



Transportation Technical Advisory Committee

June 25, 2026 (TTAC) Meeting Agenda

DATE:	June 25, 2026
TIME:	1:00 P.M.
LOCATION:	https://us02web.zoom.us/j/86578418289?pwd=3RsPQD9Gd0juu3pUgKtCTJ6z4NbRno.1 Meeting
ID NO:	ID: 865 7841 8289
PASSWORD:	Passcode: 278886
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. Title VI Notice

V. Approval Of Minuets

- A. April 16, 2026
- B. June 4, 2026, *Special Meeting*

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. 2026-2030 CAG Transportation Improvement Program	Steve Abraham	P – F – T

VIII. New Business:

A. 2027 Rural Transportation Advisory Council Project Selection	Steve Abraham	P – F – T
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IX. Round Table:

All Info.

X. Future Agenda Items

All Discussion

XI. Scheduling of Next Meetings

– TBD virtual Zoom webinar

Approved by
(Andrea Robles, CAG Executive Director)

XII. Adjournment

*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
 EQUAL OPPORTUNITY EMPLOYER/PROGRAM • AUXILIARY AIDS & SERVICES TO INDIVIDUALS WITH DISABILITIES AND INTERPRETATION OR TRANSLATION SERVICES AVAILABLE UPON REASONABLE REQUEST • TYY:7-1-1
 IGUALDAD DE OPORTUNIDADES EMPLEADOR/PROGRAMA • LAS AYUDAS Y SERVICIOS AUXILIARES PARA PERSONAS CON DISCAPACIDADES Y SERVICIOS DE INTERPRETACIÓN O TRADUCCIÓN ESTÁN DISPONIBLES A PEDIDO RAZONABLE • TYY:7-1-1



Transportation Technical Advisory Committee

April 16, 2026 Meeting Minutes

DATE: April 16, 2026
TIME: 1:00 P.M.
LOCATION: via ZOOM Webinar

MEMBERS PRESENT:

Nick Cruz <i>(Superior)</i>	Amanda Kenney – <i>Vice Chair</i> <i>(Kearny)</i>	Matt Rencher <i>(Gila County)</i>
Will Randolph <i>(ADOT - MPD)</i>	Alexis Rivera <i>(Town of Miami)</i>	Travis Ashbaugh - <i>Chairman</i> <i>(City of Globe)</i>
Deven Price <i>(Pinal County)</i>		

MEMBERS ABSENT:

VACANT <i>(Hayden)</i>	Nathan Larsen <i>(Payson)</i>	Sandra Shade <i>(Ak-Chin Indian Community)</i>
LaReesa Sanchez <i>(White Mountain Apache Tribe)</i>	VACANT <i>(Mammoth)</i>	Marvin Mull <i>(San Carlos Apache Tribe)</i>
Gloria Ruiz <i>(Winkelman)</i>	Tina Ridings <i>(Star Valley)</i>	

GUESTS PRESENT:

Dale Miller, Rick Powers, Ben Navarro, Rick Powers

CAG Staff:

Steve Abraham <i>(Transportation Planning Director)</i>	Andrea Robles <i>(CAG Executive Director)</i>	Zeena Gagnon <i>(Mobility Manager)</i>
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I. Call to Order

Chair Ashbaugh called the meeting to order at 1:01 PM.

II. Pledge of Allegiance

Transportation Director Abraham led the Committee in the Pledge of Allegiance.

III. Roll Call and Introductions

Roll call was taken and introductions were made. Seven (7) voting members were present, constituting a quorum as established by the CAG TTAC Bylaws.

IV. Title VI Notice

Mr. Abraham read a statement of where and how to file a complaint regarding Title VI violations and requested the TTAC members complete the Self-Identification Survey provided at the link in the chat.

V. Approval Of Minutes

A. March 19, 2026

Chairman Ashbaugh asked if there were any changes by the TTAC. Hearing none, Chairman Ashbaugh called for a motion. Member Rencher motioned to approve the minutes as presented, Member Price seconded, motion passed unanimously.

VI. Call to the Public

No one answered the Call to the Public.

(At the request of CAG Staff, Chairman Ashbaugh optioned to move Agenda Item VIII "New Business" ahead of Standing Reports)

VIII. New Business:

A. 2026-2030 CAG Transportation Improvement Program.

Director Abraham discussed the following Administrative and Formal Amendments to the 2026-2030 CAG Transportation Improvement Program.

Administrative Amendments:

Add (as scriveners error):

1. **GIL 24-03D GILA COUNTY "PLANNING/DESIGN" RUSSELL ROAD RECONSTRUCTION -1.0 MILE S. OF EAGLE RIDGE-3.0 MILE S. OF EAGLE RIDGE R. MINOR COLLECTOR SMART (State Funds)**
\$1,041,199.00
 - a. CAG staff learned that the project is still active and erroneously removed from the TIP. It is being re-added as a scriveners' error.

Formal Amendments:

Amend:

2. **SCA 28-01C SAN CARLOS Construction BIA 170 - (New Sidewalk) STBGP \$362,400.00** with a local match of \$0.00 for a grand total of \$362,400.00.
 - a. CAG staff recently received updated cost estimates for the project. CAG staff is requesting to program the additional funds out of the 2028(\$11,826.36), 2029(\$24, 826) & 2030 (76347.00) ledger.
 - i. If approved this would exhaust the planned surpluses from FY28 & 29 and require a substantial loan from unallocated FY 2030 funds leaving approximately \$1928 for FY 2030.
3. **PAY 26-02D PAYSON DESIGN PAYSON WILDFIRE EVACUATION ROUTE (FY 26), SR 87 to 1,250 FT SOUTH OF MAIN STREET "CONGRESSIONAL APPROPRIATION" of \$300,000.00 with a local match of \$18,134.00 for a grand total of \$318,134.00.**
 - a. After consultation with ADOT and Town staff the local match was adjusted to reflect updated project costs and design phase initiation.
4. **PAY26-01D PAYSON SCOPING/DESIGN W. FOREST DR - (Improvements Phase 1) N. MCLANE RD to SR 87 \$247,066.00 STBGP, with a local match of \$72,455.40 for a grand total of \$319,521.40**
 - a. After consultation with ADOT and Town staff, a project scope change was suggested based on the availability of funds. This will provide the Town with full scoping documents and 30% design plans.

Loan Work/Financial Ledger Activity:

5. Reduce FY 2030 Loan to FY 2027 from \$54,419.00 to \$22,856.62

Mr. Abraham went on to describe each proposed amendment in detail focusing on Formal Amendment #1: **SCA 28-01C SAN CARLOS Construction BIA 170 - (New Sidewalk)**. He gave a brief background on the project and why the amendment was being requested. He described that during the initiation of the design phase of this project, it was discovered that the construction phase was significantly underfunded by approximately \$100,000.00 dollars. After discussions with ADOT and the Tribe ADOT requested that the construction phase be fully funded or a plan in place to fully fund the construction phase prior to initiating the design phase. He described the plan to fund the phase which would require utilizing all planned surpluses from the 2028 & 2029 TIP ledger and a substantial loan from the 2030 ledger. He went on present that later in the year as part of the 5 Year TIP planning process additional movement or planning of loans could occur to “refund” fully expended years. He then commented that although the TTAC and Regional Council have been philosophically aligned in keeping projects “alive”, it would not be unreasonable to have a local match or financial contribution from the Tribe as the cost increases were well beyond what was initially estimated and the fact the Tribe is not required to provide a local match like other jurisdictions.

Chairman Ashbaugh asked for clarification on the by-laws regarding TTAC voting privileges, to discern if the TTAC could vote on the matter in the absence of the Tribal representative. Mr. Abraham read a portion of the TTAC by-laws that stated the TTAC could in fact vote on the item even though the Tribal representative was not in attendance.

Member Rencher asked if the matter could be continued to see what the Tribe was willing to commit as a local match.

Chairman Ashbaugh responded that procedurally the other proposed amendments could be voted on and this one item could be continued.

Mr. Rick Powers commented that he believes the Tribe would be willing to provide a financial contribution to the project.

Mr. Abraham commented that there may be a timing issue due to the fact he will be taking a vacation in May and will miss the May TTAC meeting, initiation deadlines with ADOT LPA, and Regional Council scheduling.

There was a general discussion regarding the LPA submittal deadlines and meeting scheduling.

After discussion it was resolved that a special meeting would be needed.

Chairman Ashbaugh asked if there were anymore questions or concerns regarding this amendment. Hearing none he called for a motion.

Member Riveria motioned to approve the amendments as presented and to continue item #1 SCA-26-01C until June 4th 2026. Member Kenney Seconded. Motion approved unanimously.

B. CAG 2026 Title VI Non-Discrimination Program Implementation Plan.

Zeena Gagnon, Mobility Manager, used a power point to present the item. A copy of the Power Point is available on request to CAG Staff. The presentation focus on how CAG Staff will implement the requirements of Title VI in its functions and the implementation plan is attached to the agenda.

Chairman Ashbaugh asked if there were any questions for Zeena.

Member Rencher asked how the executive order affects the requirements for “Limited English Proficiency” accommodation.

Ms. Gagnon responded that in the past we asked people to alert us if they needed language assistance. That has been replaced by a question on the voluntary self-identification survey. If a person identifies that they need language assistance, then CAG will provide language assistance. The major change is we are not allowed to ask if a person needs language assistance.

Chairman Ashbaugh asked if there were any questions for Zeena. Hearing none he called for a motion. Vice Chair Kenney motioned to recommend approval of the **CAG 2026 Title VI Non-Discrimination Program Implementation Plan**. Member Rivera seconded. Motion passed unanimously.

Chairman Ashbaugh returned to Agenda Item VII “Standing Reports”

VII. Standing Reports

A. Member Jurisdictions:

1. Town of Payson:

Member Larson informed the TTAC that IGA’s for both the Granite Dells project and West Forest Drive projects are going to be executed.

2. San Carlos Apache Tribe:

Rick Powers on behalf of the Tribe had the following updated for the TTAC that he believes there will be a credit from a previously approved HSIP project that will return to CAG ledger sometime in the future and this may help offset the costs discussed in the previous agenda item.

B. Multi-Modal Planning Division, ADOT

Mr. Randolph had the following updates for the TTAC:

1. ADOT FY27-31 Tentative Five Year Construction Program: The public comment period is currently underway for the tentative program. Comments can be submitted online, email, phone. The public hearing with the STB will occur in May, with June adoption.

2. ADOT 2055 Long Range Transportation Plan (LRTP)/Next Move AZ: The listening tour meetings are still occurring with the local agencies around the state. Local agencies will be ongoing the remainder of Spring 2026 and then transitioning with the general public beginning in Summer 2026. Next Move AZ was presented at the most recent CAG regional council, and had a session with Florence on April 2nd. Next Tuesday will be the Tonto Basin Next Move AZ event, then Friday we will be having a session in Young, AZ. ADOT staff are also conducting Next Move AZ interaction

booths at local community events and I will be at Superior this Saturday for the Flavor or Arizona Festival.

3. **Transportation Alternatives:** The FY27-29 call for project applications have been received and are being processed. Applications were due April 3rd. Please visit the TA Program website for detailed information, program guide and application. <https://azdot.gov/TA>.
4. **HSIP:** Please continue to work with any HSIP consultants for awarded design projects that were selected to move further after the scoping process.

Status of ADOT studies:

1. **Town of Miami Trails Study:** The final plan has been uploaded on the project webpage and this project has been closed out. The town informed me they applied in the last TA application cycle.
2. **ADOT Route Transfers Study:** Stakeholder interviews have been occurring and we have had an interview with Apache Junction. We are also looking for any stakeholder interest in your area and possibly Payson. Agency outreach emails have been sent out to continue with any stakeholder interviews. We are pausing the handbook update at the moment until the Next Move AZ listening Tour sessions are complete to coordinate any route transfer candidates.
3. **Other studies:** The State Freight Plan update has a call for freight feedback with a bottleneck survey to show freight congestion across our state highway system. The public can provide map locations in the survey link which will be used for existing information in completing the freight plan. For the ADOT COG/MPO Manual Update, the consultant and ADOT have been having meetings with various COGs and MPOs to provide their input on the manual. The next TAC meeting should be occurring in May.

C. Local Public Agency, ADOT
No update was presented

D. District Engineers, ADOT
No update was presented

E. CAG Transportation Planning Update

Director Abraham had the following updates for the TTAC:

- i. RTAC processes are still ongoing, and the legislature is working on calculating if a budget surplus will even occur at the end of this Fiscal Year. He asked the TTAC to start thinking about next years proposal over the coming month.
- ii. Transportation Alternative Grant application submittal period has ended. CAG staff would like any feedback on the application and process for areas of potential improvement next year.
- iii. Director Abraham Asked the TTAC to start planning for projects to be added to the 5-year TIP planning process he expects to start the Kick-off in July.

IX. Round Table:

Member Kenney commented that "Pioneer Days" is this weekend.

X. Future Agenda Items:

Member Larsen wanted an agenda item to adjust the local match for the “Forest Drive” project. He would discuss the details with CAG staff soon.

XI. Scheduling of Next Meetings: *June 4th, 2026, at 1 p.m.* via zoom webinar.

XII. Adjournment: The meeting adjourned at 2:04 P.M.

DRAFT



Transportation Technical Advisory Committee

June 4, 2026 Special Meeting Minutes

DATE: June 4, 2026
TIME: 1:00 P.M.
LOCATION: via ZOOM Webinar

MEMBERS PRESENT:

Nick Cruz <i>(Superior)</i>	Amanda Kenney – <i>Vice Chair</i> <i>(Kearny)</i>	Matt Rencher <i>(Gila County)</i>
Jen Hobert <i>(ADOT - MPD)</i>	Alexis Rivera <i>(Town of Miami)</i>	Travis Ashbaugh - <i>Chairman</i> <i>(City of Globe)</i>
Deven Price <i>(Pinal County)</i>	Gloria Ruiz <i>(Winkelman)</i>	Nathan Larsen <i>(Payson)</i>

MEMBERS ABSENT:

VACANT <i>(Hayden)</i>	VACANT <i>(Mammoth)</i>	Sandra Shade <i>(Ak-Chin Indian Community)</i>
LaReesa Sanchez <i>(White Mountain Apache Tribe)</i>	Tina Ridings <i>(Star Valley)</i>	Marvin Mull <i>(San Carlos Apache Tribe)</i>

GUESTS PRESENT:

Rick Powers, Thomas Goodman (Gila County)

CAG Staff:

Steve Abraham <i>(Transportation Planning Director)</i>	Andrea Robles <i>(CAG Executive Director)</i>	Zeena Gagnon <i>(Mobility Manager)</i>
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I. Call to Order

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

II. Pledge of Allegiance

Transportation Director Abraham led the Committee in the Pledge of Allegiance.

III. Roll Call and Introductions

Roll call was taken and introductions were made. Nine (9) voting members were present, constituting a quorum as established by the CAG TTAC Bylaws.

IV. Title VI Notice

Mr. Abraham read a statement of where and how to file a complaint regarding Title VI violations and requested the TTAC members complete the Self-Identification Survey provided at the link in the chat.

V. Call to the Public

No one answered the Call to the Public.

(At the request of CAG Staff, Chairman Ashbaugh optioned to move Agenda Item VII "Old Business" ahead of Standing Reports)

VII. Old Business:

a. 2026-2030 CAG Transportation Improvement Program. *(Continued from the April 16, 2026, CAG TTAC Meeting)*

Director Abraham discussed the following Administrative and Formal Amendments to the 2026-2030 CAG Transportation Improvement Program.

Formal Amendments:

Amend:

1. **SCA 28-01C SAN CARLOS Construction BIA 170 - (New Sidewalk) STBGP \$362,400.00** with a local match of \$0.00 for a grand total of \$362,400.00.
 - a. CAG staff recently received updated cost estimates for the project. CAG staff is requesting to program the additional funds out of the 2028(\$11,826.36), 2029(\$24,826) & 2030 (76347.00) ledger.
 - i. If approved this would exhaust the planned surpluses from FY28 & 29 and require a substantial loan from unallocated FY 2030 funds leaving approximately \$1928 for FY 2030.

Mr. Abraham gave a brief presentation on the history and recent activity of the project. He informed the TTAC that he learned earlier in the week that a project credit, from a previously approved project in the CAG area, would add approximately \$191,689.00 to the CAG ledger which would cover the cost increases in the construction phase and leave a surplus in FY 2029. Further, he alerted the TTAC that although the credit will be coming back to the CAG ledger, he is not sure when or what year the loan will be credited to. He then stated although this is somewhat unknown at this point, he is confident over the next 2.5 years there will be opportunities to keep the project funded if the credit doesn't arrive before the time to initiate the construction phase.

Mr. Rick Powers explained that the increase (on the construction phase) is based on the most recent scoping documents and believes that the new project cost is accurate (including the inflation increase added by CAG Staff). He also provided some history from where the credit is coming from and the anticipated arrival in CAG's ledger.

Chair Ashbaugh Asked if there were additional questions. Hearing none, Chair Ashbaugh called for a motion. Member Rivera motioned to recommend approval of the amendment as presented along with the programming of a \$191,689.97 project credit in FY 2029. Member Larsen seconded the motion passed unanimously.

Chairman Ashbaugh returned to Agenda Item VI “Standing Reports”

VI. Standing Reports

A. Member Jurisdictions:

1. Town of Payson:

Member Larson informed the TTAC that West Forest Drive are waiting for SOI’s and on Houston Mesa, the Town Council is preparing to approve the local match. Green Valley Parkway: the IGA with ADOT will be signed shortly.

B. Multi-Modal Planning Division, ADOT

Ms. Hobert had the following updates for the TTAC:

1. **ADOT FY27-31 Tentative Five Year Construction Program:** The public comment period is currently underway for the tentative program. Comments can be submitted online, email, phone. The plan is on pace for a June 19th 2026 adoption.

2. **Transportation Alternatives:** The FY27-29 call for project applications have been received and are being processed. 54 Applications were received. Reviews are due back from the TAC scoring by June 27th. The week of July 7th is anticipated notice of awards will be issued. Status of ADOT studies:

C. Local Public Agency, ADOT

No update was presented

D. District Engineers, ADOT

No update was presented

E. CAG Transportation Planning Update

Director Abraham had the following updates for the TTAC:

- i. RTAC processes are still ongoing, and the legislature is working on calculating if a budget surplus will even occur at the end of this Fiscal Year. He asked the TTAC to start thinking about next years proposal over the coming month.

IX. Round Table:

Member Kenney commented that the Town Manager resigned and the Town is looking for a replacement.

X. Future Agenda Items:

The TTAC had no additional items to add to future agendas.

XI. Scheduling of Next Meetings: June 25th, 2026, at 1 p.m. via zoom webinar.

XII. Adjournment: The meeting adjourned at 1:29 P.M.



<input checked="" type="checkbox"/>	Information Only
<input type="checkbox"/>	Motion to Approve

Date: June 25, 2026

To: CAG TTAC Members

From: Steve Abraham, Transportation & Water Quality Planning Director

Subject: CAG FY2026 – FY2030 Transportation Improvement Program (TIP)

Recommended Motion

I Move to recommend approval to the CAG Management Committee the TIP Amendments as presented by CAG Staff.

Administrative Amendments:

Add

- 1. TRAN 26-02 CAG Mobility Manager Coordinator YR 1** \$117,500.00 (5310) with a local match of \$29,375.00 for a grand total of \$146,875.00.

Amend:

- 2. PAY26-01D PAYSON SCOPING/DESIGN W. FOREST DR - (Improvements Phase 1) MCLANE RD SR 87** \$247,066.00 (STBGP) with a local match of \$44,934.00 for a grand total of \$292,000.00.
 - After consultation with ADOT and Town staff the local match was adjusted to reflect updated project costs and the addition of a scoping phase to the project as part of project initiation.

