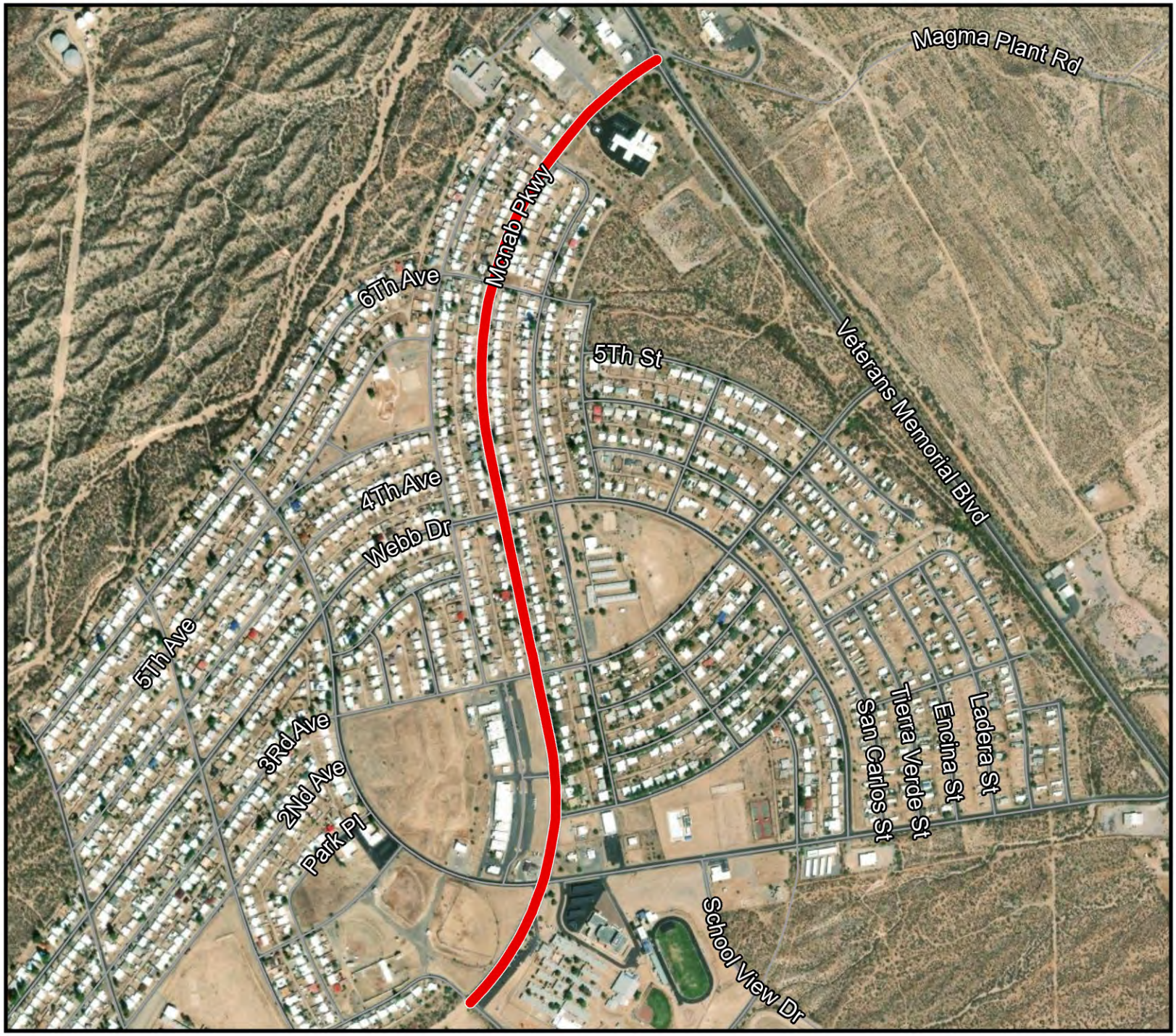
OTHER CONSIDERATIONS

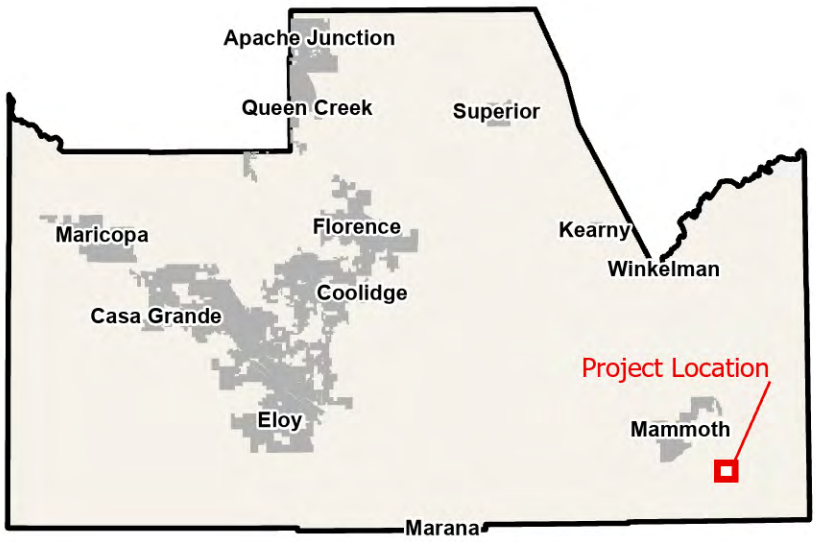
(Provide Any Supplemental Supporting Documentation – Optional)

ENVIRONMENTAL	Are there any potential environmental impacts or challenges of the project that you can foresee? **Yes or No and Why?** *(e.g. endanger species, cultural assets, hazardous materials sites, 4Fs, Title VI populations, wet lands that would be affected, etc.)*	No, there are no anticipated impacts or challenges. The project is rehabilitation of an established roadway, and the work will take place entirely within the existing roadway footprint.
RIGHT-OF-WAY (ROW)	Please describe any ROW items associated with this project. *(e.g. Will ROW be required? How much ROW? Is the State Land Department involved?)*	All necessary right-of-way and easements are currently owned by Pinal County. No additional right-of-way acquisition is needed, as the project will proceed entirely within the established boundaries.
DEVELOPMENT ACTIVITY	Is there any planned or ongoing development activity that could impact the proposed project? If Yes, please explain.	No, there isn't any planned or ongoing development activity that could impact the proposed project.
UTILITIES	Will the project include/require any utility relocation(s) by the project sponsor? If Yes, please explain.	No, the project will not include or require any utility relocation by Pinal County.
DRAINAGE	Are there any drainage issues and/or proposed improvements associated with this project?	No, there are not any drainage issues or proposed drainage improvements associated with the project.

LEVEL OF SERVICE (LOS):	Current:	A	After:	A

Level of Service "A" =	Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.
Level of Service "B" =	Stables traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from users.
Level of Service "C" =	Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of Service "D" =	High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.
Level of Service "E" =	Unstable flow at or near capacity levels with poor levels of comfort and convenience.
Level of Service "F" =	Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.





Grant Request

McNab Parkway Construction

Construction Cost: $2,590,000

N
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S

PINAL COUNTY
WIDE OPEN OPPORTUNITY

Estimated Project Costs

INSTRUCTIONS: List all items necessary to develop and construct your project. The applicant is responsible for verifying all costs and their accuracy. Construction cost overruns will be the responsibility of the sponsoring agency.

Enter values into GREEN CELLS. The program will automatically calculate the Totals and Federal Share at 94.3%

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.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE 1 – SCOPING (15% Preliminary Design)						
SCOPING COSTS Costs cannot be applied toward the federal participation or local match						
SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) ***(Enter $0 in Unit Price column if none required)***	LS	1	$0.00	$0.00		
SCOPING DOCUMENT (Scoping Letter, Project Assessment or DCR)	LS	1	$0.00	$0.00		
ENVIRONMENTAL DETERMINATION (Including technical supporting documents)	LS	1		$0.00		
HAZARDOUS MATERIALS ASSESSMENT Including heavy metals & asbestos (If an assessment is necessary, anticipate $1,500. ***Enter $0 in Unit Price column if none required)***	LS	1	$0.00	$0.00		
SUBTOTAL – PROJECT SCOPING COSTS				$ -	$0	$0
STAGES II, III, IV - DESIGN (30%, 60%, 95%-100% Design)						
DESIGN COSTS 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 (10%-20% of construction cost.) (Shall be refunded if project is not constructed)	LS	1	$0.00	$0.00		
GEOTECHNICAL INVESTIGATION (If a report is necessary, anticipate 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) ***Enter $0 in Unit Price column if none required.***	LS	1	$0.00	$0.00		
DRAINAGE REPORT (If a report is necessary, anticipate 5% of construction cost) ***Enter $0 in Unit Price column if none required)***	LS	1	$0.00	$0.00		
STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, 1% of construction cost) ***Enter $0 in Unit Price column if none required.***	LS	1	$0.00	$0.00		
SUBTOTAL – PROJECT DESIGN COSTS 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.				$ -	$0	$0
STAGE V – CONSTRUCTION						

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
SITE ACQUISITION & HARDSCAPE CONSTRUCTION						
RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1		$0.00	$0.00	$0.00
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, 5% of constr. costs) ***Enter $0 in Unit Price column if area of disturbance is less than one acre.***	LS	1	$50,000.00	$50,000.00	$47,150.00	$2,850.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1		$0.00	$0.00	$0.00
DEMOLITION						
Sawcut	LF			$0.00	$0.00	$0.00
Remove Structures and Obstructions	LS			$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	CY	15,000		$500,000.00	$471,500.00	$28,500.00
Remove Concrete Sidewalks, Slabs	CY			$0.00	$0.00	$0.00
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; 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		$100,000.00	$94,300.00	$5,700.00
RETAINING WALL (Concrete; SF of face above the footing)	SFF			$0.00	$0.00	$0.00
EARTHWORK						
General Excavation	CY			$0.00	$0.00	$0.00
Drainage Excavation	CY			$0.00	$0.00	$0.00
Structural Excavation	CY			$0.00	$0.00	$0.00
Structural Backfill	CY			$0.00	$0.00	$0.00
Borrow (In Place)	CY			$0.00	$0.00	$0.00
CURB & GUTTER	LF	14,000	$2.85	$40,000.00	$37,720.00	$2,280.00
AGGREGATE BASE	CY			$0.00	$0.00	$0.00
PATHWAY OR SIDEWALK MATERIALS						
Concrete	SF			$0.00	$0.00	$0.00
Colored Concrete	SF			$0.00	$0.00	$0.00
Stamped Color Concrete	SF			$0.00	$0.00	$0.00
Precast Concrete Pavers	SF			$0.00	$0.00	$0.00
Asphaltic Concrete	Ton	5,737	$279.00	$1,600,000.00	$1,508,800.00	$91,200.00
Polymer or Resin Stabilized Surface	SF			$0.00	$0.00	$0.00
CROSSWALK ENHANCEMENT						
Concrete Pavers	SF			$0.00	$0.00	$0.00
Stamped Asphalt	SF			$0.00	$0.00	$0.00
Stamped Concrete	SF			$0.00	$0.00	$0.00
Concrete	SF			$0.00	$0.00	$0.00
Integral Color Concrete	SF			$0.00	$0.00	$0.00
PEDESTRIAN ADA RAMP	SF	7,000	$43.00	$300,000.00	$282,900.00	$17,100.00
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
HANDRAIL						

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
Standard	LF			$0.00	$0.00	$0.00
Decorative				$0.00	$0.00	$0.00
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				$ 2,590,000	$2,442,370	$147,630
LANDSCAPING & IRRIGATION ITEMS						
TREES (Above 15 gallon in size as required per local code or special design requirements)	Each		$0.00	$0.00	$0.00	$0.00
TREES (15 GALLON SIZE)	Each		$0.00	$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	$0.00
SHRUBS (1 GALLON SIZE)	Each		$0.00	$0.00	$0.00	$0.00
CACTUS (5 GALLON SIZE)	Each		$0.00	$0.00	$0.00	$0.00
MULCH						
Decomposed Granite	CY		$0.00	$0.00	$0.00	$0.00
Organic			$0.00	$0.00	$0.00	$0.00
TOPSOIL	CY		$0.00	$0.00	$0.00	$0.00
SEEDING	Acre		$0.00	$0.00	$0.00	$0.00
TURF SOD	SY		$0.00	$0.00	$0.00	$0.00
BOULDERS	Each		$0.00	$0.00	$0.00	$0.00
IRRIGATION SYSTEM						
Drip	SF		$0.00	$0.00	$0.00	$0.00
Turf			$0.00	$0.00	$0.00	$0.00
SLEEVING FOR IRRIGATION SYSTEM						
Directional Bore	LF		$0.00	$0.00	$0.00	$0.00
Cut and Patch			$0.00	$0.00	$0.00	$0.00
LANDSCAPE HEADER CURB	LF		$0.00	$0.00	$0.00	$0.00
LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping)	LS		$0.00	$0.00	$0.00	$0.00
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS				$ -	$0	$0
SITE FURNISHINGS						
BENCHES	Each		$0.00	$0.00	$0.00	$0.00
SEATWALLS	LF		$0.00	$0.00	$0.00	$0.00
BIKE RACKS	Each		$0.00	$0.00	$0.00	$0.00
TRASH RECEPTACLES	Each		$0.00	$0.00	$0.00	$0.00
DRINKING FOUNTAINS	Each		$0.00	$0.00	$0.00	$0.00
SIGNAGE (Standard Traffic Control)	Each		$0.00	$0.00	$0.00	$0.00
TREE GRATES	Each		$0.00	$0.00	$0.00	$0.00
SUBTOTAL – SITE FURNISHINGS				$ -	$0	$0
OTHER CONSTRUCTION ITEMS (List line items)						
				$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
				$0.00	$0.00	$0.00
				$0.00	$0.00	$0.00
				$0.00	$0.00	$0.00
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				$ -	$0	$0
MOBILIZATION AND ADMINISTRATION COSTS						

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CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	LS	1		$0.00	$0.00	$0.00
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1		$0.00	$0.00	$0.00
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				$ -	$0.00	$0.00
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				$ 2,590,000	$2,442,370.00	$147,630.00
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification Acceptance or Self-administration projects, change to $3,000)	LS	1	$0.00	$0.00	NO ENTRY	
TOTAL PROJECT COST (All subtotals + ADOT review fee)				$ 2,590,000	NO ENTRY	

SUMMARY OF FEDERAL AND LOCAL FUNDS

TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE, AND DESIGN COSTS IF REQUESTING FEDERAL FUNDS FOR DESIGN. Include design costs (Stages II thru IV) if federal funds are requested for design as shown under Design Costs in the federal column above.	BOX A	$ 2,590,000
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). Note: For local projects, the maximum federal funds that can be requested is $500,000 ($1,000,000 for state projects).	BOX B	$ 2,442,370
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). Note: The maximum amount that should be shown on this line is $30,223 for local projects ($60,445 for state projects).	BOX C	$ 147,630
TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH). Enter the amount in Box A in excess, if any, of $530,223 for local projects or $1,060,445 for state projects.	BOX D	$ -
TOTAL SPONSOR FUNDS (Sum of Box C and Box D).	BOX E	$ 147,630

Town of Star Valley

CAG's Rural Transportation Advocacy Council Priority Project List – FY27
APPLICATION

GENERAL PROJECT INFORMATION					
SPONSORING AGENCY:	**Town of Star Valley**		**DATE SUBMITTED:**	**06/24/2025**	
CONTACT NAME:	**Timothy W. Grier**		**TITLE:**	**Town Manager & Attorney**	
EMAIL ADDRESS:	**townmanager@starvalleyaz.com**		**PHONE #:**	**928-472-7752**	
☒ **ROADWAY IMPROVEMENT**		Roadway Name:	**FY2027 Street Improvement Project** ***Various streets – see project maps***		
		Starting Location:	***See project maps & project need***		
		Ending Location:	***See project maps & project need***		
		Length (to the 0.1 of a mile):	**Combined Length = 2.5 miles streets**		
		# of Lanes (Before & After):	Before: **Two (2)**	After: **Two (2)**	
☐ **INTERSECTION IMPROVEMENT**		Roadway Name "A":			
		Roadway Name "B":			
☐ **BRIDGE IMPROVEMENT**	☐ Restoration/Operational		Bridge Sufficiency Rating (LINK to ADOT NBI Table)		
	☐ Replacement		Structurally Deficient?	☐ Yes	☐ No
	☐ Widening		Functionally Obsolete?	☐ Yes	☐ No
☒ **OTHER**		Description of project type:	**Asphalt Paving of Town Park Parking Area; 75 parking spaces; 400 LF drive aisle**		
FEDERAL FUNCTIONAL CLASSIFICATION (LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS):			**Highline Dr: Urban Minor Collector** **Moonlight Dr/Rainbow Dr:** **Urban Major & Urban Minor Collector** **Valley Rd: Urban Local Street**		
AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT: **(LINK: AADT COUNTS):**	**Moonlight: 1,812** **Highline Dr: 525** **Valley Rd: 379**		**DATE OF AADT COUNT:**	**2023** **2023** **2024**	

COST ESTIMATE & PROJECT PROGRAMMING

☒ **DESIGN**	FY Program Year:	**FY2027**
	Funding Source Request:	☐ STBGP ☐ HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	☒ **RTAC PRIORITY PROJECT LIST FUNDING**
	Total Cost Estimate:	**$93,842**
	Federal Share (STBGP or HURF Exchange):	**N/A**
	Minimum Required Local Match (STBGP = 5.7%):	**N/A**
	NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.	
☒ **CONSTRUCTION**	FY Program Year:	**FY2027**
	Funding Source Request:	☐ STBGP ☐ HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	☒ **RTAC PRIORITY PROJECT LIST FUNDING**
	Total Cost Estimate:	**$2,521,990**
	Federal Share (STBGP or HURF Exchange):	N/A
	Minimum Required Local Match (STBGP = 5.7%):	N/A
	NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.	

*Please use the **"ADOT Cost Estimate Tool"** document for your estimate.*

Any application without the required attachment(s) will not be considered for funding.

PROJECT NEED

This section should clearly state why this project is one of the highest priorities within the CAG Region for which the use of the requested regional funds is the best option *(No more than one page long; Cambria size 10 font).*

PROJECT NEED:

TOWN OF STAR VALLEY – FY2027 STREET IMPROVEMENT PROJECT

The Town of Star Valley has a critical need to improve street pavements, related roadside drainage facilities, and other improvements on Moonlight Drive, Rainbow Drive, Highline Drive, and Valley Road. In addition, the Town has a need to pave the existing rock surface parking lot in the Town Park due to substantially increased usage and to eliminate an existing stormwater ponding issue. The locations of the streets and parking areas, and the nature of the work, are shown on the four project maps included with this application and as detailed on the next page.

The proposed improvements were identified based on recent inspections and pavement condition assessments made by the Town to determine the priority streets for timely rehabilitation.

The need for these improvements is critically important to protect the community's investment in their transportation infrastructure and to prevent further pavement deterioration which will result in more costly reconstruction measures in the future. The requested investment at this time is a cost effective means to forestall more expensive reconstruction of the pavement structures due to continued degradation under traffic and weather conditions. There is also a critical need to pave the parking area.

The objective of this project is to extend the life of the street pavements by fifteen (15) years or more. A distinct benefit is also enhanced safety for the traveling public derived from a smoother pavement surface with better friction characteristics and new highly visible pavement striping. Ride comfort and reduced noise levels are additional benefits. A smoother road surface also reduces overall vehicle maintenance costs. Integral to the need to extend the pavement life are the associated drainage improvements which, if not addressed, will degrade the pavement over time resulting in more costly repairs in the future. The project will also result in less overall maintenance cost for the parking area.

The importance of these improvements are evidenced, in part, by their federal functional classifications and associated traffic volumes. Highline Drive has a federal functional classification as an Urban Minor Collector with a traffic count of 525 vehicles per day. Moonlight Drive-Rainbow Drive has a federal functional classification as an Urban Major Collector with a traffic count of 1,812 vehicles per day. Valley Road has a federal functional classification as an Urban Local Street with a traffic count of 379 vehicles per day. The streets selected for improvement are some of the most important and heaviest traveled thoroughfares in the Town.

Project Cost for each Improvement Area:

o Highline Drive	$ 1,048,983
o Moonlight Drive & Rainbow Drive	$ 1,179,152
o Valley Road	$ 64,715
o Town Park Parking Area Paving	$ 322,982
Total Project (Construction, Design, Post Design) Cost	**$ 2,615,832**

All proposed improvements are within existing public rights of way and Town owned land. No environmental impacts are envisioned as a result of these street improvements.

The Town of Star Valley is committed to taking a proactive and sustainable approach to their transportation system. Favorable consideration of this funding application will very much be appreciated. Receiving funding for these improvements will significantly ease the burden on the local residents and free up limited budget monies to address other pressing needs in the community.

PROJECT WORK DESCRIPTION

Provide a brief work description that describes the work to be performed, existing and/or proposed conditions, its benefits and overall cost estimate. *(No more than one page long; Cambria size 10 minimum font).* **Please ATTACH a Project Vicinity/Project Location Map on a separate page as part of the overall application.**

PROJECT WORK DESCRIPTION:

The Town recently conducted a street inspection and pavement condition assessment of its street system. Some of the primary routes in the community were found to exhibit cracking, weathering, oxidation, and surface defects such as potholes and unevenness in the asphalt pavement surface. The following streets were identified as in critical need of a 2" deep asphalt overlay to bring the streets back to good serviceable condition and to extend the life of the existing pavements by at least an additional fifteen (15) years. See the included maps for the locations of the proposed improvements.

1. Highline Drive, from SR 260 easterly for 5,880 feet to the east end of the street.

The work includes: crack filling & sealing, 2" deep asphalt pavement overlay, construct shoulder along the road edges, apply double yellow centerline markings, and construct 450 linear feet of concrete lined drainage swale.

2. Moonlight Drive & Rainbow Drive, from SR 260 southerly for 6,800 feet to the south Town Limits.

The work includes: crack filling & sealing, 2" deep asphalt pavement overlay, construct shoulder along the road edges, apply double yellow centerline markings, construct a drainage inlet and 60 feet of storm drain outlet pipe, and remove a cattle guard from the road surface.

3. Valley Road north of SR 260 for 320 feet at the Haught Road intersection.

The work includes: pulverization of the existing pavement, 2" deep asphalt pavement surface, construct shoulder along the road edges, and apply double yellow centerline markings.

4. Town Park parking lot with a total of 3,600 square yards of asphalt paving with drainage facilities.

Prepare the base by scarifying and compacting the existing rock parking area, install an in-ground stormwater detention tank and construct two infiltration dry wells to eliminate the ponding problem, construct 2" deep asphalt pavement surface, apply white parking space striping, and install a bumper block for each of the 75 parking spaces.

In addition to addressing the pavement needs identified above, some street segments were identified that are in need of drainage improvements to help protect the integrity and extend the serviceable life of the street pavement. The following listing sets forth the proposed drainage related improvements:

The construction cost estimate accounts for the work described herein and also includes line item budgets for: 1) miscellaneous items and contingencies, 2) traffic control, 3) mobilization, and 4) engineering services for design phase and post design phase services.

ITEMS TO BE ADDRESSED

PROJECT INCLUSION IN PREVIOUS PLANS	Is the project included in previous plans?		☒ YES	☐ NO
	☐	Regional Transportation Plan (RTP)	☐	Pre-Scoping Studies
	☐	Road Safety Assessment (RSA)	☐	Comprehensive Economic Development Strategy (CEDS)
	☐	Capital Improvement Program (CIP)	☒	**Local Comprehensive Plan / General Plan**
	☐	Local Transportation Plan	☒	Other #1 **Previous unfunded RTAP Priority Project Listing**
	☐	Other #2 _____	☐	Other #3 _____
COMMUNITY TRANSPORTATION BENEFITS	Does the project provide multi-modal improvements? **Yes or No and Why?**		**Yes - while sidewalks are not part of this project, the street improvements will benefit both pedestrians and bicyclists providing a smoother and safer surface to walk or bike on.**	
	Does the project provide Community Investments and/or Economic Development benefits? **Yes or No and Why?**		**Yes – when street improvements are made, many residents and business owners will make investments to improve their properties as well. In addition, the likelihood that vacant lots will be developed are improved.**	
SAFETY COUNTERMEASURES *(For Potential Use of HSIP Funds)*	Can you provide crash data, including fatalities over the last five (5) years? **Yes or No?** ***(Cite Source of Crash Data)***		**N/A – This funding is not HSIP related. However, vehicle/occupant safety will be enhanced with smoother pavement, increased skid resistance, and more visible new pavement striping.**	
	Does the project primarily include any of the 44 safety countermeasures listed on the next page? FHWA safety countermeasures **Yes or No?**		**Yes – 2 way stop control at intersections and wet reflective thermoplastic pavement markings can be incorporated in the project.**	

SAFETY COUNTERMEASURE	Y or N
1. "Stop Ahead" pavement markings	N
2. "Vehicles Entering When Flashing" (VEWF) system (advance post mounted signs on major and loops on minor)	N
3. 12-inch signal heads all faces all directions	N
4. Actuated advance warning dilemma zone protection system	N
5. 3-inch yellow retroreflective sheeting to signal backplates	N
6. Advance street name signs	N
7. All red clearance interval new or existing signals	N
8. All-way stop control (with flashing beacons)	N
9. All-way stop control (without flashing beacons)	N
10. Composite shoulders (5 feet minimum) on rural two lane roads	N
11. 3-lane roadways with center turn lane	N
12. Flashing lights and sound signals at Railroad grade crossings	N
13. Gates with signs at railroad at grade crossings	N
14. Improve 2-lane roadway to 4-lane divided roadway	N
15. Improvements that include reducing 11 feet lanes to 9 feet	N
16. Install shoulder rumble strips	N
17. Install centerline rumble strips	N
18. Install wide edgelines (6-inch min)	N
19. Install a traffic signal (engineering study demonstrates meeting MUTCD Warrant 7)	N
20. Install dynamic signal warning flashers	N
21. Install dynamic speed feedback sign at high speed crash curve site with identified speeding problems	N
22. Install Intersection Conflict Warning Systems (ICWS) for 4-lane at 2-lane intersections	N
23. Install ICWS for 2-lane at 2-lane intersections	N
24. Install ICWS with a combination of overhead and advanced post mounted signs (various messages) and flashers	N
25. Install ICWS with overhead signs (various messages) and flashers at the intersection on minor; loop on major	N
26. Install ICWS with post mounted signs (various messages) and flashers in advance of the intersection on major; loop on major	N
27. Modern roundabout where a signalized intersection exists	N
28. Roundabout at a high-speed 3 or 4 leg rural intersection	N
29. Modify zero or negative left-turn lane offset to create positive offset	N
30. New left-turn lanes with positive offset	N
31. Pavement friction (Microsurfacing, Open Graded Friction Course, High Friction Surfacing)	N
32. Pedestrian Hybrid Beacon (PHB or HAWK)	N
33. Position offset left-turn lanes on both major road approaches	N
34. Protected only left-turn signal equipment	N
35. Protected-permissive left-turn signal equipment	N
36. Raised median	N
37. Right-turn lane geometry with increased line of sight	N
38. Rural 2-lane roads with TWLTL (Two-Way Left Turn Lanes)	N
39. Urban 2-lane road with TWLTL	N
40. Safety edge treatment on rural highways	N
41. Single- or multi-lane roundabout at a 2-way stop-controlled intersection	N
42. Single- or multi-lane roundabout at existing signalized intersection	N
43. 2-way stop control at uncontrolled neighborhood intersections	Y
44. Wet-reflective pavement markings	Y