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 FY26-30



TRANSPORTATION IMPROVEMENT PROGRAM - (TIP)

Last Approved by Regional Council on January 28, 2026

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 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 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)
				REPAYMENT OUT (Transfer) - (CAG to ADOT) - (To FY26)							STBGP	\$ 42,435.00					\$ (42,435.00)
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)
												\$293,000.81	\$0.00	\$0.00	\$6,833.05	\$1,354,098.41	\$ 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
				ADOT Project Credit (HSIP to STBGP Conv.) SH61601D (Globe Pvt. Mrk.)							STBGP	\$ 32,553.38					\$ 32,553.38
				LOAN OUT - (CAG to ADOT) - (TO FY27 BIA 170 (New Sidewalk Design))								\$ (122,590.00)					\$ (122,590.00)
				REPAYMENT OUT - (CAG to ADOT) - (TO FY28 Forest Drive Const.)							STBGP	\$ (22,677.87)					\$ (22,677.87)
				LOAN OUT - (CAG to ADOT) - (TO FY27)(Project Credit SH61601D)								\$ (32,553.38)					\$ (32,553.38)
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		\$ 122,590.00	\$ -
PAY26-01D		PAYSON	SCOPING/DESIGN	W. FOREST DR - (Improvements Phase 1)	N. MCLANE RD	SR 87	0.41	2	2	MAJOR COLLECTOR	STBGP	\$ 247,066.00			\$ 44,934.00	\$ 292,000.00	\$ (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)
CAG 26-03P				CAG/ADOT FY26-FY27 WORK PROGRAM SUPPLEMENT	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 14,000.00			\$ 846.24	\$ 14,846.24	\$ (14,000.00)
												\$368,499.80	\$0.00	\$0.00	\$45,538.45	\$425,194.45	\$ -

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 2027																	
				FY 2027 APPORTIONMENT							STBGP						\$ 532,496.00
				FY 2027 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						\$ (33,352.00)
				FY 2026 OBLIGATION AUTHORITY AMOUNT - Credit/Carryover							STBGP	\$ 2,000.00					\$ 2,000.00
				LOAN IN - (ADOT to CAG) - (TO FY27)(Project Credit SH61601D)								\$ 32,553.38					\$ 32,553.38
				LOAN IN - (ADOT TO CAG to ADOT) - (From FY30) - (NOT YET PROCESSED)							STBGP	\$ 22,856.62					\$ 22,856.62
				LOAN IN - (ADOT to CAG) - (TO FY27 BIA 170 (New Sidewalk Design))								\$ 122,590.00					\$ 122,590.00
				Gila County Transportation Plan							STBGP	\$ 329,144.00			\$ 19,895.24	\$ 349,039.24	\$ (329,144.00)
				City of Globe Pavement Assessment Study							STBGP	\$ 70,000.00			\$ 4,231.18	\$ 74,231.18	\$ (70,000.00)
				Town of Kearny Pavement Assessment Study							STBGP	\$ 70,000.00			\$ 4,231.18	\$ 74,231.18	\$ (70,000.00)
CAG 27-03P				CAG/ADOT FY27-FY28 WORK PROGRAM SUPPLEMENT	N/A	N/A	N/A	N/A	N/A	N/A	STBGP	\$ 20,000.00			\$ 1,208.91	\$ 21,208.91	\$ (20,000.00)
SCA 28-01D	SAN CARLOS	DESIGN		BIA 170 - (New Sidewalk)	N/A	N/A	0.35	1	1	MAJOR COLLECTOR	STBGP	\$ 180,000.00	N/A	N/A		\$ 180,000.00	\$ (180,000.00)
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)
												\$824,590.62	\$0.00	\$0.00	\$604.45	\$10,604.45	\$ -
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 FY29) - (NOT YET PROCESSED)							STBGP	\$ 214,913.36					\$ 214,913.36
				LOAN IN - (ADOT TO CAG to ADOT) - (From FY26)							STBGP	\$ 22,677.87					\$ 22,677.87
				LOAN IN - (ADOT TO CAG to ADOT) - (From FY30) - (NOT YET PROCESSED)							STBGP	\$ 433,725.00					\$ 433,725.00
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 - (West Forest Drive Improvements)	N. MCLANE RD	SR 87	0.41	2	2	MAJOR COLLECTOR	STBGP	\$ 1,012,956.00			\$ 343,221.00	\$ 1,356,177.00	\$ (1,012,956.00)
				W. Forest Drive Supplemental Funds							STBGP	\$ 22,677.87					\$ (22,677.87)
				Loan in FY 2028							STBGP	\$ 11,826.00					\$ (11,826.36)
												\$1,022,956.00	\$0.00	\$0.00	\$343,825.45	\$1,366,781.45	\$ 13,000.00
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	\$ 362,400.00	N/A	N/A	\$ -	\$ 362,400.00	\$ (362,400.00) #
				Project Credit T031301C (Whit. Mtn and Airport Rd.)							STBGP	\$ 191,689.97					\$ 191,689.97
												\$372,400.00	\$0.00	\$0.00	\$604.45	\$373,004.45	\$ 103,520.61 #
FY 2030																	
				FY 2030 APPORTIONMENT							STBGP						\$ 532,496.00 #
				FY 2030 OBLIGATION AUTHORITY AMOUNT - ESTIMATE							STBGP						\$ (33,352.00) #
CAG 30-02P	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) #
				REPAYMENT OUT - (ADOT TO CAG to ADOT) - (To FY27) - (NOT YET PROCESSED)							STBGP	\$ 22,856.62					\$ 22,856.62
				REPAYMENT OUT - (CAG to ADOT) - (TO FY28) - (NOT YET PROCESSED)							STBGP	\$ 433,725.00					\$ (433,725.00)
												\$466,581.62	\$0.00	\$0.00	\$604.45	\$10,604.45	\$ 78,275.62 #
HIGHWAY SAFETY IMPROVEMENT PROJECTS																	
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)	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)	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	
												\$2,498,571.00	\$0.00	\$0.00	\$18,722.00	\$2,517,293.00	\$ -

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
TRANSPORTATION ALTERNATIVES PROGRAM																	
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 25-02C		SUPERIOR	CONSTRUCTION	PANTHER DR SIDEWALK CONNECTION - (FY26)	US 60	SUNSET AVE	1.14	N/A	N/A		TA - STBG	\$ 1,883,508.00	N/A	N/A	\$ 113,849.00	\$ 1,997,357.00	
TNF 25-01D		Natnl Parks Serv.	Design	Trailhead South of Pine on SR87, in Tonto National Forest - (FY 26)	SR 87 2300' South of Pine	N/A	N/A	N/A	N/A		TA - STBG	\$ 99,015.00			\$ 5,985.00	\$ 105,000.00	
GLB 25-01C	T054301D	GLOBE	Construction	GLOBE BROAD STREET SIDEWALK REPLACEMENT - (FY26)	(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	\$ 1,038,243.00	N/A	N/A	\$ 62,757.00	\$ 1,101,000.00	
GIL 26-03D		GILA COUNTY	Design/Scoping	Fossil Creek Sidewalk Improvements	AZ 87/260	Rimwood St.	0.70	N/A	N/A		TA - STBG	\$ 290,303.00			\$ 17,547.00	\$ 307,850.00	
PAY 26-02D		Payson	Design/Scoping	GRANITE DELLS RD - (Mixed Use Path and Roadway Widening)	Mud Springs Rd.	Terminus	3.30	N/A	N/A		TA - STBG	\$ 179,170.00	N/A	N/A	\$ 10,830.00	\$ 190,000.00	
												\$4,054,109.00	\$0.00	\$0.00	\$228,400.00	\$4,282,509.00	\$ -
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	
												\$8,093,187.00	\$0.00	\$0.00	\$16,523.00	\$8,549,078.00	\$ -
OFF SYSTEM BRIDGE PROGRAM (OSB)																	
FY 2026																	
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	
GIL 26-01D		GILA COUNTY	DESIGN	Pinal Creek Bridge #1 (Structure #08604 Dickison Dr./Abiquiu)	Abiquiu Trail	Dickison Dr. 50 ft. north of Sixshooter Canyon Rd.	0.01	2	2	Local	OSB/BFP*	\$ 141,450.00	N/A	N/A	\$ 8,550.00	\$ 150,000.00	
GIL 26-02D		GILA COUNTY	DESIGN	Pinal Creek Bridge #2 (Structure #08706 Hicks)	Hicks Rd.	Hicks Rd. 400 ft. NE of Wheatfields Rd.	0.11	2	2	Local	OSB/BFP*	\$ 150,880.00	N/A	N/A	\$ 9,120.00	\$ 160,000.00	
												\$911,450.00			\$17,670.00	\$4,572,480.00	\$ -
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 (State Funds)	\$ 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)	Young Rd. MP 316.5	Young Rd. MP 330	13.50	2	2	R. MINOR COLLECTOR	SMART (State Funds)	\$ 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 (State Funds)	\$ 31,212.00			\$ -	\$ 31,212.00	
MIA 26-01D		Miami	PLANNING/DESIGN	Town of Miami Roadway Improvement Grant (Pending Award) (FY 26)	Multiple Roadway Sections		0.69	2	2	U. MINOR COLLECTOR	SMART (State Funds)	\$ 358,225.00	N/A	N/A	\$ -	\$ 358,225.00	
												\$2,245,268.00	\$0.00	\$0.00	\$150,000.00	\$2,395,268.00	\$ -
BUILD GRANTS																	
GIL 22-02C	55718	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	±	±	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	\$ -

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	
STATE BUDGET APPROPRIATION FUNDS																		
Funded																		
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		
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		
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		
												\$6,231,400.00	\$0.00	\$0.00	\$393,799.00	\$6,625,199.00	\$	-
CONGRESSIONAL APPROPRIATION FUNDS																		
FY 2024																		
PAY 24-02C		PAYSON	CONSTRUCTION	GREEN VALLEY PARKWAY EXTENSION Payson Wildfire 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	\$	-
FY 2026																		
PAY 26-02D		PAYSON	DESIGN	PAYSON WILDFIRE EVACUATION ROUTE (FY 26)	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	\$ 18,134.00	\$ 318,134.00		
FTA SECTION 5310 GRANTS																		
FY 2024																		
TRAN 24-02		PAYSON SC	MAINTENANCE	PAYSON SENIOR CENTER - (YR 1 PREVENTATIVE MAINTENANCE)			5310			PREVENTATIVE 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		
TRAN 26-01		HOPE Inc.	MAINTENANCE	HOPE Inc. - (YR 1 PREVENTATIVE MAINTENANCE) (80% award)			5310			PREVENTATIVE MAINTENANCE	5310	\$ 1,500.00			\$ 375.00	\$ 1,875.00		
TRAN 26-02		CAG	N/A	CAG/SCMPO MOBILITY MANAGER OPERATIONS - (OCT 1, 2026 - SEP 30, 2027)			5310			MOBILITY MGMT	5310	\$ 117,000.00	N/A	N/A	\$ 29,375.00	\$ 146,375.00		
												\$240,440.00	\$0.00	\$0.00	\$86,360.00	\$326,800.00	\$	-
FTA SECTION 5311 GRANTS																		
FY 2024																		
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 PREVENTATIVE 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			PREVENTATIVE 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			PREVENTATIVE 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			PREVENTATIVE 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		
TRAN 23-12*		MIAMI	OPERATIONS	COPPER MOUNTAIN TRANSIT - (YR 1 OPERATIONS)(updated allocation award)			5311			OPERATIONS	5311	\$ 204,680.57	N/A	N/A	\$ 148,216.96	\$ 352,897.53		
TRAN 23-13*		MIAMI	MAINTENANCE	COPPER MOUNTAIN TRANSIT - (YR 1 PREVENTATIVE MAINTENANCE)(updated allocation award)			5311			PREVENTATIVE MAINTENANCE	5311	\$ 24,000.00	N/A	N/A	\$ 6,000.00	\$ 30,000.00		

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
<u>TRAN 23-14*</u>		<u>MIAMI</u>	<u>ADMINISTRATION</u>	<u>COPPER MOUNTAIN TRANSIT - (YR 1 ADMINISTRATION)(updated allocation award)</u>			<u>5311</u>			<u>ADMINISTRATION</u>	<u>5311</u>	\$ <u>98,264.16</u>	<u>N/A</u>	<u>N/A</u>	\$ <u>24,566.04</u>	\$ <u>122,830.20</u>	
												\$1,353,700.00	\$0.00	\$0.00	\$768,800.00	\$2,122,500.00	\$ -
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	
TRAN 25-02		MIAMI	ADA VEHICLE	NEW & IMPROVED TRANSIT VEHICLE VAN- (FY25)			5339			NEW VEHICLE	5339	\$ 118,071.00	N/A	N/A	\$ 20,836.06	\$ 138,907.06	
TRAN 25-03		MIAMI	ADA VEHICLE	NEW & IMPROVED TRANSIT VEHICLE BUS- (FY25)			5339			NEW VEHICLE	5339	\$ 210,624.00	N/A	N/A	\$ 37,168.94	\$ 247,792.94	



<input type="checkbox"/>	Information Only
<input checked="" type="checkbox"/>	Motion to Approve

Date: June 24, 2026

To: CAG TTAC Members

From: Steve Abraham, Transportation & Water Quality Planning Director

Subject: CAG FY28 RTAC Requests

Attached please find the RTAC project list for FY 28. 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 28 RTAC Applications and project descriptions

FY28 RTAC 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	\$ 224,000.00	\$ 3,398,853.00		\$ 250,000.00	\$ -	\$ 3,872,853.00	\$ 3,622,853.00
Globe #2 - Pinal Creek Bridge @ Haskins Road (#09710)*	\$ 464,800.00	\$ 4,275,578.00		\$ 260,000.00		\$ 5,000,378.00	\$ 4,740,378.00
Gila County Young Rd. Improvements		\$ 2,000,000.00		\$ 20,000.00		\$ 2,020,000.00	\$ 2,000,000.00
Pinal County #2 - McNab Parkway		\$ 2,900,800.00		\$ -	\$ -	\$ 2,900,800.00	\$ 2,900,800.00
Star Valley - Local Street Improvements	\$ 105,104.00	\$ 2,824,629.00		\$ -	\$ -	\$ 2,929,733.00	\$ 2,929,733.00
Superior #1 - Sunset Drive Improvements	\$ -	\$ 1,801,307.00		\$ 27,663.00	\$ -	\$ 1,828,970.00	\$ 1,828,970.00
W. Forest Drive Construction	\$ 50,000.00	\$ 1,329,266.00				\$ 1,379,266.00	\$ 1,379,266.00
Miami - Local Street Improvements*		\$ 3,136,000.00		\$ -	\$ 46,000.00	\$ 3,182,000.00	\$ 3,136,000.00
Kearny Local Street Improvements*		\$ 1,001,200.00		\$ 37,000.00		\$ 1,038,200.00	\$ 1,001,200.00
TOTAL:	\$ 843,904.00	\$ 22,667,633.00	\$ -	\$ 594,663.00	\$ 46,000.00 Available:	\$ 24,152,200.00	\$ 23,539,200.00

City of Globe #1 Yuma Bridge



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

<input checked="" type="checkbox"/> DESIGN	FY Program Year:	FY 2027	
	Funding Source Request:	<input type="checkbox"/> STBGP	<input type="checkbox"/> HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	<input checked="" type="checkbox"/> 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.			

<input checked="" type="checkbox"/> CONSTRUCTION	FY Program Year:	FY 2027	
	Funding Source Request:	<input type="checkbox"/> STBGP	<input type="checkbox"/> HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	<input checked="" type="checkbox"/> 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?		<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
	<input checked="" type="checkbox"/>	Regional Transportation Plan (RTP)	<input checked="" type="checkbox"/>	Pre-Scoping Studies
	<input type="checkbox"/>	Road Safety Assessment (RSA)	<input checked="" type="checkbox"/>	Comprehensive Economic Development Strategy (CEDS)
	<input checked="" type="checkbox"/>	Capital Improvement Program (CIP)	<input checked="" type="checkbox"/>	Local Comprehensive Plan / General Plan
	<input checked="" type="checkbox"/>	Local Transportation Plan	<input checked="" type="checkbox"/>	Other #1 Deficient Bridges Study 2016
	<input checked="" type="checkbox"/>	Other #2 Preliminary Design plans	<input type="checkbox"/>	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 <i>(For Potential Use of HSIP Funds)</i>	Can you provide crash data, including fatalities over the last five (5) years? Yes or No? <i>(Cite Source of Crash Data)</i>		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	<p>Are there any potential environmental impacts or challenges of the project that you can foresee?</p> <p>Yes or No and Why?</p> <p><i>(e.g. endanger species, cultural assets, hazardous materials sites, 4Fs, Title VI populations, wet lands that would be affected, etc.)</i></p>	<p>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.</p>
RIGHT-OF-WAY (ROW)	<p>Please describe any ROW items associated with this project.</p> <p><i>(e.g. Will ROW be required? How much ROW? Is the State Land Department involved?)</i></p>	<p>No, there are no anticipated right-of-way challenges with this project, the new structure will remain on the same alignment.</p>
DEVELOPMENT ACTIVITY	<p>Is there any planned or ongoing development activity that could impact the proposed project? If Yes, please explain.</p>	<p>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.</p>
UTILITIES	<p>Will the project include/require any utility relocation(s) by the project sponsor? If Yes, please explain.</p>	<p>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.</p>
DRAINAGE	<p>Are there any drainage issues and/or proposed improvements associated with this project?</p>	<p>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.</p>

LEVEL OF SERVICE (LOS):	Current:	A	After:	A
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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" =	Stable 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) <i>(Enter \$0 in Unit Price column if none required)</i>	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. <i>Enter \$0 in Unit Price column if none required</i>)	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) <i>Enter \$0 in Unit Price column if none required.</i>	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) <i>Enter \$0 in Unit Price column if none required</i>	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) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	\$15,000.00	\$15,000.00	\$12,128.52	\$2,871.48
SUBTOTAL – PROJECT DESIGN COSTS				\$ 200,000	\$161,714	\$ 38,286
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.						

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				\$0.00	\$0.00	\$0.00
Remove Asphaltic Concrete Pavement	CY			\$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				\$0.00	\$0.00	\$0.00
Drainage Excavation				\$0.00	\$0.00	\$0.00
Structural Excavation	CY			\$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		50	\$28.00	\$1,400.00	\$1,131.99	\$268.01
Colored Concrete	SF			\$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				\$0.00	\$0.00	\$0.00
Stamped Asphalt				\$0.00	\$0.00	\$0.00
Stamped Concrete	SF			\$0.00	\$0.00	\$0.00
Concrete				\$0.00	\$0.00	\$0.00
Integral Color Concrete				\$0.00	\$0.00	\$0.00
PEDESTRIAN ADA RAMP	SF	25	\$37.00	\$925.00	\$747.93	\$177.07

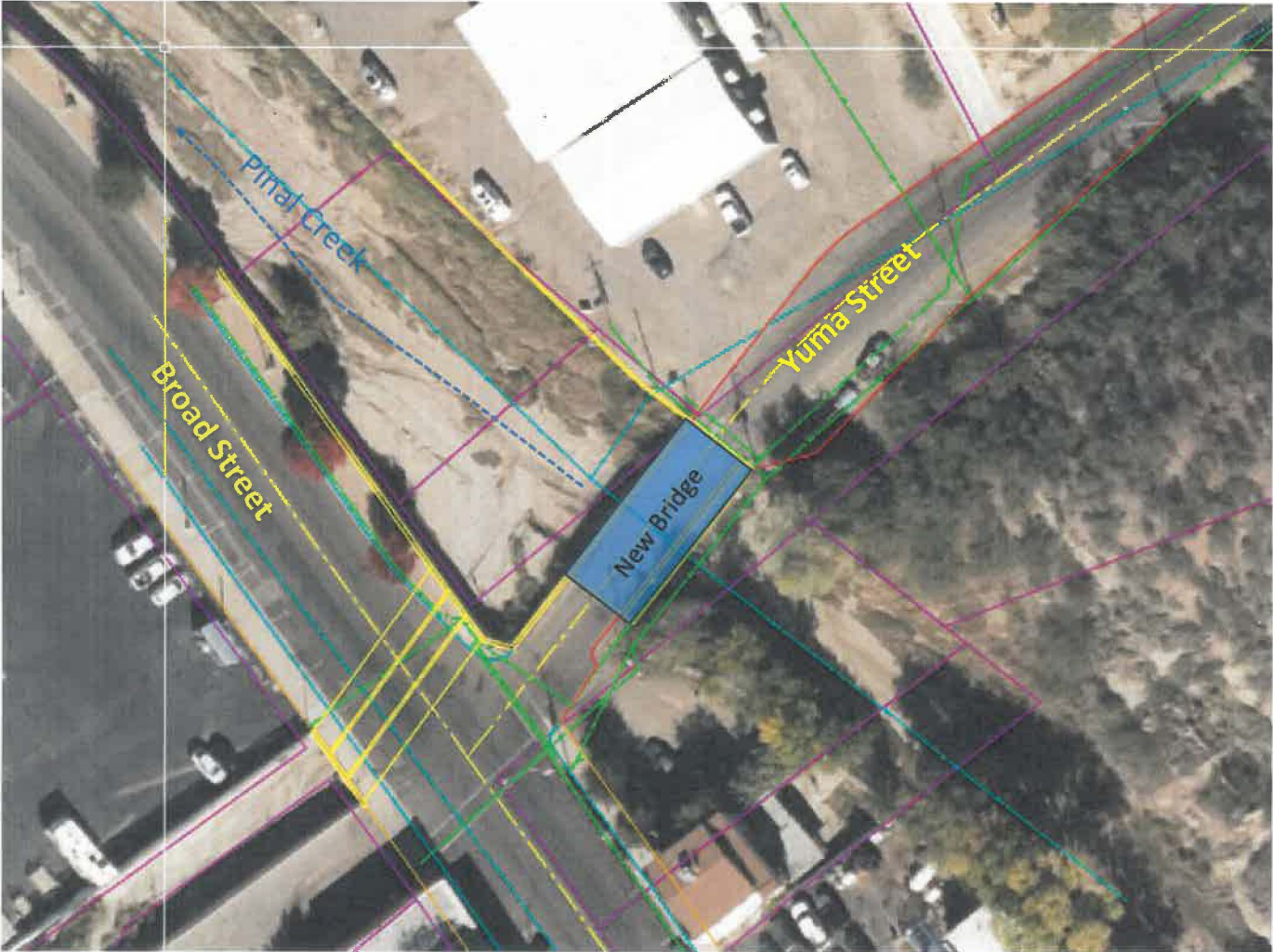
ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	State Appropriations Request	SPONSOR MATCHING FUNDS
CULVERT EXTENSIONS	LF			\$0.00	\$0.00	\$0.00
PEDESTRIAN LIGHTING (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.	Each			\$0.00	\$0.00	\$0.00
HANDRAIL						
Standard	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
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). <i>Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,000,000 for state projects)-</i>					BOX B	\$ 2,615,466
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). <i>Note: The maximum amount that should be shown on this line is \$30,223 for local projects (\$60,445 for state projects)-</i>					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



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		DIMENSIONS		PROPOSED IMPROVEMENTS	
N1-State Code :	049	N32:Appr Rdwy Width (feet):	30	N75-Type of Work:	31 1
N2-State Hwy District :	Southeast	N48-Max Span Length (feet):	25	N76-Length of Str Imp (feet):	102
N3-County Code :	Gila	N49-Structure Length (feet):	76	N94-Br Improv Cost (x1000):	\$202
N4-Place Code :	Globe, City Of	N50a-Lt Curb/Swlk Width (feet):	4.6	N95-Rdwy Improv Cost (x1000):	\$225
N16-Latitude:	33 Deg 24 Min 3.19 Sec	N50b-Rt Curb/Swlk Width (feet):	0.6	N96-Total Project Cost (x1000):	\$1003
N17-Longitude :	110 Deg 47 Min 23.36 Sec	N51-Br Width Curb-Curb (feet):	25.1	N97-Year of Cost Estimate:	2022
N98-Border St Code - % Resp:		N52-Deck Width Out-Out (feet):	33.1	CONSTRUCTION PROJECT DATA	
N99-Border Bridge Number:		N112-NBIS Br Length?	Y	N27-Year Built:	1939
INVENTORY ROUTE DATA		VERTICAL & HORIZONTAL CLEARANCE		N106-Year of Reconstruction:	
N19-Detour Length (miles):	2	N53-Min Vert Over Clr (feet):	99.99	A204-Orig Project Number:	
N20-Toll:	3	N54-Min Vert Under Clr (feet):	N 0.00	A205-Orig Project Station:	
ROADWAY RECORD	ON UNDER	N55-Min Lat Under Clr Rt (feet):	N 0.0	A223-TRACS Number:	
N5-Inv Rte: 1 5 0 0000 0 -		N56-Min Lat Under Clr Lt (feet):	0.0	A225-Deck Area (sq. feet): 2516	
N28-Lanes:	2 0	SERVICE, TYPE, and SPAN INFORMATION		INSPECTION	
N10-Inv Rte Min Vert Clr (feet):	99.99	N42-Service Type:	5 5	N90-Inspection Date:	05/15/2024
N11-Inv Rte Milepoint:	0.00	N43-Str Type, Main:	2 1	N91-Insp Freq (months):	24
N26-Functional Class:	18	N44-Str Type, Appr:	0 0	A207-Inspection Quarter:	2
N29-Avg Daily Traffic:	1021	N45-Number of Main Spans:	3	Inspection Type:	Routine
N30-Year of ADT:	2021	N46-Number of Appr Spans:	0	A228-Next Insp Date:	May 2026
N47-Inv Rte Tot Horiz Clr (feet):	25.1	CONDITION RATINGS		CRITICAL FEATURES	
N100-Defense Hwy:	0	N58-Deck:	5	N92A-Fracture Critical:	N
N101-Parallel Bridge:	N	N59-Superstructure:	5	N92B-Underwater Insp:	N
N102-Direction of Traffic:	2	N60-Substructure:	6	N92C-Special Insp:	N
N104-Hwy System:	0	N61-Channel:	6	N93A-Date Fract Crit Insp:	
N109-Percent Truck Traffic:	1	N62-Culvert:	N	N93B-Date Underwater Insp:	
N110-National Truck Network:	0	APPRAISAL RATINGS		N93C-Date Spec Insp:	
N114-Future ADT:	1031	N67-Struct Evaluation:	2	A234-Steel In-Depth Insp Freq(months):	0
N115-Year of Future ADT:	2041	N68-Deck Geometry:	4	CULVERT INFORMATION	
A200-Is N5 the Princ. Rte?	Y	N69-Underclearance Rtg:	N	A217-Culv Barrel Height(feet):	0
RESPONSIBILITY		N71-Waterway Adequacy:	8	A218-Culv Length (feet):	0
N21-Maint Responsibility:	04	N72-Appr Rdw Align:	6	A219-Culv Fill Height (feet):	0
N22-Bridge Owner:	04	N36-Traffic Safety Features:	0 0 0 0	BRIDGE RAILING	
A229-Agency:	Globe	BRIDGE SCOUR DATA		A206a,b,c-	
NAVIGATION		N113-Scour Critical Rtg:	5	Bridge Rail Type,	600
N38-Navigation Control:	0	A202-Foundation Type:	11	Geometric Conform, and	
N39-Nav Vert clr (feet):	0.00	A220-Found Embed (feet):	1	Structural Conform:	
N40-Nav Horiz Clr (feet):	0.00	A221-Scour Countermeasure:	089	SUFFICIENCY RATING	
N111-Nav Pier/Abut Prot:		LOAD, RATE, and POST		Sufficiency Rating:	30.50
N116-Nav Min Vert Clr (feet):		N31-Design Loading:	0	BRIDGE CONDITION	
GENERAL DATA		N41-Open, Post, Close:	P	Bridge Condition:	Fair
N33-Bridge Median:	0	N63-Method Used for Oper. Rtg:	1	A300 - GENERAL COMMENTS	
N34-Skew:	0	N64-Operating Load Rtg/Factor:	17		
N35-Structure Flared:	0	N65-Method Used for Inv. Rtg:	1		
N37-Historical Significance:	5	N66-Inventory Load Rtg/Factor:	10		
N107-Deck Str Type:	1	N70-Bridge Posting:	0		
N108-Wear Surf Prot System:	1 0 0	N103-Temp Str Designation:			
A201-Wear Surf Thickness (inches)		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		

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	A216 - Actual Completion Cost	\$ <input type="text"/>
Action:	0 Bridge deteriorates according to the TP matrix	A215 - Completion Date:	<input type="text"/>
Estimated Quantity:			
Estimated Cost:	\$0.00		
A212 - Repair Priority:	4-No repairs		
Monitor the sag in the sidewalk.			