OTHER CONSIDERATIONS

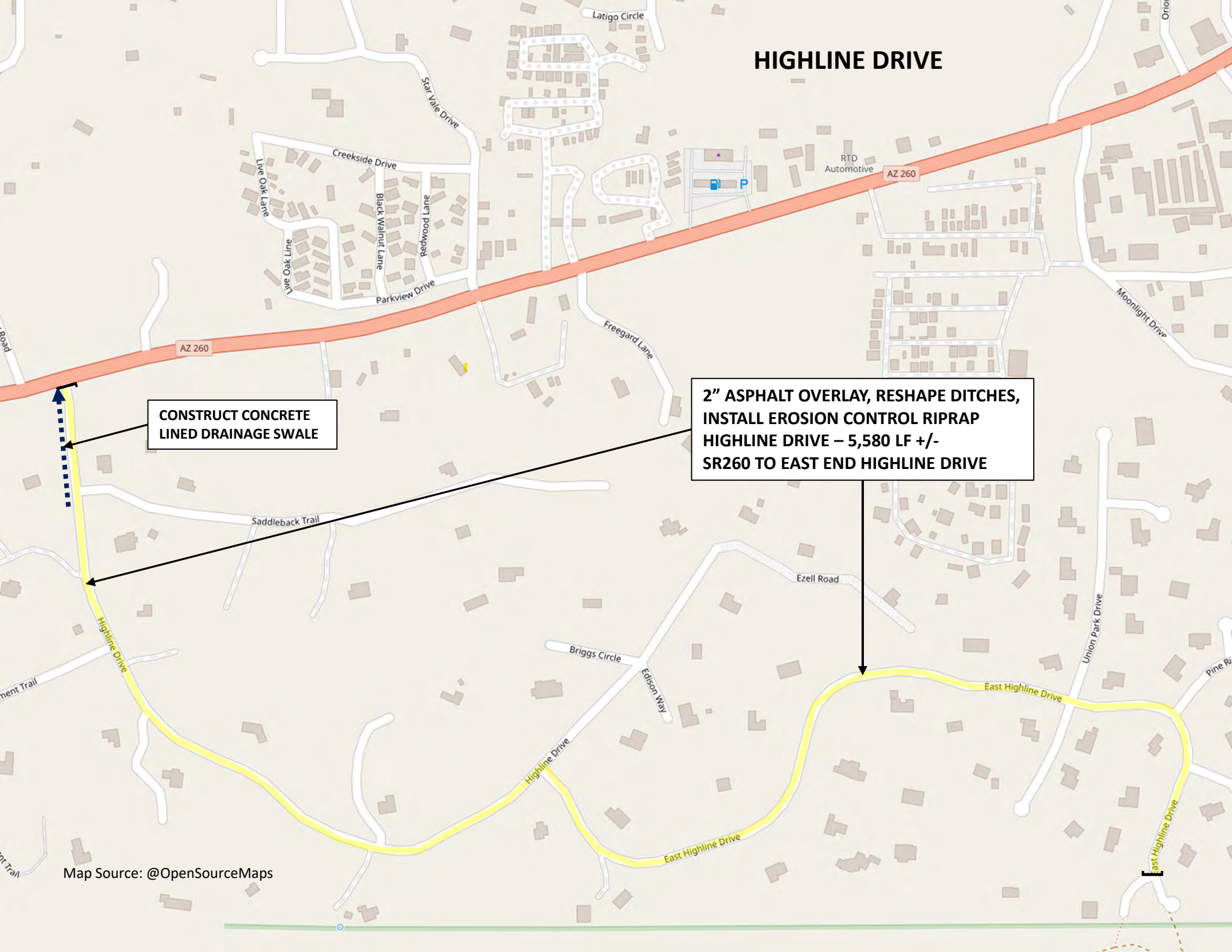
(Provide Any Supplemental Supporting Documentation – Optional)

ENVIRONMENTAL	Are there any potential environmental impacts or challenges of the project that you can foresee? **Yes or No and Why?** *(e.g. endanger species, cultural assets, hazardous materials sites, 4Fs, Title VI populations, wet lands that would be affected, etc.)*	**No – all proposed improvements are within existing public right of way already disturbed when the road was constructed and by subsequent maintenance activities.**
RIGHT-OF-WAY (ROW)	Please describe any ROW items associated with this project. *(e.g. Will ROW be required? How much ROW? Is the State Land Department involved?)*	**None – no new right of way or easements will be required for the proposed street improvements.**
DEVELOPMENT ACTIVITY	Is there any planned or ongoing development activity that could impact the proposed project? If Yes, please explain.	**No – no current or planned development projects will impact this improvement project. However, it is expected that residents and business owner may improve their properties as a result of the project.**
UTILITIES	Will the project include/require any utility relocation(s) by the project sponsor? If Yes, please explain.	**No – no utility relocations will be required by the Town of Star Valley to implement this project. All existing utilities will be protected in place during the construction of this project.**
DRAINAGE	Are there any drainage issues and/or proposed improvements associated with this project?	**Yes – the proposed improvements include roadside drainage work such as cleaning out and reshaping drainage swales, constructing a concrete ditch liner, and mitigating and existing drainage ponding issue in the Town Park.**

LEVEL OF SERVICE (LOS):	Current:	**A / B**	After:	**A / B**

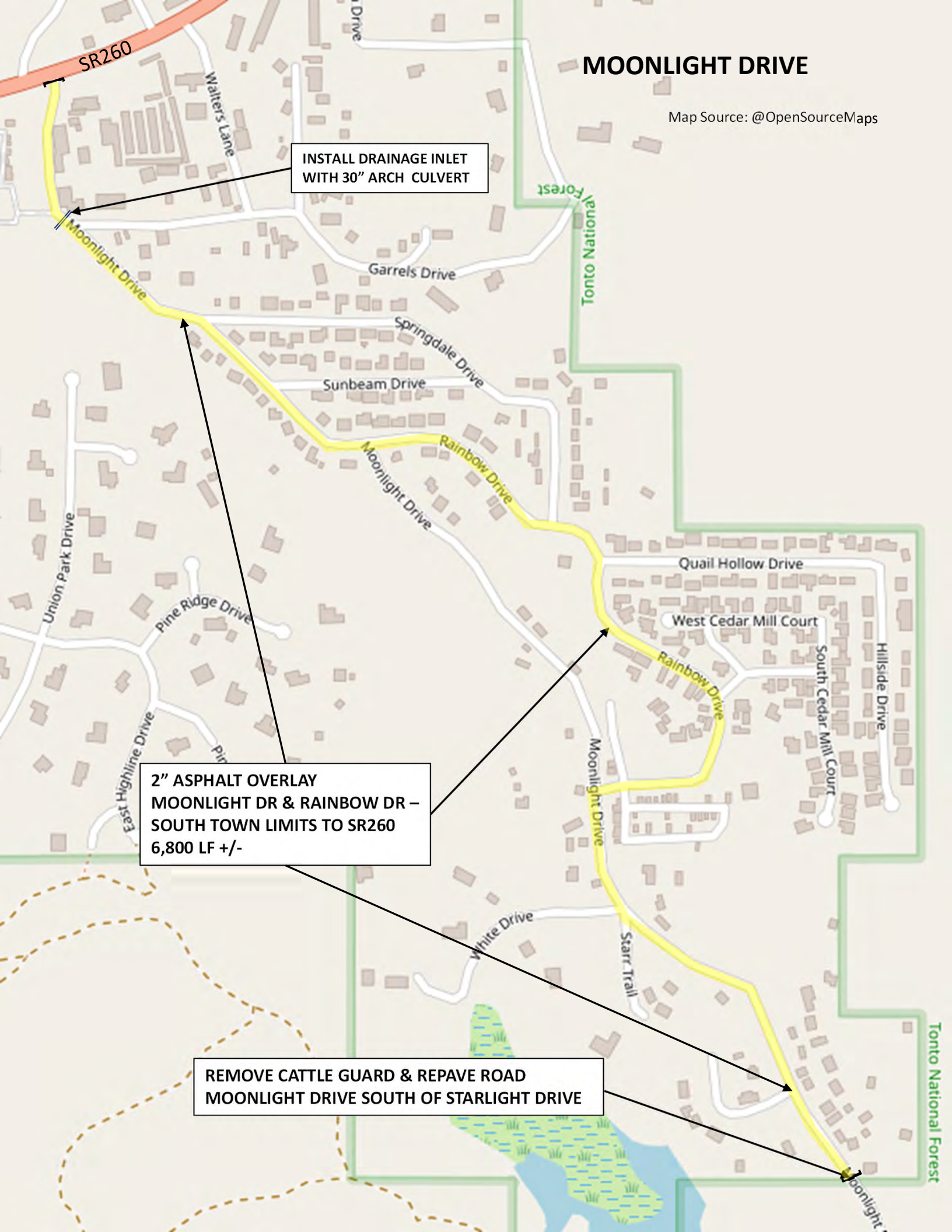
Level of Service "A" =	Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.
Level of Service "B" =	Stables traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from users.
Level of Service "C" =	Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of Service "D" =	High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.
Level of Service "E" =	Unstable flow at or near capacity levels with poor levels of comfort and convenience.
Level of Service "F" =	Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

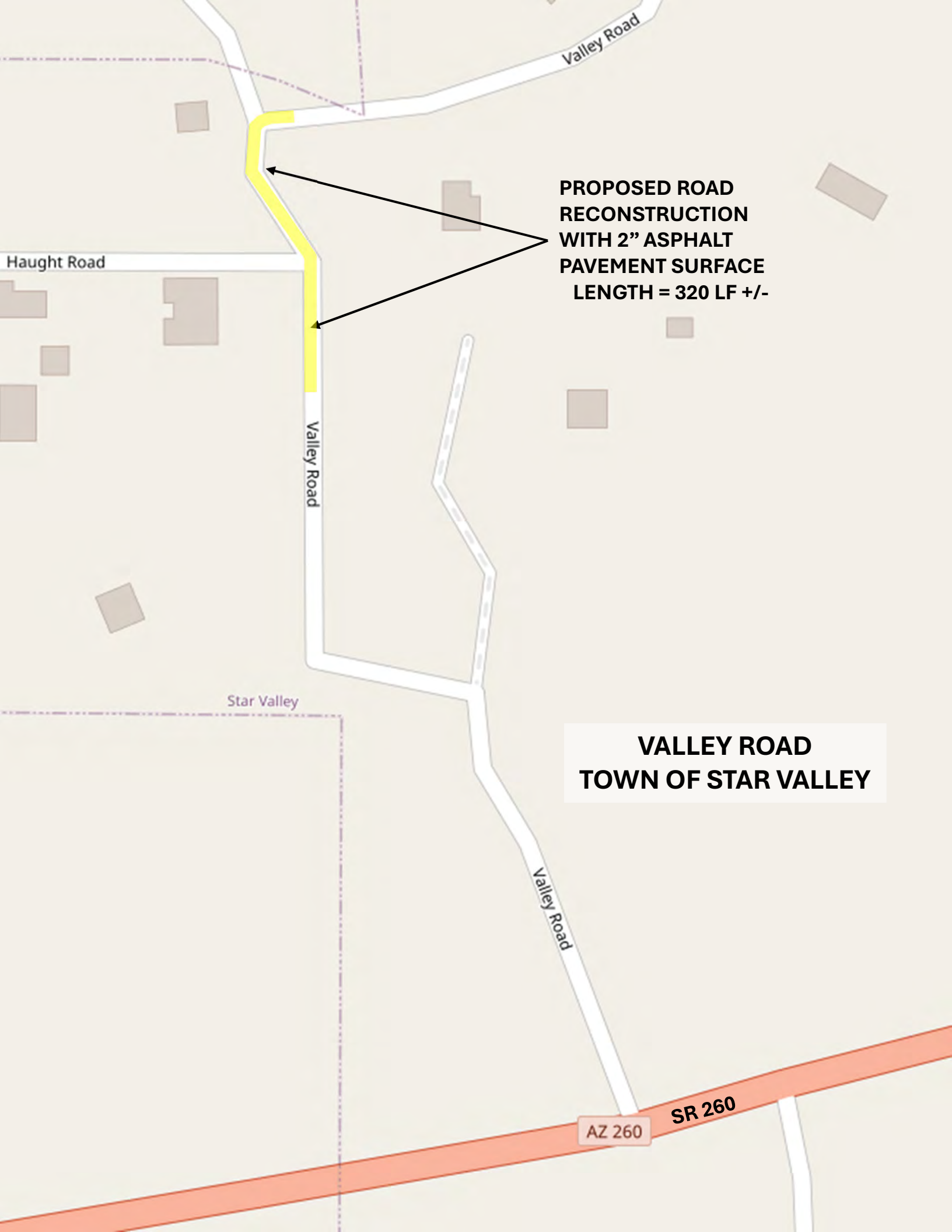
HIGHLINE DRIVE

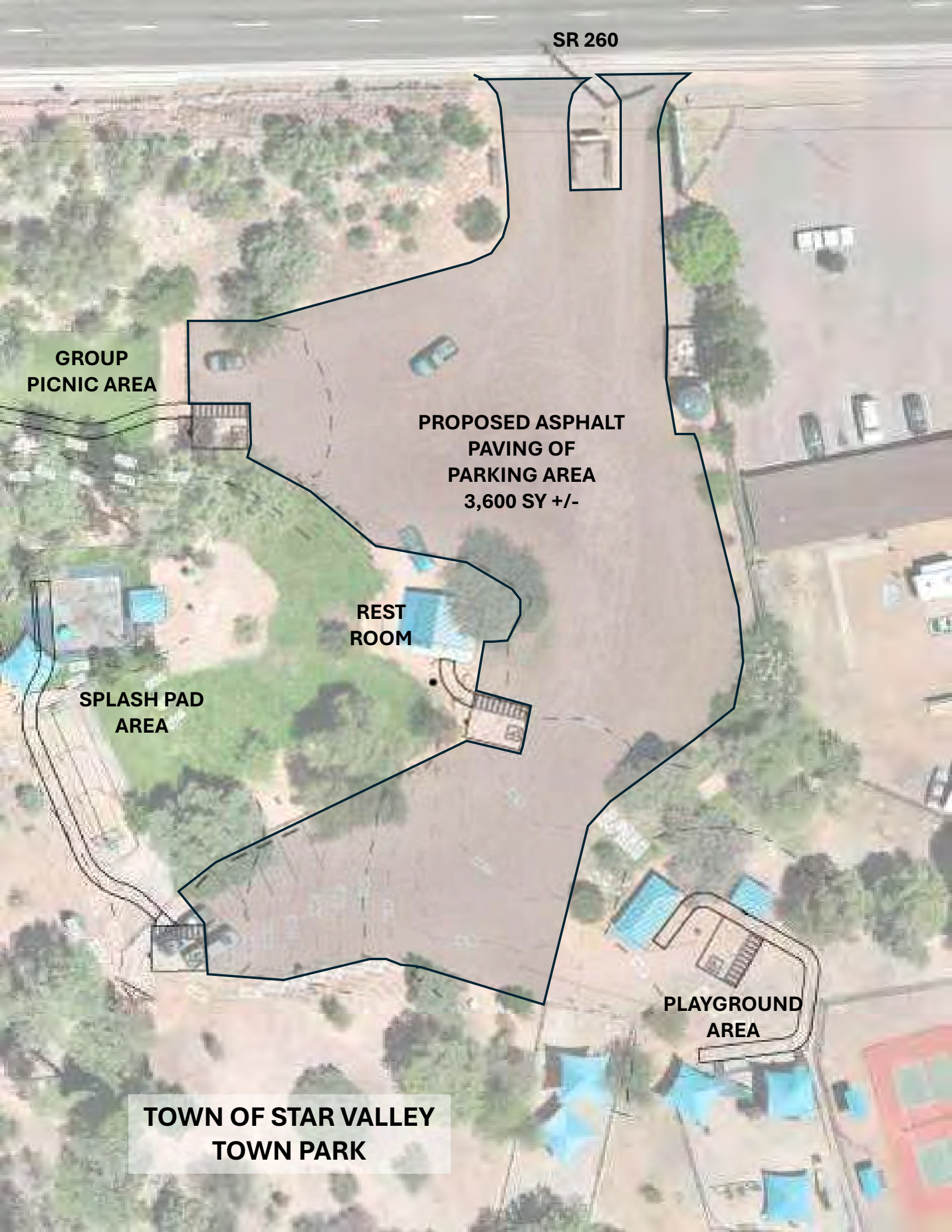


MOONLIGHT DRIVE

Map Source: @OpenSourceMaps




Valley Road
PROPOSED ROAD RECONSTRUCTION WITH 2” ASPHALT PAVEMENT SURFACE
LENGTH = 320 LF +/-
Haught Road
Valley Road
Star Valley
VALLEY ROAD
TOWN OF STAR VALLEY
Valley Road
AZ 260
SR 260


SR 260
GROUP
PICNIC AREA
PROPOSED ASPHALT
PAVING OF
PARKING AREA
3,600 SY +/-
REST
ROOM
SPLASH PAD
AREA
PLAYGROUND
AREA
TOWN OF STAR VALLEY
TOWN PARK

Town of Star Valley FY2027 Street Improvement Project Estimated Project Costs

INSTRUCTIONS: List all items necessary to develop and construct your project. The applicant is responsible for verifying all costs and their accuracy. Construction cost overruns will be the responsibility of the sponsoring agency.

Enter values into GREEN CELLS. The program will automatically calculate the Totals and Federal Share at 94.3%

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.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE 1 – SCOPING (15% Preliminary Design)						
SCOPING COSTS Costs cannot be applied toward the federal participation or local match						
SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) ***(Enter $0 in Unit Price column if none required)***	LS	1	$0.00	$0.00		
SCOPING DOCUMENT (Scoping Letter, Project Assessment or DCR)	LS	1	$0.00	$0.00		
ENVIRONMENTAL DETERMINATION (Including technical supporting documents)	LS	1	$0.00	$0.00		
HAZARDOUS MATERIALS ASSESSMENT Including heavy metals & asbestos (If an assessment is necessary, anticipate $1,500. ***Enter $0 in Unit Price column if none required)***	LS	1	$0.00	$0.00		
SUBTOTAL – PROJECT SCOPING COSTS				$ -	$0	$0
STAGES II, III, IV - DESIGN (30%, 60%, 95%-100% Design)						
DESIGN COSTS 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 (10%-20% of construction cost.) (Shall be refunded if project is not constructed)	LS	1	**$93,842.00**	**$93,842.00**		
GEOTECHNICAL INVESTIGATION (If a report is necessary, anticipate 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) ***Enter $0 in Unit Price column if none required.***	LS	1	$0.00	$0.00		
DRAINAGE REPORT (If a report is necessary, anticipate 5% of construction cost) ***Enter $0 in Unit Price column if none required)***	LS	1	$0.00	$0.00		
STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, 1% of construction cost) ***Enter $0 in Unit Price column if none required.***	LS	1	$0.00	$0.00		
SUBTOTAL – PROJECT DESIGN COSTS Federal Funds for design are calculated at 94.3% of the total design cost. If requesting less than 94.3% Federal Funds for design, enter new total or 0 in the Federal column.				**$ 93,842.00**	N/A	N/A

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE V – CONSTRUCTION						
SITE ACQUISITION & HARDSCAPE CONSTRUCTION						
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, 5% of constr. costs) ***Enter $0 in Unit Price column if area of disturbance is less than one acre.***	LS	1	$0.00	$0.00	$0.00	$0.00
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	$0.00	$0.00	$0.00	$0.00
DEMOLITION						
Sawcut	LF		$0.00	$0.00	$0.00	$0.00
Remove Cattle Guard	LS	**1**	**$20,000.00**	**$20,000.00**	$18,860.00	$1,140.00
Remove Fencing	LF		$0.00	$0.00	$0.00	$0.00
Remove Structural Concrete	SY		$0.00	$0.00	$0.00	$0.00
Remove Asphaltic Concrete Pavement			$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; 5% of construction cost) ***Enter $0 in Unit Price column if none required.***	LS	1	$0.00	$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	$0.00
RETAINING WALL (Concrete; SF of face above the footing)	SFF		$0.00	$0.00	$0.00	$0.00
EARTHWORK						
Construct Shoulder	CY	**3,197**	**$20.00**	**$63,940.00**	$60,295.42	$3,644.58
Drainage Excavation			$0.00	$0.00	$0.00	$0.00
Structural Excavation			$0.00	$0.00	$0.00	$0.00
Structural Backfill			$0.00	$0.00	$0.00	$0.00
Borrow (In Place)			$0.00	$0.00	$0.00	$0.00
CURB & GUTTER	LF		$0.00	$0.00	$0.00	$0.00
Pulverize AC & Compact Base	SY	**782**	**$20.00**	**$15,640.00**	$0.00	$0.00
Prepare Base Course	SY	**3,600**	**$12.00**	**$43,200.00**	$0.00	$0.00
STREET PAVEMENT						
Concrete	SF			$0.00	$0.00	$0.00
Crack Sealing & Crack Filling	**LF**	**33,815**	**$5.00**	**$169,075.00**	$0.00	$0.00
Asphaltic Concrete Overlay	**SY**	**38,197**	**$35.00**	**$1,336,895.00**	$0.00	$0.00
Pavement Striping	**LF**	**15,920**	**$2.00**	**$31,840.00**	$0.00	$0.00
Install Car Park Bumper Blocks	**EA**	**75**	**$300.00**	**$22,500.00**	$0.00	$0.00
CROSSWALK ENHANCEMENT						
Concrete Pavers	SF			$0.00	$0.00	$0.00
Stamped Asphalt				$0.00	$0.00	$0.00
Stamped Concrete				$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

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
CULVERT INSTALLATION	LF			$0.00	$0.00	$0.00
Install Drainage Inlet	**EA**	**1**	**$7,000.00**	**$7,000.00**	$0.00	$0.00
Install 30" CMP Storm Drain	**LF**	**60**	**$200.00**	**$12,000.00**	$0.00	$0.00
Construct SW Detention Tank	**LF**	**120**	**$370.00**	**$44,400.00**	$0.00	$0.00
Construct Infiltration Dry Wells	**EA**	**2**	**$30,000.00**	**$60,000.00**	$0.00	$0.00
DITCH WORK						
Reshaping Ditches	LS			$0.00	$0.00	$0.00
Place RipRap	CY			$0.00	$0.00	$0.00
SUBTOTAL - SITE ACQUISITION & HARDSCAPE CONSTRUCTION				**$1,826,490.00**	N/A	N/A
LANDSCAPING & IRRIGATION ITEMS						
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
MULCH						
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			$0.00	$0.00	$0.00
TURF SOD	SY			$0.00	$0.00	$0.00
BOULDERS	Each			$0.00	$0.00	$0.00
IRRIGATION SYSTEM						
Drip	SF			$0.00	$0.00	$0.00
Turf				$0.00	$0.00	$0.00
SLEEVING FOR IRRIGATION SYSTEM						
Directional Bore	LF			$0.00	$0.00	$0.00
Cut and Patch				$0.00	$0.00	$0.00
LANDSCAPE HEADER CURB	LF			$0.00	$0.00	$0.00
LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping)	LS			$0.00	$0.00	$0.00
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS				$ -	$0	$0
SITE FURNISHINGS						
BENCHES	Each			$0.00	$0.00	$0.00
SEATWALLS	LF			$0.00	$0.00	$0.00
BIKE RACKS	Each			$0.00	$0.00	$0.00
TRASH RECEPTACLES	Each			$0.00	$0.00	$0.00
DRINKING FOUNTAINS	Each			$0.00	$0.00	$0.00
SIGNAGE (Standard Traffic Control)	Each			$0.00	$0.00	$0.00
TREE GRATES	Each			$0.00	$0.00	$0.00
SUBTOTAL – SITE FURNISHINGS				$ -	$0	$0

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
OTHER CONSTRUCTION ITEMS (List line items)						
Concrete Paving of Swale	**LF**	**450**	**$140.00**	**$63,000.00**	$0.00	$0.00
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				**$63,000.00**	N/A	N/A
MOBILIZATION AND ADMINISTRATION COSTS						
CONTRACTOR MOBILIZATION (10% of construction cost)	LS	1	**$213,276.00**	**$213,276.00**	$0.00	$0.00
TRAFFIC CONTROL (7.5% of construction cost)	LS	1	**$148,797.00**	**$148,797.00**	$0.00	$0.00
CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)	LS	1	**$0.00**	**$0.00**	$0.00	$0.00
CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	LS	1	**$94,474.00**	**$94,474.00**	$0.00	$0.00
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	**$175,953.00**	**$175,953.00**	$0.00	$0.00
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				**$632,500.00**	$0.00	$0.00
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				**$2,521,990.00**	N/A	N/A
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification Acceptance or Self-administration projects, change to $3,000)	LS	1	$0.00	**N/A**	NO ENTRY	
TOTAL PROJECT COST (All subtotals + ADOT review fee)				**$ 2,615,832**	NO ENTRY	

SUMMARY OF FEDERAL AND LOCAL FUNDS		
TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE, AND DESIGN COSTS IF REQUESTING FEDERAL FUNDS FOR DESIGN. Include design costs (Stages II thru IV) if federal funds are requested for design as shown under Design Costs in the federal column above.	**BOX A**	**$ 2,615,832**
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). Note: For local projects, the maximum federal funds that can be requested is $500,000 ($1,000,000 for state projects).	**BOX B**	**N/A**
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). Note: The maximum amount that should be shown on this line is $30,223 for local projects ($60,445 for state projects).	**BOX C**	**N/A**
TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH). Enter the amount in Box A in excess, if any, of $530,223 for local projects or $1,060,445 for state projects.	**BOX D**	**N/A**
TOTAL SPONSOR FUNDS (Sum of Box C and Box D).	**BOX E**	**N/A**

Town of Superior #1 Sunset

CAG's Rural Transportation Advocacy Council Priority Project List – FY27
APPLICATION

GENERAL PROJECT INFORMATION			
SPONSORING AGENCY:	Town of Superior	**DATE SUBMITTED:**	06/29/2025
CONTACT NAME:	Lana Clark	**TITLE:**	Engineer
EMAIL ADDRESS:	sclark@superioraz.gov	**PHONE #:**	520-689-5752

☐ **ROADWAY IMPROVEMENT**	Roadway Name:	Sunset Drive				
	Starting Location:	33.164530,-111.063408				
	Ending Location:	33.170096,-111.055454				
	Length (to the 0.1 of a mile):	0.76				
	# of Lanes (Before & After):	Before:	2	After:	2	
☐ **INTERSECTION IMPROVEMENT**	Roadway Name "A":	Panther Drive				
	Roadway Name "B":	US 79 HWY				
☐ **BRIDGE IMPROVEMENT**	☐ Restoration/Operational	Bridge Sufficiency Rating (LINK to ADOT NBI Table)				
	☐ Replacement	Structurally Deficient?	☐ Yes	☐ No		
	☐ Widening	Functionally Obsolete?	☐ Yes	☐ No		
☐ **OTHER**	Description of project type: (Attach a separate sheet if necessary)	1. Striping center line, stop line, stop text. 2. Striping Crosswalks, parking lanes, bicycle lanes				

FEDERAL FUNCTIONAL CLASSIFICATION (LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS):	**https://experience.arcgis.com/experience/e28f77ad6cfc4c14ae8cb20a0e944fc4/page/Page?org=azgeo#data_s=id%3AdataSource_1-18de88ea654-layer-18%3A23651**

AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT: (LINK: AADT COUNTS): https://experience.arcgis.com/experience/ce22fa902d9c444d8afe902580b6aeed/page/Page?org=azgeo#data_s=id%3AdataSource_3-196ca550ad3-layer-5%3A23434	1037	**DATE OF AADT COUNT:**	CY2023 ADOT

COST ESTIMATE & PROJECT PROGRAMMING

☒ **DESIGN**	FY Program Year:	FY 2027
	Funding Source Request:	☐ STBGP ☐ HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	☒ State legislature priority project list
	Total Cost Estimate:	
	Federal Share (STBGP or HURF Exchange):	
	Minimum Required Local Match (STBGP = 5.7%):	
	NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.	
☒ **CONSTRUCTION**	FY Program Year:	FY 2027
	Funding Source Request:	☐ STBGP ☐ HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	☒ State legislature priority project list
	Total Cost Estimate:	1,576,757.13
	Federal Share (STBGP or HURF Exchange):	1,549,094.13
	Minimum Required Local Match (STBGP = 5.7%):	27,663.0
	NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.	

*Please use the **"ADOT Cost Estimate Tool"** document for your estimate.*

Any application without the required attachment(s) will not be considered for funding.

PROJECT NEED

This section should clearly state why this project is one of the highest priorities within the CAG Region for which the use of the requested regional funds is the best option *(No more than one page long; Cambria size 10 font).*

PROJECT NEED:

This section should clearly state why this project is one of the highest priorities within the CAG Region, for which the use of the requested regional funds is the best option *(No more than one page long; Cambria size 10 font).*

PROJECT NEED: The Sunset Drive located on the south site of the town and downtown, connecting residential and local streets. The street is a Major street that holds up to 1300 traffic daily. Currently, the Street is in bad condition, has inadequate surface and old striping, and cracked and deplorable paving conditions. The completion of the project will provide enhanced pavement friction and treatment.

The last full-scale pavement evaluation for the Town was conducted for the 2008 Superior Small Area Transportation Study. Since this study, multiple roadways have been rehabilitated, and other collector and residential area streets have deteriorated for various reasons (i.e. lack of maintenance, drainage, weathering, usage of heavy -trucks, etc).
The 2017 Superior Pavement Assessment Study showed that 72.6% of streets within the Town were rated as "Poor" or lower at the time of the assessment. The same study showed that 40% of sidewalks were in poor condition, which needed immediate attention; as a result, system performance is reduced, leading to potentially adverse impacts on quality of life, mobility, travel time, freight movements, and emergency response times.

The Goals of the Town's transportation system are to improve the mobility of people and goods, protect the natural environment, support economic development, and sustain public support for transportation planning and funding efforts.
The town population is projected to increase from 2,906 in 2010 to 4,789 by 2040.
Employment is projected to increase from 602 in 2010 to 2,447 by 2040.

The Downtown is growing significantly. The Town supports and provides several events throughout the year, bringing up to 10,000 visitors or more during the event weekend. Moreover, regular weekends bring up to 3,000 visitors from the Arboretum. Downtown has had more businesses open within the last few years, which increases the traffic. The streets that are connected to the Downtown are heavily used during those events.

- ✓ The lack of local transit options makes it challenging for residents to get around Superior and connect to essential services outside of Superior without access to a motor vehicle.
- ✓ The Town is constantly developing design plans to correct the problems; the lack of funds doesn't allow the Town to resolve the issues as quickly as they wish.
- ✓ A comprehensive network of paved streets is needed to accommodate increasing travel demands resulting from the expected growth in population and employment.
- ✓ The street pavement rehabilitation projects would release the burden for the community not getting immediate help from police, ambulance, and fire, and would increase the mobility and safety of the public.
- ✓ Sidewalks and bicycle lanes are integral parts of a town's transportation system. The ability to efficiently and safely carry non-motorized travel within the Town is related directly to the conditions of the pedestrian and bicycle facilities.
- ✓ Additional parking spaces striping, bicycle lanes, pedestrian crosswalks, standard WC ramps, and improved sidewalk conditions would help regulate human traffic during business hours, weekends, and events.
- ✓ The reconstruction of these collector streets near the downtown area will provide multimodal facilities, such as crosswalks, improved sidewalks, and bicycle lanes.

PROJECT WORK DESCRIPTION

Provide a brief work description that describes the work to be performed, existing and/or proposed conditions, its benefits and overall cost estimate. *(No more than one page long; Cambria size 10 minimum font).* **Please ATTACH a Project Vicinity/Project Location Map on a separate page as part of the overall application.**

PROJECT NEED:

The paving and striping of Sunset Drive.
The length of the street is 00.76 miles; the width is 46 feet. The street requires milling/removing the existing 3" of asphalt and paving streets with New 3" rubberized asphalt.
All streets need striping, with parking spaces, bike lanes, and crosswalks.
The sidewalks are to be repaired at parts where concrete is moved or has cracks, with the installation of ADA ramps per standard codes and regulations.

Project Elements:

1. Sunset Drive: New 3-inch Asphalt/ 3" milling remove existing AC
2. Centerline and fog line striping
3. Crosswalk and stop bars striping
4. Bike lane striping
5. Parking spaces striping.

Engineering costs are In-Kind Match expenses to be provided by Town:

6. The Town of Superior will provide the design and Final As-Built construction plans.
7. Preparation of BID documents per the grant and Town of Superior bidding requirements.
8. Bid tabulation and certification.
9. Meetings & progress reports as required by the grant and Town of Superior.

ITEMS TO BE ADDRESSED

PROJECT INCLUSION IN PREVIOUS PLANS	Is the project included in previous plans?		☒ YES	☐ NO
	☒	Regional Transportation Plan (RTP)	☒	Pre-Scoping Studies
	☒	Road Safety Assessment (RSA)	☐	Comprehensive Economic Development Strategy (CEDS)
	☒	Capital Improvement Program (CIP)	☒	Local Comprehensive Plan / General Plan
	☒	Local Transportation Plan	☐	Other #1 Cooperative Agreement with Tonto National Forest
	☐	Other #2 _____	☐	Other #3 _____
COMMUNITY TRANSPORTATION BENEFITS	Does the project provide multi-modal improvements? **Yes or No and Why?**		No, this project is not focused on congestion reduction.	
	Does the project provide Community Investments and/or Economic Development benefits? **Yes or No and Why?**		Yes. Superior became a widely used tourist attraction. Approximately 3000 – 3,500 visitors visit the Arboretum and Superior Hiking trails, and the primary access for recreational activities, including hiking, biking, and sightseeing. Sunset Drive is located in the large residential area dividing the south part of the town into two large sections. Many cars, motorcycles, bicycles, and hikers use Sunset Drive.	
SAFETY COUNTERMEASURES *(For Potential Use of HSIP Funds)*	Can you provide crash data, including fatalities over the last five (5) years? **Yes or No?** ***(Cite Source of Crash Data)***		Yes. 2017-2023 ADOT crash data report.	
	Does the project primarily include any of the 44 safety countermeasures listed on the next page? FHWA safety countermeasures **Yes or No?**		Yes, safety edges could include reflective edge lines, rumble strips, or other measures.	

SAFETY COUNTERMEASURE	Y or N
1. “Stop Ahead” pavement markings	Y
2. “Vehicles Entering When Flashing” (VEWF) system (advance post mounted signs on major and loops on minor)	
3. 12-inch signal heads all faces all directions	
4. Actuated advance warning dilemma zone protection system	
5. 3-inch yellow retroreflective sheeting to signal backplates	
6. Advance street name signs	
7. All red clearance interval new or existing signals	
8. All-way stop control (with flashing beacons)	
9. All-way stop control (without flashing beacons)	
10. Composite shoulders (5 feet minimum) on rural two lane roads	
11. 3-lane roadways with center turn lane	
12. Flashing lights and sound signals at Railroad grade crossings	
13. Gates with signs at railroad at grade crossings	
14. Improve 2-lane roadway to 4-lane divided roadway	
15. Improvements that include reducing 11 feet lanes to 9 feet	
16. Install shoulder rumble strips	
17. Install centerline rumble strips	
18. Install wide edgelines (6-inch min)	
19. Install a traffic signal (engineering study demonstrates meeting MUTCD Warrant 7)	
20. Install dynamic signal warning flashers	
21. Install dynamic speed feedback sign at high speed crash curve site with identified speeding problems	
22. Install Intersection Conflict Warning Systems (ICWS) for 4-lane at 2-lane intersections	
23. Install ICWS for 2-lane at 2-lane intersections	
24. Install ICWS with a combination of overhead and advanced post mounted signs (various messages) and flashers	
25. Install ICWS with overhead signs (various messages) and flashers at the intersection on minor; loop on major	
26. Install ICWS with post mounted signs (various messages) and flashers in advance of the intersection on major; loop on major	
27. Modern roundabout where a signalized intersection exists	
28. Roundabout at a high-speed 3 or 4 leg rural intersection	
29. Modify zero or negative left-turn lane offset to create positive offset	
30. New left-turn lanes with positive offset	
31. Pavement friction (Microsurfacing, Open Graded Friction Course, High Friction Surfacing)	
32. Pedestrian Hybrid Beacon (PHB or HAWK)	
33. Position offset left-turn lanes on both major road approaches	
34. Protected only left-turn signal equipment	
35. Protected-permissive left-turn signal equipment	
36. Raised median	
37. Right-turn lane geometry with increased line of sight	
38. Rural 2-lane roads with TWLTL (Two-Way Left Turn Lanes)	
39. Urban 2-lane road with TWLTL	
40. Safety edge treatment on rural highways	
41. Single- or multi-lane roundabout at a 2-way stop-controlled intersection	
42. Single- or multi-lane roundabout at existing signalized intersection	
43. 2-way stop control at uncontrolled neighborhood intersections	
44. Wet-reflective pavement markings	

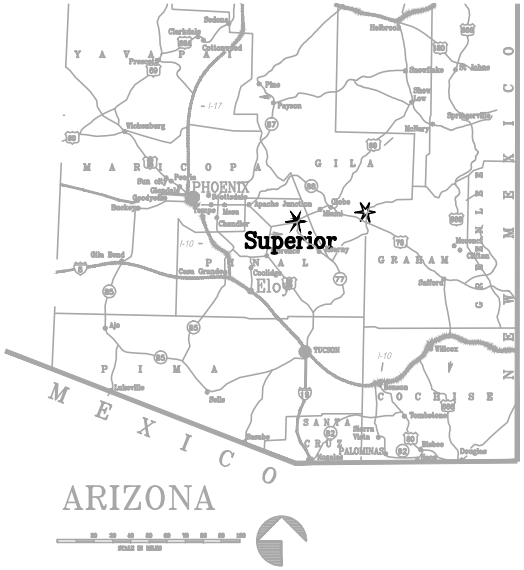
OTHER CONSIDERATIONS

(Provide Any Supplemental Supporting Documentation – Optional)

ENVIRONMENTAL	Are there any potential environmental impacts or challenges of the project that you can foresee? **Yes or No and Why?** *(e.g. endanger species, cultural assets, hazardous materials sites, 4Fs, Title VI populations, wet lands that would be affected, etc.)*	NO
RIGHT-OF-WAY (ROW)	Please describe any ROW items associated with this project. *(e.g. Will ROW be required? How much ROW? Is the State Land Department involved?)*	NO
DEVELOPMENT ACTIVITY	Is there any planned or ongoing development activity that could impact the proposed project? If Yes, please explain.	NO
UTILITIES	Will the project include/require any utility relocation(s) by the project sponsor? If Yes, please explain.	NO
DRAINAGE	Are there any drainage issues and/or proposed improvements associated with this project?	NO

LEVEL OF SERVICE (LOS):	Current:	D	After:	A

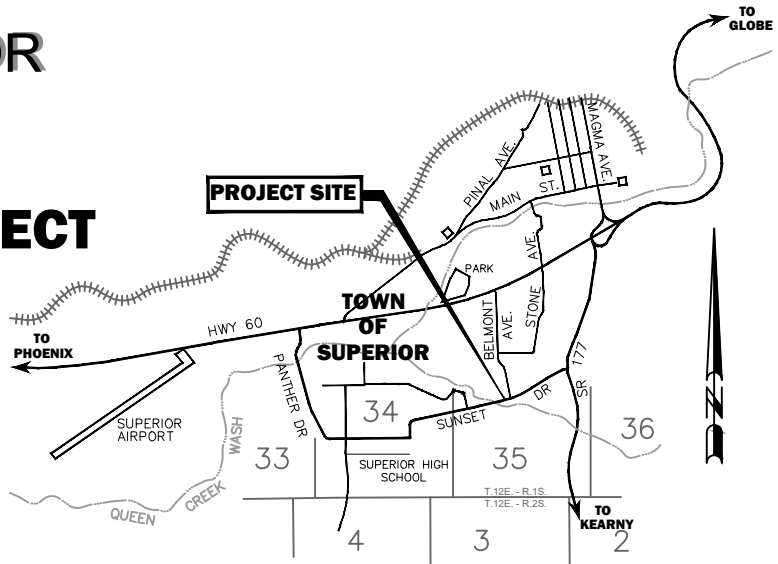
Level of Service "A" =	Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.
Level of Service "B" =	Stables traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from users.
Level of Service "C" =	Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of Service "D" =	High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.
Level of Service "E" =	Unstable flow at or near capacity levels with poor levels of comfort and convenience.
Level of Service "F" =	Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.



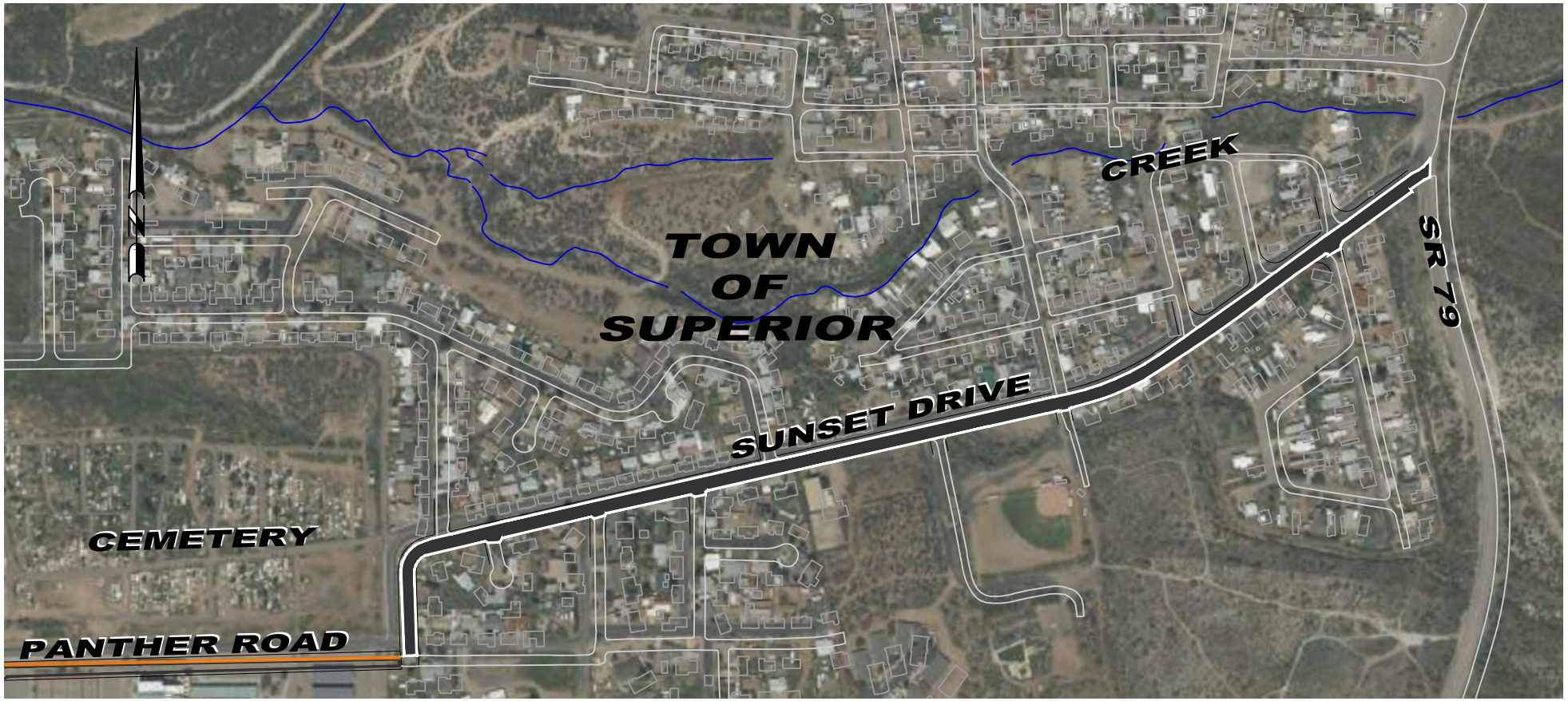
TOWN OF SUPERIOR

PINAL COUNTY, ARIZONA

SUNSET DRIVE IMPROVEMENT PROJECT



VICINITY MAP



LOCATION MAP

PRELIMINARY COST ESTIMATE

Price Proposal

Ellison-Mills Contracting LLC
3152 N. Lear Ave. Ste 2
Casa Grande, AZ 85222
(520) 876-4004

PROPOSAL TO:
Town of Superior
Attn: Lana Clark

DATE 20-Jun-25

FOR:
Mill and Fill for Sunset Drive and intersection
Panther and Sunset

ITEM NO	QUANTITY	UM	DESCRIPTION	UNIT PRICE	AMOUNT
1	1	LS	Mob/Demob	$ 57,776.46	$ 57,776.46
2	20053	SY	4" Mill and Fill	$ 50.62	$ 1,015,082.86
3	1	LS	Striping	$ 49,120.61	$ 49,120.61
4	1	LS	Traffic Control	$ 59,183.70	$ 59,183.70
5	1	LS	Adjustments	$ 63,724.03	$ 63,724.03
6	1	LS	Surveying/Testing	$ 17,258.59	$ 17,258.59
7	1	LS	Subgrade Prep	$ 190,840.22	$ 190,840.22
8	1	LS	Remove and Replace Existing bad soil	$ 123,770.66	$ 123,770.66
			Exclusions: **Assumption:**		
			All items will be field measured for final payment.		**1,576,757.13**

Questions concerning this PROPOSAL
Call: Mike Mills
(520) 251-1029

Please sign and return: X

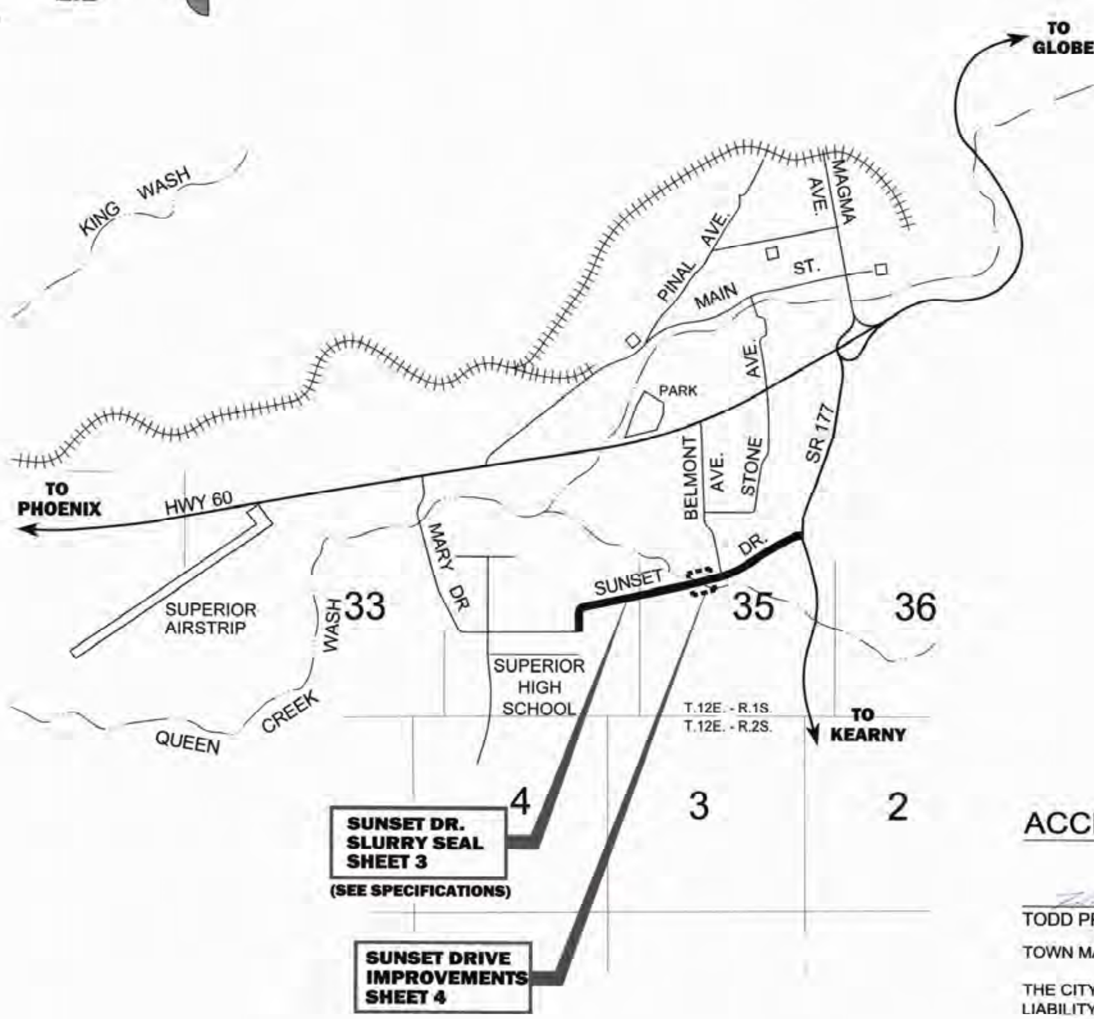
THANK YOU FOR YOUR BUSINESS!

RECORD DRAWING	SHEET	TOTAL SHEETS
	1	4

TOWN OF SUPERIOR

PINAL COUNTY, ARIZONA

SUNSET DRIVE
PAVEMENT MAINTENANCE AND IMPROVEMENTS



MAYOR
MILA BESICH LIRA

VICE MAYOR
MICHAEL ALONZO

COUNCIL MEMBERS
VANESSA NAVARRETTE
STEVE ESTATICO
BRUCE ARMITAGE
OLGA LOPEZ
GILBERT AGUILAR

TOWN MANAGER
TODD PRYOR

SHEET INDEX

ENGINEER:

WILLDAN
1440 E. MISSOURI AVE, STE. C170
PHOENIX, ARIZONA 85014
PHONE: 602-870-7600
FAX: 602-870-7601

OWNER:
TOWN OF SUPERIOR
199 LOBB AVENUE
SUPERIOR, AZ 85173
PHONE NO. (520) 689-5752
FAX: (520)-689-5822

ACCEPTANCE:

TODD PRYOR — Date 3/31/17
TOWN MANAGER

THE CITY APPROVES THESE DRAWINGS FOR CONCEPT ONLY AND ACCEPTS NO LIABILITY FOR ERRORS OR OMISSIONS

Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA811
Call 811 or click Arizona811.com

REVISIONS

REV. NO.	DESCRIPTION	BY	DATE

TOWN OF SUPERIOR
PINAL COUNTY, ARIZONA

SUNSET DRIVE PAVEMENT MAINTENANCE AND IMPROVEMENTS

	DATE:
JOB NO.: 106714-3000	
DESIGNED BY: DLD	March 2017
DRAWN BY: DLD	March 2017
CHECKED BY: SB	March 2017