Work Candidate ID:	D638397-F541-062420-86C33E93EB	A216 - Actual Completion Cost	\$ <input type="text"/>
Action:	1027 Channel-Repair Washouts / Erosion	A215 - Completion Date:	<input type="text"/>
Estimated Quantity:			
Estimated Cost:	\$0.00		
A212 - Repair Priority:	3-Can be scheduled		
Repair fill erosion at NE corner.			

Work Candidate ID:	D638397-3373-061818-478F62240E	A216 - Actual Completion Cost	\$ <input type="text"/>
Action:	1029 Deck-Patch spalls->Deck-Repair (Potholes)	A215 - Completion Date:	<input type="text"/>
Estimated Quantity:			
Estimated Cost:	\$0.00		
A212 - Repair Priority:	3-Can be scheduled		
Patch the spalls on deck top surface and soffit.			

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**

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:

- Two-lane AC roadway has several moderate to wide longitudinal, transverse and map sealed cracks, some sealed. Transitions are somewhat uneven.
- 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).
- This bridge has no guardrail transition system.
- 25-ton weight limit signs are at both approaches.
- Object markers are at all 4 corners of bridge. South approach object markers have minor impact damage.
- One 4.5" dia. pipe is on east side of sidewalk and one electrical conduit is along top of south abutment.

Deck:

- 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).
- 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" dia. drains on both sides of deck and near center of EB traffic lane are open.

Substructure:

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

Waterway:

- Channel is composed of Sand and Gravel, with moderate bank vegetation. Flow is SE to NW.
- 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.
- 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:

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

Photos:

- Roadway ID, Looking N
- Elevation ID, Looking W
- Deck top
- Soffit
- 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



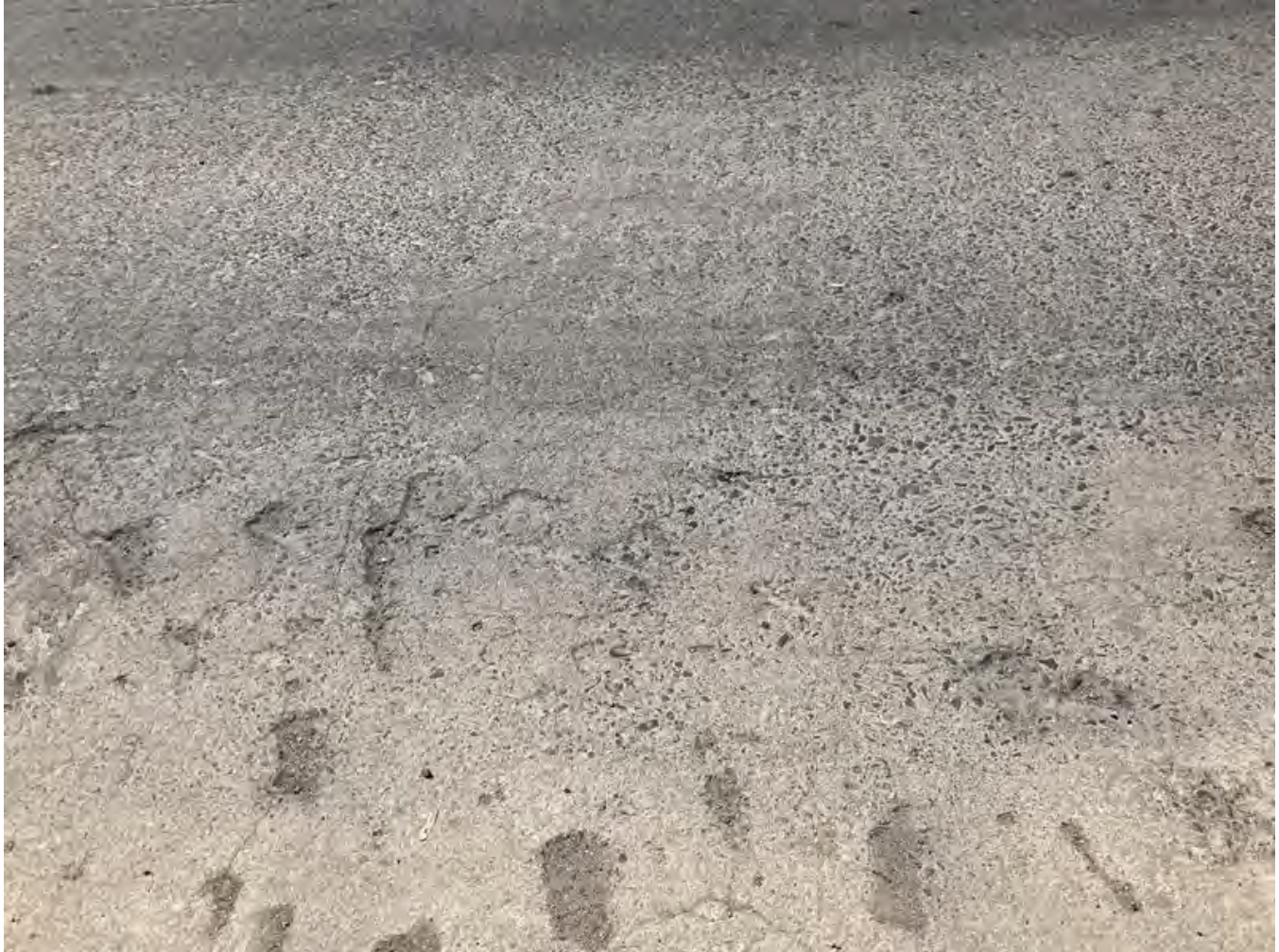
File Name : 08602-2024-05-15-Photo-2.jpg

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



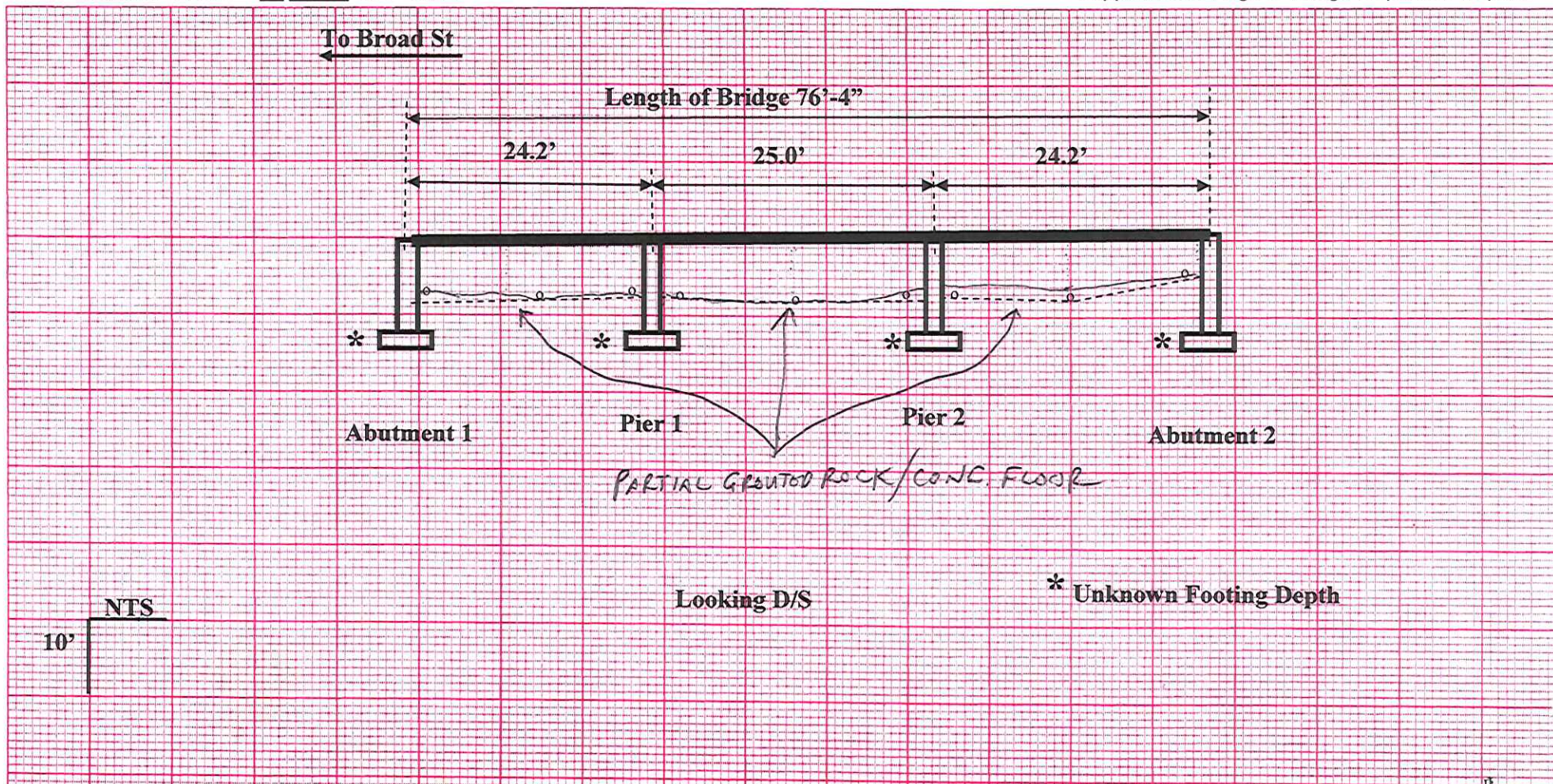
File Name : 08602-2024-05-15-Photo-5.jpg

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	Inspector'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.



Director's Office

Katie Hobbs, Governor
John S. Halikowski, Director
Kismet Weiss, Deputy Director/Chief Operating Officer
Greg Byres, Deputy Director for Transportation/State Engineer

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



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.

A handwritten signature in black ink that reads "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
150 N. Pine Street
Globe, AZ 85501



Prepared By:



In Coordination With:



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 CONSIDERATIONS

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.

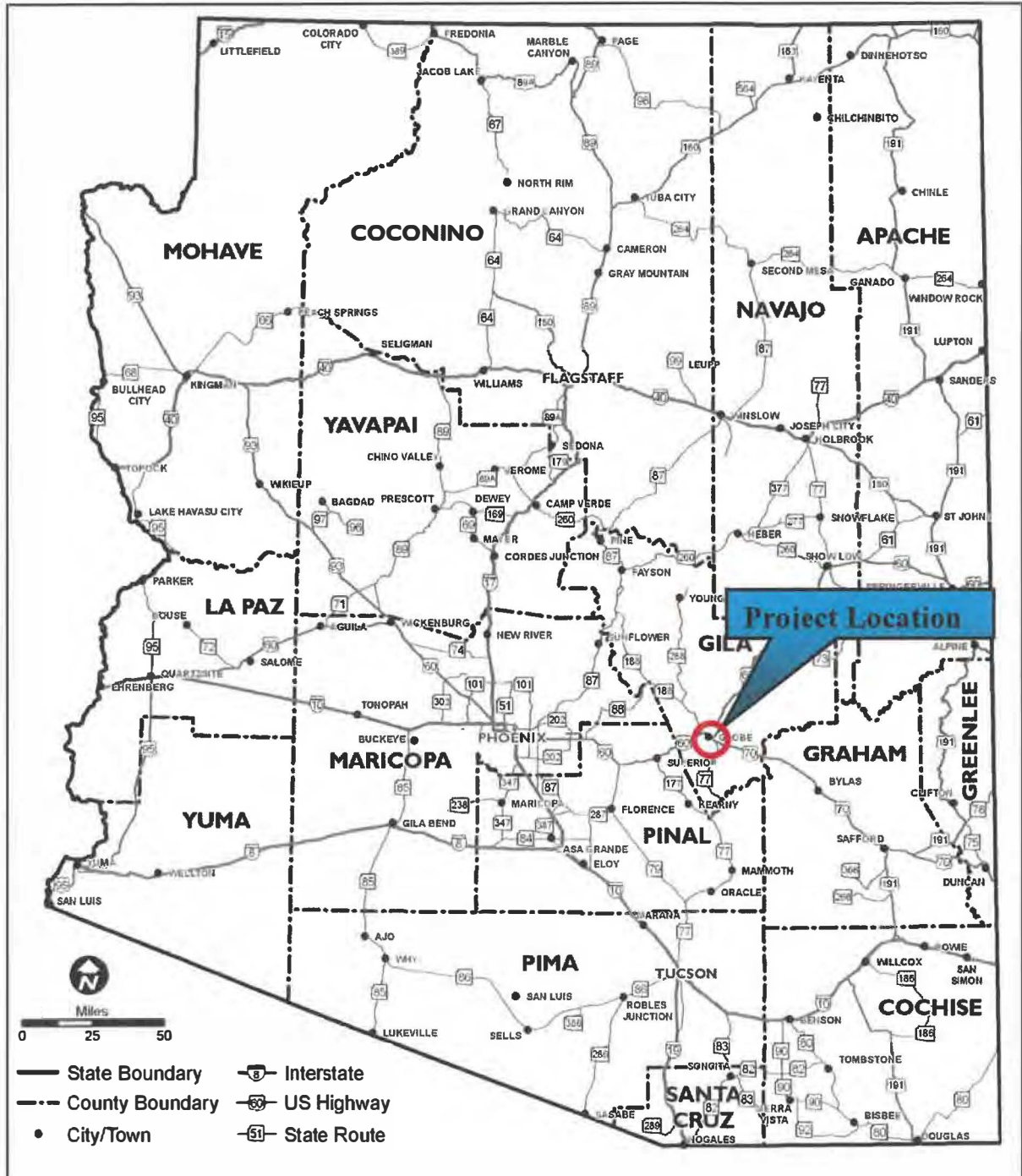


Figure 1: Project Location Map



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.

City of Globe – Yuma Bridge
CAG RTAC Submittal

Appendix A – CAG FY23-FY30 Administrative TIP Amendment

GILA COUNTY: GLOBE, HAYDEN, MIAMI, PAYSON, STAR VALLEY, WINKELMAN
PINAL COUNTY: APACHE JUNCTION, CASA GRANDE, COOLIDGE, ELOY, FLORENCE, KEARNY, MAMMOTH, MARANA, MARICOPA, QUEEN CREEK, SUPERIOR
TRIBAL GOVERNMENT: AK-CHIN INDIAN COMMUNITY, GILA RIVER INDIAN COMMUNITY, SAN CARLOS APACHE TRIBE, WHITE MOUNTAIN APACHE TRIBE



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 Multitodal 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, 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	Tel: 602-474-9300
2540 West Apache Trail, Suite 108	Toll Free: 800-732-1045
Apache Junction, Arizona 85120	TDD: 602-571-5252
www.cagaz.org	Fax: 602-474-9306

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

CITY OF GLOBE, AZ
ESTIMATED ENGINEERING CONSTRUCTION COST
ITEMIZED ESTIMATE

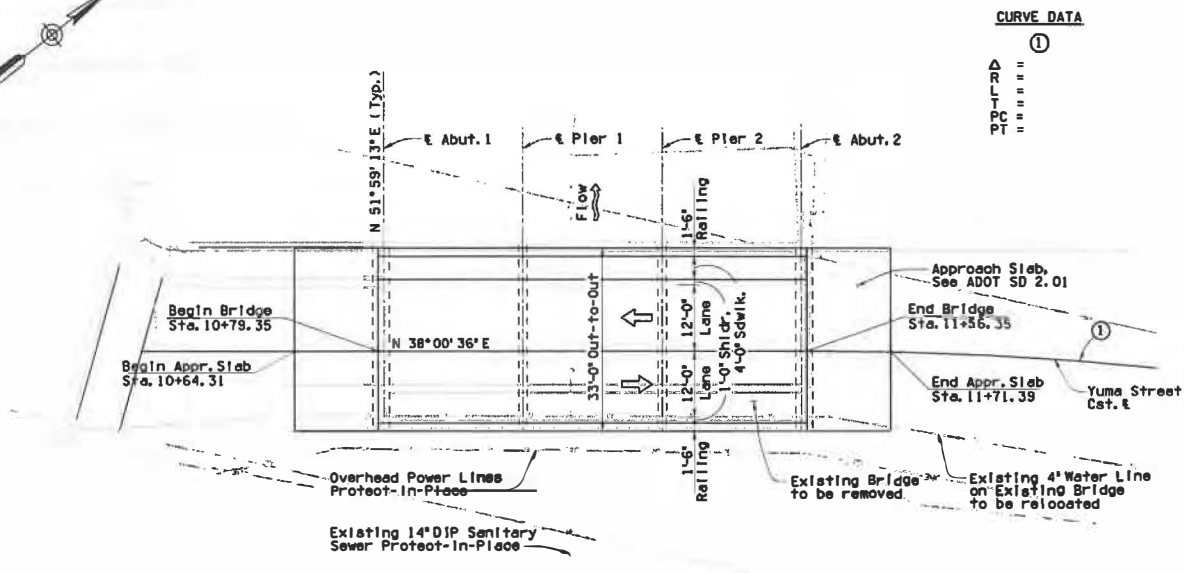
LOCATION: Yuma Street Bridge

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

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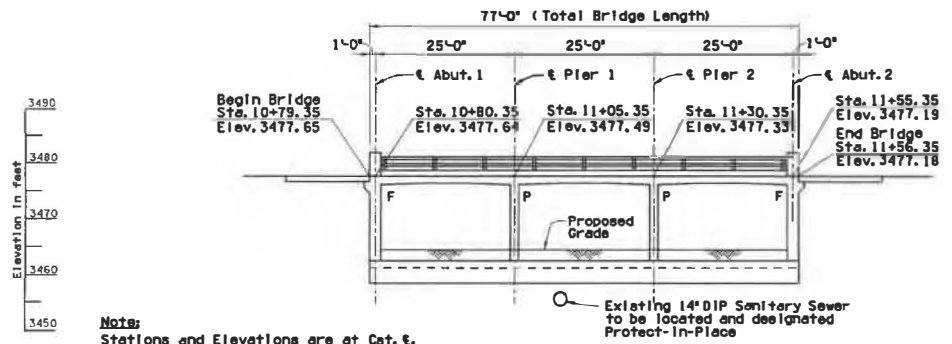
INDEX OF DRAWINGS

Title	Dwg. No.
General Plan & Elevation	BR01
Typical Section	BR02
Typical Longitudinal Section	BR03

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



Notes:
 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

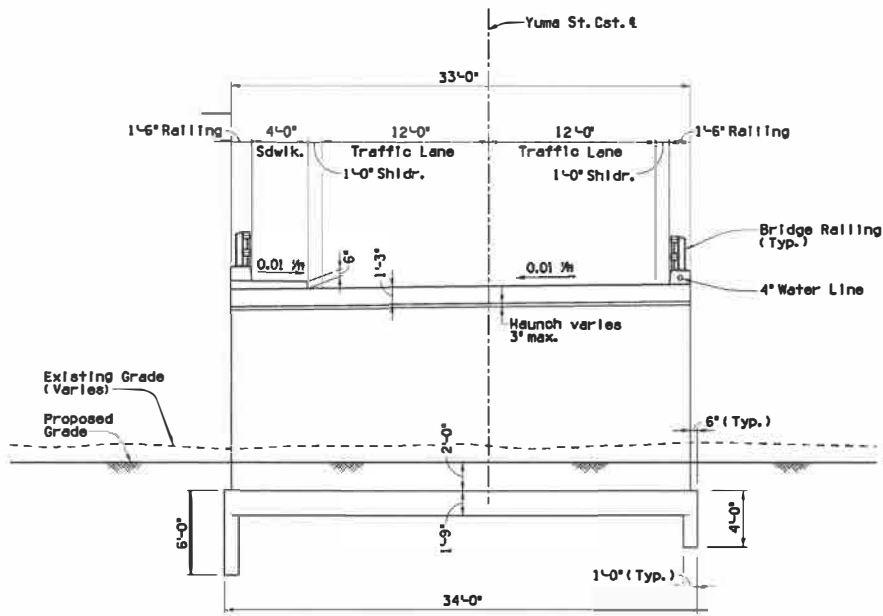
General Plan, Elevation & Index

consor
3100 N. 3rd Ave., Suite 201, Phoenix, AZ 85018 (602) 417-2311

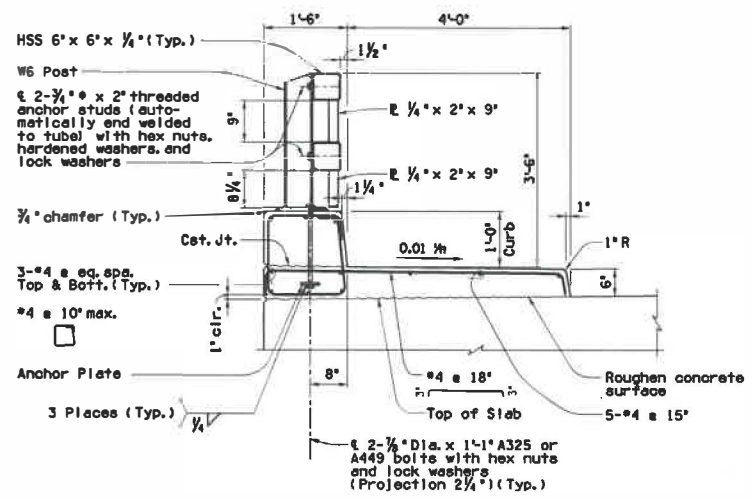
Design: ESO
 Drawn by: JMS
 Job No.: BR01
 Sheet No.: 1 of 3

Call us first for the most up-to-date information on our products and services.
 © 2023 Consor Engineering, Inc. All rights reserved.
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7/20/2023 8:44:10 AM P:_work\TBD_PlanSheet\11-2020\11302\10 - City of Globe - Yuma Street Bridge\11302\10 - City of Globe - Yuma Street Bridge\11302\10 - City of Globe - Yuma Street Bridge.dwg
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 Plot Size: 11.00 x 17.00
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 Plot Driver: HPGL
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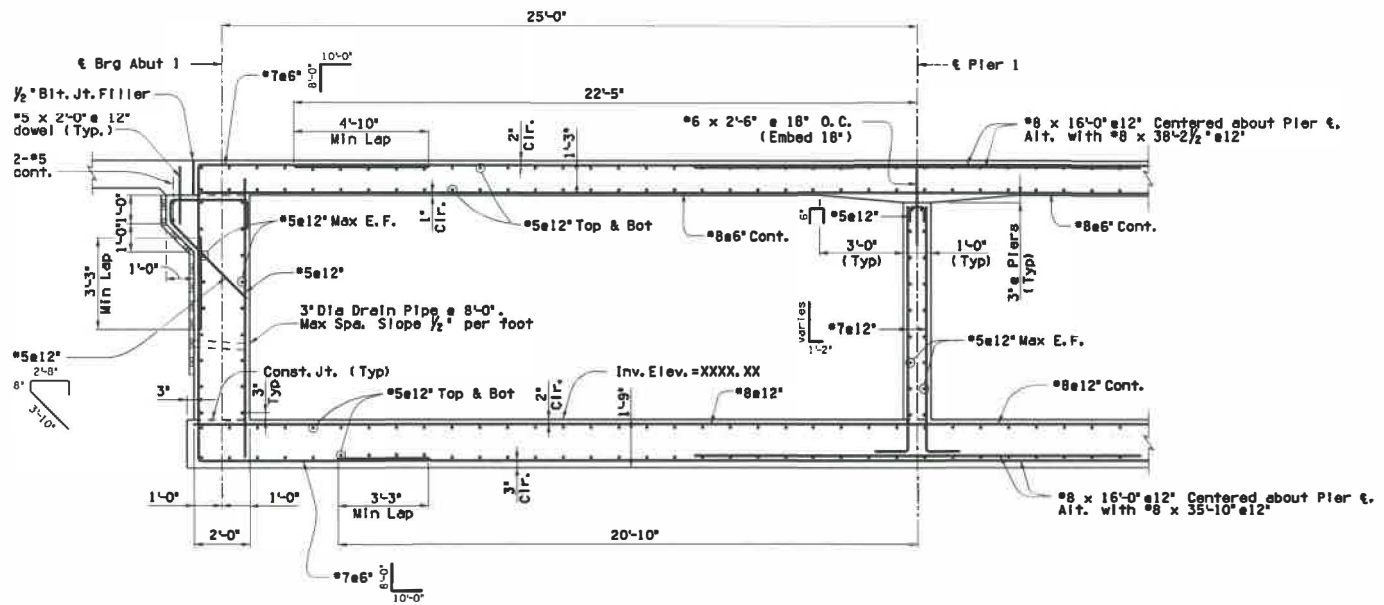
TYPICAL SECTION
1/4" = 1'-0"




SECTION
1" = 1'-0"

City of Globe Yuma Street Bridge Globe, AZ			
Typical Section			
 <small>3100 N. 2nd St., Suite 201, Phoenix, AZ 85018 (602) 417-2311</small>			
<small> Read all notes and specifications before you begin construction. If you have any questions, contact the engineer. © 2023 Consor Engineering, Inc. </small>	<small> Designer: ESG </small>	<small> Job No.: BR02 </small>	<small> Sheet No.: 2 of 3 </small>
<small> Drawn By: JGB </small>	<small> Date: 7/20/23 </small>	<small> Drawn By: JGB </small>	<small> Date: 7/20/23 </small>

T:\2023_9-24-23 AM P:\A\Yuma\Projects\1-2020\20201130Z\00 - City of Globe - Pinal Creek\1_Design\500_0401.dwg, 03, Plan View - Yuma Street Bridge, 02801130Z_000001.dwg, 02-25-23



TYPICAL LONGITUDINAL SECTION
 Span 1 Shown, Span 3 Similar But Opposite
 1/2" = 1'-0"

City of Globe Yuma Street Bridge Globe, AZ	
Typ. Longitudinal Section	
 <small>3170 N. 2nd Ave., Suite 201, Phoenix, AZ 85016 (PH) 417-2311</small>	
<small>DESIGNER</small> BSG	<small>JOB NO.</small> BR03
<small>DRAWN BY</small> JJC	<small>DATE</small> 11/23/23
<small>Sheet No.</small> 3 <small>of</small> 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)	<input type="checkbox"/> STBG Program (94.3%/5.7%) <input checked="" type="checkbox"/> 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	<input type="checkbox"/> Rehabilitation/Strengthening		Bridge Structure Condition	
	<input checked="" type="checkbox"/> Replacement		<input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair	
	<input type="checkbox"/> Preservation/Preventative Maintenance/Protection		<input type="checkbox"/> Poor <input type="checkbox"/> Weight Restricted	
PROJECT INCLUDED IN LOCAL CAPITAL IMPROVEMENT PLAN (CIP)			<input checked="" type="checkbox"/> Yes <input type="checkbox"/> 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
<input checked="" type="checkbox"/>	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
<input type="checkbox"/>	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	\$
<input checked="" type="checkbox"/>	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	\$
<input type="checkbox"/>	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	\$
<input checked="" type="checkbox"/>	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

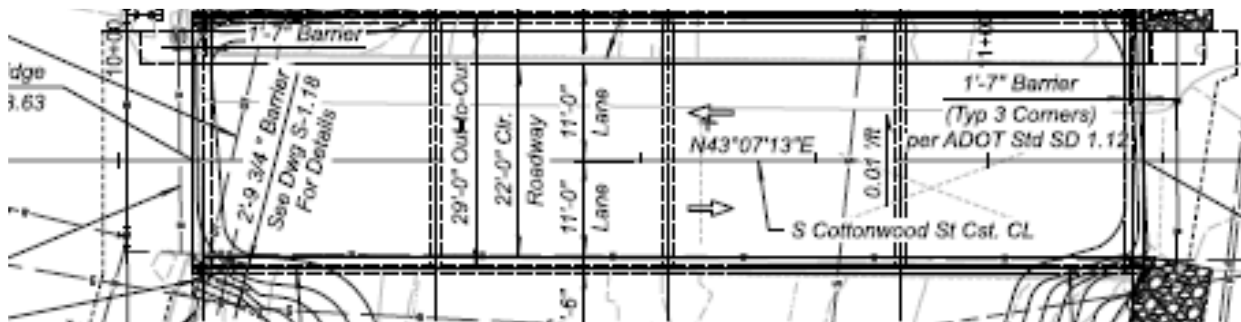
PROJECT WORK DESCRIPTION

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?

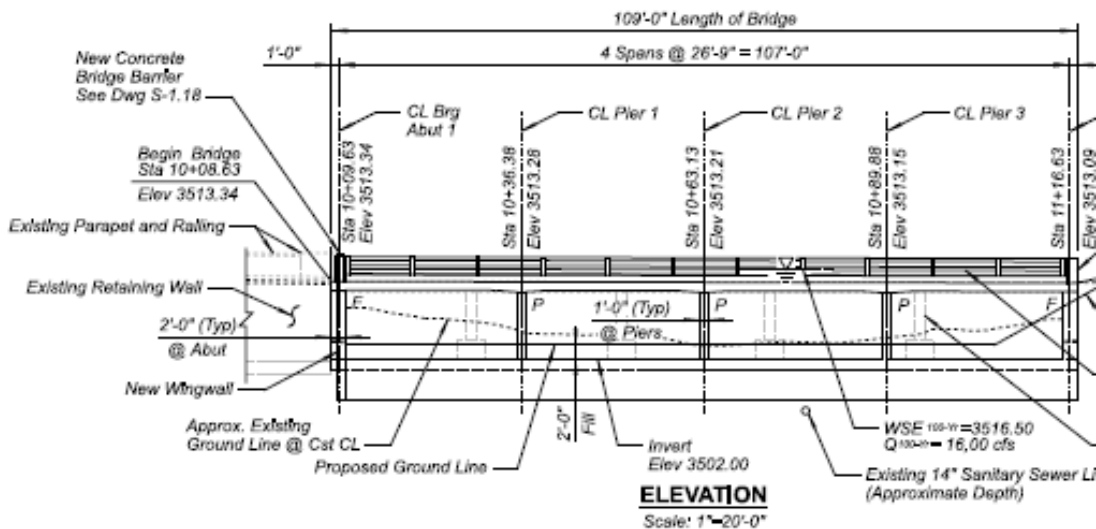
The proposed work is located in Gila County adjacent to US Route 60 (US 60) near the center of Globe, Arizona. The project begins Adjacent to Broad Street and extends north crossing over Pinal Creek. The work consists of replacing the existing four-span, reinforced concrete slab bridge, structure #09710, 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	<p>Are there any potential environmental impacts or challenges of the project that you can foresee?</p> <p><i>(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.)</i></p>	No cultural resources are in the area, other environmental factors will need to be evaluated and mitigated.

<p>RIGHT-OF-WAY (ROW)</p>	<p>Please describe any ROW items associated with this project.</p> <p><i>(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.)</i></p>	<p>No new ROW is anticipated.</p>
<p>UTILITIES & RAILROAD</p>	<p>Please describe any Utilities and/or Railroad items associated with this project.</p> <p><i>(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.)</i></p>	<p>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.</p>

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:

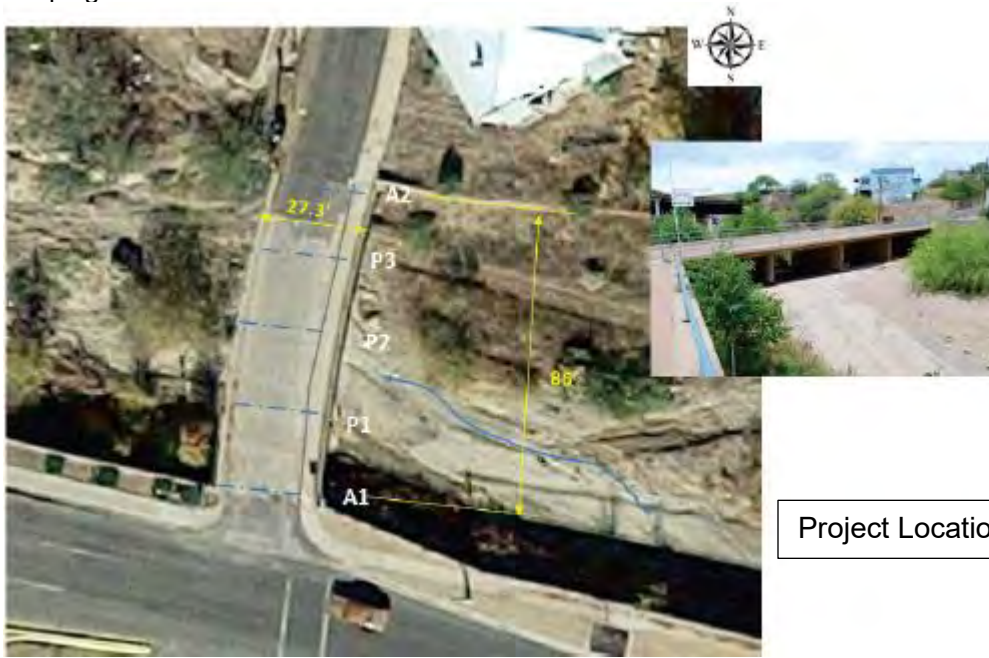
Richard Powers, P.E.
Richard Powers Consulting P.L.L.C.

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.

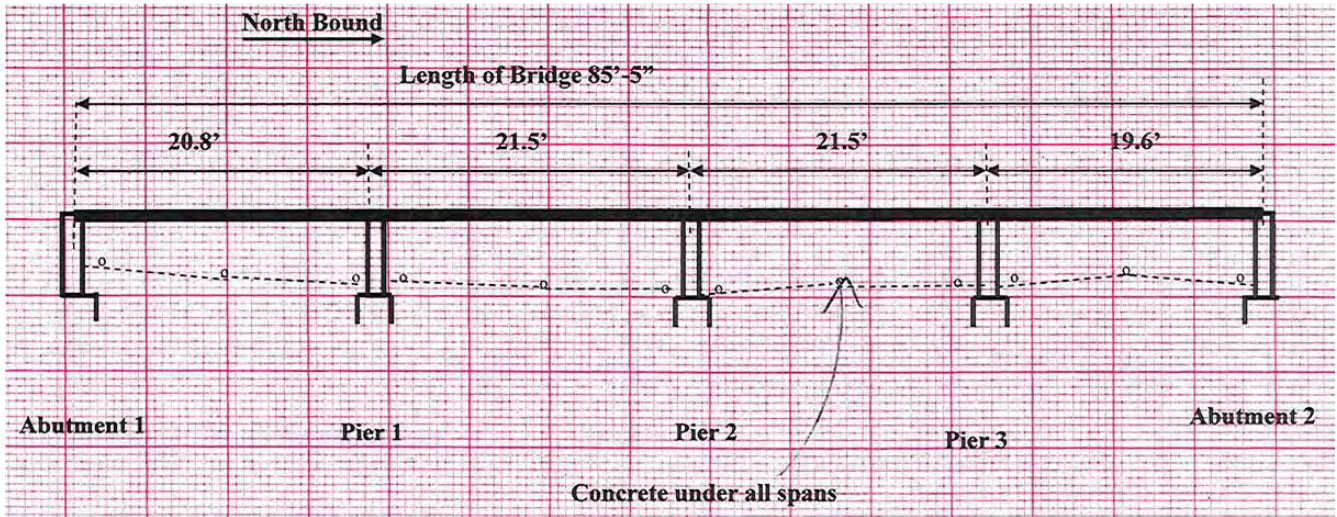
EXISTING CONDITIONS

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- built, 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 CONSIDERATIONS

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 1/2" 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.

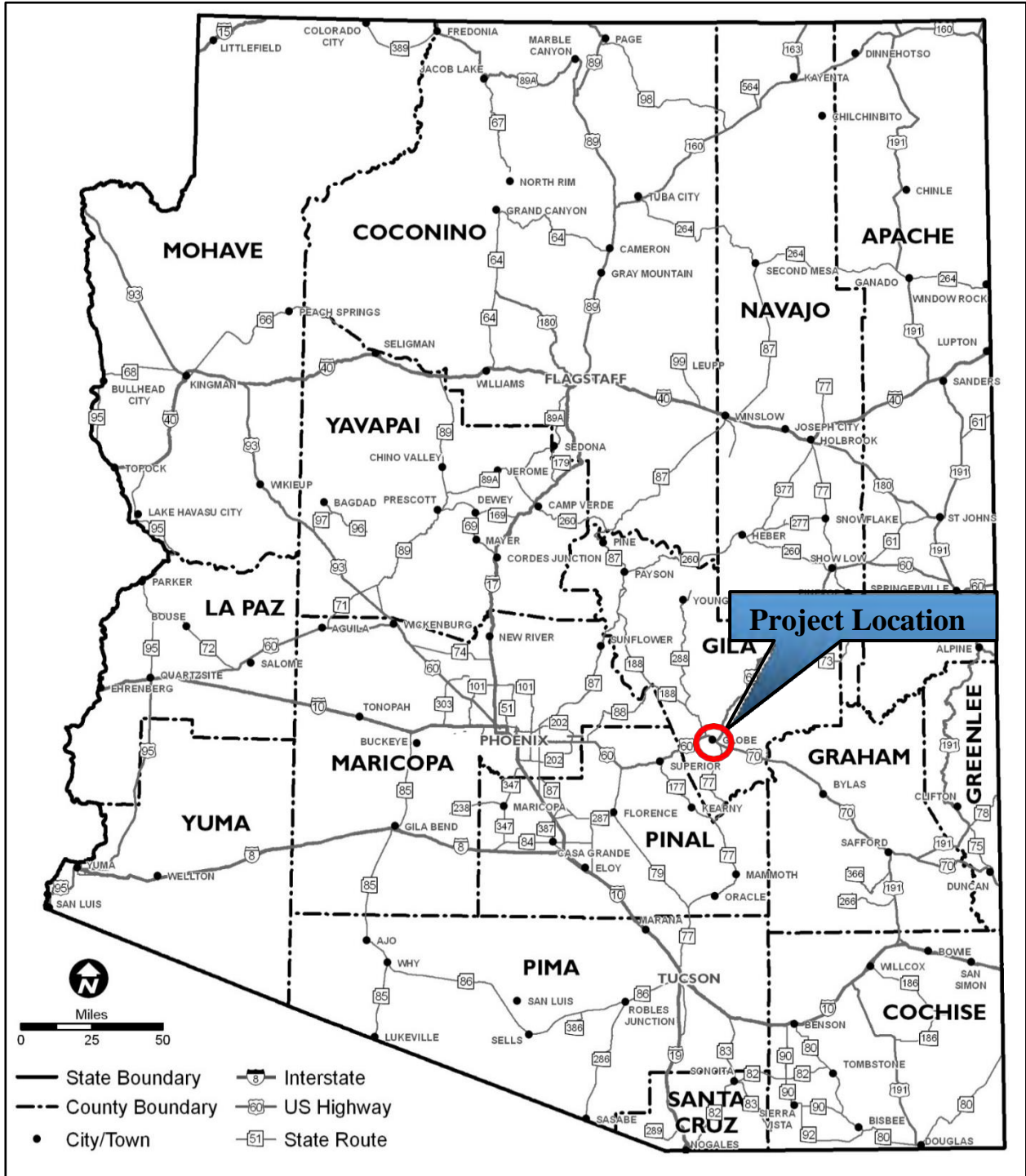


Figure 1: Project Location Map

Figure 1: VICINITY MAP



Figure 2: Vicinity Map

ATTACHMENT “B”

ADOT Functionally Classified Roads



Talking: [Microphone icon]

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

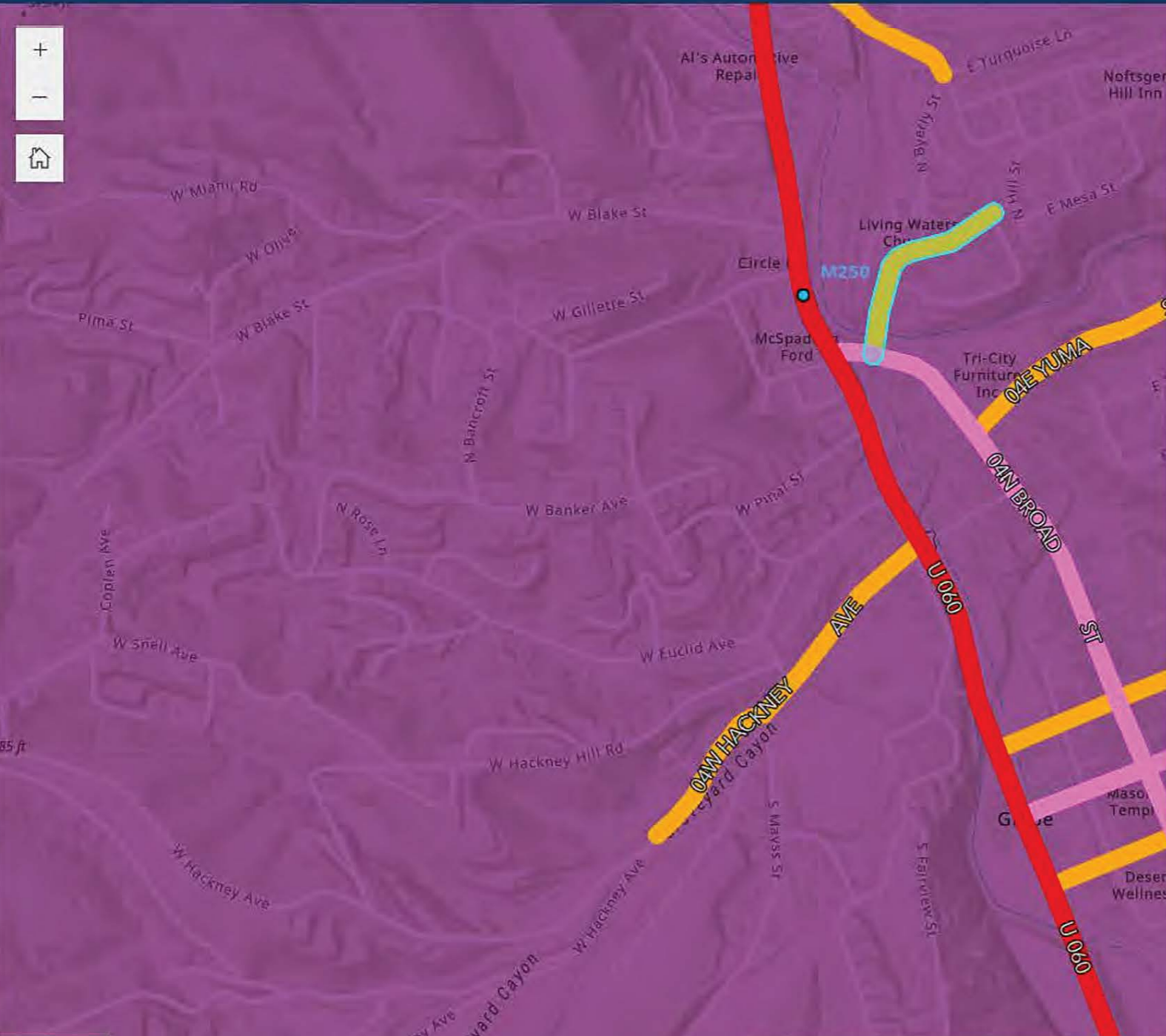


Urban Areas, Smoothed (2023)

 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

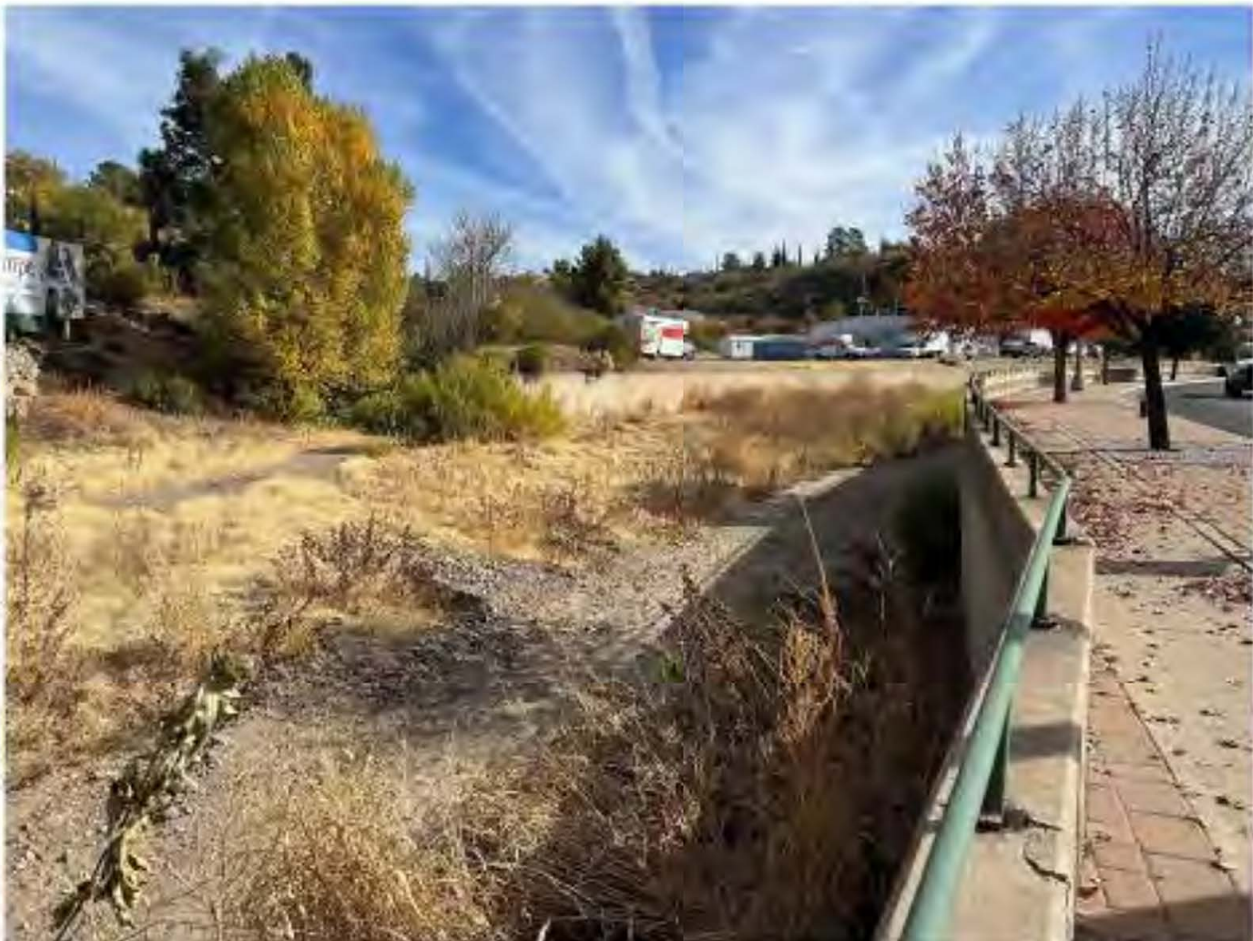
Route ID	04E*HASKINS*****RD****
Route Name	HASKINS
Cardinality	A-AmbiCardinal
Route Type	Local
Owner	GLB-Globe (4)
Functional Classification	Urban Minor Collector
Functional Classification Codes*	FHWA Code: 6 ADOT Code: 18

*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).