WILLDAN Engineering

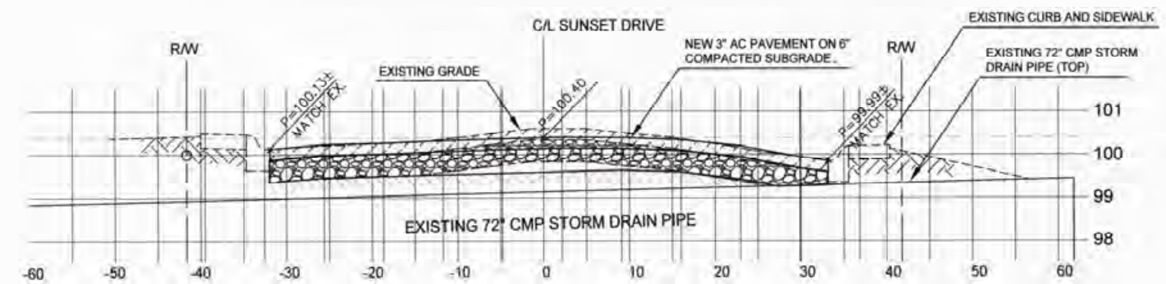
TITLE / INDEX SHEET — 1 OF 4 SHEETS

RECORD DRAWING	SHEET	TOTAL SHEETS
	2	4

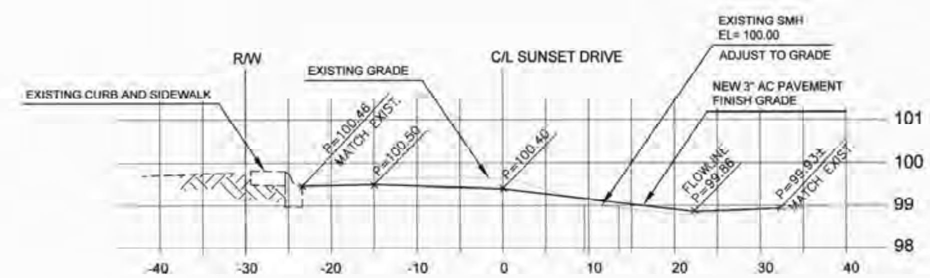
GENERAL NOTES

1. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH THE CURRENT VERSION OF UNIFORM STANDARDS SPECIFICATIONS AND DETAILS AS PUBLISHED BY THE MARICOPA ASSOCIATION OF GOVERNMENTS (M.A.G.) AND THESE PLANS, SPECIFICATIONS AND CONTRACT DOCUMENTS.
2. THE TOWN OF SUPERIOR, SHALL BE NOTIFIED TWENTY- FOUR (24) HOURS PRIOR TO ANY CONSTRUCTION WORK AT TELEPHONE (520) 689-5752.
3. ACCEPTANCE OF THE COMPLETED RIGHT-OF-WAY IMPROVEMENTS WILL NOT BE GIVEN UNTIL "AS-BUILT" PLANS HAVE BEEN SUBMITTED BY A REGISTERED PROFESSIONAL ENGINEER OR LAND SURVEYOR AND APPROVED BY THE ENGINEER.
4. EXACT POINT OF PAVEMENT MATCHING, TERMINATION AND/OR OVERLAY, IF NECESSARY, SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
5. ALL FRAMES, COVERS, VALVE BOXES AND MANHOLES SHALL BE ADJUSTED TO FINISHED GRADE PRIOR TO PAVING OPERATIONS OR RELATED CONSTRUCTION.
6. NO CONSTRUCTION SHALL START UNTIL CONFLICTING UNDERGROUND UTILITY CONSTRUCTION IS COMPLETED.
7. EXCAVATING CONTRACTOR MUST GIVE LOCATION FOR WASTING EXCESS EXCAVATION AND A LETTER FROM THE OWNER GIVING PERMISSION FOR DUMPING PRIOR TO STARTING ON-SITE CONSTRUCTION.
8. A THOROUGH ATTEMPT HAS BEEN MADE TO SHOW THE LOCATION OF ALL UNDERGROUND AND OVERHEAD OBSTRUCTIONS AND UTILITY LINES. THE ENGINEER AND/OR OWNER WILL NOT GUARANTEE ANY ELEVATIONS OR LOCATIONS OF EXISTING UNDERGROUND UTILITIES SHOWN ON THESE PLANS.
9. UTILITIES INTERFERING WITH CONSTRUCTION SHALL BE RESET OR RELOCATED BY THE UTILITY COMPANY CONCERNED UNLESS NOTED OTHERWISE.
10. CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING UTILITIES BEFORE BEGINNING THE WORK. CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER OF ANY DISCREPANCIES BETWEEN THE EXISTING UTILITY LOCATIONS, BOTH HORIZONTAL AND VERTICAL, AND THE PROPOSED WORK.
11. CONTRACTOR SHALL CALL THE BLUE STAKE CENTER (1-800-782-5348) A MINIMUM TWO WORKING DAYS BEFORE STARTING WORK FOR LOCATION OF ALL UNDERGROUND UTILITIES. THIS INCLUDES ALL GRADING WORK. CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL DAMAGE THAT MAY BE INCURRED TO THE UTILITIES AND BE LIABLE FOR ANY REPAIR COSTS INCLUDING ACCIDENTAL COSTS. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNER OF EACH VARIOUS UTILITY AND FACILITY WITH WHICH THERE ARE CONFLICTS WITH THE NEW CONSTRUCTION AND MAKING ALL NECESSARY ARRANGEMENTS WITH THE OWNER FOR RELOCATION OR ABANDONING THE UTILITY OR FACILITY AS REQUIRED BY ITS OWNER.
12. CONTRACTOR SHALL PROTECT EXISTING WATER AND IRRIGATION SERVICES FROM DAMAGE OR PROVIDE TEMPORARY SERVICE AND MAINTAIN THEM IN CONTINUOUS SERVICE DURING CONSTRUCTION OR RELOCATION.
13. CONTRACTOR SHALL VERIFY THE TYPE, SIZE, AND LOCATION OF EXISTING FACILITIES AT THE POINT OF CONNECTION WITH NEW FACILITIES AND PROVIDE THE ENGINEER WITH NO LESS THAN 48 HOURS NOTICE OF DISCREPANCIES REQUIRING MODIFICATION.
14. EXISTING IMPROVEMENTS (PAVING,CURB,GUTTER,SIDEWALK,FENCES,SHRUBS,ETC.) NOT SHOWN TO BE REMOVED BUT DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY CONTRACTOR TO THE OWNERS SATISFACTION AT NO ADDITIONAL COST TO THE OWNER.
15. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO VERIFY THE PRESENCE AND LOCATION OF ANY AND ALL EXISTING OVERHEAD AND/OR UNDER GROUND UTILITIES THAT MAY INTERFERE WITH THIS CONSTRUCTION. WHETHER OR NOT SAID UTILITIES ARE SHOWN ON THE CONSTRUCTION PLANS FOR THE PROJECT AND TO ADEQUATELY PROTECT AND MAINTAIN ANY SUCH UTILITIES.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING PROPER AND ADEQUATE ACCESS ROADS TO ALL PROPERTY AND BUSINESSES INSIDE AND THROUGHOUT THE PROJECT ALLOWING FOR INSPECTION AND OWNER ACCESSIBILITY. THIS INCLUDES GRADING, GRAVEL FILL, TRENCH PLATES AND DUST CONTROL.
17. CONTRACTOR SHALL BE RESPONSIBLE FOR DUST CONTROL RELATED TO PROJECT CONSTRUCTION AND SHALL TAKE WHATEVER MEANS NECESSARY TO CONTROL ANY DUST CONDITIONS THAT MAY ARISE DURING CONSTRUCTION INCLUDING AFTER WORK HOURS.
18. CONTRACTOR SHALL BE RESPONSIBLE FOR DAILY AND FINAL CLEAN-UP OPERATIONS OF ADJACENT, EXISTING ROADWAYS USED BY CONSTRUCTION TRAFFIC INCLUDING STREET SWEEPING, POWER BROOM AND WATER AS NEEDED. DISPOSAL OF ALL WASTE MATERIAL, AT AN APPROVED DISPOSAL SITE, WILL BE THE RESPONSIBILITY OF THE CONTRACTOR, SUBJECT TO THE APPROVAL OF THE TOWN.
19. ALL STRUCTURAL CONCRETE SHALL BE CLASS AA PER MAG STANDARD SPECIFICATION SEC 725.
20. WORK PERFORMED WITHOUT THE APPROVAL OF THE TOWN AND/OR ALL WORK AND MATERIALS NOT IN CONFORMANCE WITH THE PLANS AND SPECIFICATIONS IS SUBJECT TO REMOVAL AND REPLACEMENT AT THE CONTRACTORS EXPENSE.
21. THE CONTRACTOR SHALL GUARANTEE ALL WORK FOR A PERIOD OF ONE (1) YEAR FOR MATERIALS AND WORKMANSHIP. THIS (1) YEAR PERIOD WILL COMMENCE UPON THE DATE OF ISSUANCE OF FINAL PAYMENT.
22. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AT HIS EXPENSE.
23. THE CONTRACTOR WILL PROVIDE ALL THE CONSTRUCTION STAKING. NO CONTROL POINTS OR BENCH MARKS OTHER THAN THOSE SHOWN ON THE PLANS WILL BE PROVIDED.
24. THE CONTRACTOR SHALL KEEP SUITABLE EQUIPMENT ON HAND AT THE JOBSITE FOR MAINTENANCE OF DUST CONTROL, AND SHALL CONTROL DUST AS DIRECTED BY THE APPROPRIATE AGENCIES.
25. THE CONTRACTOR SHALL FURNISH ALL CONSTRUCTION STAKING AND MATERIAL TESTING AT HIS EXPENSE. MATERIAL TESTING FREQUENCY SHALL BE AS SPECIFIED BY THE CITY OF PHOENIX.
26. ALL CONSTRUCTION INSPECTIONS SHALL BE FURNISHED BY THE TOWN.
27. THE PLANS PREPARED FOR THIS PROJECT PRESENT A DESCRIPTION OF THE WORK TO BE ACCOMPLISHED. THE CONTRACTOR SHALL VISIT THE PROJECT SITE AND DETERMINE, FROM HIS OWN INSPECTION, THE CONDITIONS UNDER WHICH IT IS TO BE PERFORMED. THE CONTRACTOR, BY MAKING HIS BID, REPRESENTS THAT HE HAS VISITED THE SITE AND FAMILIARIZED HIMSELF WITH LOCAL CONDITIONS, THE TYPE OF WORK TO BE PERFORMED, EVALUATED THE DIFFICULTY OF PERFORMING THE REQUIRED TASKS, AND THE LABOR, EQUIPMENT AND MATERIALS THAT ARE REQUIRED TO PROVIDE A COMPLETE PROJECT.
28. ALL POTABLE WATER PIPE AND FITTINGS SHALL HAVE NFS-PW SEAL. ALL MATERIALS AND PRODUCTS USED IN DRINKING WATER SYSTEMS SHALL CONFORM TO ANSI/NSF STANDARD 61.
29. ALL BURIED PIPE SHALL HAVE A MINIMUM 12 GA. TRACER WIRE SECURED TO THE TOP OF THE PIPE.

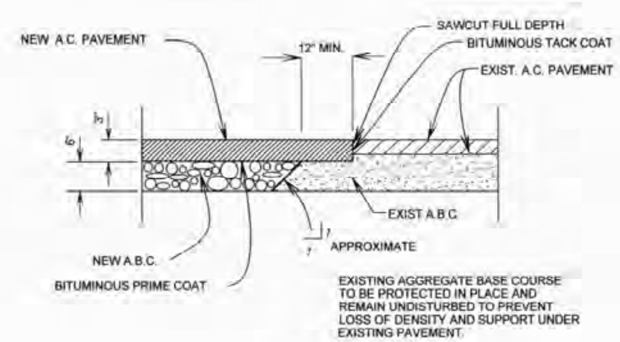
NOTE: REFERENCE TO THE "TOWN" SHALL MEAN TOWN OF SUPERIOR, ARIZONA.



SECTION A-A

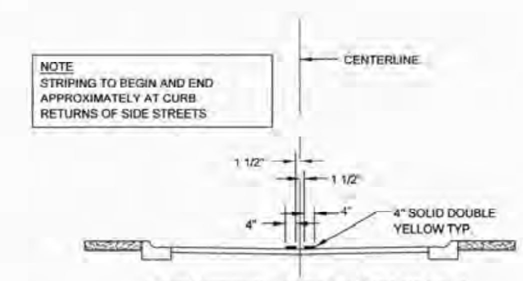


SECTION B-B



SAWCUT AND MATCH EXISTING PAVEMENT DETAIL

N.T.S.



CENTERLINE MARKINGS

REVISIONS			
REV. NO.	DESCRIPTION	BY	DATE

TOWN OF SUPERIOR
PINAL COUNTY, ARIZONA

SUNSET DRIVE PAVEMENT MAINTENANCE AND IMPROVEMENTS

JOB NO.: 106714-3000	DATE:
DESIGNED BY: DLD	March 2017
DRAWN BY: DLD	March 2017
CHECKED BY: SB	March 2017

EXPIRES 09-30-2017

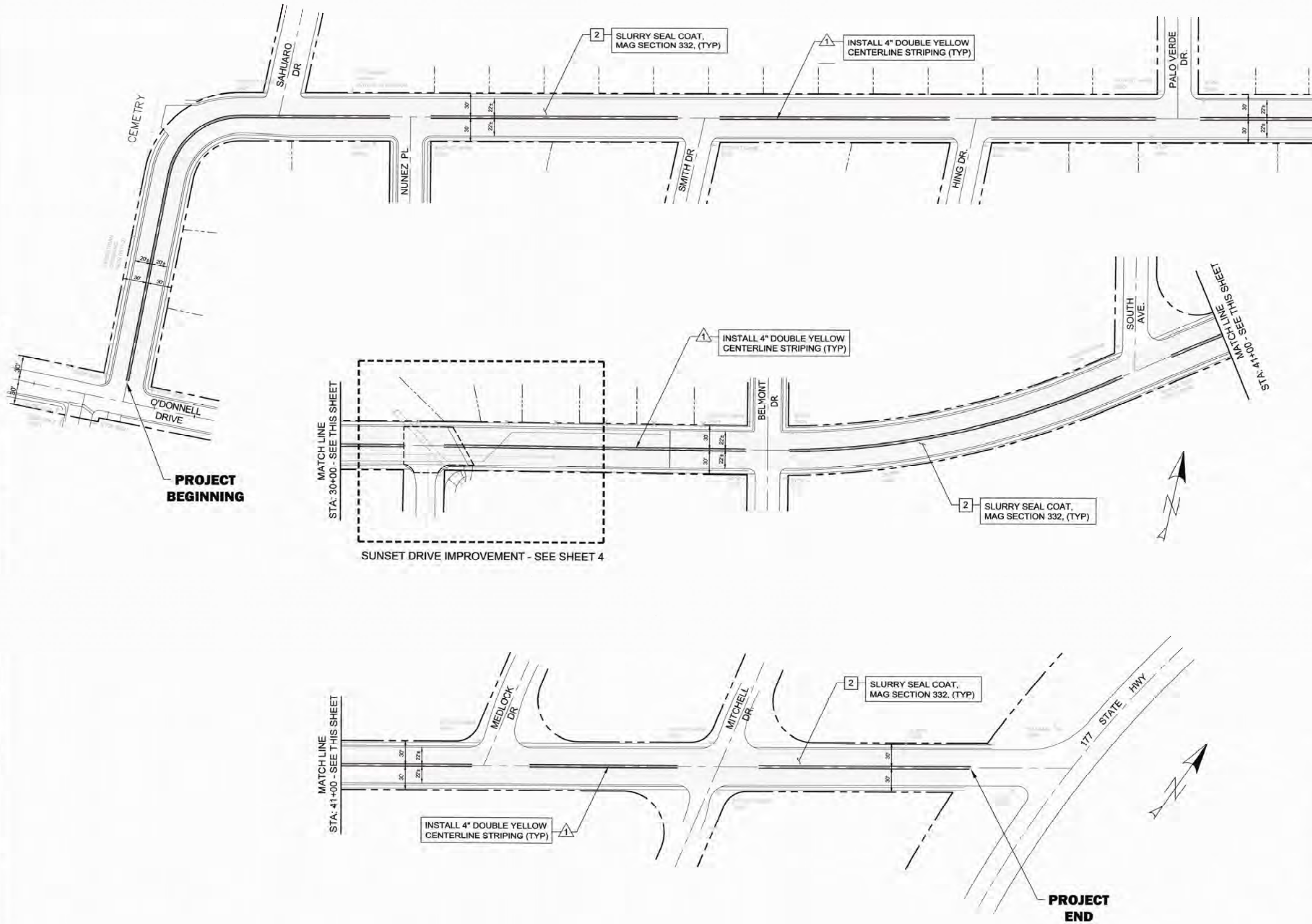
WILLDAN Engineering

Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA811
Call 811 or click Arizona811.com

GENERAL NOTES, SECTIONS AND DETAILS

2 OF 4 SHEETS

RECORD DRAWING	SHEET	TOTAL SHEETS
	3	4



REMOVALS

(1) SAWCUT, REMOVE AND DISPOSE EXISTING ASPHALT.

INSTALLATIONS

[1] INSTALL 3" A.C. ON PREPARED AND COMPACTED SUBGRADE.

[2] INSTALL ASPHALT EMULSION SLURRY SEAL COAT PER MAG SECTION 332.

[3] ADJUST EXISTING MANHOLE TO GRADE PER MAG STD. DETAIL 422.

STRIPING NOTES:

△1 INSTALL 4" DOUBLE YELLOW SOLID CENTERLINE STRIPING PER ADOT SECTION 708 AND DETAIL, SHEET 2.

60' 30' 0 60'

SCALE: 1"= 60'

REVISIONS

REV. NO.	DESCRIPTION	BY	DATE

TOWN OF SUPERIOR
PINAL COUNTY, ARIZONA

SUNSET DRIVE PAVEMENT MAINTENANCE AND IMPROVEMENTS

JOB NO.: 106714-3000	DATE:
DESIGNED BY: DLD	March 2017
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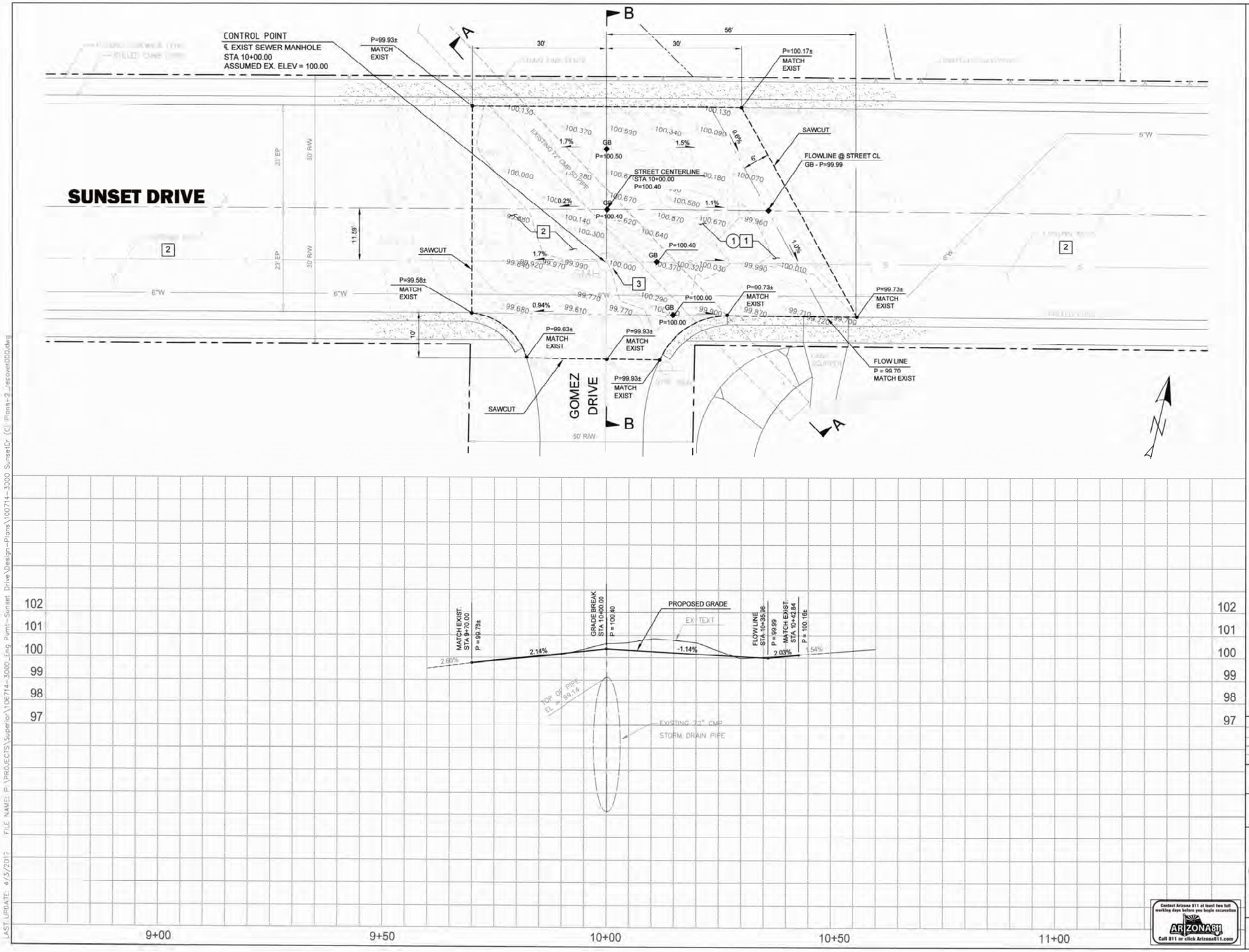
WILLDAN Engineering

Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA811
Call 811 or click Arizona811.com

PAVEMENT MAINTENANCE (SUNSET DRIVE)

3 OF 4 SHEETS

RECORD DRAWING	SHEET	TOTAL SHEETS
	4	4



REMOVALS

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INSTALLATIONS

[1] INSTALL 3" A.C. ON PREPARED AND COMPACTED SUBGRADE.

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[3] ADJUST EXISTING MANHOLE TO GRADE PER MAG STD. DETAIL 422.

10' 5' 0 10'
SCALE: 1"= 10'

REVISIONS			
REV. NO.	DESCRIPTION	BY	DATE

TOWN OF SUPERIOR
PINAL COUNTY, ARIZONA

SUNSET DRIVE PAVEMENT MAINTENANCE AND IMPROVEMENTS

JOB NO.: 106714-3000	DATE:
DESIGNED BY: DLD	March 2017
DRAWN BY: DLD	March 2017
CHECKED BY: SB	March 2017

EXPIRES 09-30-2017

WILLDAN Engineering
1440 E. MISSOURI AVENUE, SUITE C-110
PHOENIX, ARIZONA 85014 * (602) 870-7600

PAVEMENT IMPROVEMENTS (SUNSET DRIVE)

4 OF 4 SHEETS

Contact Arizona 811 at least two full working days before you begin excavation
ARIZONA811
Call 811 or click Arizona811.com

LAST UPDATE: 4/3/2017 FILE NAME: P:\PROJECTS\Superior\106714-3000_Eng Pumt-Sunset Drive\Design-Plans\106714-3000 SunsetDr (C) Plans-2_recover000.dwg

SUNSET DR. PHOTOS TAKEN ON 05/07/2025 AT 9.30 AM
IINTERSECTION OF SUNSET DR & PANTHER DR

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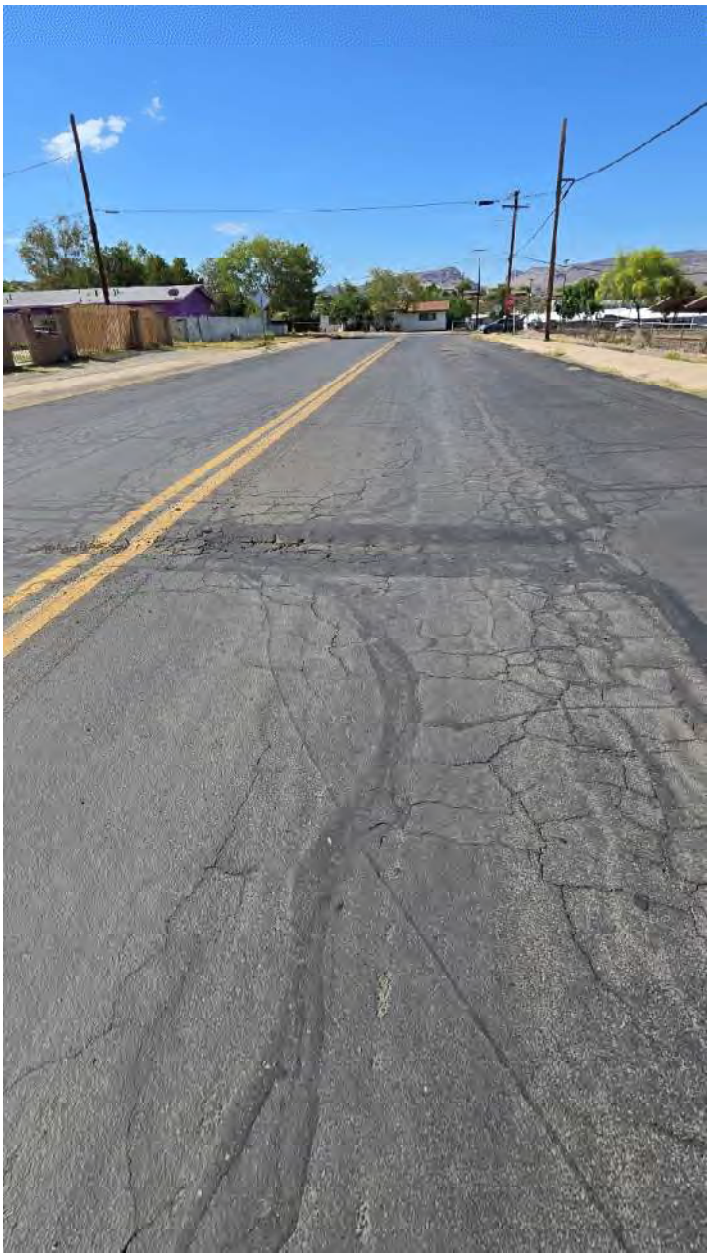


Milan

SUNSET DR

SUNSET DR

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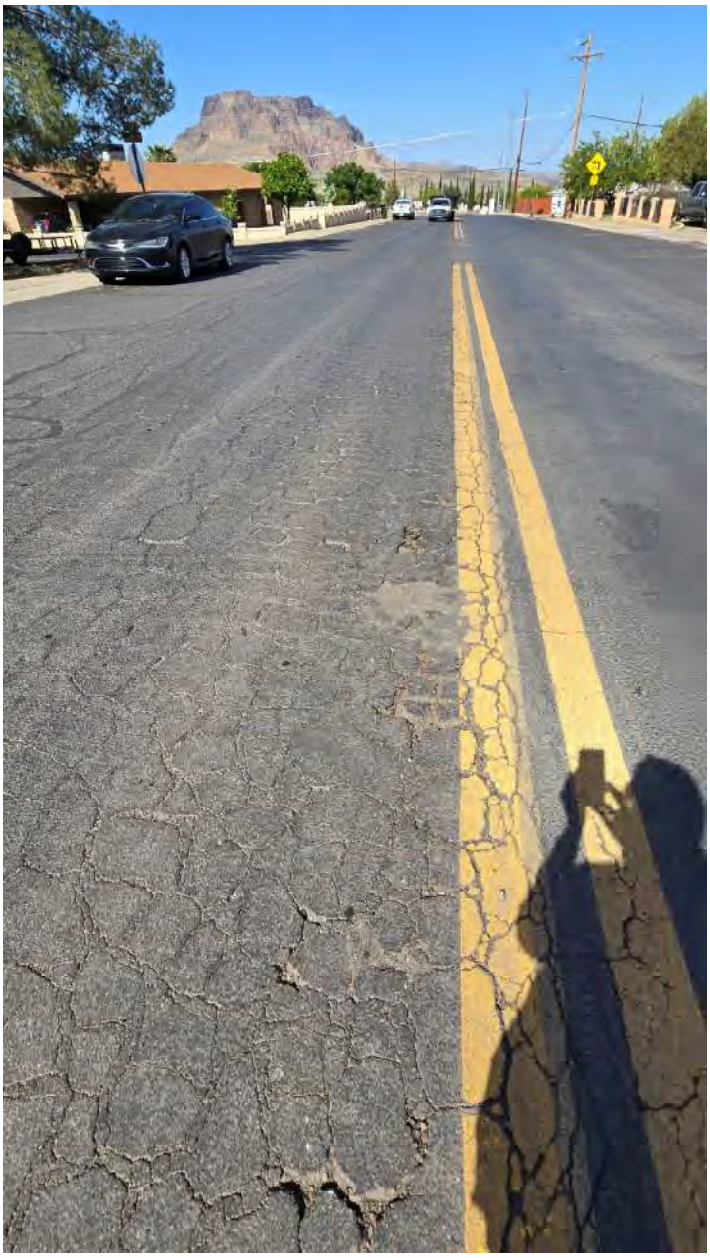
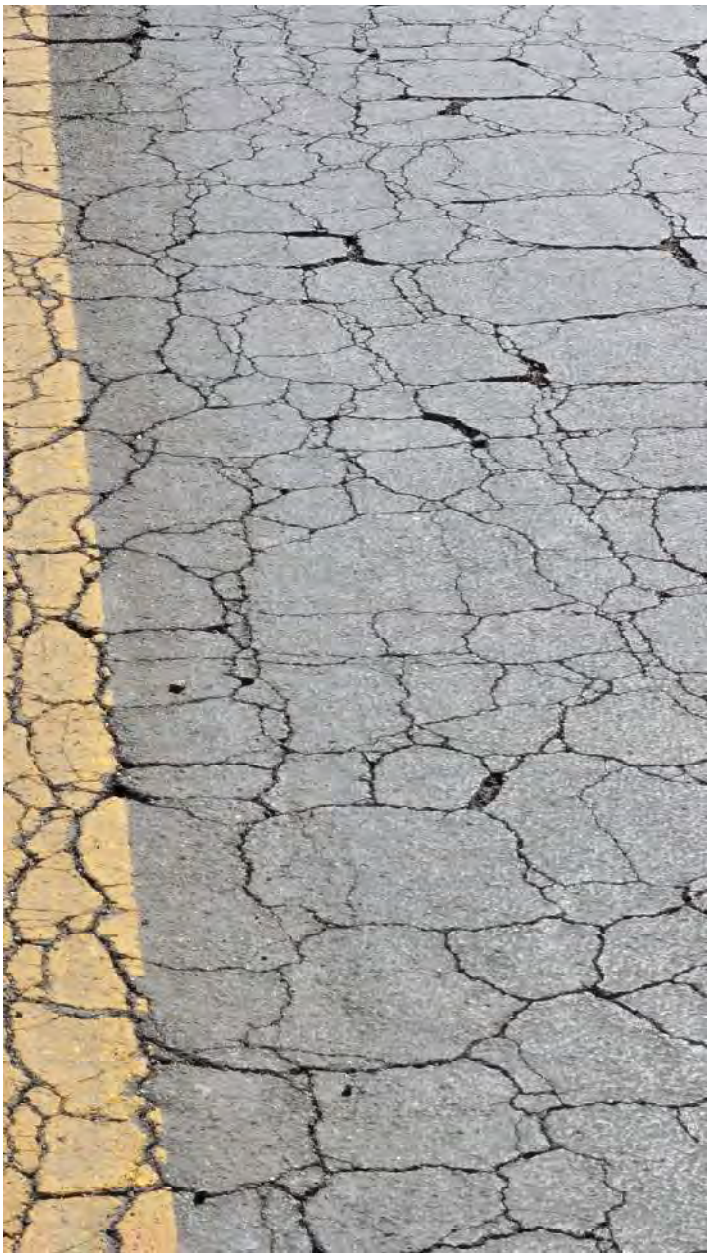