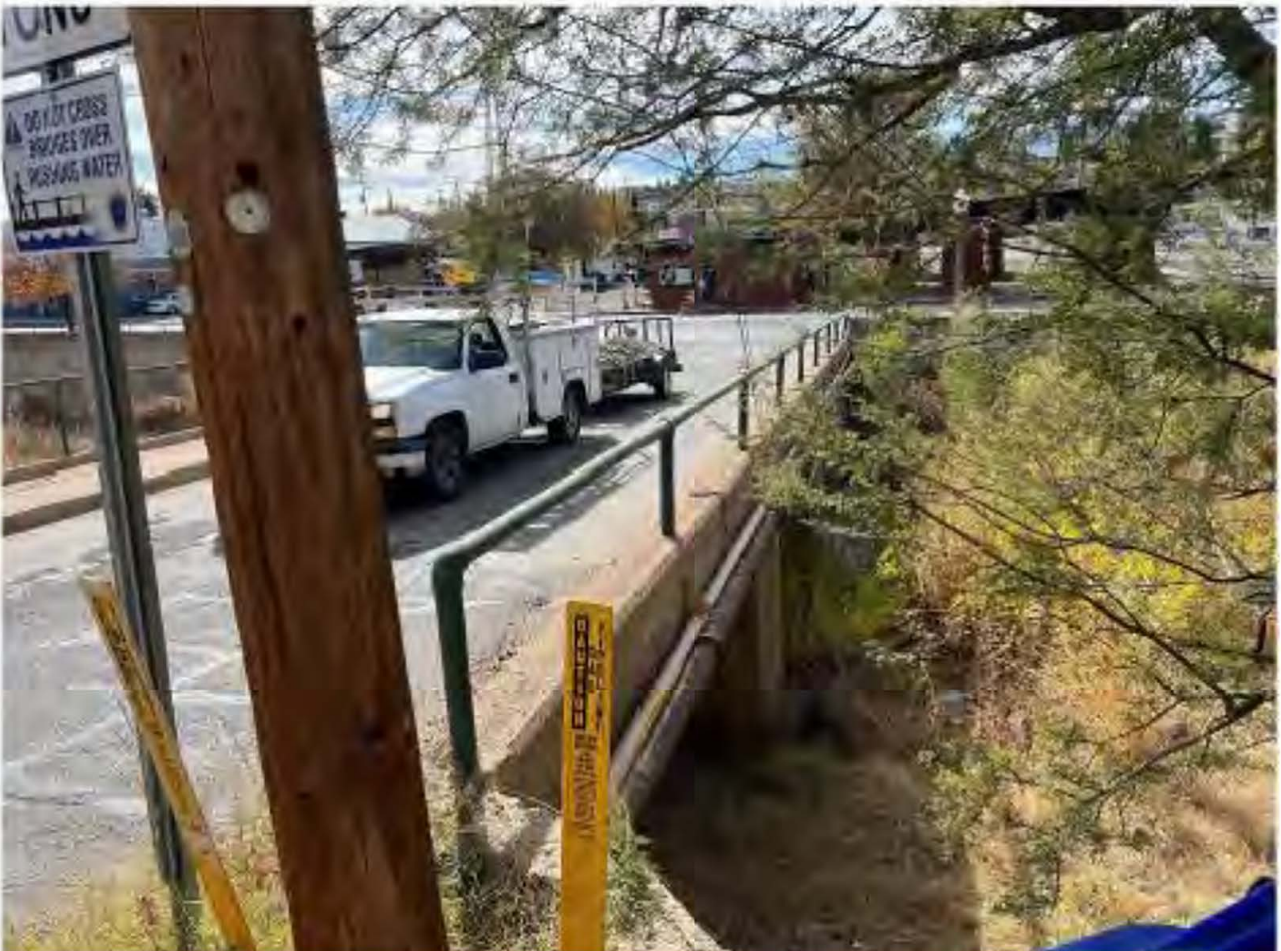
ATTACHMENT “C”





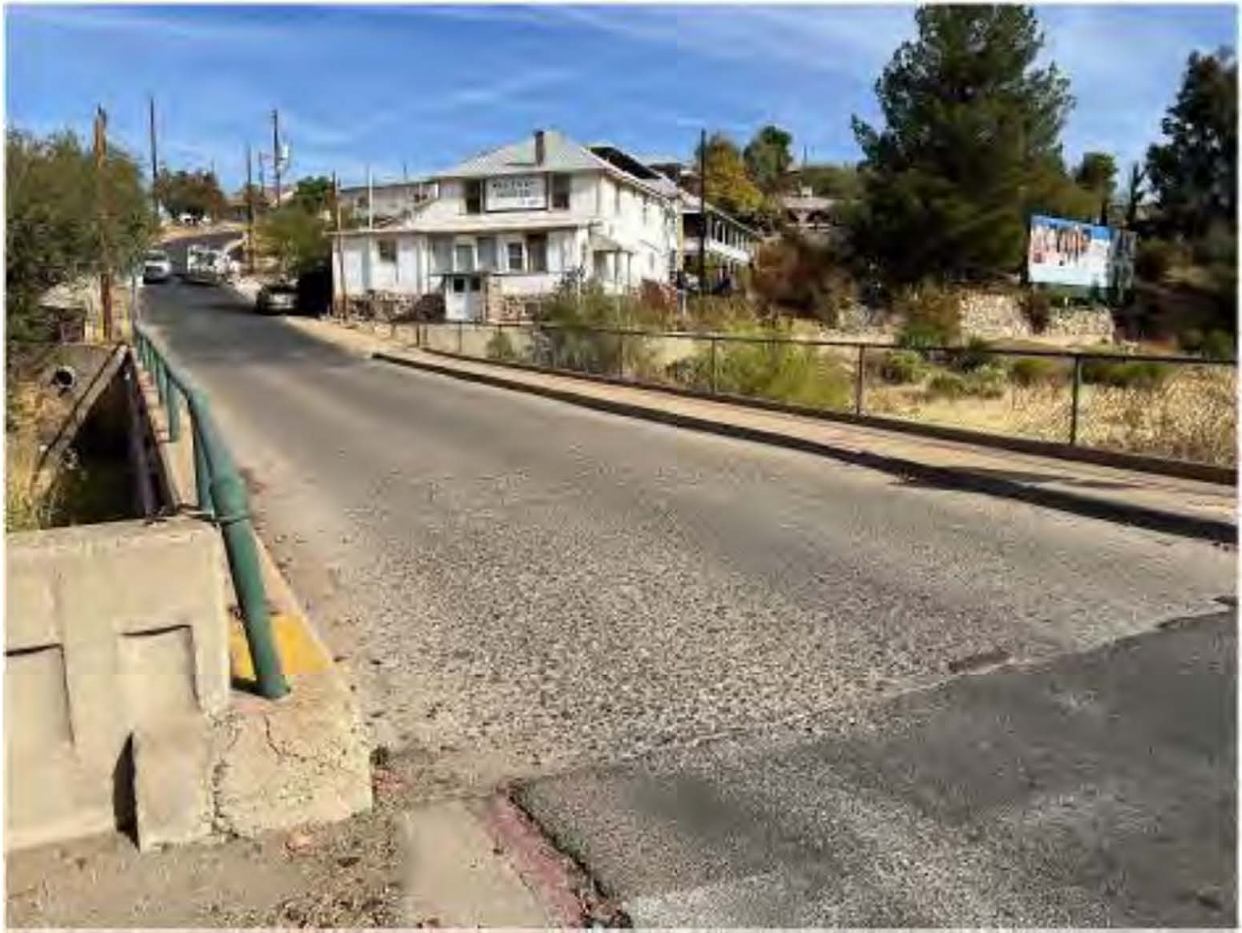












ATTACHMENT “D”



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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2.	Existing Bridge Description.....	4
3.	Condition and Appraisal Rating Review.....	6
4.	Minor Maintenance Repairs & Recommendations	11
5.	Major Repairs & Recommendations	12
6.	Bridge Replacement Option	13
7.	Summary of Recommendations	14
8.	ADOT 2014 Bridge Inspection Report.....	17



Notes

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

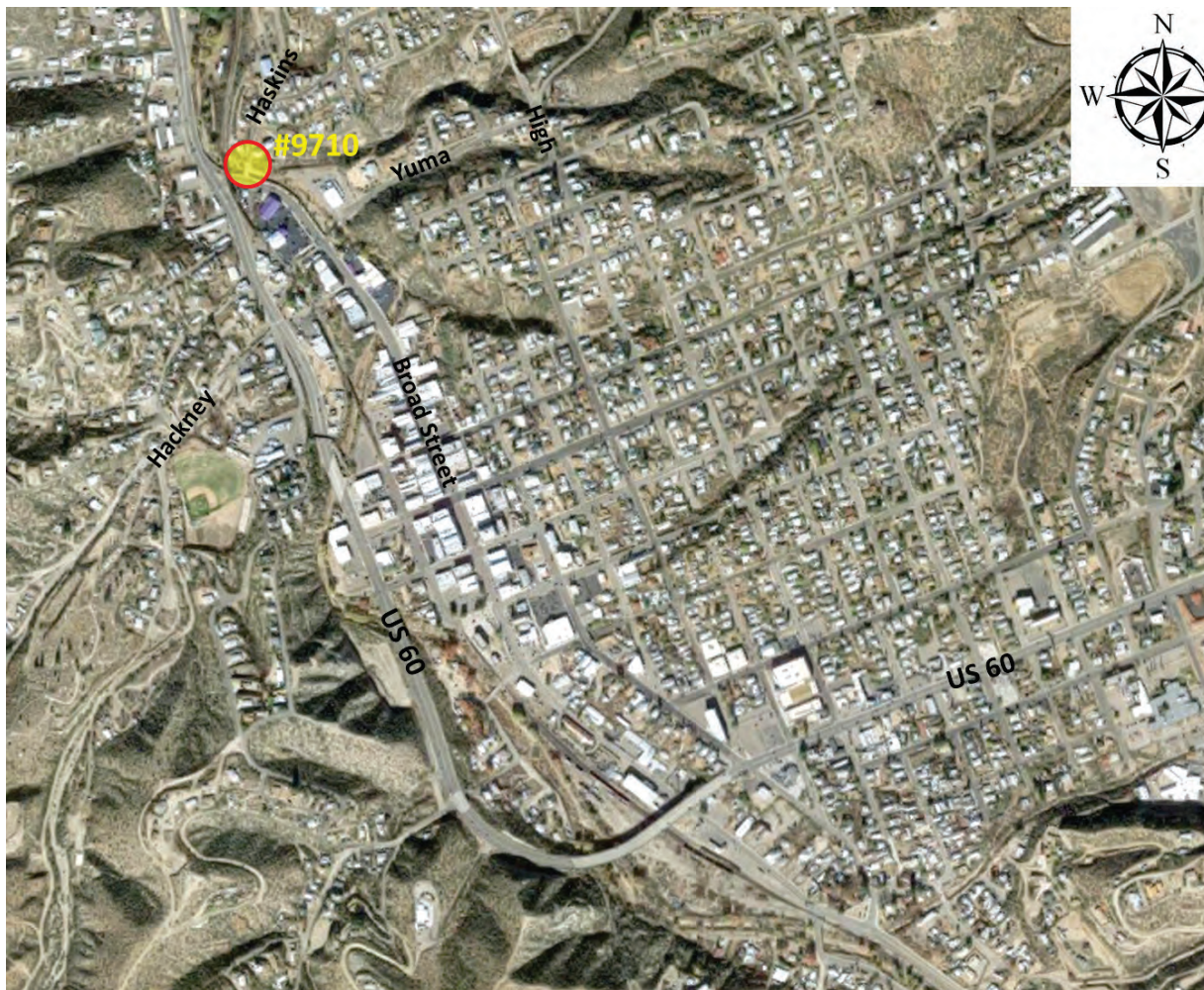
- * The purpose of this document is to assist the City of Globe in evaluating and prioritizing bridge maintenance, repair, and/or replacement options, and identifying which items may be completed by the City of Globe Public Works Department, internally, and which are recommended for contracting out.*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

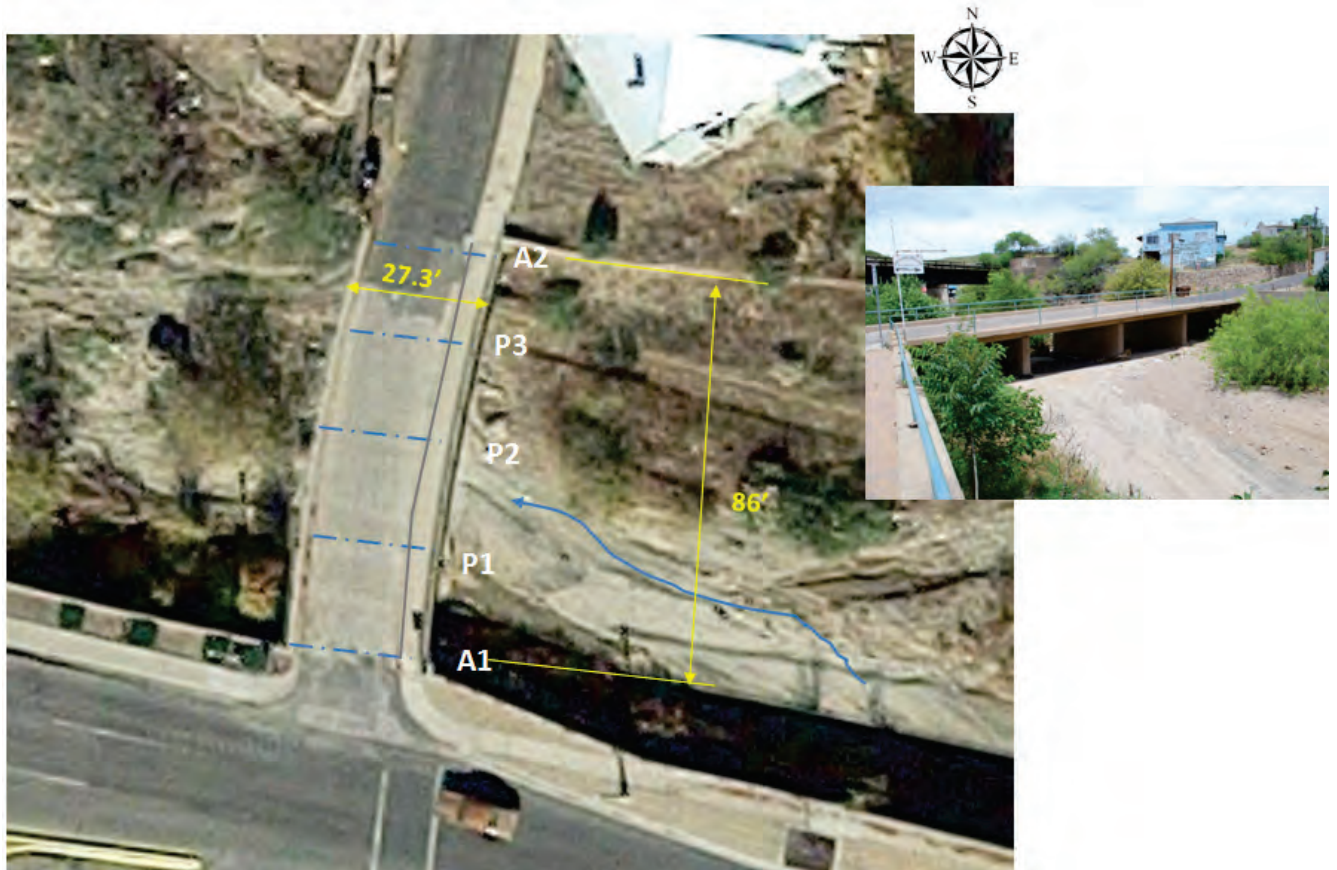
The Pinal Creek Bridge at Haskins Road (Structure Number 9710) is located in the city limits of Globe, Arizona (Figure 1) and is listed on the city's Local Government System Bridge Inventory Record. It is a 4-span, 86 foot long concrete slab bridge carrying traffic and pedestrians over Pinal Creek. The 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.

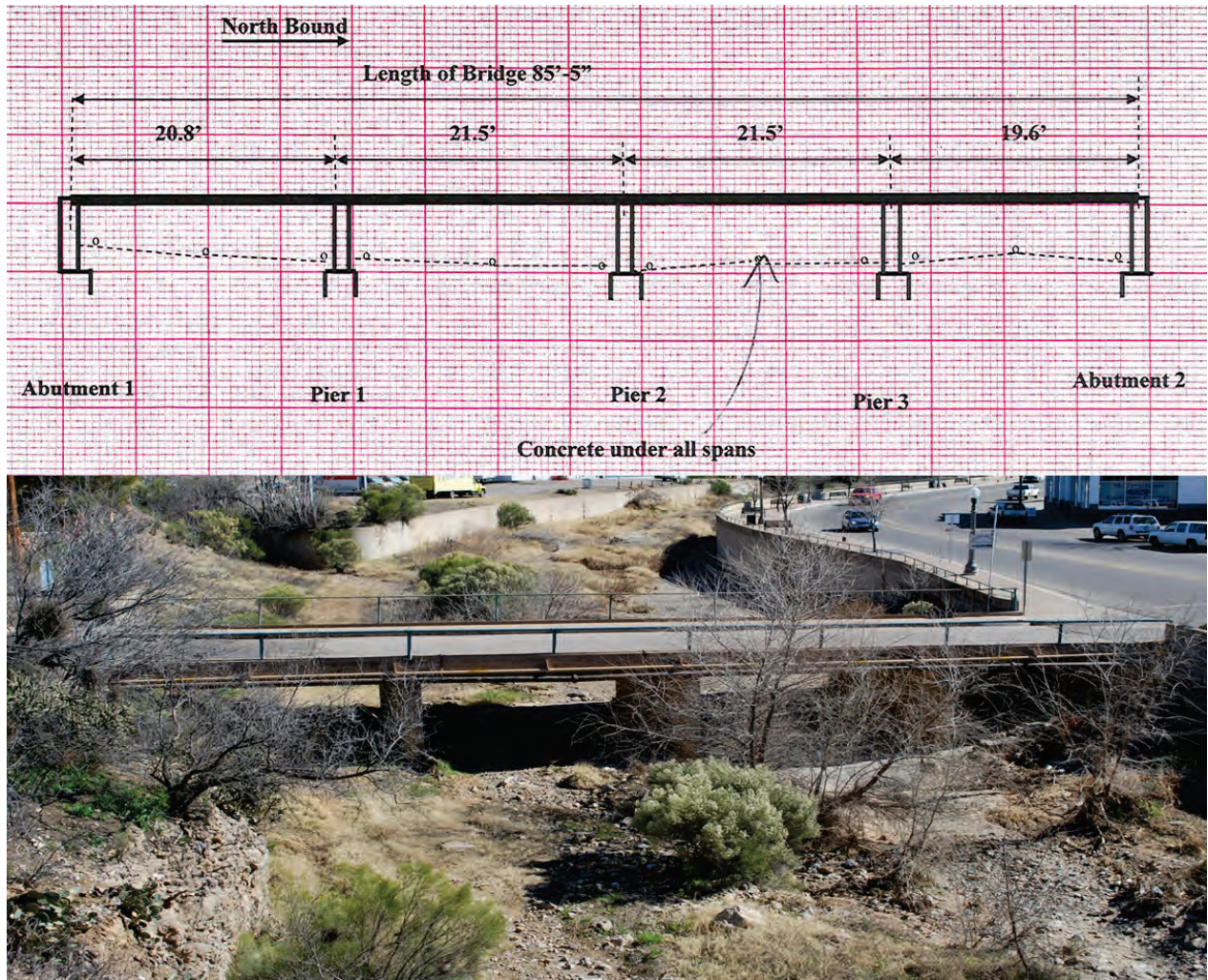
Figure 3: BRIDGE GEOMETRICS (LOOKING SOUTH)



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	
N36b - Rail Transitions	N	- N/A or Feature not Required	3.5" steel tube on W side, 2" on 2.5" posts & chain link fence on E side
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

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.

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

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	<ol style="list-style-type: none"> 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 “ <i>Bridge foundations determined to be stable for calculated scour conditions; Scour within limits of footing or piles</i> ”. 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
<p style="text-align: center;">4</p> <p>Meets Minimum Tolerable Limits</p>	<p>The Structural Evaluation Rating (N67) relates the inventory load rating (19 tons) against the ADT (900) on the bridge.</p>
<p style="text-align: center;">3</p> <p>Basically Intolerable Requiring High Priority of Corrective Action (Functionally Obsolete)</p>	<p>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.</p>

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 1/2" 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/ RISK/ BENEFIT RATING	(Minimum Done by Contractor)	MAINTENANCE	UPGRADE RAIL	WIDEN	STRENGTHEN	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-building via ground-penetrating radar/chipping -OR-	\$10,000	\$62,000	Noted	8	✓	✓					
Load Rate & As-building 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 year		

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

6

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

STR NO	<u>Recommendation</u>		<u>Funding Priority</u>		BRIDGE NAME	ROAD NAME	YEAR BUILT	SUFF. RATING	TYPE	STR LENGTH	SPANS	MAX SPAN	
	Replace	Rehab.	Replace	Rehab.									
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 rehabilitations are implemented. If bridge is not rehabilitated, priority is 1 - Critical.

8. ADOT 2014 Bridge Inspection Report

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		DIMENSIONS		PROPOSED IMPROVEMENTS	
N1-State Code:	049	N32-Appr Rdwy Width (feet):	18	N75-Type of Work:	31 1
N2-State Hwy District:	83	N48-Max Span Length (feet):	22	N76-Length of Str Imp (feet):	112
N3-County Code:	007	N49-Structure Length (feet):	86	N94-Br Improv Cost (x1000):	\$183
N4-Place Code:	28030	N50a-Lt Curb/Swlk Width (feet):	0.5	N95-Rdwy Improv Cost (x1000):	\$165
N16-Latitude:	33 deg 24.1 min	N50b-Rt Curb/Swlk Width (feet):	5.5	N96-Total Project Cost (x1000):	\$904
N17-Longitude:	110 deg 47.5 min	N51-Br Width Curb-Curb (feet):	20.1	N97-Year of Cost Estimate:	2014
N98-Border St Code - % Resp:	- 0	N52-Deck Width Out-Out (feet):	27.3	CONSTRUCTION PROJECT DATA	
N99-Border Bridge Number:		N112-NBIS Br Length?	Y	N27-Year Built:	1916
INVENTORY ROUTE DATA		VERTICAL and HORIZONTAL CLEARANCE		N106-Year of Reconstruction:	0000
N19-Detour Length (miles):	1	N53-Min Vert Over Clr (feet):	25	A204-Orig Project Number:	
N20-Toll:	3	N54-Min Vert Under Clr (feet):	N 0	A205-Orig Project Station:	
N28-Lanes On / Under:	2 / 0	N55-Min Lat Under Clr Rt (feet):	N 99.9	A223-TRACS Number:	
	<i>2nd Record</i>	N56-Min Lat Under Clr Lt (feet):	0	A225-Deck Area (sq. feet):	2348
N5-Inv Rte: 1 5 0 00000 0 -		SERVICE, TYPE, and SPAN INFORMATION		A226-Superstr Unit Cost:	\$0
N10-Inv Rte Min Vert Clr (feet):	25 0	N42-Service Type:	55	A227-Substr Unit Cost:	\$0
N11-Inv Rte Milepoint:	0 0	N43-Str Type, Main:	201	INSPECTION	
N26-Functional Class:	19	N44-Str Type, Appr:	000	N90-Inspection Date:	6/10/2014
N29-Avg Daily Traffic:	900 0	N45-Number of Main Spans:	4	N91-Insp Freq (months):	24
N30-Year of ADT:	2014	N46-Number of Appr Spans:	0	A207-Inspection Quarter:	2
N47-Inv Rte Tot Horiz Clr (feet):	20.1 0	CONDITION RATINGS		A208-Inspection Number:	17
N100-Defense Hwy:	0	N56-Deck:	6	A228-Next Insp Date:	Quarter 2, 2016
N101-Parallel Bridge:	N	N59-Superstructure:	6	CRITICAL FEATURES	
N102-Direction of Traffic:	2	N60-Substructure:	5	N92A-Fracture Critical:	N0
N104-Hwy System:	0	N61-Channel:	6	N92B-Underwater Insp:	N0
N109-Percent Truck Traffic:	1 0	N62-Culvert:	N	N92C-Special Insp:	N0
N110-National Truck Network:	0	APPRAISAL RATINGS		N93A-Date Fract Crit Insp:	0
N114-Future ADT:	910 0	N67-Struct Evaluation:	4	N93B-Date Underwtr Insp:	0
N115-Year of Future ADT:	2034	N68-Deck Geometry:	3	N93C-Date Spec Insp:	0
A200-Is N5 the Princ. Rte?	Y	N69-Underclearance Rtg:	N	A234-Steel In-Depth Insp Freq (mo):	0
RESPONSIBILITY		N71-Waterway Adequacy:	8	CULVERT INFORMATION	
N21-Maint Responsibility:	04	N72-Appr Rdw Align:	5	A217-Culv Barrel Height (feet):	0
N22-Bridge Owner:	04	N36-Traffic Safety Features:	1 N N N	A218-Culv Length (feet):	0
A203-ADOT Org Number:		BRIDGE SCOUR DATA		A219-Culv Fill Height (feet):	0
A224-Insp Team Number:	4	N113-Scour Critical Rtg:	5	BRIDGE RAILING	
A229-Agency:	Globe	A202-Foundation Type:	1 1	A206a-Bridge Rail Type:	6
NAVIGATION		A220-Found Embed (feet):	1	A206b-Geometric Conform:	1
N38-Navigation Control:	0	A221-Scour Countermeasure:	0 1 9	A206c-Structural Conform:	1
N39-Nav Vert Clr (feet):	0	LOAD, RATE, and POST		SUFFICIENCY RATING	
N40-Nav Horiz Clr (feet):	0	N31-Design Loading:	0	Sufficiency Rating:	F48.36
N111-Nav Pier/Abut Prot:		N41-Open, Post, Close:	P	GENERAL COMMENTS	
N116-Nav Min Vert Clr (feet):	0	N63-Method Used for Oper. Rtg.:	5		
GENERAL DATA		N64-Operating Load Rtg:	2 - 19		
N33-Bridge Median:	0	N65-Method Used for Inv. Rtg.:	5		
N34-Skew:	0	N66-Inventory Load Rtg:	2 - 19		
N35-Structure Flared:	0	N70-Bridge Posting:	0		
N37-Historical Significance:	5	N103-Temp Str Designation:			
N107-Deck Str Type:	1	A211-Posted Limit (Tons):	20		
N108-Wear Surf Prot System:	1 0 0	A222-Date of Load Rtg:	12/30/1910		
A201-Wear Surf Thickness (inches):	0	A233-Posted Vert Clr NB/EB (ft-in):	0 - 0		
		A233-Posted Vert Clr SB/WB (ft-in):	0 - 0		

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

P.E. Seal

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 Required	
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

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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 Required	
N36d - Rail Ends	N - N/A or Feature not Required	
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

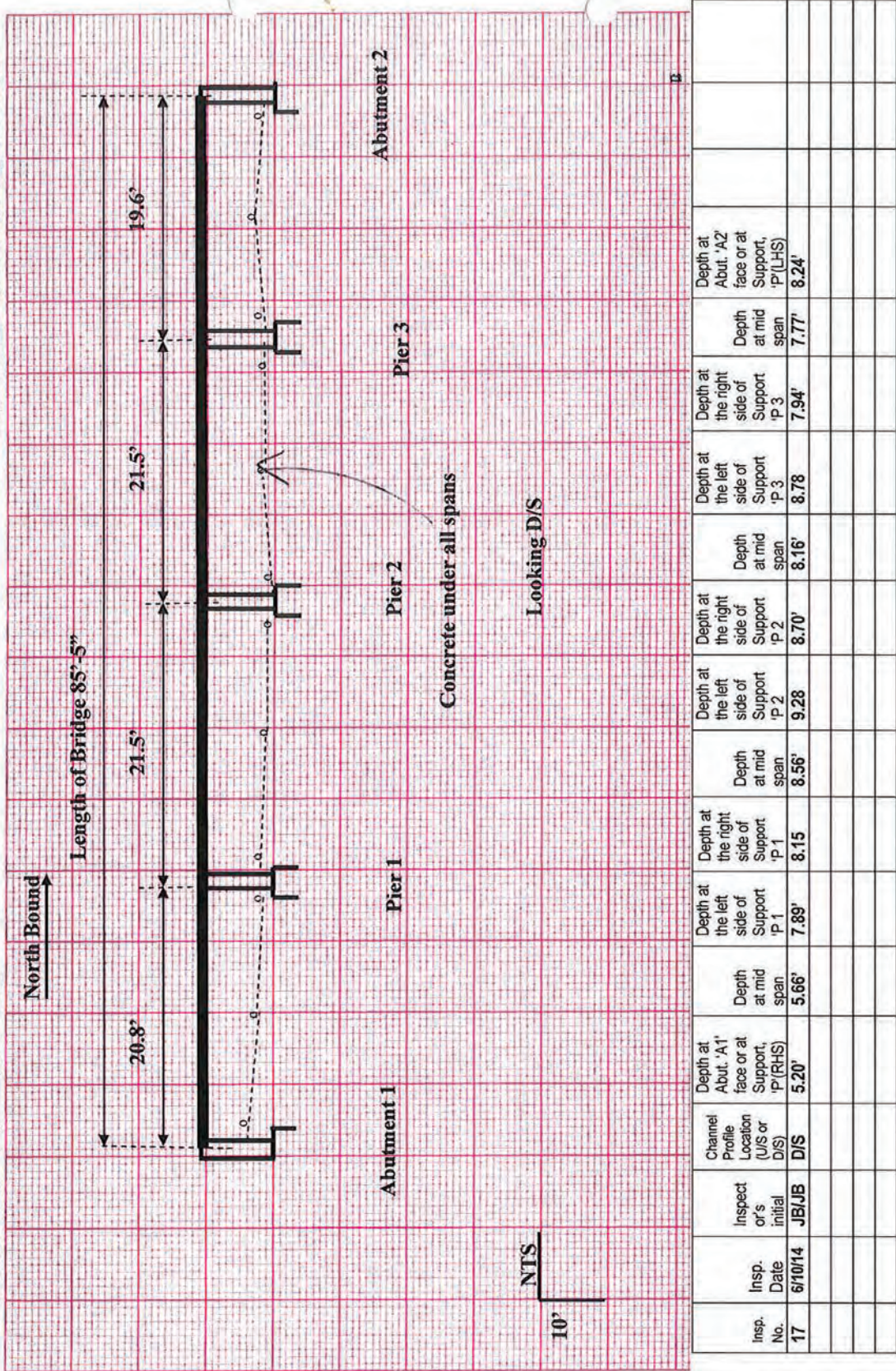
Photo 5. N abut. wide horizontal crack

Bridge Element Condition Rating

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

Channel Profile Diagram

Name of Structure: Pinal Creek Bridge
Structure No. 9710
Location: Route MP: Globe



Date Printed: 8/7/2014

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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.: 1
File Name: 0971017a.jpg
Descriptions: Roadway ID, Looking N (note: 20 ton weight limit sign)

Date Printed: 8/7/2014

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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.: 2
File Name: 0971017b.jpg
Descriptions: Elevation ID, Looking u/s (E)

Date Printed: 8/7/2014

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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

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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.: 4
File Name: 0971017d.jpg
Descriptions: Deck bottom

Date Printed: 8/7/2014

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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.: 5
File Name: 0971017e.jpg
Descriptions: N abut. wide horizontal crack

ATTACHMENT “E”

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		DIMENSIONS		PROPOSED IMPROVEMENTS	
N1-State Code :	049	N32:Appr Rdwy Width (feet):	18	N75-Type of Work:	31 1
N2-State Hwy District :	Southeast	N48-Max Span Length (feet):	22	N76-Length of Str Imp (feet):	112
N3-County Code :	Gila	N49-Structure Length (feet):	86	N94-Br Improv Cost (x1000):	\$183
N4-Place Code :	Globe, City Of	N50a-Lt Curb/Swlk Width (feet):	5.5	N95-Rdwy Improv Cost (x1000):	\$165
N16-Latitude:	33 Deg 24 Min 6.48 Sec	N50b-Rt Curb/Swlk Width (feet):	0.5	N96-Total Project Cost (x1000):	\$904
N17-Longitude :	110 Deg 47 Min 29.04 Sec	N51-Br Width Curb-Curb (feet):	20.1	N97-Year of Cost Estimate:	2022
N98-Border St Code - % Resp:		N52-Deck Width Out-Out (feet):	27.3	CONSTRUCTION PROJECT DATA	
N99-Border Bridge Number:		N112-NBIS Br Length?	Y	N27-Year Built:	1916
INVENTORY ROUTE DATA		VERTICAL & HORIZONTAL CLEARANCE		N106-Year of Reconstruction:	
N19-Detour Length (miles):	1	N53-Min Vert Over Cir (feet):	25.00	A204-Orig Project Number:	
N20-Toll:	3	N54-Min Vert Under Cir (feet):	N 0.00	A205-Orig Project Station:	
ROADWAY RECORD	ON UNDER	N55-Min Lat Under Cir Rt (feet):	N 0.0	A223-TRACS Number:	
N5-Inv Rte: 1 5 0 0000 0 -		N56-Min Lat Under Cir Lt (feet):	0.0	A225-Deck Area (sq. feet): 2348	
N28-Lanes: 2 0		SERVICE, TYPE, and SPAN INFORMATION		INSPECTION	
N10-Inv Rte Min Vert Cir (feet):	25.00	N42-Service Type:	5 5	N90-Inspection Date:	05/06/2022
N11-Inv Rte Milepoint:	0.00	N43-Str Type, Main:	2 1	N91-Insp Freq (months):	24
N26-Functional Class:	19	N44-Str Type, Appr:	0 0	A207-Inspection Quarter:	2
N29-Avg Daily Traffic:	642	N45-Number of Main Spans:	4	Inspection Type:	Routine
N30-Year of ADT:	2021	N46-Number of Appr Spans:	0	A228-Next Insp Date:	May 2024
N47-Inv Rte Tot Horiz Cir (feet):	20.1	CONDITION RATINGS		CRITICAL FEATURES	
N100-Defense Hwy:	0	N58-Deck:	6	N92A-Fracture Critical:	N
N101-Parallel Bridge:	N	N59-Superstructure:	6	N92B-Underwater Insp:	N
N102-Direction of Traffic:	2	N60-Substructure:	5	N92C-Special Insp:	N
N104-Hwy System:	0	N61-Channel:	6	N93A-Date Fract Crit Insp:	
N109-Percent Truck Traffic:	1	N62-Culvert:	N	N93B-Date Underwater Insp:	
N110-National Truck Network:	0	APPRAISAL RATINGS		N93C-Date Spec Insp:	
N114-Future ADT:	652	N67-Struct Evaluation:	5	A234-Steel In-Depth Insp Freq(months):	0
N115-Year of Future ADT:	2041	N68-Deck Geometry:	3	CULVERT INFORMATION	
A200-Is N5 the Princ. Rte?	Y	N69-Underclearance Rtg:	N	A217-Culv Barrel Height(feet):	0
RESPONSIBILITY		N71-Waterway Adequacy:	8	A218-Culv Length (feet):	0
N21-Maint Responsibility:	04	N72-Appr Rdw Align:	6	A219-Culv Fill Height (feet):	0
N22-Bridge Owner:	04	N36-Traffic Safety Features:	1 N N N	BRIDGE RAILING	
A229-Agency:	Globe	BRIDGE SCOUR DATA		A206a,b,c-	
NAVIGATION		N113-Scour Critical Rtg:	5	Bridge Rail Type,	611
N38-Navigation Control:	0	A202-Foundation Type:	11	Geometric Conform, and	
N39-Nav Vert clr (feet):	0.00	A220-Found Embed (feet):	1	Structural Conform:	
N40-Nav Horiz Cir (feet):	0.00	A221-Scour Countermeasure:	919	SUFFICIENCY RATING	
N111-Nav Pier/Abut Prot:		LOAD, RATE, and POST		Sufficiency Rating:	55.60
N116-Nav Min Vert Cir (feet):		N31-Design Loading:	2	BRIDGE CONDITION	
GENERAL DATA		N41-Open, Post, Close:	P	Bridge Condition:	Fair
N33-Bridge Median:	0	N63-Method Used for Oper. Rtg:	1	A300 - GENERAL COMMENTS	
N34-Skew:	0	N64-Operating Load Rtg/Factor:	37		
N35-Structure Flared:	0	N65-Method Used for Inv. Rtg:	1		
N37-Historical Significance:	5	N66-Inventory Load Rtg/Factor:	22		
N107-Deck Str Type:	1	N70-Bridge Posting:	5		
N108-Wear Surf Prot System:	1 0 0	N103-Temp Str Designation:			
A201-Wear Surf Thickness (hches)		A211-Posted Limit (Tons):	20		
		A222-Date of Load Rtg:	08/23/2021		
		A233-Posted Vert Cir NB/EB (ft-in):	0-0		
		A233-Posted Vert Cir SB/WB (ft-in):	0-0		

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	A216 - Actual Completion Cost	\$ <input type="text"/>
Action:	1078 Superstructure-Repair Concrete		
Estimated Quantity:		A215 - Completion Date:	<input type="text"/>
Estimated Cost:	\$0.00		
A212 - Repair Priority:	3-Can be scheduled		
Repair slab soffit spalls / delaminations with exposed rebar (Photo 9).			

Work Candidate ID:	4714EEC-1A9F-051922-6121F41A87	A216 - Actual Completion Cost	\$ <input type="text"/>
Action:	1025 Channel-Regrade Channel Under Bridge		
Estimated Quantity:		A215 - Completion Date:	<input type="text"/>
Estimated Cost:	\$0.00		
A212 - Repair Priority:	3-Can be scheduled		
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	A216 - Actual Completion Cost	\$ <input type="text"/>
Action:	1070 Substructure-Patch spalls		
Estimated Quantity:		A215 - Completion Date:	<input type="text"/>
Estimated Cost:	\$0.00		
A212 - Repair Priority:	3-Can be scheduled		
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 buildup 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

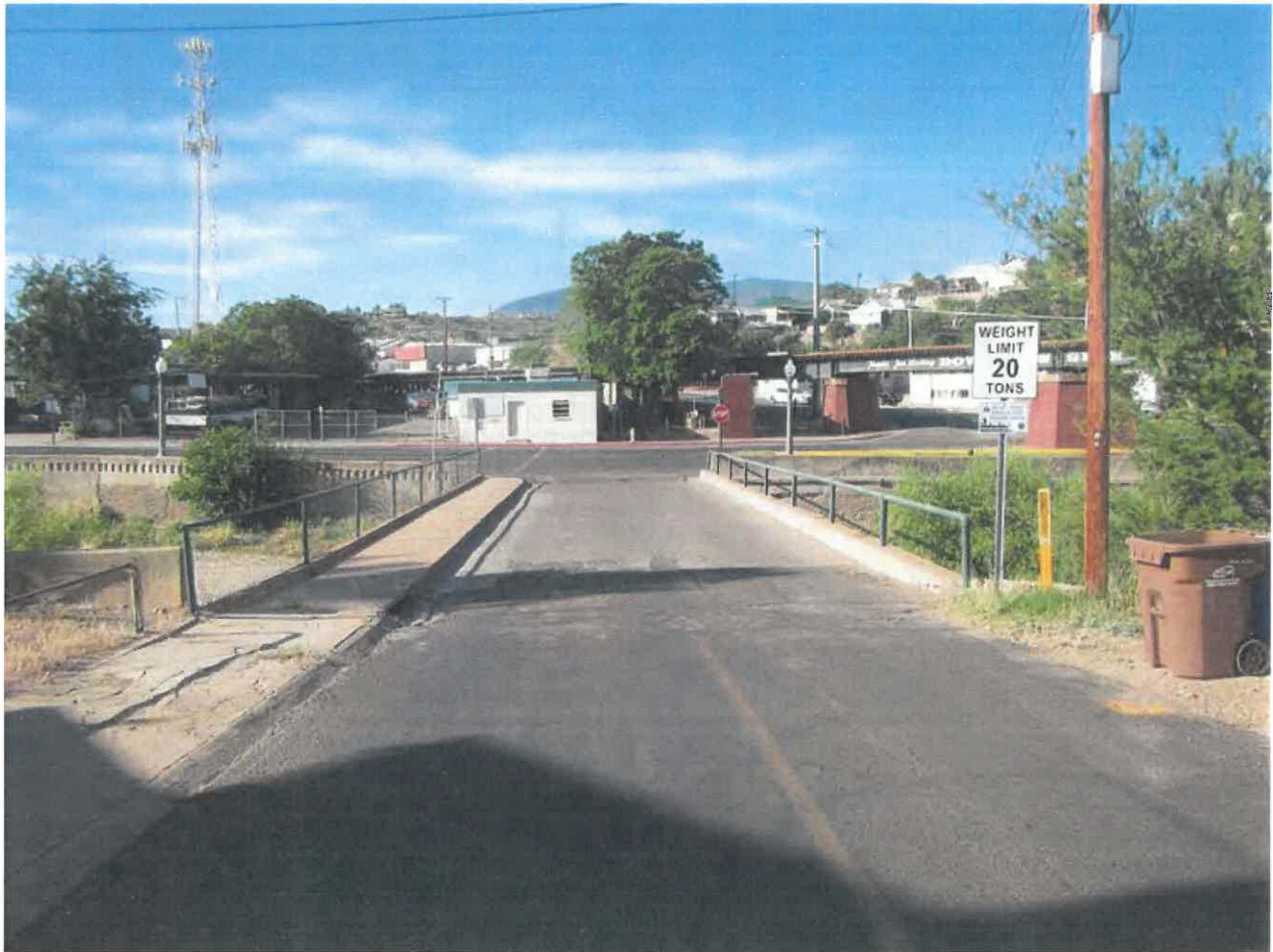
Structure No. : 09710 Structure Name : Pinal Creek Bridge Inspected by : Stantec-Stigner/Woodburn
 Route : 0 Road Name : Haskins Rd Inspection Type: Routine
 MP : 0 Agency : Globe Inspection Date : Friday, May 6, 2022
 ADOT District: Southeast Next Insp. Due By : May 2024