SUNSET DR

SUNSET DR



SUNSET DR

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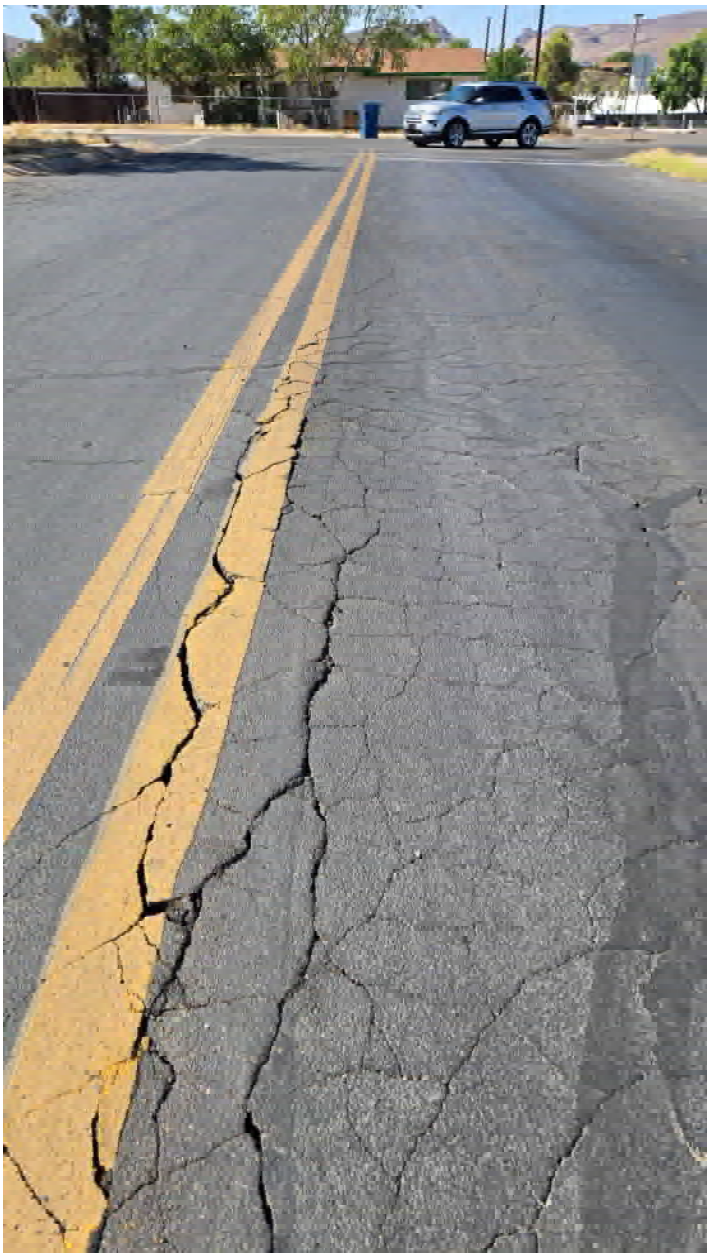


SUNSET DR

Town of Superior #2 Panther

CAG's Rural Transportation Advocacy Council Priority Project List – FY27
APPLICATION

GENERAL PROJECT INFORMATION					
SPONSORING AGENCY:	Town of Superior		**DATE SUBMITTED:**	06/29/2025	
CONTACT NAME:	Lana Clark		**TITLE:**	Engineer	
EMAIL ADDRESS:	sclark@superioraz.gov		**PHONE #:**	520-689-5752	
☐ **ROADWAY IMPROVEMENT**		Roadway Name:	Panther Drive		
		Starting Location:	33.170801,-111.070173		
		Ending Location:	33.165494,-111.064488		
		Length (to the 0.1 of a mile):	0.79		
		# of Lanes (Before & After):	Before: 2	After: 2	
☐ **INTERSECTION IMPROVEMENT**		Roadway Name "A":	US 60 HWY		
		Roadway Name "B":	Sunset Drive		
☐ **BRIDGE IMPROVEMENT**	☐ Restoration/Operational		Bridge Sufficiency Rating (LINK to ADOT NBI Table)		
	☐ Replacement		Structurally Deficient?	☐ Yes	☐ No
	☐ Widening		Functionally Obsolete?	☐ Yes	☐ No
☐ **OTHER**		Description of project type: (Attach a separate sheet if necessary)	1. Striping center line, stop line, stop text. 2. Striping Crosswalks.		
FEDERAL FUNCTIONAL CLASSIFICATION (LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS):			**https://arcg.is/vmPvb2**		
AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT: (LINK: AADT COUNTS): https://arcg.is/1HjzmO0		1283	**DATE OF AADT COUNT:**	CY2023 ADOT	

COST ESTIMATE & PROJECT PROGRAMMING

☒ **DESIGN**	FY Program Year:	FY 2027
	Funding Source Request:	☐ STBGP ☐ HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	☒ State legislature priority project list
	Total Cost Estimate:	
	Federal Share (STBGP or HURF Exchange):	
	Minimum Required Local Match (STBGP = 5.7%):	
	NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.	
☒ **CONSTRUCTION**	FY Program Year:	FY 2027
	Funding Source Request:	☐ STBGP ☐ HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	☒ State legislature priority project list
	Total Cost Estimate:	1,674,623.00
	Federal Share (STBGP or HURF Exchange):	1,632,757.00
	Minimum Required Local Match (STBGP = 5.7%):	41,866.00
	NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.	

*Please use the **"ADOT Cost Estimate Tool"** document for your estimate.*

Any application without the required attachment(s) will not be considered for funding.

PROJECT NEED

This section should clearly state why this project is one of the highest priorities within the CAG Region for which the use of the requested regional funds is the best option *(No more than one page long; Cambria size 10 font).*

PROJECT NEED:

This section should clearly state why this project is one of the highest priorities within the CAG Region, for which the use of the requested regional funds is the best option *(No more than one page long; Cambria size 10 font).*

PROJECT NEED: The Panther Drive located on the south site of the town and downtown, connecting residential and local streets. The street is a Major street that holds up to 1280 traffic daily. Currently, the Street is in bad condition, has inadequate surface and old striping, and cracked and deplorable paving conditions. The completion of the project will provide enhanced pavement friction and treatment. The recent construction of the bridge on Panther Drive caused an extra burden on the asphalt condition due to heavy equipment traffic, creating an alligator skin type of cracks on the entire length of the street.

The last full-scale pavement evaluation for the Town was conducted for the 2008 Superior Small Area Transportation Study. Since this study, multiple roadways have been rehabilitated, and other collector and residential area streets have deteriorated for various reasons (i.e. lack of maintenance, drainage, weathering, usage of heavy -trucks, etc).
The 2017 Superior Pavement Assessment Study showed that 72.6% of streets within the Town were rated as "Poor" or lower at the time of the assessment. The same study showed that 40% of sidewalks were in poor condition, which needed immediate attention; as a result, system performance is reduced, leading to potentially adverse impacts on quality of life, mobility, travel time, freight movements, and emergency response times.

The Goals of the Town's transportation system are to improve the mobility of people and goods, protect the natural environment, support economic development, and sustain public support for transportation planning and funding efforts.
The town population is projected to increase from 2,906 in 2010 to 4,789 by 2040.
Employment is projected to increase from 602 in 2010 to 2,447 by 2040.

The Downtown is growing significantly. The Town supports and provides several events throughout the year, bringing up to 10,000 visitors or more during the event weekend. Moreover, regular weekends bring up to 3,000 visitors from the Arboretum. Downtown has had more businesses open within the last few years, which increases the traffic. The streets that are connected to the Downtown are heavily used during those events.

- ✓ The lack of local transit options makes it challenging for residents to get around Superior and connect to essential services outside of Superior without access to a motor vehicle.
- ✓ The Town is constantly developing design plans to correct the problems; the lack of funds doesn't allow the Town to resolve the issues as quickly as they wish.
- ✓ A comprehensive network of paved streets is needed to accommodate increasing travel demands resulting from the expected growth in population and employment.
- ✓ The street pavement rehabilitation projects would release the burden for the community not getting immediate help from police, ambulance, and fire, and would increase the mobility and safety of the public.
- ✓ Sidewalks and bicycle lanes are integral parts of a town's transportation system. The ability to efficiently and safely carry non-motorized travel within the Town is related directly to the conditions of the pedestrian and bicycle facilities.
- ✓ Additional parking spaces striping, bicycle lanes, pedestrian crosswalks, standard WC ramps, and improved sidewalk conditions would help regulate human traffic during business hours, weekends, and events.
- ✓ The reconstruction of these collector streets near the downtown area will provide multimodal facilities, such as crosswalks, improved sidewalks, and bicycle lanes.

PROJECT WORK DESCRIPTION

Provide a brief work description that describes the work to be performed, existing and/or proposed conditions, its benefits and overall cost estimate. *(No more than one page long; Cambria size 10 minimum font).* **Please ATTACH a Project Vicinity/Project Location Map on a separate page as part of the overall application.**

PROJECT NEED:

The paving and striping of Sunset Drive.
The length of the street is 0.79 miles; the width is 46 feet. The street requires milling/removing the existing 3" of asphalt and paving streets with New 3" rubberized asphalt.
All streets need striping, and crosswalks.

Project Elements:

1. Panther Drive: New 3-inch Asphalt/ 3" milling, remove existing AC
2. Centerline and fog line striping
3. Crosswalk and stop bars striping

Engineering costs are In-Kind Match expenses to be provided by Town:

4. The Town of Superior has the design and Final As-Built construction plans prepared in 2017.
5. Preparation of BID documents per the grant and Town of Superior bidding requirements.
6. Bid tabulation and certification.
7. Meetings & progress reports as required by the grant and Town of Superior.

ITEMS TO BE ADDRESSED

PROJECT INCLUSION IN PREVIOUS PLANS	Is the project included in previous plans?		☒ YES	☐ NO
	☒	Regional Transportation Plan (RTP)	☒	Pre-Scoping Studies
	☒	Road Safety Assessment (RSA)	☐	Comprehensive Economic Development Strategy (CEDS)
	☒	Capital Improvement Program (CIP)	☒	Local Comprehensive Plan / General Plan
	☒	Local Transportation Plan	☐	Other #1 Cooperative Agreement with Tonto National Forest
	☐	Other #2 _____	☐	Other #3 _____
COMMUNITY TRANSPORTATION BENEFITS	Does the project provide multi-modal improvements? **Yes or No and Why?**		No, this project is not focused on congestion reduction.	
	Does the project provide Community Investments and/or Economic Development benefits? **Yes or No and Why?**		Yes. Superior became a widely used tourist attraction. Approximately 3000 – 3,500 visitors visit the Arboretum and Superior Hiking trails, and the primary access for recreational activities, including hiking, biking, and sightseeing. Sunset Drive is located in the large residential area dividing the south part of the town into two large sections. Many cars, motorcycles, bicycles, and hikers use Sunset Drive.	
SAFETY COUNTERMEASURES *(For Potential Use of HSIP Funds)*	Can you provide crash data, including fatalities over the last five (5) years? **Yes or No?** ***(Cite Source of Crash Data)***		Yes. 2017-2023 ADOT crash data report.	
	Does the project primarily include any of the 44 safety countermeasures listed on the next page? FHWA safety countermeasures **Yes or No?**		Yes, safety edges could include reflective edge lines, rumble strips, or other measures.	

SAFETY COUNTERMEASURE	Y or N
1. “Stop Ahead” pavement markings	Y
2. “Vehicles Entering When Flashing” (VEWF) system (advance post mounted signs on major and loops on minor)	
3. 12-inch signal heads all faces all directions	
4. Actuated advance warning dilemma zone protection system	
5. 3-inch yellow retroreflective sheeting to signal backplates	
6. Advance street name signs	
7. All red clearance interval new or existing signals	
8. All-way stop control (with flashing beacons)	
9. All-way stop control (without flashing beacons)	
10. Composite shoulders (5 feet minimum) on rural two lane roads	
11. 3-lane roadways with center turn lane	
12. Flashing lights and sound signals at Railroad grade crossings	
13. Gates with signs at railroad at grade crossings	
14. Improve 2-lane roadway to 4-lane divided roadway	
15. Improvements that include reducing 11 feet lanes to 9 feet	
16. Install shoulder rumble strips	
17. Install centerline rumble strips	
18. Install wide edgelines (6-inch min)	
19. Install a traffic signal (engineering study demonstrates meeting MUTCD Warrant 7)	
20. Install dynamic signal warning flashers	
21. Install dynamic speed feedback sign at high speed crash curve site with identified speeding problems	
22. Install Intersection Conflict Warning Systems (ICWS) for 4-lane at 2-lane intersections	
23. Install ICWS for 2-lane at 2-lane intersections	
24. Install ICWS with a combination of overhead and advanced post mounted signs (various messages) and flashers	
25. Install ICWS with overhead signs (various messages) and flashers at the intersection on minor; loop on major	
26. Install ICWS with post mounted signs (various messages) and flashers in advance of the intersection on major; loop on major	
27. Modern roundabout where a signalized intersection exists	
28. Roundabout at a high-speed 3 or 4 leg rural intersection	
29. Modify zero or negative left-turn lane offset to create positive offset	
30. New left-turn lanes with positive offset	
31. Pavement friction (Microsurfacing, Open Graded Friction Course, High Friction Surfacing)	
32. Pedestrian Hybrid Beacon (PHB or HAWK)	
33. Position offset left-turn lanes on both major road approaches	
34. Protected only left-turn signal equipment	
35. Protected-permissive left-turn signal equipment	
36. Raised median	
37. Right-turn lane geometry with increased line of sight	
38. Rural 2-lane roads with TWLTL (Two-Way Left Turn Lanes)	
39. Urban 2-lane road with TWLTL	
40. Safety edge treatment on rural highways	
41. Single- or multi-lane roundabout at a 2-way stop-controlled intersection	
42. Single- or multi-lane roundabout at existing signalized intersection	
43. 2-way stop control at uncontrolled neighborhood intersections	
44. Wet-reflective pavement markings	

OTHER CONSIDERATIONS

(Provide Any Supplemental Supporting Documentation – Optional)

ENVIRONMENTAL	Are there any potential environmental impacts or challenges of the project that you can foresee? **Yes or No and Why?** *(e.g. endanger species, cultural assets, hazardous materials sites, 4Fs, Title VI populations, wet lands that would be affected, etc.)*	NO
RIGHT-OF-WAY (ROW)	Please describe any ROW items associated with this project. *(e.g. Will ROW be required? How much ROW? Is the State Land Department involved?)*	NO
DEVELOPMENT ACTIVITY	Is there any planned or ongoing development activity that could impact the proposed project? If Yes, please explain.	NO
UTILITIES	Will the project include/require any utility relocation(s) by the project sponsor? If Yes, please explain.	NO
DRAINAGE	Are there any drainage issues and/or proposed improvements associated with this project?	NO

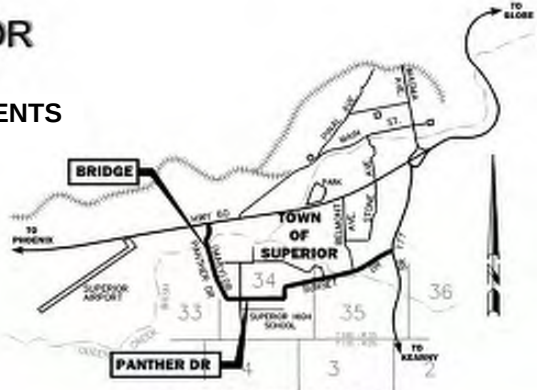
LEVEL OF SERVICE (LOS):	Current:	D	After:	A

Level of Service "A" =	Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.
Level of Service "B" =	Stables traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from users.
Level of Service "C" =	Restricted flow that remains stable but with significant interactions with others in the traffic stream. The general level of comfort and convenience declines noticeably at this level.
Level of Service "D" =	High-density flow in which speed and freedom to maneuver are severely restricted and comfort and convenience have declined even though flow remains stable.
Level of Service "E" =	Unstable flow at or near capacity levels with poor levels of comfort and convenience.
Level of Service "F" =	Forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. LOS F is characterized by stop-and-go waves, poor travel times, low comfort and convenience, and increased accident exposure.

TOWN OF SUPERIOR

PINAL COUNTY, ARIZONA

PANTHER DRIVE IMPROVEMENTS



VICINITY MAP

LOCATION MAP

Price Proposal

Ellison-Mills Contracting LLC
3152 N. Lear Ave. Ste 2
Casa Grande, AZ 85222
(520) 876-4004

PROPOSAL TO:
Town of Superior
Attn: Lana Clark

DATE 21-Jun-25

FOR:
Mill and Fill for Panther Drive

ITEM NO	QUANTITY	UM	DESCRIPTION	UNIT PRICE	AMOUNT
1	1	LS	Mob/Demob	$ 58,000.00	$ 58,000.00
2	20250	SY	4" Mill and Fill	$ 50.62	$ 1,025,055.0
3	1	LS	Striping	$ 56,160.00	$ 56,160.00
4	1	LS	Traffic Control	$ 59,200.00	$ 59,200.00
5	1	LS	Adjustments	$ 63,800.00	$ 63,800.00
6	1	LS	Surveying/Testing	$ 18,000.00	$ 18,000.00
7	1	LS	Subgrade Prep	$ 200,000.00	$ 200,000.00
8	1	LS	Remove and Replace Existing bad soil	$ 130,000.00	$ 130,000.00
			Exclusions: **Assumption:**		
			All items will be field measured for final payment.		**1,610,215.00**

Questions concerning this PROPOSAL
Call: Mike Mills
(520) 251-1029

Please sign and return: X

THANK YOU FOR YOUR BUSINESS!

TOWN OF SUPERIOR
ARIZONA
MARY DRIVE IMPROVEMENTS

(PANTHER DRIVE)

GENERAL NOTES

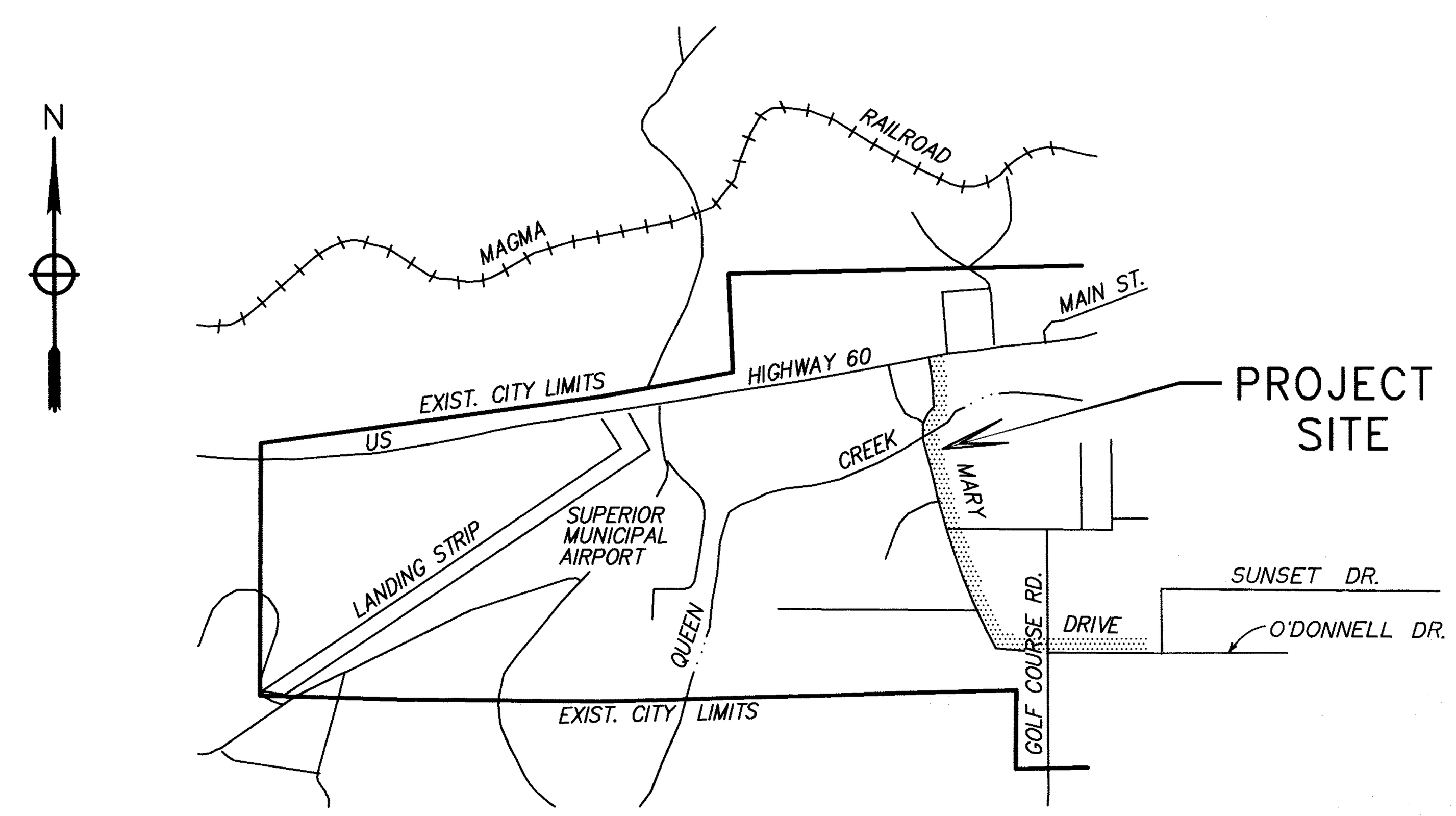
1. ALL CONSTRUCTION IN THE PUBLIC RIGHT-OF-WAY OR IN EASEMENTS GRANTED FOR PUBLIC USE MUST CONFORM TO THE LATEST MARICOPA ASSOCIATION OF GOVERNMENTS STANDARD DETAILS AND SPECIFICATIONS (M.A.G.).
2. THE TOWN OF SUPERIOR, SHALL BE NOTIFIED TWENTY-FOUR (24) HOURS PRIOR TO ANY CONSTRUCTION WORK AT TELEPHONE (602) 689-5752.
3. ACCEPTANCE OF THE COMPLETED RIGHT-OF-WAY IMPROVEMENTS WILL NOT BE GIVEN UNTIL "AS-BUILT" PLANS HAVE BEEN SUBMITTED BY A REGISTERED PROFESSIONAL ENGINEER OR LAND SURVEYOR AND APPROVED BY THE ENGINEER.
4. EXACT POINT OF PAVEMENT MATCHING, TERMINATION AND/OR OVERLAY, IF NECESSARY, SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
5. ALL FRAMES, COVERS, VALVE BOXES AND MANHOLES SHALL BE ADJUSTED TO FINISHED GRADE PRIOR TO PAVING OPERATIONS OR RELATED CONSTRUCTION.
6. NO CONSTRUCTION SHALL START UNTIL CONFLICTING UNDERGROUND UTILITY CONSTRUCTION IS COMPLETED.
7. EXCAVATING CONTRACTOR MUST GIVE LOCATION FOR WASTING EXCESS EXCAVATION AND A LETTER FROM THE OWNER GIVING PERMISSION FOR DUMPING PRIOR TO STARTING ON-SITE CONSTRUCTION.
8. THE CONTRACTOR WILL PROVIDE ALL THE CONSTRUCTION STAKING. NO CONTROL POINTS OR BENCH MARKS OTHER THAN THOSE SHOWN ON THE PLANS WILL BE PROVIDED.
9. THE CONTRACTOR SHALL KEEP SUITABLE EQUIPMENT ON HAND AT THE JOBSITE FOR MAINTENANCE OF DUST CONTROL, AND SHALL CONTROL DUST AS DIRECTED BY THE APPROPRIATE AGENCIES.
10. IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO VERIFY THE PRESENCE AND LOCATION OF ANY AND ALL EXISTING OVERHEAD AND/OR UNDER GROUND UTILITIES THAT MAY INTERFERE WITH THIS CONSTRUCTION. WHETHER OR NOT SAID UTILITIES ARE SHOWN ON THE CONSTRUCTION PLANS FOR THE PROJECT AND TO ADEQUATELY PROTECT AND MAINTAIN ANY SUCH UTILITIES.

BASIS OF BEARING

LINE RUNNING ALONG EAST RIGHT-OF-WAY LINE OF GOLF COURSE ROAD FROM EAST 1/4 CORNER OF SECTION 9 MARKED BY A MARKED STONE BEARING N.0°27'27"E. A DISTANCE OF 5,269.77' TO A HEXAGONAL BAR 2.5' BELOW GROUND AT THE EAST 1/4 CORNER OF SECTION 4, T-2-S, R-12-E.

BENCH MARK

(A.D.O.T. STA. 1814+40 21' RT.) "X" ON THE SOUTHEAST CORNER OF THE QUEEN CREEK BRIDGE ON US HIGHWAY 60 AT THE NORTHEAST CORNER OF BRIDGE CURB CAP. ELEV.=2715.59



VICINITY MAP
(N.T.S.)

SHEET INDEX

SHT. NO.	DESCRIPTION
1	COVER SHEET
2	DETAILS
3	PLAN AND PROFILE
4	PLAN AND PROFILE
5	PLAN AND PROFILE
6	PLAN AND PROFILE
7	PLAN AND PROFILE
8	PLAN AND PROFILE
9	PLAN AND PROFILE
10	PLAN AND PROFILE
11	PLAN AND PROFILE

APPROVALS

MAYOR TOWN OF SUPERIOR — DATE

SUPERIOR TOWN MANAGER — DATE

SUPERIOR PUBLIC WORKS DIRECTOR — DATE

21919
SUSANNA R. STRUBLE
Date Signed 9/18/94
ARIZONA, U.S.A.

AS-BUILT CERTIFICATION

I HEREBY CERTIFY THAT THE RECORD DRAWING INFORMATION SHOWN ON THESE PLANS WERE SUPPLIED BY THE CONTRACTOR AND ARE CORRECT TO THE BEST OF MY KNOWLEDE AND BELIEF.

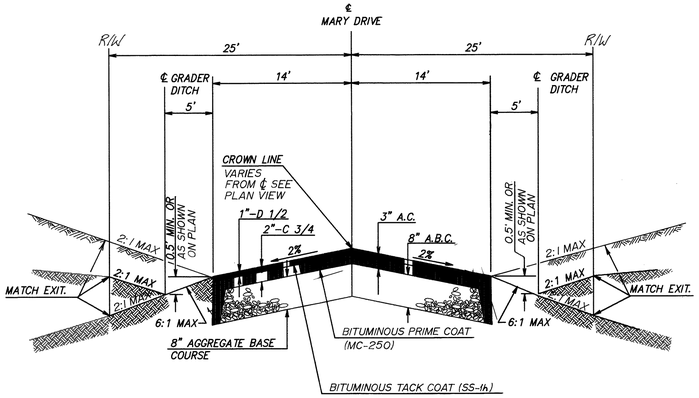
ENGINEER — DATE

WILLDAN ASSOCIATES
ENGINEERS · PLANNERS
1717 W. NORTHERN AVE. SUITE 112, PHOENIX, ARIZONA 85021
(602) 870-7600

TOWN OF SUPERIOR
MARY DRIVE
STREET IMPROVEMENTS
C.D.B.G. PROJECT 150-91

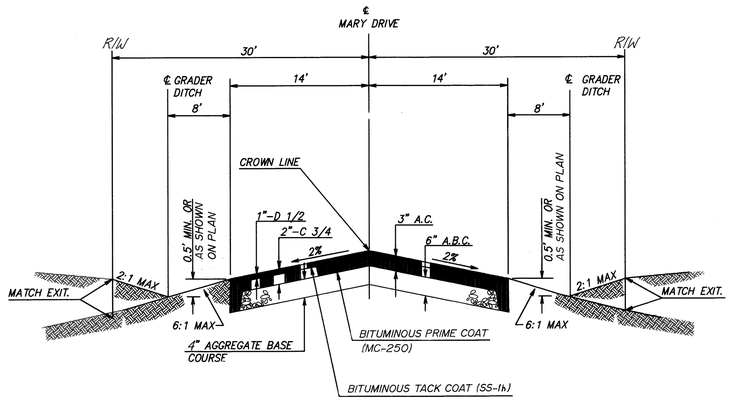
SCALE: NONE	DATE: 08-94
DESIGNED BY: K. RUNION	REVISION DATE:
DRAWN BY: R. SCHWARTZ	JOB NO.: 08796
CHECKED BY:	SHEET 1 of 11

DRAWING NAME 8796-1.DWG LAST UPDATE 8-17-94



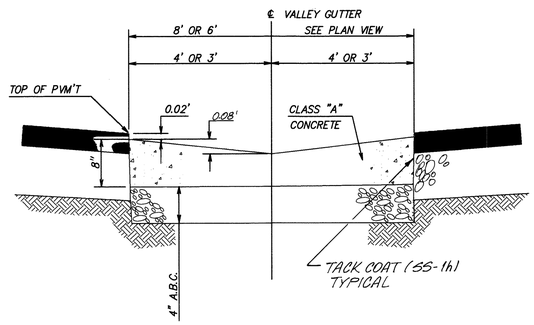
MARY DRIVE
TYPICAL SECTION "A"

STA. 1+20.00± TO STA. 7+44.00±
AND
STA. 8+70.00± TO STA. 30+44.91
N.T.S.



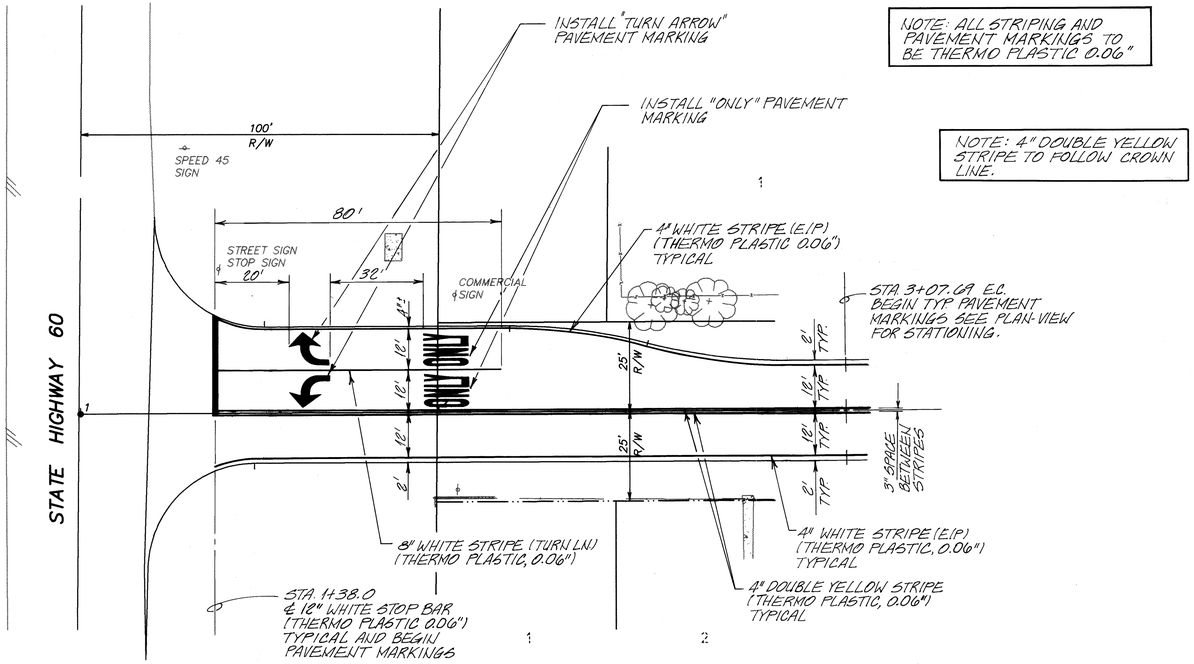
MARY DRIVE
TYPICAL SECTION "B"

STA. 30+50.91 TO STA. 43+55.00±
N.T.S.



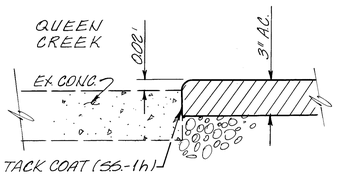
MODIFIED VALLEY GUTTER

M.A.G. STD. DETAIL 240



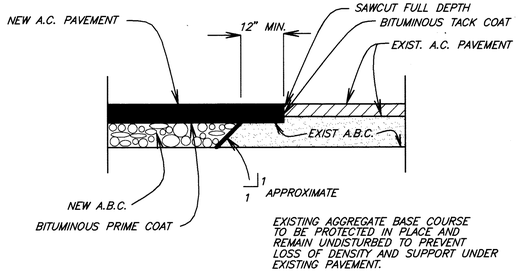
MARY DRIVE AT HIGHWAY 60 STRIPING DETAIL

N.T.S.



MATCH EXIST. CONCRETE CROSSING DETAIL

N.T.S.



SAWCUT & MATCH EXISTING PAVEMENT DETAIL

N.T.S.

LEGEND

A.B.C.	AGGREGATE BASE COURSE
A.C.	ASPHALTIC CONCRETE
C.P.	CONTROL POINT
℄	CENTER LINE
℄ OR F.L.	FLOW LINE
R/W	RIGHT OF WAY
(T.C.=72.98)	EXIST. TOP OF CURB ELEVATION
T.C.=72.98	NEW TOP OF CURB ELEVATION
(G.=72.98)	EXIST. GUTTER ELEVATION
G.=72.98	NEW GUTTER ELEVATION
(E.P.=72.98)	EXIST. EDGE PVMT. ELEVATION
E.P.=72.98	NEW EDGE PVMT. ELEVATION
(P=72.98)	EXIST. PVMT. ELEVATION
P=72.98	NEW PVMT. ELEVATION
(N.G.=72.98)	EXIST. NATURAL GROUND ELEVATION
V.G.	VALLEY GUTTER
B.C	BEGIN CURVE
E.C.	END CURVE
B.C.R.	BEGIN CURVE RETURN
E.C.R.	END CURVE RETURN
B.V.C.	BEGIN VERTICAL CURVE
E.V.C.	END VERTICAL CURVE
P.I.	POINT OF INTERSECT
V.C.	VERTICAL CURVE
P.R.C.	POINT OF REVERSE CURVE
R.O.W.	RIGHT OF WAY
STA.	STATION
EX.	EXISTING
S.M.H.	SEWER MAN HOLE
S.C.O.	SEWER CLEAN OUT
P.P.	POWER POLE
—W—	EXIST. WATER LINE
—S—	EXIST. SEWER LINE
—G—	EXIST. GAS LINE
—O.H.E.—	EXIST. WATER LINE
/// ///	EXIST. EDGE PAVEMENT
WM	EXIST. WATER METER
WV	EXIST. WATER VALVE
GM	EXIST. GAS METER
GV	EXIXT. GAS VALVE
LP	EXIST. LIGHT POLE

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TOWN OF SUPERIOR
MARY DRIVE
STREET IMPROVEMENTS
C.D.B.G. PROJECT 150-91

SCALE: NONE	DATE: 8-94
DESIGNED BY: K. RUNION	REVISION DATE:
DRAWN BY: R. SCHWARTZ	JOB NO.: 08796
CHECKED BY:	SHEET 2 of 11

DRAWING NAME 8796-02.DWG LAST UPDATE 8-12-94

CURVE DATA					
NO.	DELTA	RADIUS	TANGENT	LENGTH	
1	91°45'00"	30.00'	29.1'	40.21'	E/P
2	91°53'53"	30.00'	29.02'	40.13'	E/P
3	14°50'08"	150.00'	19.53'	38.84'	E/P
4	14°50'07"	150.00'	19.53'	38.84'	E/P
5	90°00'00"	25.00'	25.00'	39.27'	E/P
6	50°09'00"	51.29'	24.00'	44.89'	℄

CONSTRUCTION NOTES

(A) CONSTRUCT 3" ASPHALTIC CONCRETE PAVING ON 8" AGGREGATE BASE COURSE PER. TYP. SECT. "A" ON SHEET 2.

(B) CONSTRUCT CONCRETE VALLEY GUTTER PER. M.A.G. STD. DETAIL 240.

(C) CONSTRUCT PAVEMENT SECTION AT TERMINATION PER. M.A.G. STD. DET. 201 TYPE "A"

(D) INSTALL BRASS CAP PER. M.A.G. STD. DETAIL 120-1 TYPE "B".

(I) ADJUST EXIST. SEWER M.H. TO FINISH GRADE PER. M.A.G. STD. DET. 420 AND 422.

(J) ADJUST EXISTING VALVE BOX TO FINISH GRADE PER. M.A.G. STD. DET. 391-1 TYPE "A".

(L) ADJUST EXISTING SEWER CLEANOUT TO FINISH GRADE PER M.A.G. STD. DET. 391-1 TYPE "A".

(N) INSTALL SIGN POST PER M.A.G. STD. DET. 131 TYPE "A" WITH TYPE "B" BASE AND WI-4R REVERSE TURN SIGN AND R2-I 15 MPH SPEED LIMIT SIGN PER MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

REMOVALS

(1) REMOVE EXISTING ASPHALTIC PAVEMENT.

MISCELLANEOUS NOTES

(1) PROTECT IN PLACE

(3) MATCH EXISTING PAVEMENT PER. DETAIL ON SHEET 2.

SCALE 1" = 20'

VERT. SCALE: 1" = 2'

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TOWN OF SUPERIOR
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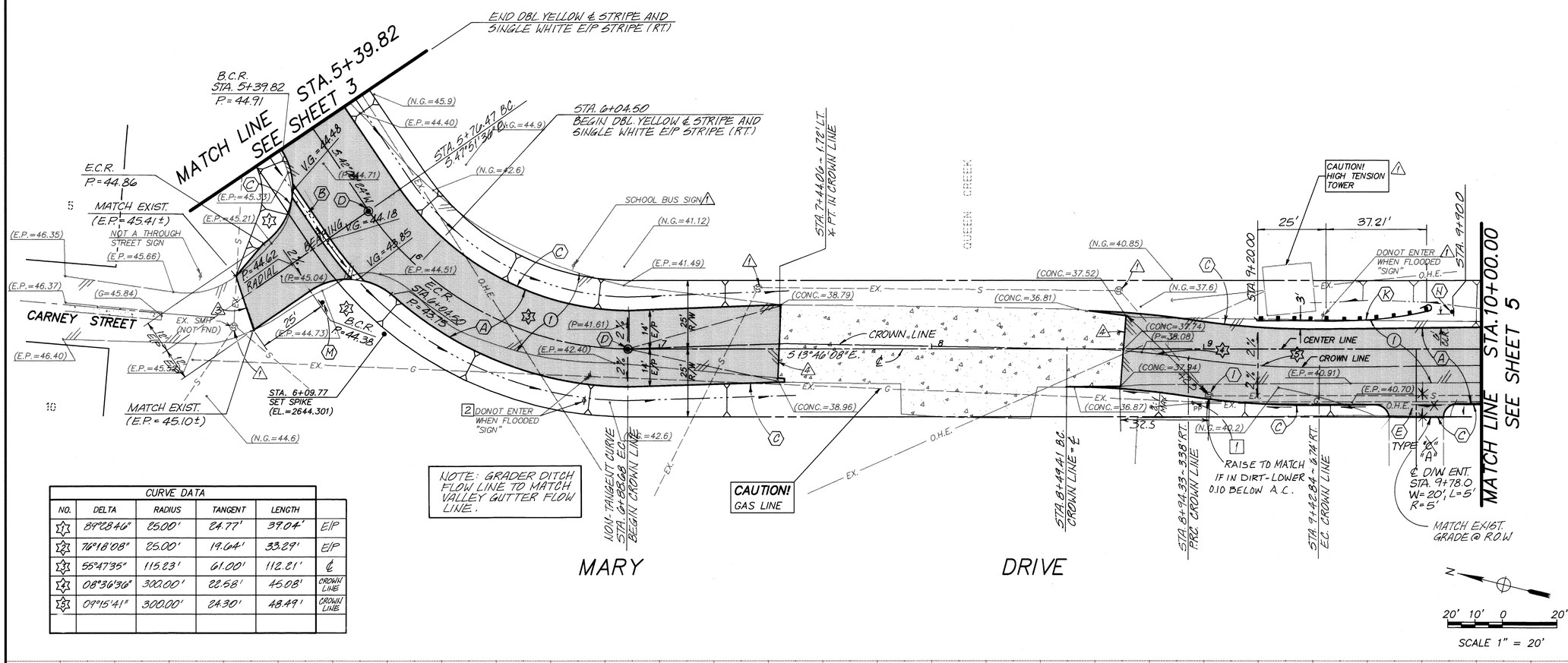
C.D.B.G. PROJECT 150-91

SCALE: 1" = 20'	DATE: 8-94
DESIGNED BY: K. RUNION	REVISION DATE:
DRAWN BY: R. SCHWARTZ	JOB NO.: 08796
CHECKED BY:	SHEET 3 of 11

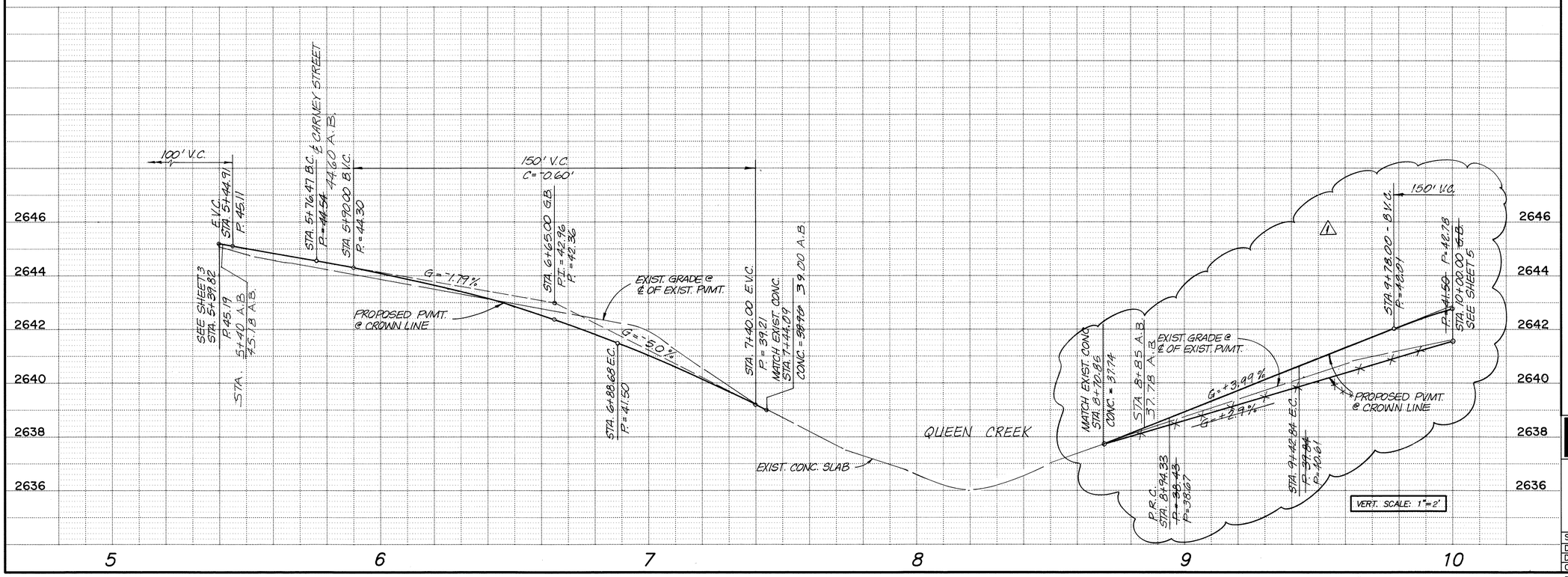
DRAWING NAME 8796-03.DWG LAST UPDATE 5-1-95

CALL TWO WORKING DAYS BEFORE YOU DIG 263-1100 1-800-STAKE-IT (OUTSIDE MARICOPA COUNTY)



CURVE DATA					
NO.	DELTA	RADIUS	TANGENT	LENGTH	
1	89°28'46"	25.00'	24.77'	39.04'	E/P
2	76°18'08"	25.00'	19.64'	33.29'	E/P
3	55°47'35"	115.23'	61.00'	112.21'	℄
4	08°36'36"	300.00'	22.58'	45.08'	CROWN LINE
5	09°15'41"	300.00'	24.30'	48.49'	CROWN LINE

NOTE: GRADER DITCH FLOW LINE TO MATCH VALLEY GUTTER FLOW LINE.



CONSTRUCTION NOTES

(A) CONSTRUCT 3" ASPHALTIC CONCRETE PAVING ON 8" AGGREGATE BASE COURSE PER. TYP. SECT. "A" ON SHEET 2.

(B) CONSTRUCT CONCRETE VALLEY GUTTER PER. M.A.G. STD. DETAIL 240.

(C) CONSTRUCT PAVEMENT SECTION AT TERMINATION PER. M.A.G. STD. DET. 201 TYPE "A"

(D) INSTALL BRASS CAP PER. M.A.G. STD. DETAIL 120-1 TYPE "B".

(E) CONSTRUCT PAVED TURNOUT PER. M.A.G. STD. DETAIL 205.

(I) ADJUST EXIST. SEWER M.H. TO FINISH GRADE PER. M.A.G. STD. DET. 420 AND 422.

(K) CONSTRUCT GUARD RAIL G4 (1S)(STEEL POST) PER. A.D.O.T. STD. DRAWING C-10.05 WITH GUARDRAIL FLARED END SECTION PER. STD. DRAWING C-10.21, C-10.16, AND BCI ASSEMBLY (STEEL) PER. STD. DRAWING C-10.17

(M) INSTALL SIGN POST PER M.A.G. STD. DET. 131 TYPE "A" WITH TYPE "B" BASE AND R1-1 STOP SIGN PER MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

(N) INSTALL SIGN POST PER M.A.G. STD. DET. 131 TYPE "A" WITH TYPE "B" BASE AND W1-4R REVERSE TURN SIGN AND R2-1 15 MPH SPEED LIMIT SIGN PER MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

RELOCATIONS

[1] EXISTING POWER POLE TO BE RELOCATED BY OTHERS.

[2] EXISTING SIGN TO BE RELOCATED 6' CLEAR FROM EDGE OF PAVEMENT.

MISCELLANEOUS NOTES

(1) PROTECT IN PLACE

(3) MATCH EXISTING PAVEMENT PER DETAIL ON SHEET 2.

(4) MATCH EXISTING CONCRETE CROSSING PER DETAIL ON SHEET 2.

REMOVALS

(1) REMOVE EXISTING ASPHALTIC PAVEMENT..

△ REVISED 10-10-1994 ADDENDUM No 2

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TOWN OF SUPERIOR
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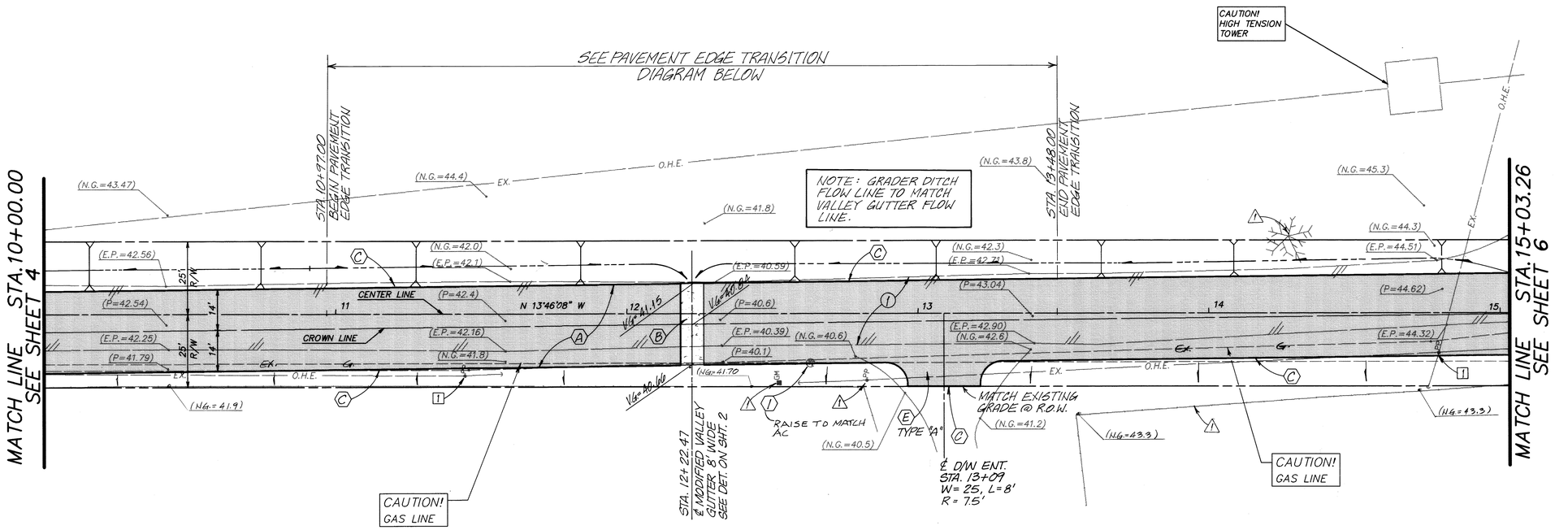
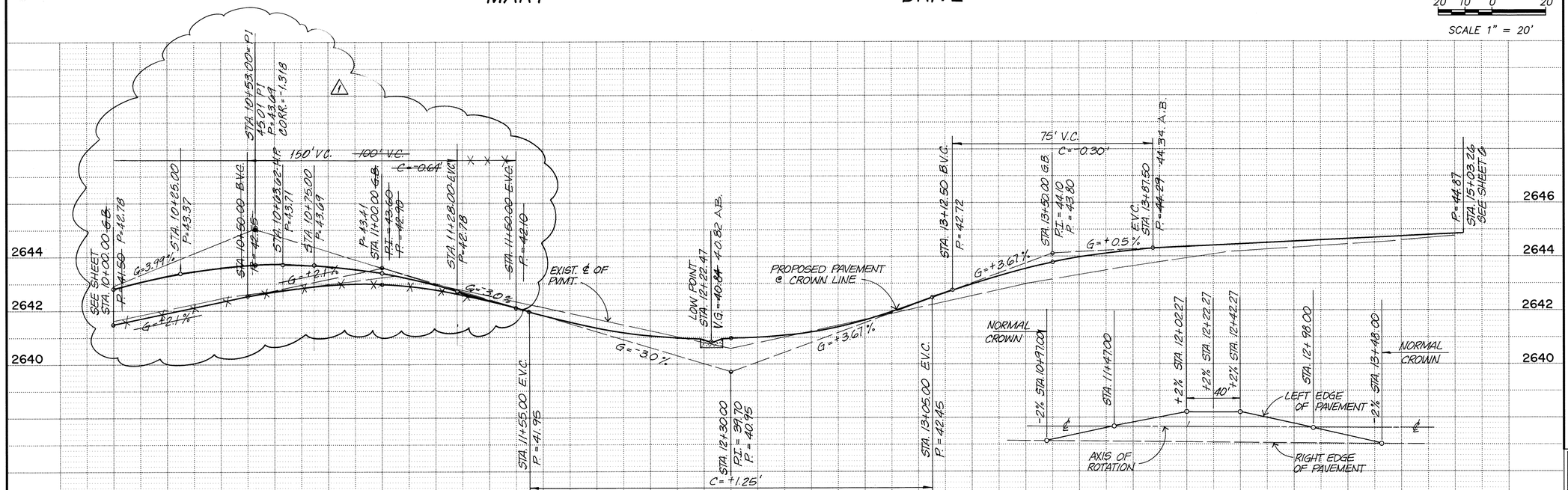
C.D.B.G. PROJECT 150-91

SCALE: 1" = 20'	DATE: 8-94
DESIGNED BY: K. RUNION	REVISION DATE: -
DRAWN BY: W.D.O.	JOB NO.: 08796
CHECKED BY:	SHEET 4 of 11
DRAWING NAME 8796-04	LAST UPDATE 5-1-95

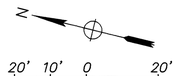




PAVEMENT EDGE TRANSITION DIAGRAM

N.T.S.

VERT. SCALE: 1"=2'



CONSTRUCTION NOTES

(A) CONSTRUCT 3" ASPHALTIC CONCRETE PAVING ON 8" AGGREGATE BASE COURSE PER. TYP. SECT. "A" ON SHEET 2.

(B) CONSTRUCT CONCRETE VALLEY GUTTER PER. M.A.G. STD. DETAIL 240.

(C) CONSTRUCT PAVEMENT SECTION AT TERMINATION PER. M.A.G. STD. DET. 201 TYPE "A"

(E) CONSTRUCT PAVED TURNOUT PER. M.A.G. STD. DETAIL 205.

(I) ADJUST EXIST. SEWER M.H. TO FINISH GRADE PER M.A.G. STD. DET. 420 AND 422.

REMOVALS

(1) REMOVE EXISTING ASPHALTIC PAVEMENT.

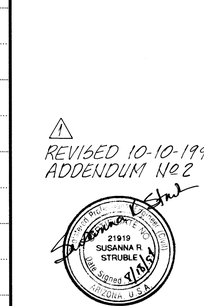
RELOCATIONS

[1] EXISTING POWER POLE TO BE RELOCATED BY OTHERS.