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 :	06/06/2024



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



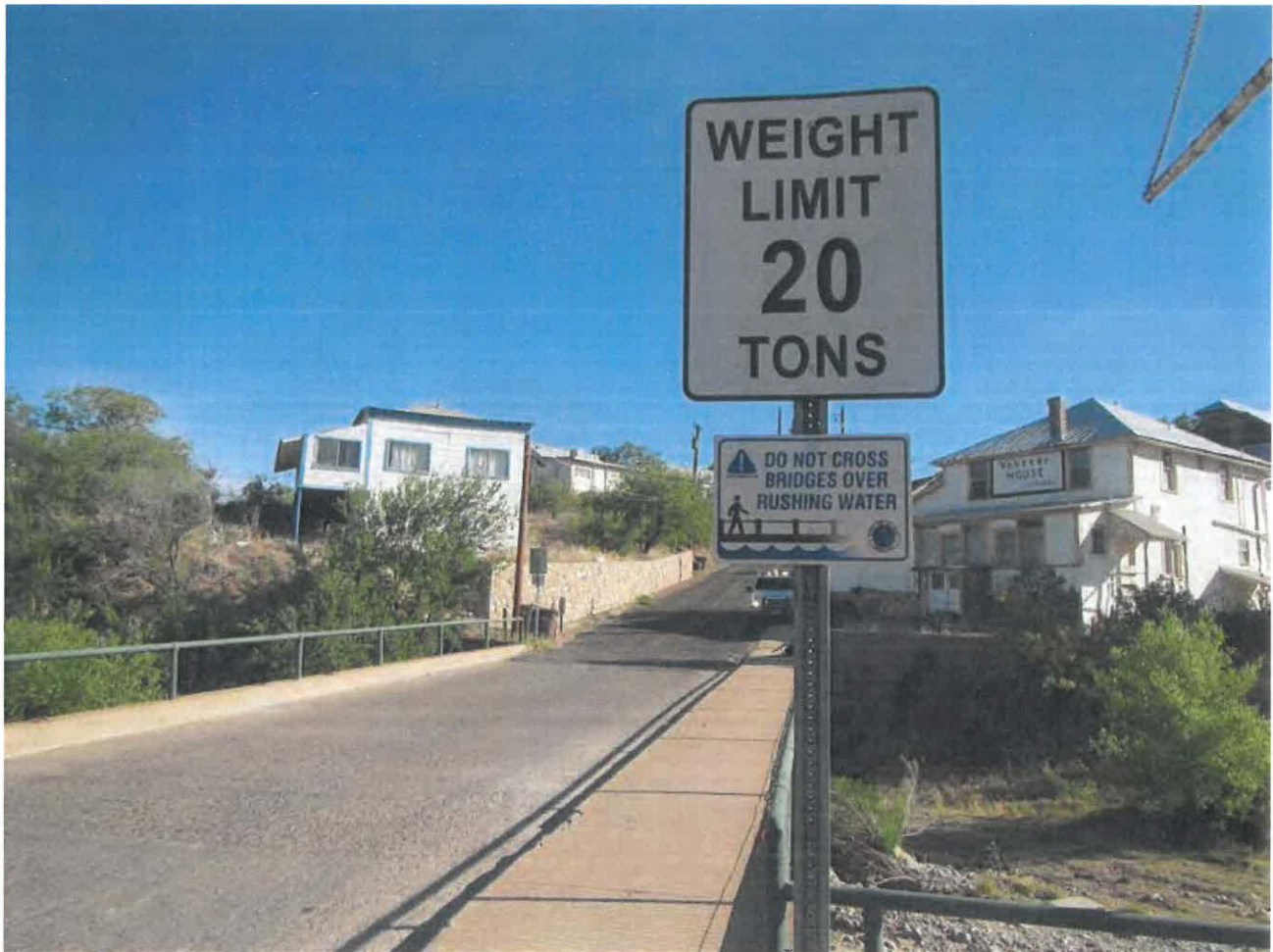
File Name : 09710-2022-05-06-Photo-04.JPG

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



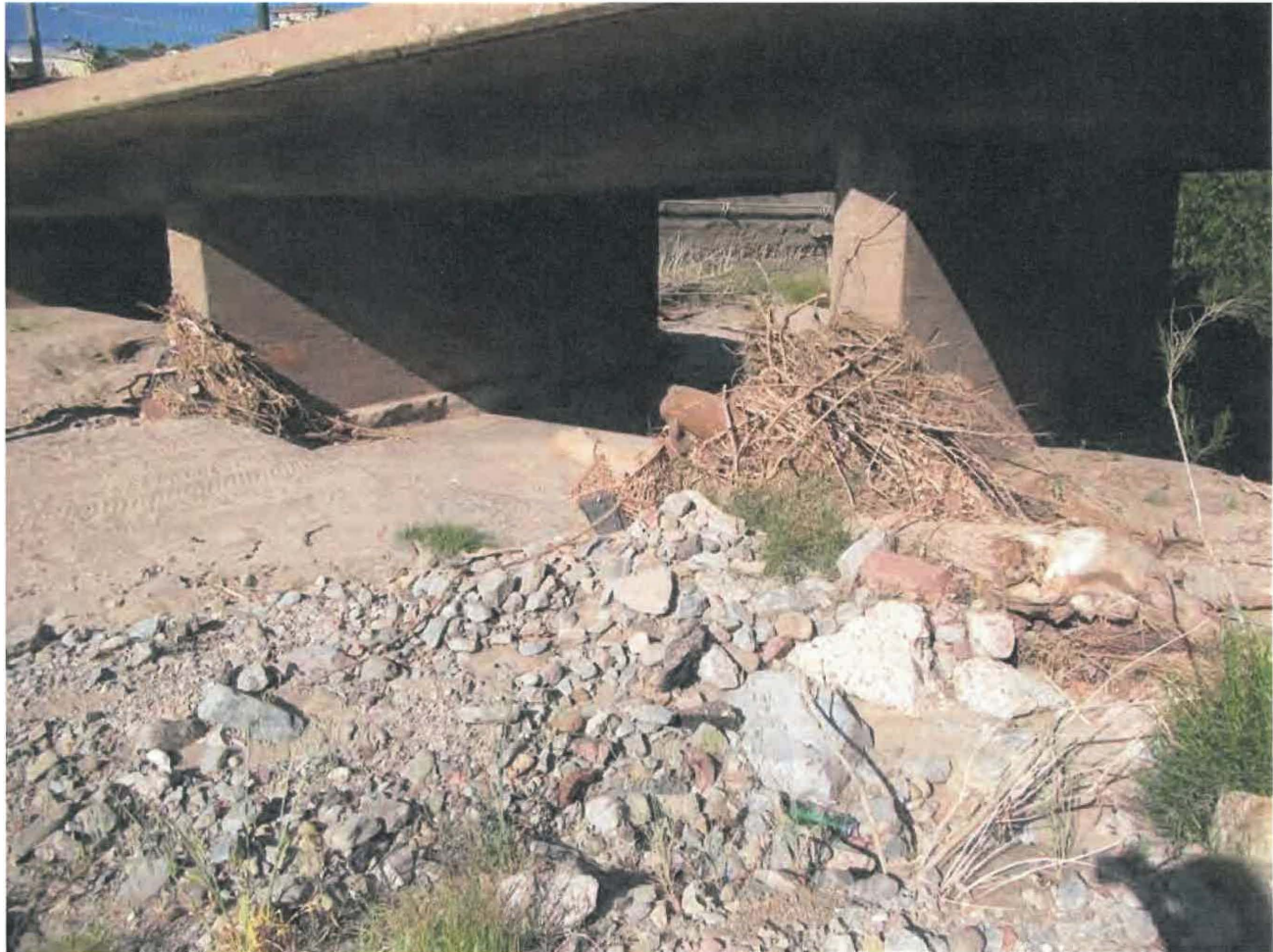
File Name : 09710-2022-05-06-Photo-07.JPG

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 bulup 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

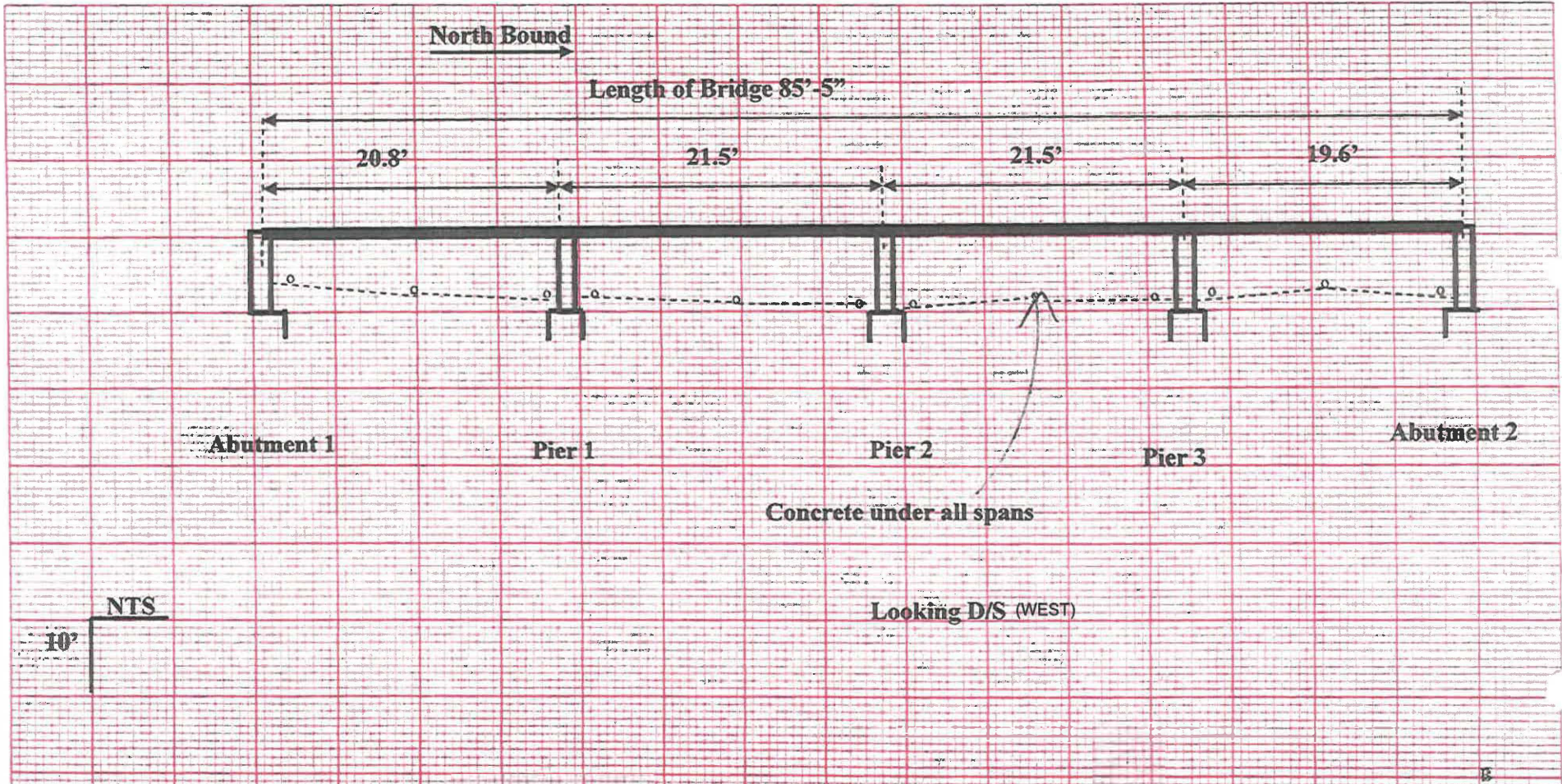


File Name : 09710-2022-05-06-Photo-10.JPG
Description : Wide horizontal crack in Abutment 2

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	Inspect or's initial	Channel Profile Location (U/S or D/S)	Depth at Abut. 'A1' face or at Support, 'P1(RHS)	Depth at mid span	Depth at the left side of Support 'P1	Depth at the right side of Support 'P1	Depth at mid span	Depth at the left side of Support 'P2	Depth at the right side of Support 'P2	Depth at mid span	Depth at the left side of Support 'P3	Depth at the right side of Support 'P3	Depth at mid span	Depth at Abut. 'A2' face or at Support, 'P1(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	5.0	5.0	7.0	8.0	8.0	9.0	9.0	8.0	9.0	7.0	7.0	7.0
19	6/5/18	MS/WJ	D/S	5.2'	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	6.40	7.70	8.25	8.67	8.70	8.67	8.28	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'

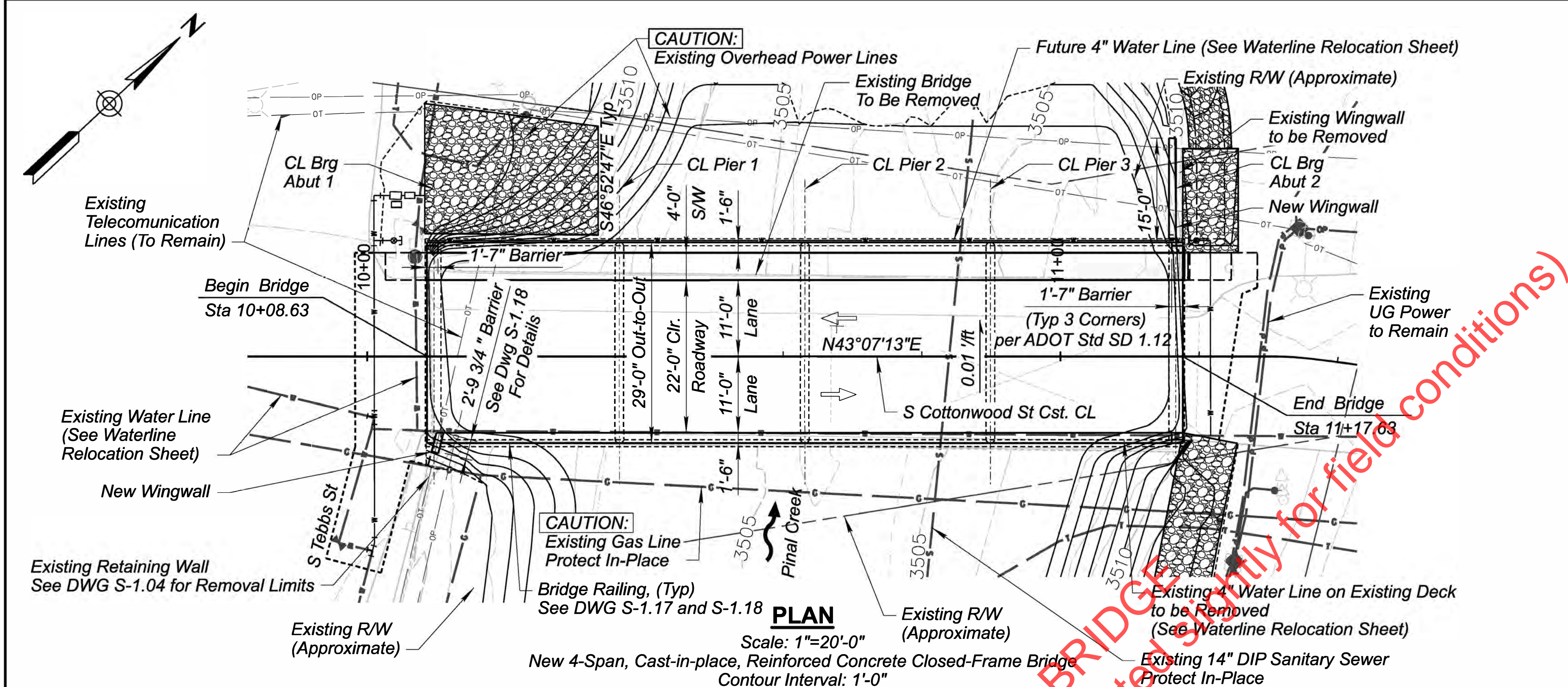
ATTACHMENT “F”

HASKINS BRIDGE #09710 - SAMPLE DESIGN

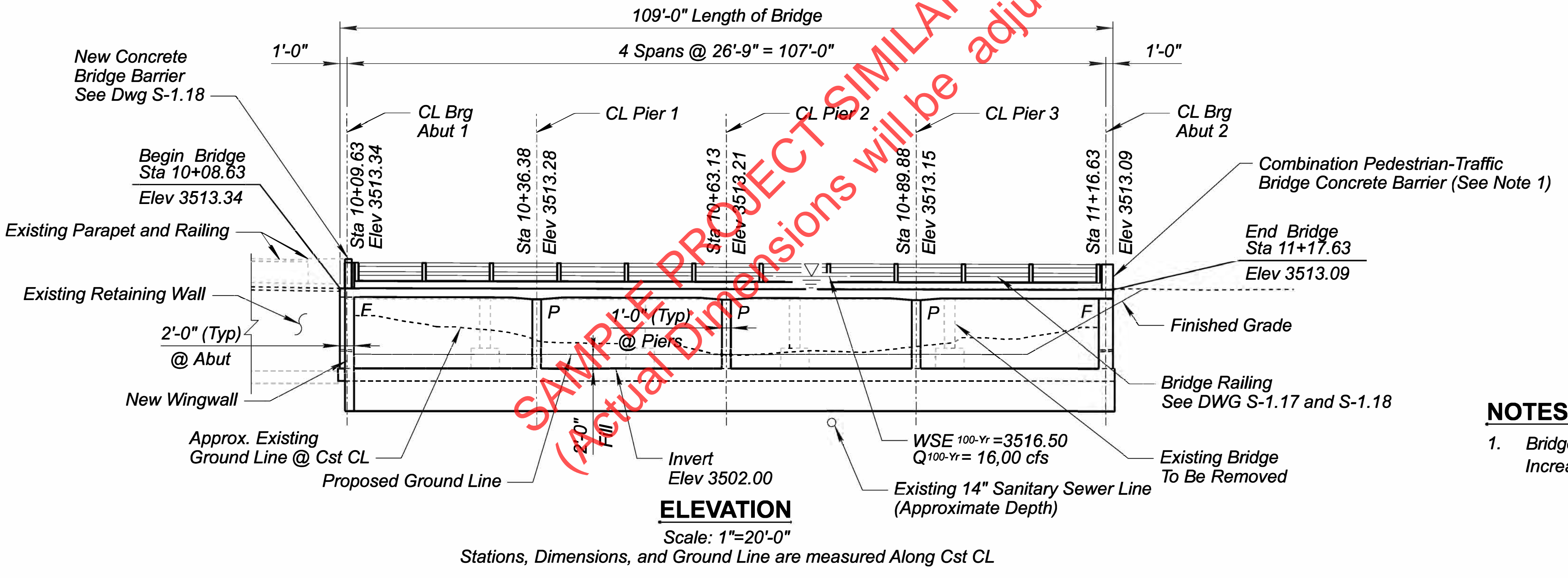
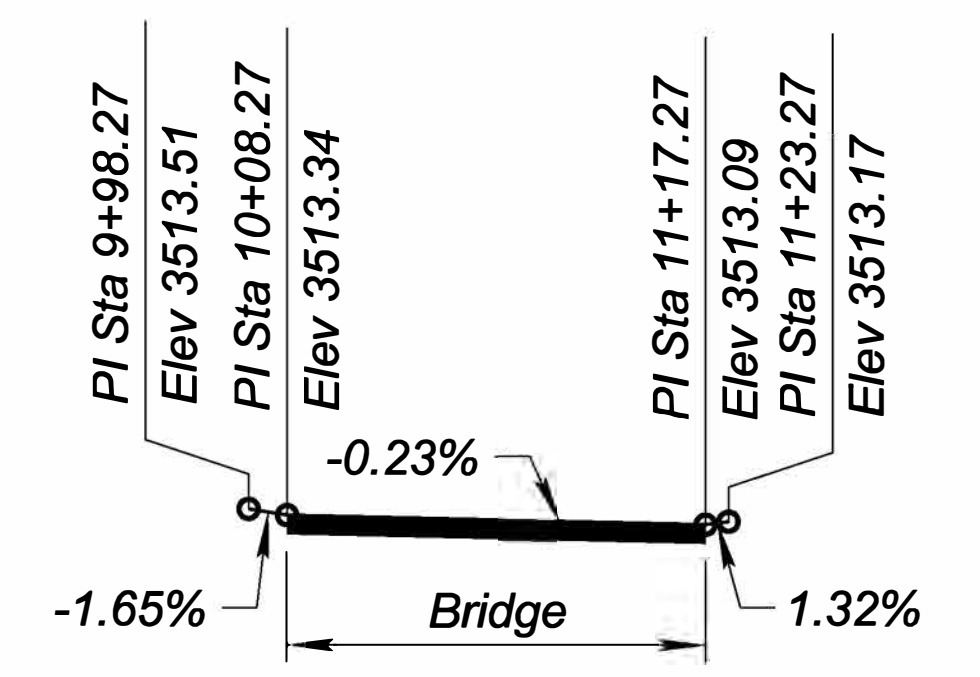
These plans were for the recently completed Cottonwood Bridge Project

The Haskins Bridge will be of similar design and tailored for the specific site.