MISCELLANEOUS NOTES

⚠1 PROTECT IN PLACE

⚠1 REVISED 10-10-1994 ADDENDUM NO 2



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TOWN OF SUPERIOR
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STREET IMPROVEMENTS
C.D.B.G. PROJECT 150-91

SCALE: 1" = 20'	DATE:
DESIGNED BY: K. RUNION	REVISION DATE:
DRAWN BY: R. SCHWARTZ	JOB NO.: 08796
CHECKED BY:	SHEET 5 of 11

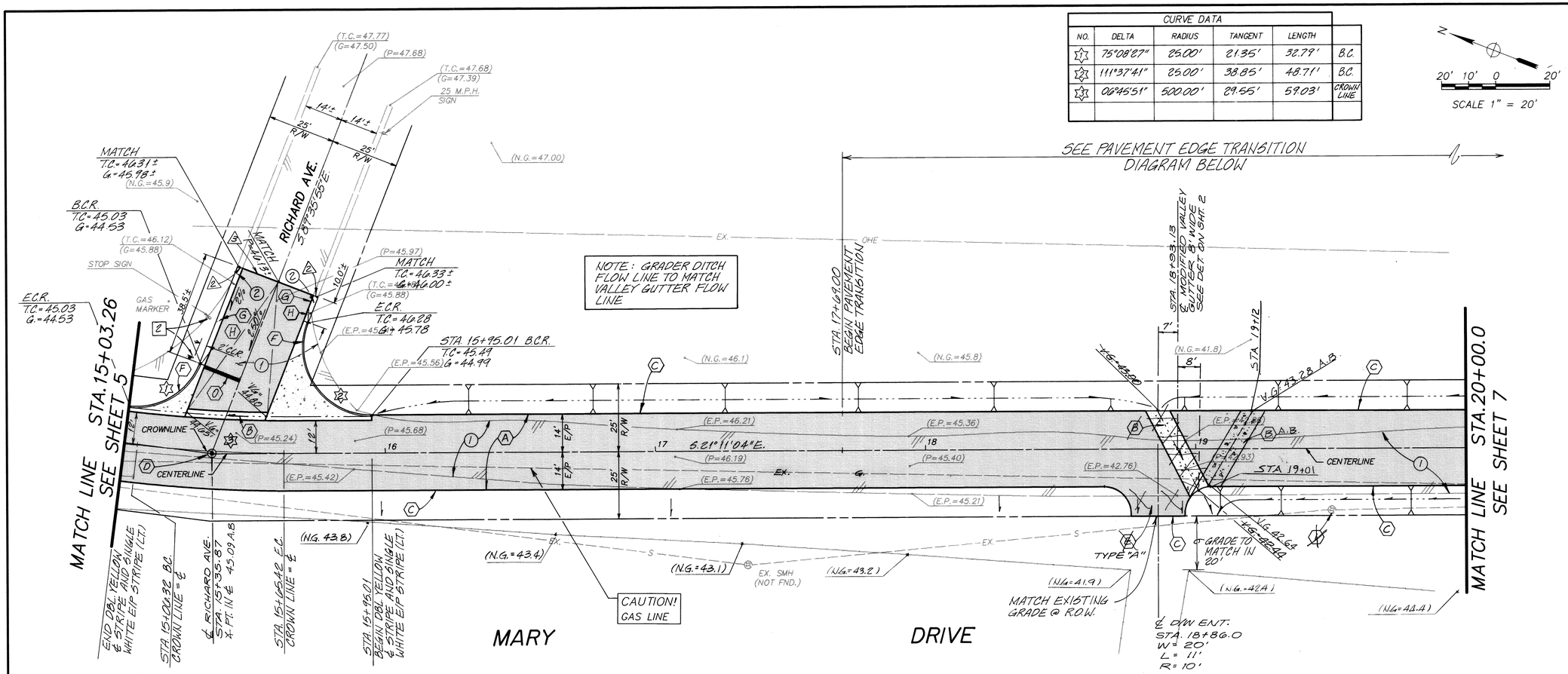
DRAWING NAME 8796-05.DWG LAST UPDATE 5-1-95

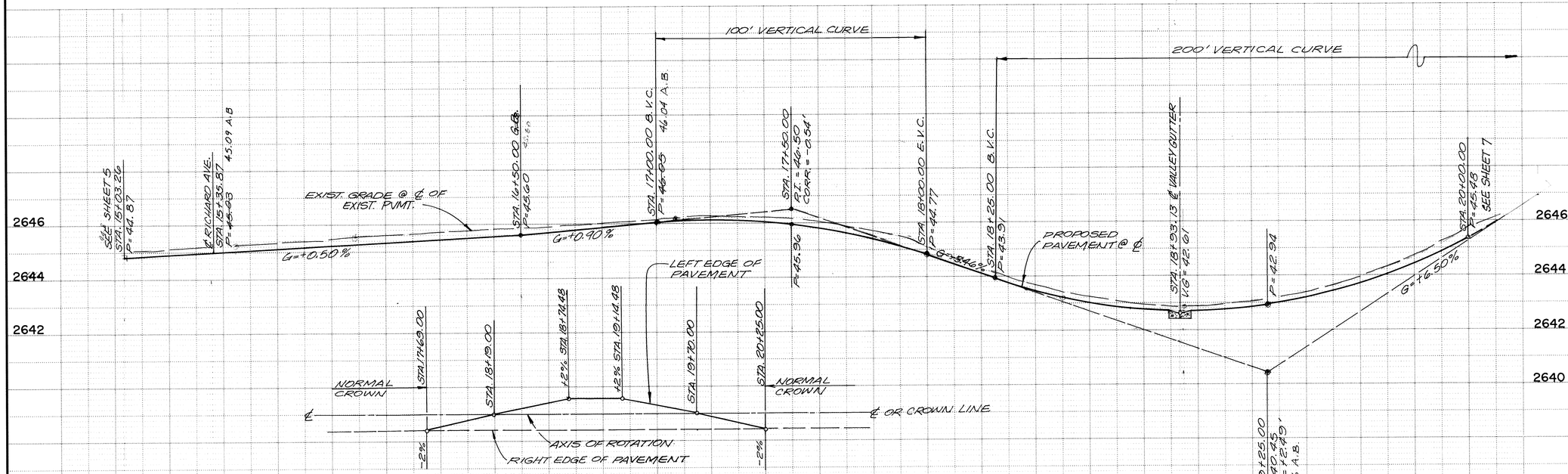
CURVE DATA					
NO.	DELTA	RADIUS	TANGENT	LENGTH	
1	75°08'27"	25.00'	21.35'	32.79'	B.C.
2	111°37'41"	25.00'	38.85'	48.71'	B.C.
3	06°45'51"	500.00'	29.55'	59.03'	CROWN LINE

N

20' 10' 0 20'

SCALE 1" = 20'





PAVEMENT EDGE TRANSITION DIAGRAM

N.T.S.

VERT. SCALE: 1"=2'

CONSTRUCTION NOTES

- (A) CONSTRUCT 3" ASPHALTIC CONCRETE PAVING ON 8" AGGREGATE BASE COURSE PER. TYP. SECT. "A" ON SHEET 2.
- (B) CONSTRUCT CONCRETE VALLEY GUTTER PER. M.A.G. STD. DETAIL 240.
- (C) CONSTRUCT PAVEMENT SECTION AT TERMINATION PER. M.A.G. STD. DET. 201 TYPE "A"
- (D) INSTALL BRASS CAP PER. M.A.G. STD. DETAIL 120-1 TYPE "B".
- (E) CONSTRUCT PAVED TURNOUT PER. M.A.G. STD. DETAIL 205.
- (F) CONSTRUCT 6" VERT. CURB AND GUTTER PER. M.A.G. STD. DETAIL 220 TYPE "A"
- (G) CONSTRUCT ROLL CURB PER. M.A.G. STD. DETAIL 220 TYPE "C"
- (H) CONSTRUCT CURB AND GUTTER TRANSITION PER. M.A.G. STD. DETAIL 221.
- (I) ADJUST EXIST. SEWER M.H. TO FINISH GRADE PER. M.A.G. STD. DET. 420 AND 422.
- (O) INSTALL 12" WIDE WHITE STOP BAR.

REMOVALS

- (1) REMOVE EXISTING ASPHALTIC PAVEMENT..
- (2) SAWCUT AND REMOVE EXISTING CURB AND GUTTER.

RELOCATIONS

- [2] EXISTING SIGN TO BE RELOCATED AS SHOWN.

MISCELLANEOUS

- (1) PROTECT IN PLACE
- (3) MATCH EXISTING PAVEMENT PER. DETAIL ON SHEET 2.
- (2) SAWCUT AND MATCH EXISTING CONCRETE.

Registered Professional Engineer (Civil) CERTIFICATE NO. 21919 SUSANNA R. STRUBLE Date Signed 6/1/95 ARIZONA, U.S.A.

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TOWN OF SUPERIOR
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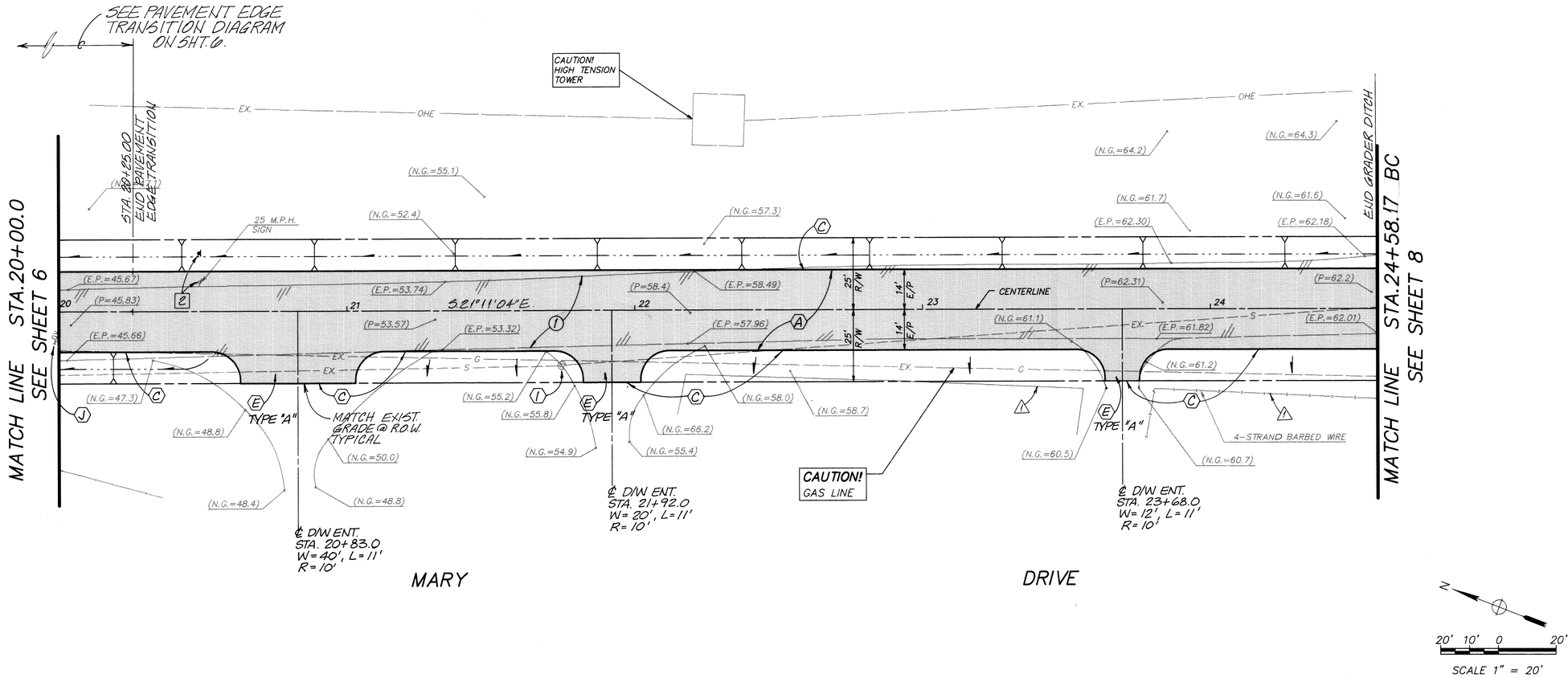
C.D.B.G. PROJECT 150-91

SCALE: 1" = 20'	DATE: 8-94
DESIGNED BY: K. RUNION	REVISION DATE:
DRAWN BY: R. SCHWARTZ	JOB NO.: 08796
CHECKED BY:	SHEET 6 of 11

DRAWING NAME 8796-06 DWG LAST UPDATE 5-1-95



CONSTRUCTION NOTES

- (A) CONSTRUCT 3" ASPHALTIC CONCRETE PAVING ON 8" AGGREGATE BASE COURSE PER. TYP. SECT. "A" ON SHEET 2.
- (C) CONSTRUCT PAVEMENT SECTION AT TERMINATION PER. M.A.G. STD. DET. 201 TYPE "A"
- (E) CONSTRUCT PAVED TURNOUT PER. M.A.G. STD. DETAIL 205.
- (I) ADJUST EXIST. SEWER M.H. TO FINISH GRADE PER. M.A.G. STD. DET. 420 AND 422.
- (J) ADJUST EXISTING VALVE BOX TO FINISH GRADE PER. M.A.G. STD. DET. 391-1 TYPE "A".

REMOVALS

(1) REMOVE EXISTING ASPHALTIC PAVEMENT.

RELOCATIONS

[2] EXISTING SIGN TO BE RELOCATED 6" CLEAR FROM EDGE OF PAVEMENT.

MISCELLANEOUS

(1) PROTECT IN PLACE

21919 SUSANNA R. STRUBLE Date Signed 9-14-95 ARIZONA U.S.A.

CALL TWO WORKING DAYS BEFORE YOU DIG 263-1100 1-800-STAKE-IT (OUTSIDE MARICOPA COUNTY)

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TOWN OF SUPERIOR
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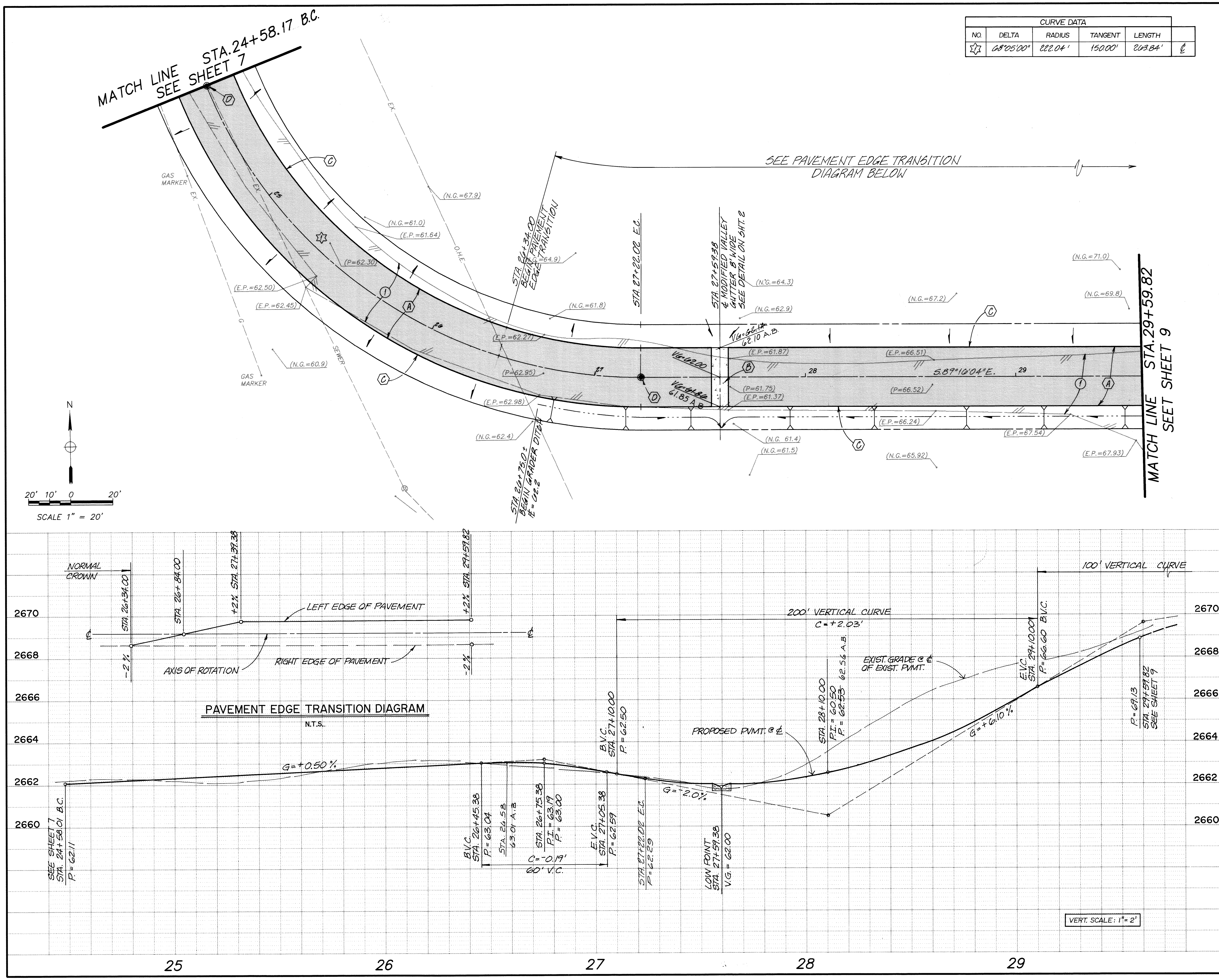
C.D.B.G. PROJECT 150-91

SCALE: 1" = 20'	DATE: 8-94
DESIGNED BY: K. RUNION	REVISION DATE:
DRAWN BY: R. SCHWARTZ	JOB NO.: 08796
CHECKED BY:	SHEET 7 of 11

DRAWING NAME 8796-08.DWG LAST UPDATE 5-1-95


MATCH LINE STA. 24+58.17 B.C.
SEE SHEET 7
SEE PAVEMENT EDGE TRANSITION DIAGRAM BELOW
STA. 26+34.00 BEGIN PAVEMENT EDGE TRANSITION
STA. 27+22.02 E.C.
STA. 27+59.38 ℄ MODIFIED VALLEY GUTTER 8' WIDE SEE DETAIL ON SHT. 2
STA. 26+75.0± BEGIN GRADER DITCH
S.89°16'04"E.
MATCH LINE STA. 29+59.82
SEE SHEET 9
GAS MARKER
SEWER
O.H.E.
SCALE 1" = 20'
PAVEMENT EDGE TRANSITION DIAGRAM
N.T.S.
NORMAL CROWN
LEFT EDGE OF PAVEMENT
RIGHT EDGE OF PAVEMENT
AXIS OF ROTATION
200' VERTICAL CURVE
C=+2.03'
100' VERTICAL CURVE
G=+0.50%
G=-2.0%
G=+6.10%
C=-0.19'
60' V.C.
PROPOSED PVMT. @ ℄
EXIST. GRADE @ ℄ OF EXIST. PVMT.
LOW POINT STA. 27+59.38 V.G.=62.00
B.V.C. STA. 26+45.38 P.=63.04
STA. 26+75.38 P.I.=63.19 P.=63.00
E.V.C. STA. 27+05.38 P.=62.59
B.V.C. STA. 27+10.00 P.=62.50
STA. 27+22.02 E.C. P.=62.29
STA. 28+10.00 P.I.=60.50 P.=62.53
E.V.C. STA. 29+10.00 P.=66.60 B.V.C.
P.=69.13 STA. 29+59.82 SEE SHEET 9
SEE SHEET 7 STA. 24+58.01 B.C. P.=62.11
VERT. SCALE: 1"= 2'
25
26
27
28
29

CURVE DATA					
NO.	DELTA	RADIUS	TANGENT	LENGTH	
☆	68°05'00"	222.04'	150.00'	263.84'	℄

CONSTRUCTION NOTES

(A) CONSTRUCT 3" ASPHALTIC CONCRETE PAVING ON 8" AGGREGATE BASE COURSE PER. TYP. SECT. "A" ON SHEET 2.

(B) CONSTRUCT CONCRETE VALLEY GUTTER PER. M.A.G. STD. DETAIL 240.

(D) INSTALL BRASS CAP PER. M.A.G. STD. DETAIL 120-1 TYPE "B".

(C) CONSTRUCT PAVEMENT SECTION AT TERMINATION PER M.A.G. STD. DET. 201 TYPE "A".

REMOVALS

(1) REMOVE EXISTING ASPHALTIC PAVEMENT.

MISCELLANEOUS

△ PROTECT IN PLACE

Registered Professional Engineer (Civil) Certificate No. 21910 SUSANNA R. STRUBLE ARIZONA, U.S.A.

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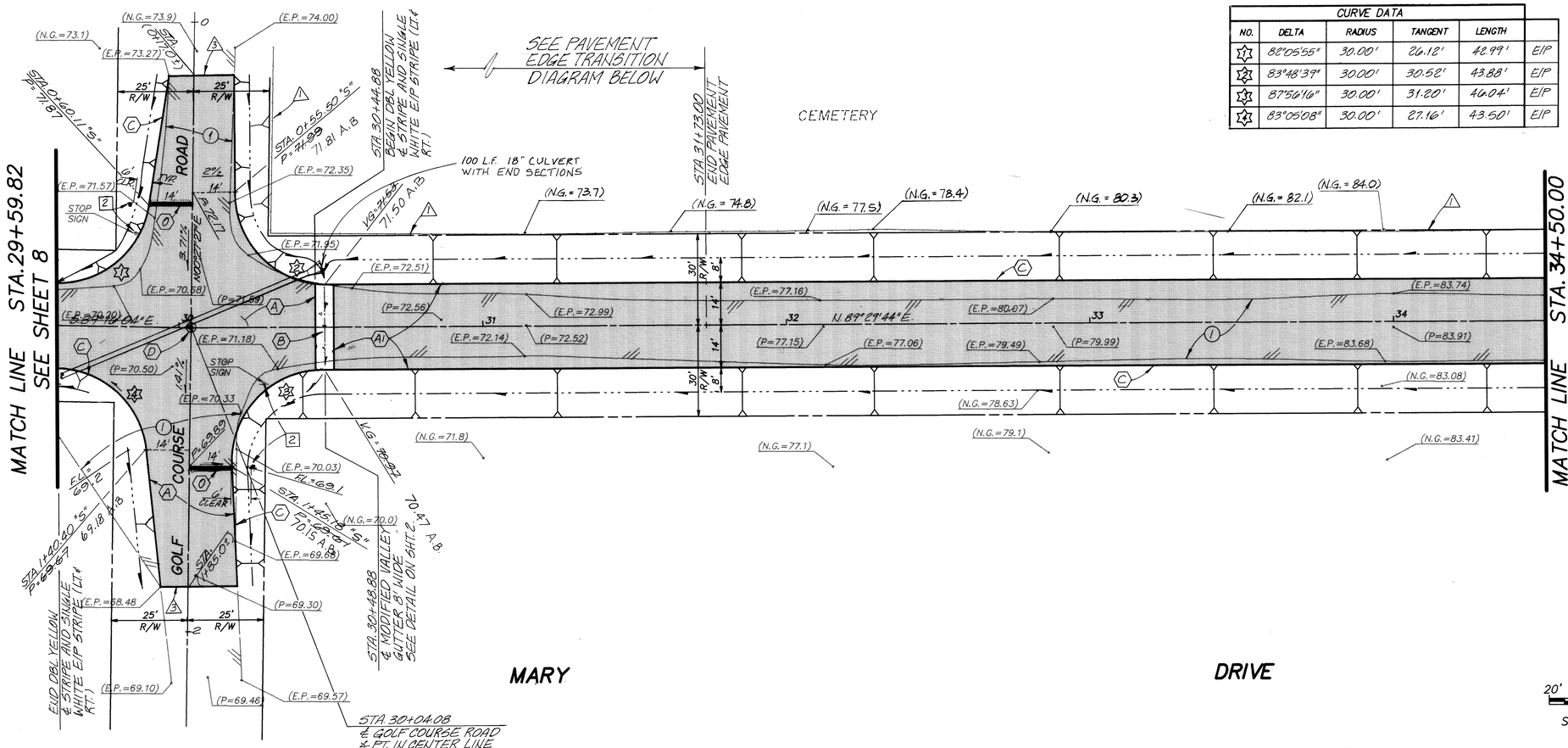
TOWN OF SUPERIOR
MARY DRIVE STREET IMPROVEMENTS
C.D.B.G. PROJECT 150-91

SCALE: 1" = 20'	DATE: 8-94
DESIGNED BY: K. RUNION	REVISION DATE:
DRAWN BY: R. SCHWARTZ	JOB NO.: 08796
CHECKED BY:	SHEET 8 of 11

DRAWING NAME 8796-08DWG LAST UPDATE 5-1-95



CURVE DATA					
NO.	DELTA	RADIUS	TANGENT	LENGTH	
1	82°05'55"	30.00'	26.12'	42.99'	E/P
2	83°48'39"	30.00'	30.52'	43.88'	E/P
3	87°56'16"	30.00'	31.20'	46.04'	E/P
4	83°05'08"	30.00'	27.16'	43.50'	E/P

CONSTRUCTION NOTES

- (A) CONSTRUCT 3" ASPHALTIC CONCRETE PAVING ON 8" AGGREGATE BASE COURSE PER. TYP. SECT. "A" ON SHEET 2.
- (A1) CONSTRUCT 3" ASPHALTIC CONCRETE PAVING ON 4" AGGREGATE BASE COURSE PER. TYP. SECT. "B" ON SHEET 2.
- (B) CONSTRUCT CONCRETE VALLEY GUTTER PER. M.A.G. STD. DETAIL 240.
- (C) CONSTRUCT PAVEMENT SECTION AT TERMINATION PER. M.A.G. STD. DET. 201 TYPE "A"
- (D) INSTALL BRASS CAP PER. M.A.G. STD. DETAIL 120-1 TYPE "B".
- (O) INSTALL 12" WIDE WHITE STOP BAR.

REMOVALS

(1) REMOVE EXISTING ASPHALTIC PAVEMENT.

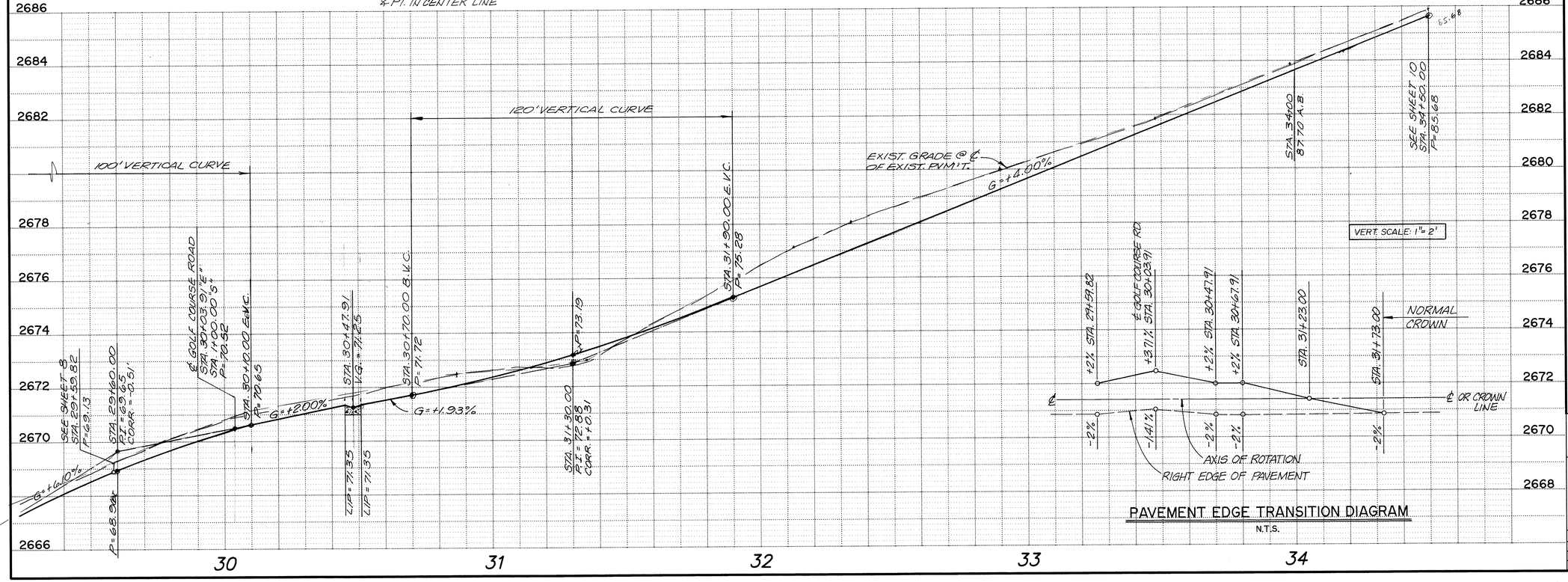
REMOVALS

[2] EXISTING SIGN TO BE RELOCATED AS SHOWN.

MISCELLANEOUS

(1) PROTECT IN PLACE

(3) MATCH EXISTING PAVEMENT PER. DETAIL ON SHEET 2.



PAVEMENT EDGE TRANSITION DIAGRAM

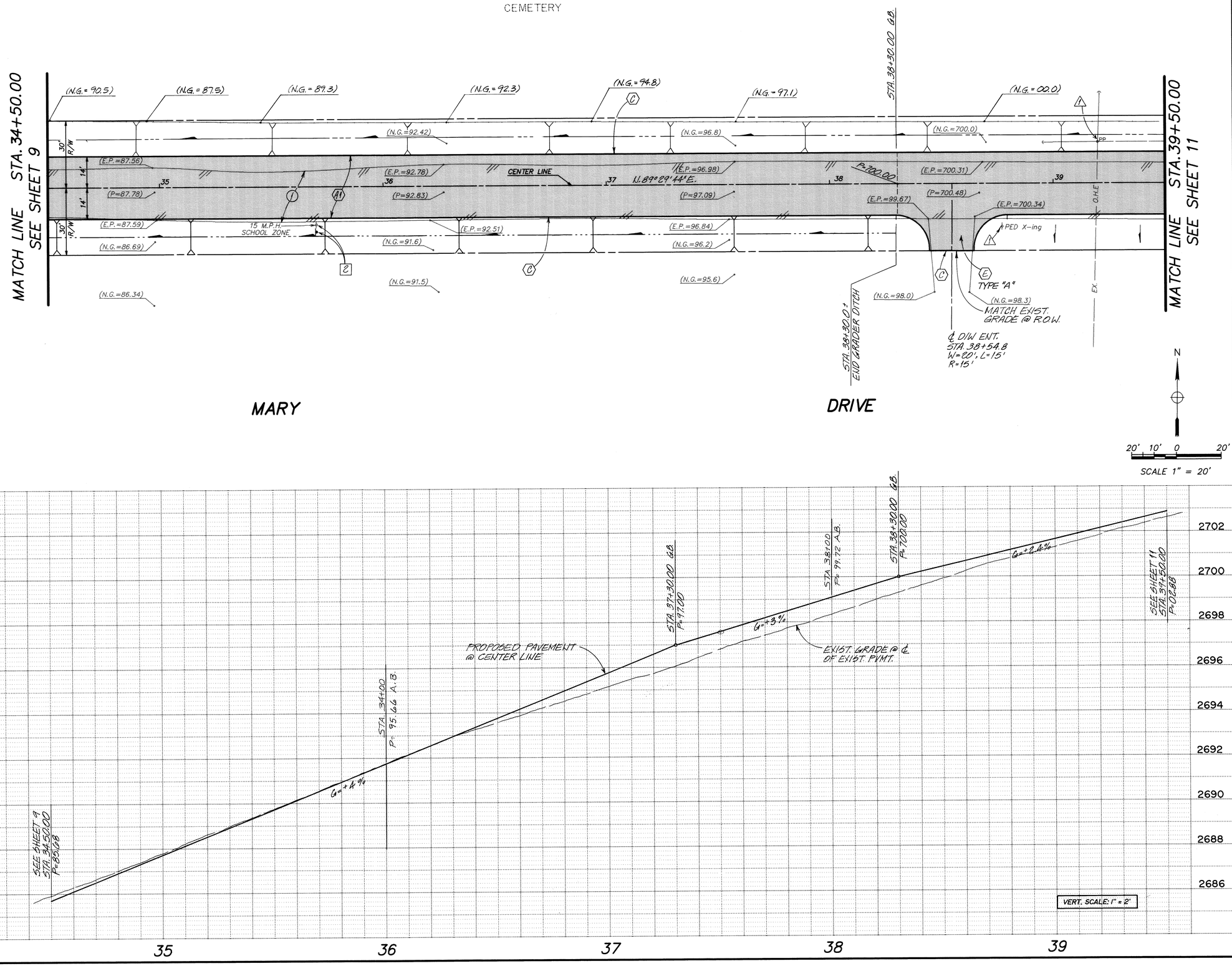
N.T.S.

WILLDAN ASSOCIATES
ENGINEERS · PLANNERS
1717 W. NORTHERN AVE, SUITE 112, PHOENIX, ARIZONA 85021
(602) 870-7600

TOWN OF SUPERIOR
MARY DRIVE
STREET IMPROVEMENTS
C.D.B.G. PROJECT 150-91

SCALE: 1" = 20'	DATE: 8-94
DESIGNED BY: K. RUNION	REVISION DATE:
DRAWN BY: R. SCHWARTZ	JOB NO.: 08796
CHECKED BY:	SHEET 9 of 11

DRAWING NAME 8796-09.DWG LAST UPDATE 5-1-95



CONSTRUCTION NOTES

(A1) CONSTRUCT 3" ASPHALTIC CONCRETE PAVING ON 4" AGGREGATE BASE COURSE PER. TYP. SECT. "B" ON SHEET 2.

(C) CONSTRUCT PAVEMENT SECTION AT TERMINATION PER. M.A.G. STD. DET. 201 TYPE "A"

(E) CONSTRUCT PAVED TURNOUT PER. M.A.G. STD. DETAIL 205.

RELOCATIONS

[2] EXISTING SIGN TO BE RELOCATED AS SHOWN.

REMOVALS

(1) REMOVE EXISTING ASPHALTIC PAVEMENT.

MISCELLANEOUS

⚠1 PROTECT IN PLACE

Registered Professional Engineer (Civil) 21910 SUSANNA R. STRUBLE Date Signed 8/18/95 ARIZONA U.S.A.

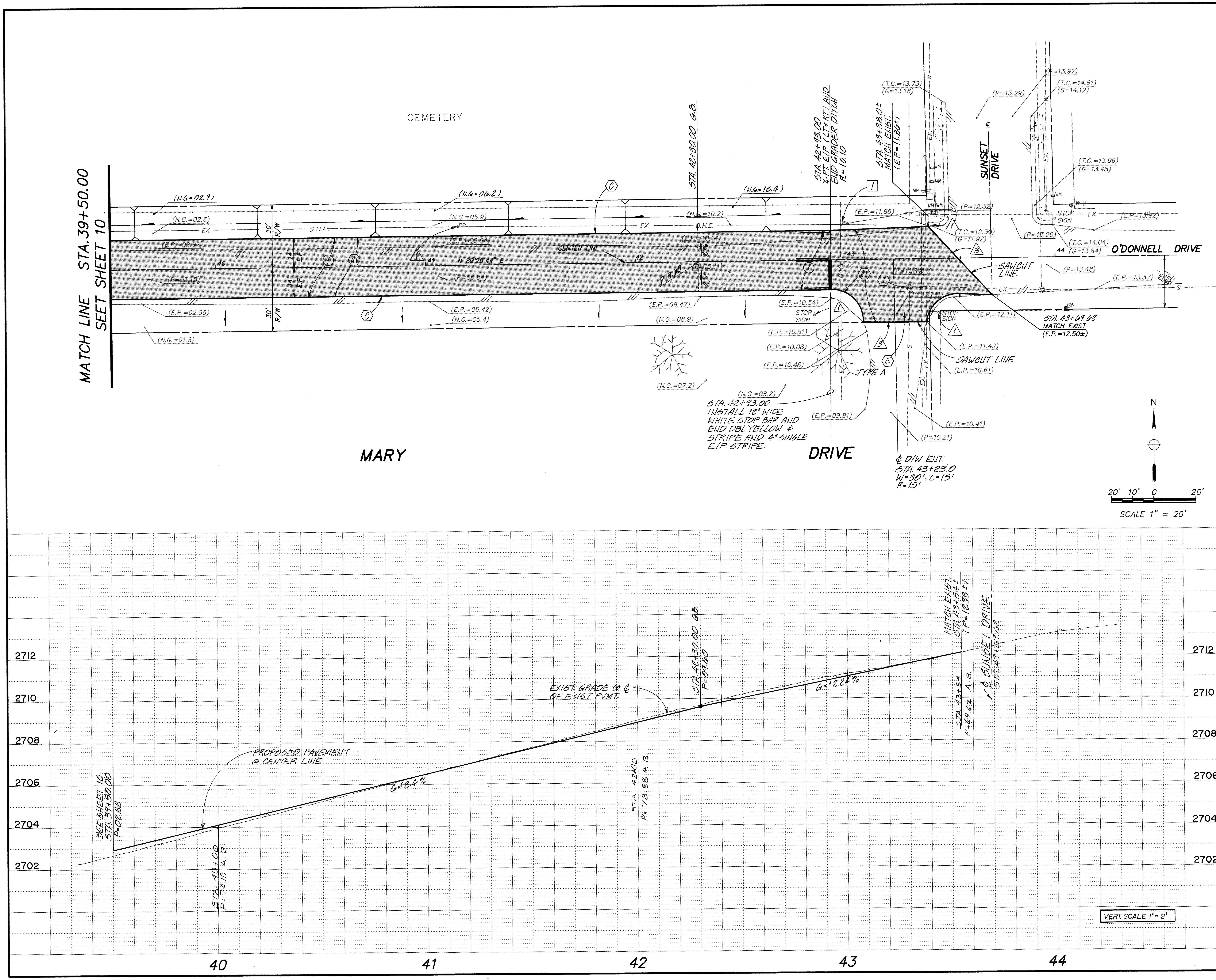
CALL TWO WORKING DAYS BEFORE YOU DIG 263-1100 1-800-STAKE-IT (OUTSIDE MARICOPA COUNTY)

WILLDAN ASSOCIATES
ENGINEERS • PLANNERS
1717 W. NORTHERN AVE. SUITE 115, PHOENIX, ARIZONA 85021
(602) 870-7800

TOWN OF SUPERIOR
MARY DRIVE
STREET IMPROVEMENTS
C.D.B.G. PROJECT 150-91

SCALE: 1" = 20'	DATE: 8-94
DESIGNED BY: K. RUNION	REVISION DATE:
DRAWN BY: R. SCHWARTZ	JOB NO.: 08796
CHECKED BY:	SHEET 10 of 11

DRAWING NAME 8796-10.DWG LAST UPDATE 5-1-95



CONSTRUCTION NOTES

(A1) CONSTRUCT 3" ASPHALTIC CONCRETE PAVING ON 4" AGGREGATE BASE COURSE PER. TYP. SECT. "B" ON SHEET 2.

(B) CONSTRUCT CONCRETE VALLEY GUTTER PER. M.A.G. STD. DETAIL 240.

(C) CONSTRUCT PAVEMENT SECTION AT TERMINATION PER. M.A.G. STD. DET. 201 TYPE "A"

(E) CONSTRUCT PAVED TURNOUT PER. M.A.G. STD. DETAIL 205.

(I) ADJUST EXIST. SEWER M.H. TO FINISH GRADE PER. M.A.G. STD. DET. 420 AND 422.

REMOVALS

(1) REMOVE EXISTING ASPHALTIC PAVEMENT.

RELOCATIONS

[1] EXISTING POWER POLE TO BE RELOCATED BY OTHERS

MISCELLANEOUS

△1 PROTECT IN PLACE

△3 MATCH EXISTING PAVEMENT PER. DETAIL ON SHEET 2.

REGISTERED PROFESSIONAL ENGINEER 21919 SUSANNA R. STRUBLE ARIZONA, U.S.A.

CALL TWO WORKING DAYS BEFORE YOU DIG 263-1100 1-800-STAKE-IT (OUTSIDE MARICOPA COUNTY)

WILLDAN ASSOCIATES
ENGINEERS · PLANNERS
1717 W. NORTHERN AVE. SUITE 112, PHOENIX, ARIZONA 85021 (602) 870-7600

TOWN OF SUPERIOR
MARY DRIVE
STREET IMPROVEMENTS
C.D.B.G. PROJECT 150-91

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DESIGNED BY: K. RUNION	REVISION DATE:
DRAWN BY: R. SCHWARTZ	JOB NO.: 08796
CHECKED BY:	SHEET 11 of 11

DRAWING NAME 8796-11 DWG LAST UPDATE 5-1-95

PANTHER DRIVE NEAR INTERSECTION WITH RICHARD DRIVE

PANTHER DRIVE NEAR BRIDGE

PANTHER DRIVE WITH INTERSECTION
SUNSET DRIVE

PANTHER DRIVE

PANTHER DRIVE

Town of Miami

TOWN OF MIAMI
"Copper Center of the World"
500 W. Sullivan St.
Miami, AZ 85539
928-473-4403
www.miamiaz.gov

Mr. Alexis Rivera
Town Manager
Town of Miami
500 W. Sullivan St.
Miami, AZ 85539

July 8, 2025

Mr. Steve Abraham, AICP
Transportation & Water Quality Planning Director
Central Arizona for Governments
2540 W. Apache Trail Suite 108
Apache Junction, AZ 85120

Town of Miami RTAC Application FY25

The Town of Miami's road infrastructure presently requires immediate rehabilitation. Numerous road surfaces are either in substandard condition or have deteriorated beyond feasible repair. In 2020, the Town made a substantial investment in a comprehensive road study that identified specific areas necessitating repair or replacement. Additionally, the study recommended constructing retention walls in various regions to promote community safety and preserve the structural integrity of the road infrastructure.

Restoring the deteriorating roads within our community is a top priority for the municipality. We aim to enhance residents' sense of belonging and well-being through essential infrastructure improvements. Based on the findings of the CBDG 2020 study, the following roads have been selected for the initial phase of repairs: Reppy Avenue, Frederick Street, Wentworth Avenue, Forest Avenue, portions of Miami Avenue, and Burtch Drive. The primary thoroughfares will undergo comprehensive repairs, including asphalt overlays, road reshaping, slab replacement, and reconstruction. The project scope also includes designated sections for wall retention and improved drainage solutions.

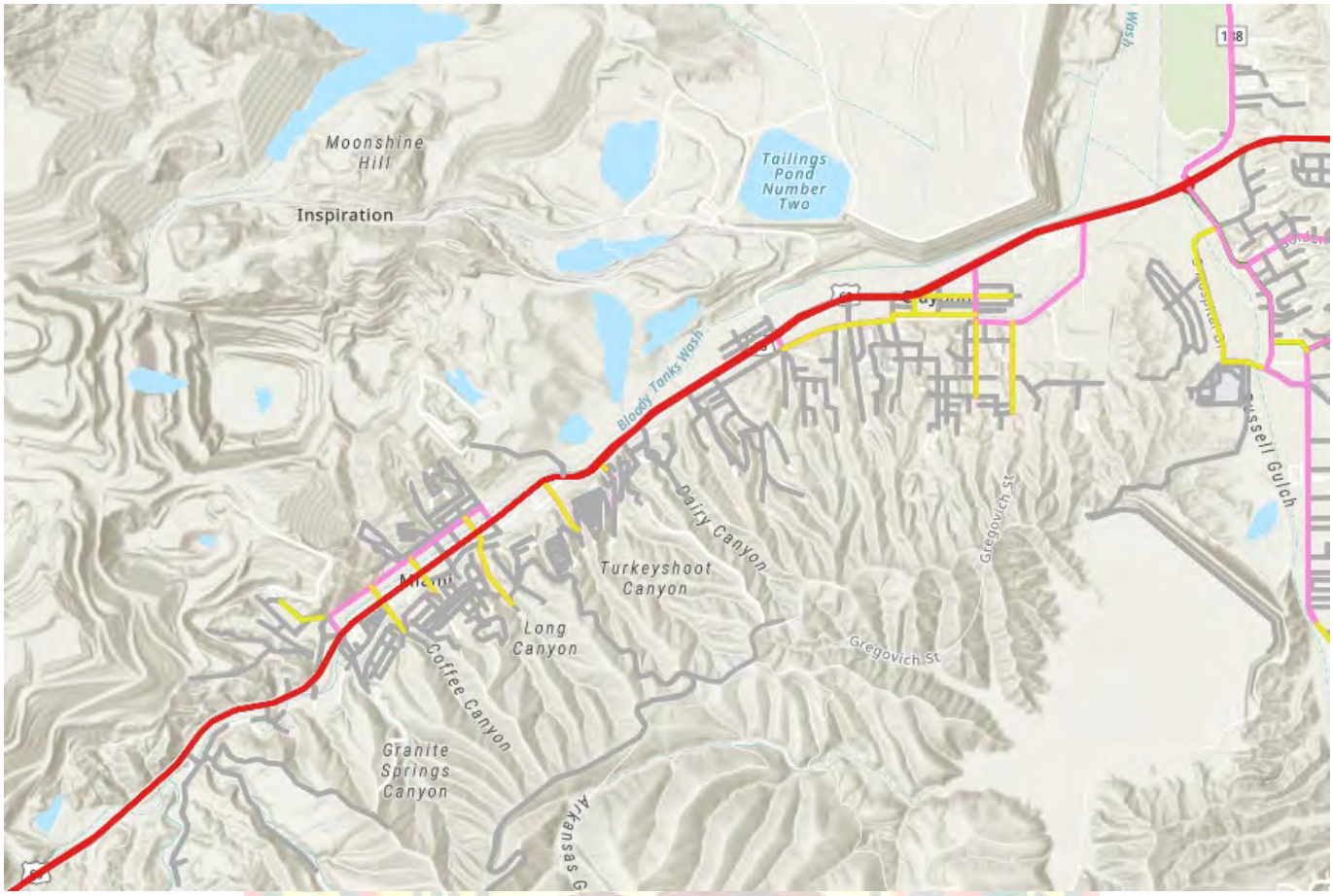

Burtch Drive


Forest Avenue


Mill Street

The Town features four bridges providing access from US 60 to Sullivan Street, all of which are presently in need of significant repairs due to concrete and metal deterioration that have raised serious safety concerns. Recent events, including fires and floods, have highlighted the necessity of prioritizing these bridge repairs to ensure the continued safety and welfare of the community.

The proposed repair work will comprehensively address all identified concrete cracks and areas with exposed reinforcement located at the core of each structure. Additionally, sidewalks—considered integral elements of the bridge system—will be incorporated within the scope of the planned rehabilitation efforts.



Town of Miami – ADOT Functional Classification Roads.

The Town of Miami is requesting a total allocation of $2.8 million, which incorporates a 20% adjustment for inflation over the past 18 months. The town's contribution to this infrastructure project amounts to approximately $46,000.

This RTAC application represents a critical component of our administration's current requests. Our municipal road infrastructure has suffered from years of neglect, and it is imperative that we address this ongoing deterioration. We believe it is our responsibility to provide residents with the safe and well-maintained roads they need and deserve.

We appreciate your attention to this application and look forward to your favorable consideration and action.

Respectfully,

Mr. Alexis Rivera

Town Manager

Town of Miami | 500 W. Sullivan St. Miami, AZ 85539
Office 928.473.4403|**Cell** 928.200.4267 |**Fax** 928.473.3003
townmanager@miamiaz.gov | www.miamiaz.gov


Chisholm Ave
Roosevelt St
Miami Ave
Sullivan St
Gibson St
Cactus Alley
Live Oak St
N Davis Canyon Loop
Davis Canyon Rd
Sykes Alley
Sullivan St
Davis Canyon
Long Canyon
Live Oak Canyon
W Verde St
Sullivan St
Railroad Ave
Depot Hill
Sunset Dr
Cedar Ave
Prospect Ave
South Dr
Live Oak Canyon
Merritt St
Smiths Alley
Franz Ave
Sullivan St
Pine Ave
Hwy 60
Granite St
Reppy Ave
Rose Rd
Keegan St
Smith St
Liveoak Gulch
W Canyon Ave
Coffee Canyon
Turner St
Frederick St
Image © 2025 Airbus

Town of Winkleman

Golf Course Road & Quarelli Street Improvements – Phase II

Project Overview

Due to their small stature, the Towns typically do not qualify for many of the known funding resources that are available. Such a request through the RTAC provides the opportunity for Towns such as Winkelman and Hayden to be able to fund much needed transportation projects. Phase I of this project was funded for FY24 which included pavement rehabilitation, and pavement markings for 0.9 miles of the total length of 1.4 miles. The full project scope was significantly reduced to meet the FY24 RTAC Priority Project initiative for the CAG Region. Phase II will cover the remaining 0.5 miles.

Golf Course Road and Quarelli Street provide access to an area central to recreational and outdoor activities that includes the Hayden Public Golf Course, Bobby Bracamonte Little League Field, Hastings Park and Winkelman Flats Public Park which serve the two Towns and the overall Copper Basin Communities.

In addition to paving the remaining 0.5 miles of roadway, Phase II will provide improvements along Golf Course Road at the intersection of SR 177, upgrade at the railroad crossing and drainage improvements to eliminate a low water crossing that can shut down access during inclement weather. Phase II will also include Street/Pedestrian lighting and a Pedestrian/Bike Path for 0.75 miles near the recreational and outdoor activities mentioned above.

The State Funding request of $2,583,508 equates to approximately five (5) years' worth of funding for transportation within the CAG Transportation Planning Boundary compared to our standard federal apportionment that is competitive among fourteen (14) local agencies. This project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August xx 2026 as part of the RTAC Project Priority List for the CAG Region.

Project Lead

Town of Winkelman/Town of Hayden, AZ

Project Schedule

Design in 2026

Construction in 2027

Project Cost

Total Project Cost: $2,583,508
State Funding Request: $2,583,508
Match Contribution: $0.00

Contact Info

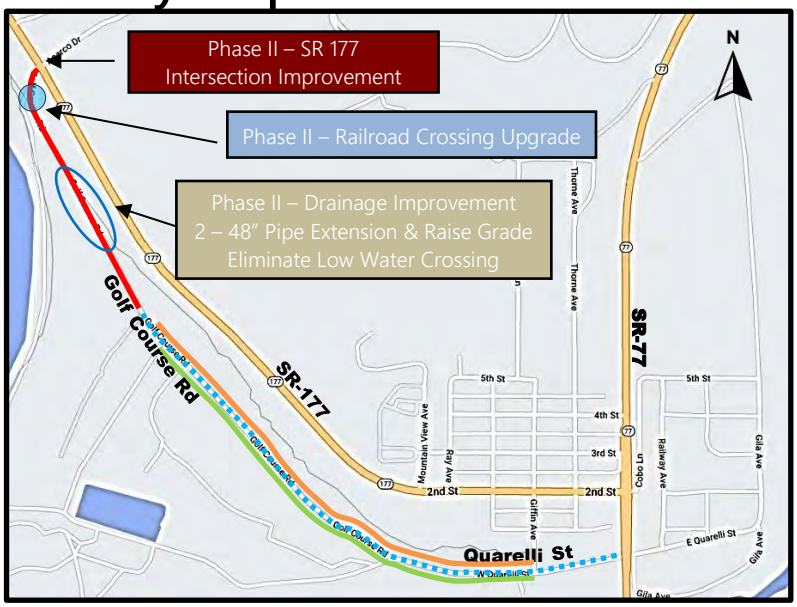
Gloria Ruiz
Town Clerk
520-356-7854
gruiz@townofwinkelman.com

Location

Town of Winkelman
Gila County
AZ Legislative District 7
CAG Region

CAG Central Arizona Governments
One Region • No Boundaries

Vicinity Map & Site Photo



Phase I – Paving Project (Funded FY24)
SR 77 – Golf Course Service Rd

Phase II – Paving Project (0.5 miles)
Golf Course Maintenance Rd – SR 177

Phase II – Street/Pedestrian
Lighting (0.75 miles)

Phase II – Pedestrian/Bike
Path (0.75 miles)

San Carlos Apache Tribe

BIA-170 Sidewalk Improvements

Project Overview

The reconstruction of BIA 170 into the San Carlos Apache Tribe reservation involved the construction of a new retaining wall with fencing and guardrail. Near the end of the retaining wall, the walkway was pinched off by the guardrail making it difficult for pedestrians to continue along the current path. In addition, there is no sidewalk facility for pedestrians to continue into the San Carlos Business district from the residential areas to the south, forcing pedestrians to walk close to the edge of the road or within the roadway itself.

The proposed project would extend the sidewalk on the eastside of BIA 170 to the bridge. There is also a pedestrian walkway on the westside of the San Carlos Bridge, in which this project would construct a sidewalk on the westside of the road to connect to the bridge. Since BIA 170 is a major collector road segment that encounters approximately 3775 Average Annual Daily Traffic (AADT), the sidewalk improvements would facilitate safer conditions for a highly pedestrian traffic populated area. The project will consist of construction of a new detached concrete sidewalk, embankment construction, removal and replacement of guardrail and reinstall existing end-sections

The project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 24, 2022 as part of the RTAC Project Priority List for the CAG Region.

Project Lead

San Carlos Apache Tribe, Gila County, AZ

Project Schedule

Design in 2026

Construction in 2028

Project Cost

Total Project Cost: $249,405
State Funding Request: $54,815
Match Contribution*: $194,590 (78%)

Contact Info

Barney Bigman
Deputy Director, SCAT
928-475-3222
barney.bigman@scat-nsn.gov

Location

San Carlos Apache Tribe
Gila County
AZ Legislative District 6
CAG Region

CAG Central Arizona Governments
One Region • No Boundaries

Vicinity Map & Site Photo


Coyotero St
Medical Dr
Peridot Dr
Apache Ave
Apache Ave
White Mountain Ave
BIA 6
Pinal St
170
Image © 2025 Airbus

Town of Kearny

Town Of Kearny Street Improvements

Project Overview

The proposed project features two segments; Senator Chastain Rd. from AZ 177 to Shake Dr. and Airport Rd. and Industrial Drive from Tibury Dr. to Beauford Rd. Both segments would be rehabilitated to City standards. Airport and Industrial serve one of the Town's industrial areas and is utilized to access the Kearny Airport. Senator Chastain Rd. receives approximately 1000 ADT, and is a critical secondary access route from the residential areas of the Town to AZ 177.

The project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August xx, 2026 as part of the RTAC Project Priority List for the CAG Region.

Project Lead

Town of Kearny, Pinal County, AZ

Project Schedule

Design

Construction in 2027

Project Cost

Total Project Cost: $1,000,000
State Funding Request: $1,000,000
Match Contribution: $0

Contact Info

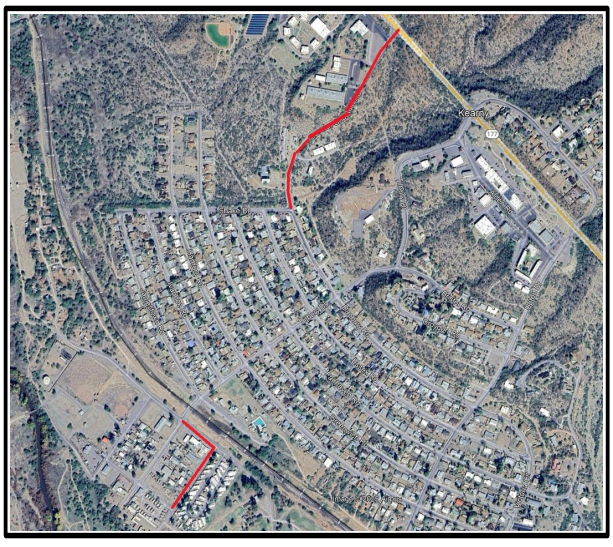
Tyler Bingham
Town Manager
520-363-5547
tbingham@kearnyaz.gov

Location

Town of Kearny
Pinal County
AZ Legislative District 6
CAG Region

CAG Central Arizona Governments
One Region • No Boundaries

Vicinity Map & Site Photo




Kearny
177
Senator Chastain Rd
Shake Dr
Tilbury Dr
Alden Rd
Hartford Rd
Ivanhoe Rd
Jamestown Rd
Danbury Rd
Bristol Rd
Upton Dr
Croydon Rd
Essex Rd
Fairhaven Rd
Greenwich Rd
Victoria Cir
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