Plans of Similar Bridge to Haskins

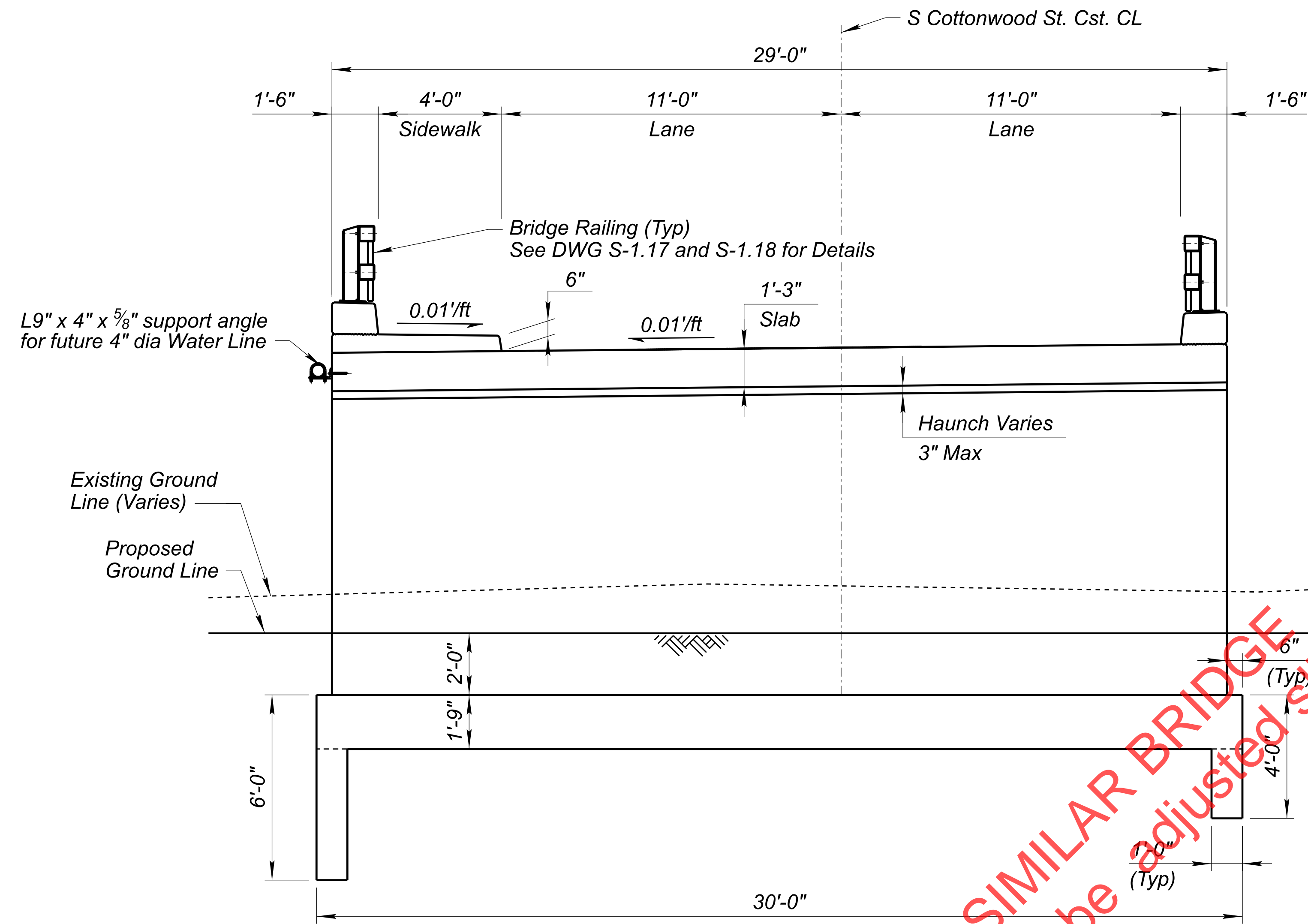


TITLE	DRAWING NO.
GENERAL PLAN & ELEVATION	S-1.01
TYPICAL SECTION	S-1.02
GENERAL NOTES & QUANTITIES	S-1.03
REMOVAL DETAILS	S-1.04
FOUNDATION LAYOUT	S-1.05
FOUNDATION DETAILS	S-1.06
ABUTMENT 1 PLAN & ELEVATION	S-1.07
ABUTMENT 2 PLAN & ELEVATION	S-1.08
ABUTMENT DETAILS	S-1.09
WINGWALL DETAILS	S-1.10
PIER PLAN & ELEVATION	S-1.11
TYPICAL CROSS SECTION 1	S-1.12
TYPICAL CROSS SECTION 2	S-1.13
CAMBER DETAILS	S-1.14
SCREED ELEVATIONS	S-1.15
CONSTRUCTION POUR SEQUENCE	S-1.16
BRIDGE RAILING DETAILS 1	S-1.17
BRIDGE RAILING DETAILS 2	S-1.18
MISCELLANEOUS DETAILS	S-1.19



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

	DESIGN F. MOLINA 05/23 DRAWN C. GRACE 05/23 CHECKED W. RODRIGUEZ 05/23	NAME F. MOLINA C. GRACE W. RODRIGUEZ	DATE 05/23 05/23 05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE GLOBE MILEPOST N/A STRUCTURE NO. 11696	F.H.W.A. Arizona Division ARIZ.	STATE ARIZ.	PROJECT NO. 0000 GI GLB	FEDERAL ID NO. GLB-0(209)T	SHEET NO. 21	TOTAL SHEETS 39	RECORD DRAWING
	Jacobs 1501 W. FOUNTAINHEAD PKWY, SUITE 401 TEMPE, AZ 85282, PH: 480.966.8188, WWW.JACOBS.COM				GENERAL PLAN AND ELEVATION	LOCATION PINAL CREEK BRIDGE	TRACS NO. T0281 01C		DWG NO. S-1.01		OF	



TYPICAL SECTION (LOOKING UPSTATION)

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

SAMPLE PROJECT SIMILAR BRIDGE
(Actual Dimensions will be adjusted slightly for field conditions)

	DESIGN	F. MOLINA	05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE	GLOBE	F.H.W.A. Arizona Division STATE ARIZ.	PROJECT NO.	0000 GI GLB	FEDERAL ID NO.	GLB-0(209)T	SHEET NO.	22	TOTAL SHEETS	39	RECORD DRAWING
	DRAWN	C. GRACE	05/23		CHECKED	W. RODRIGUEZ		05/23	MILEPOST	N/A	LOCATION	PINAL CREEK BRIDGE			DWG NO.	S-1.02
				TYPICAL SECTION		STRUCTURE NO.	11696	TRACS NO.	T0281 01C		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) $f'c = 4500 \text{ psi}$
Curb, sidewalk and Barrier $f'c = 4000 \text{ psi}$
Abutments, Piers, Bottom Slab & Wingwalls $f'c = 3500 \text{ psi}$
Grade 60 transverse deck reinforcement $f_s = 24000 \text{ psi}$
All other Grade 60 $f_y = 60000 \text{ psi}$

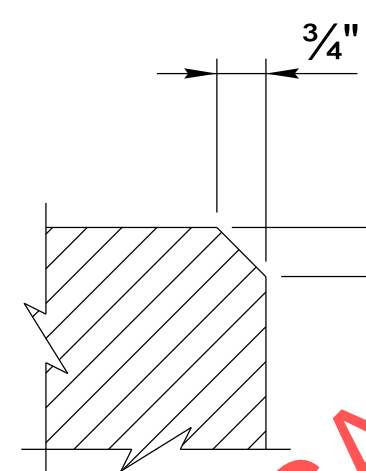
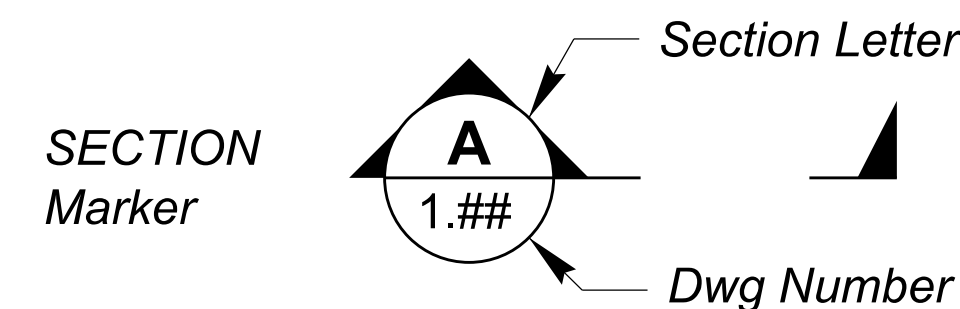
Dimensions shall not be scaled from drawings.

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

STANDARD LIST

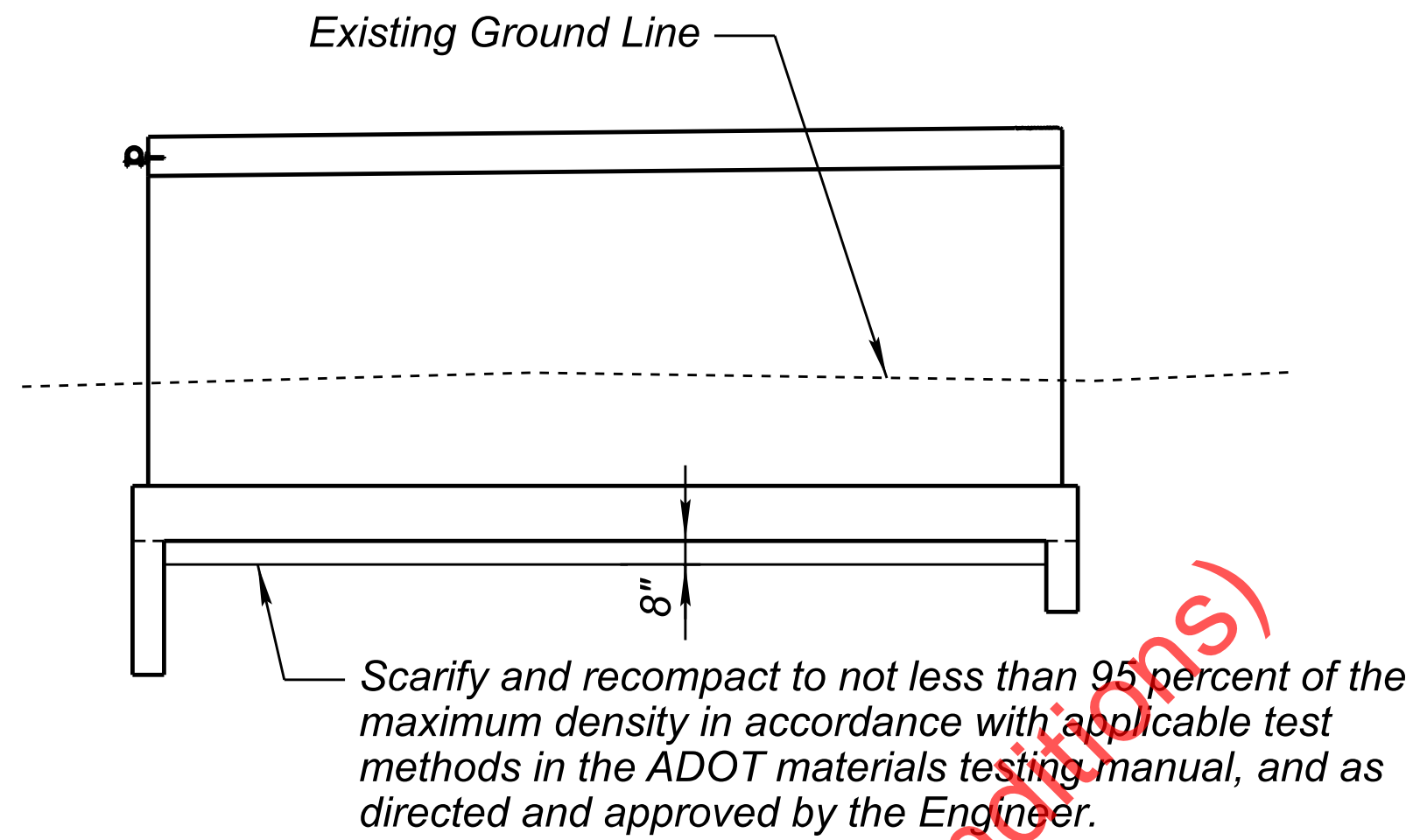
Bridge Group Standard Drawings: SD1.12

LEGEND:

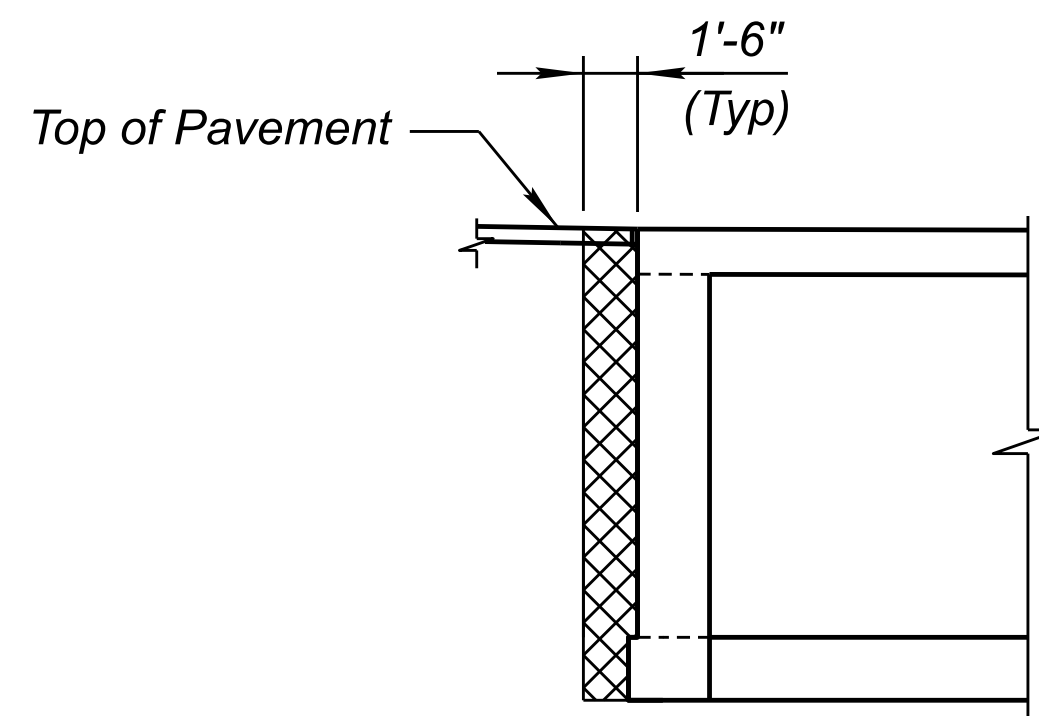


Chamfer all exposed corners as shown unless noted otherwise. This detail and note are applicable to all drawings pertaining to this bridge.

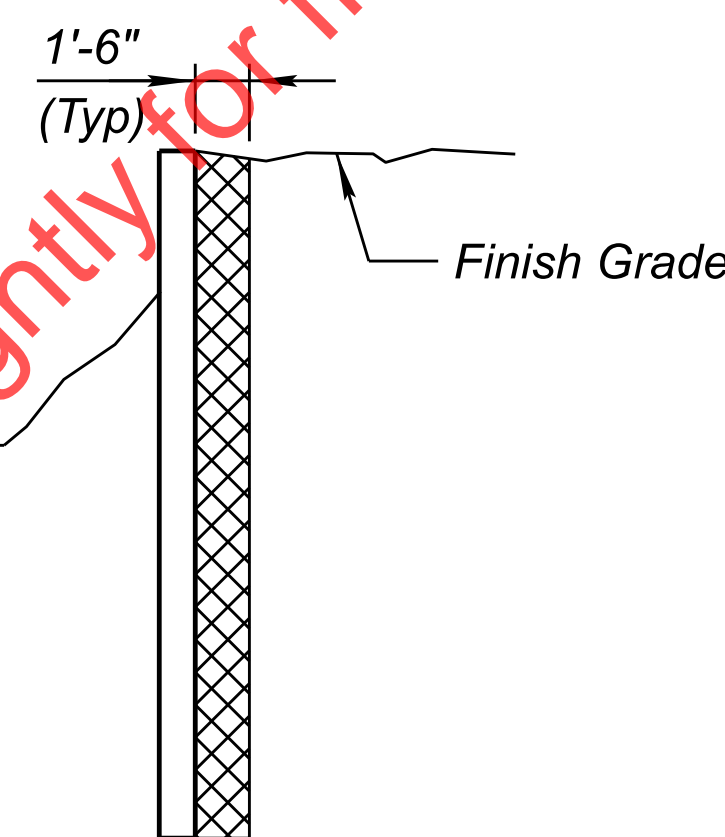
CHAMFER DETAIL
N.T.S.



TYPICAL EXCAVATION LIMITS



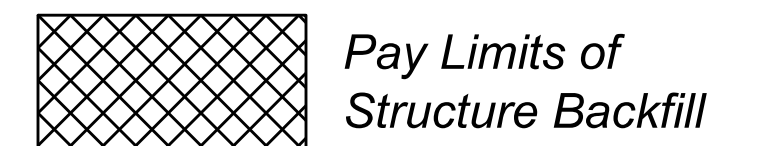
ABUTMENT



WINGWALL

STRUCTURE BACKFILL LIMITS

LEGEND:

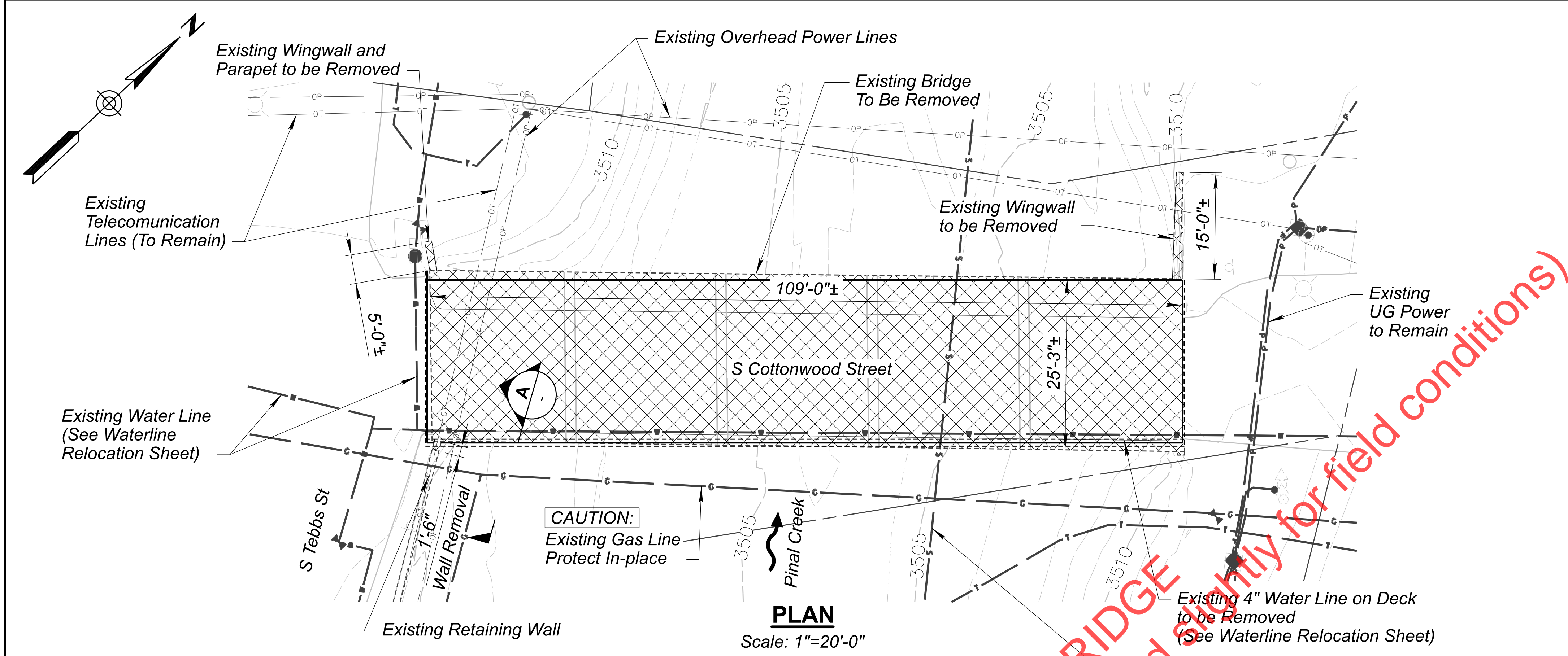


ITEM	STRUCT. EXCAV. C.Y.	STRUCT. BKFFILL. C.Y.	CLASS "S" CONCRETE			REINF. STEEL Lbs.	
			$f'c=3500 \text{ PSI}$ C.Y.	$*f'c=4000 \text{ PSI}$ C.Y.	$f'c=4500 \text{ PSI}$ C.Y.		
			Abutments		60		53
Piers			32				7,060
Bottom Slab	0		239				36,050
Superstructure	-	-		24	150		39,160
Total	0	60	324	24	150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

Remove Bridge 1 LS Place Dowels 8 EA
 Combination Pedestrian Traffic Bridge Railing (SD 1.12) 5.0 LF Structural Steel (Miscellaneous) 289 LBS
 Miscellaneous Work (Bridge Steel Railing) 211 LF

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

	DESIGN: F. MOLINA 05/23 DRAWN: C. GRACE 05/23 CHECKED: W. RODRIGUEZ 05/23	NAME: F. MOLINA DATE: 05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE: GLOBE MILEPOST: N/A STRUCTURE NO.: 11696	F.H.W.A. Arizona Division ARIZ.	STATE: ARIZ. PROJECT NO.: 0000 GI GLB FEDERAL ID NO.: GLB-0(209)T	SHEET NO.: 23 TOTAL SHEETS: 39	RECORD DRAWING
				GENERAL NOTES & QUANTITIES	LOCATION: PINAL CREEK BRIDGE TRACS NO.: T0281 01C	DWG NO. S-1.03 OF		

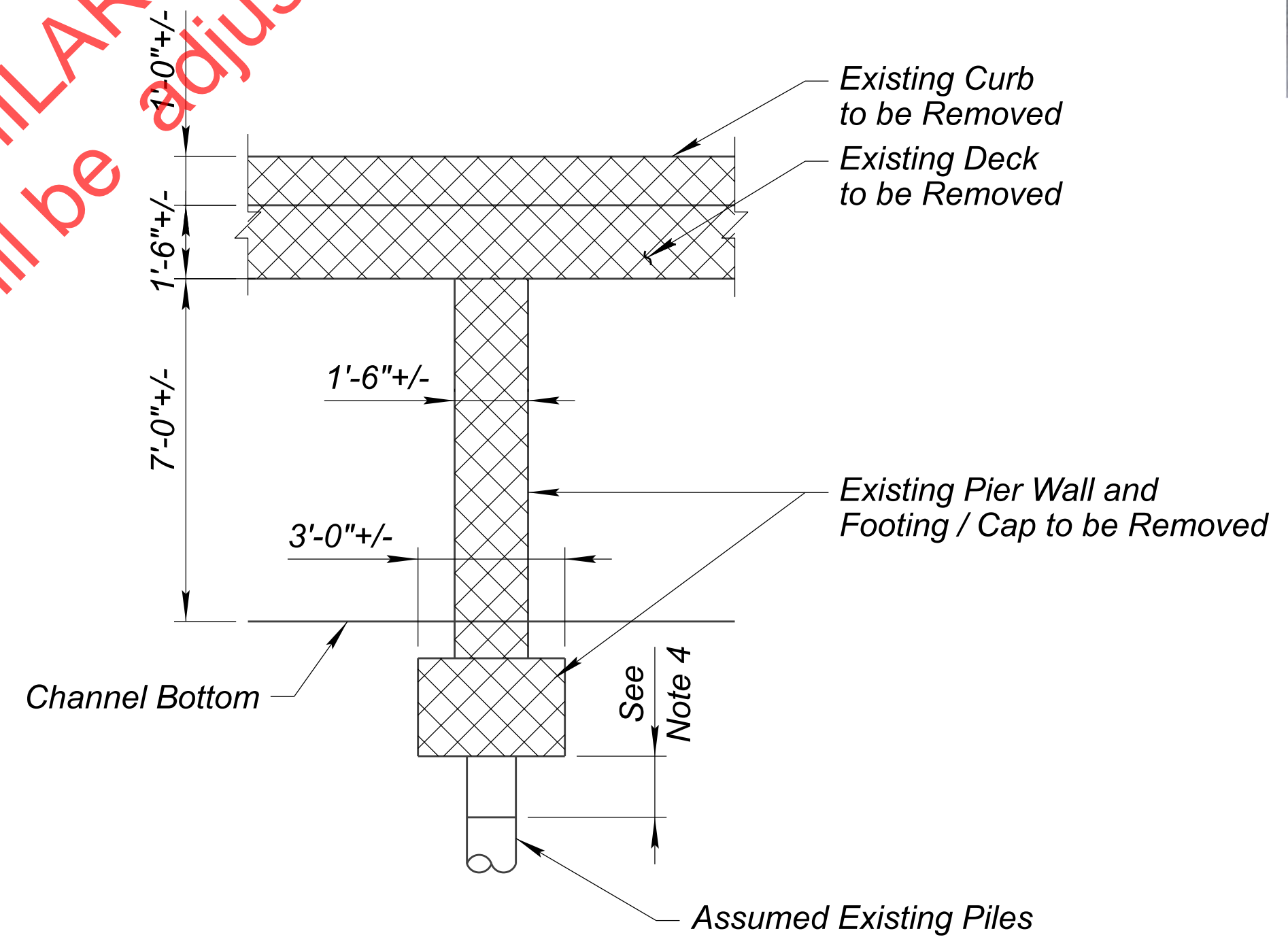
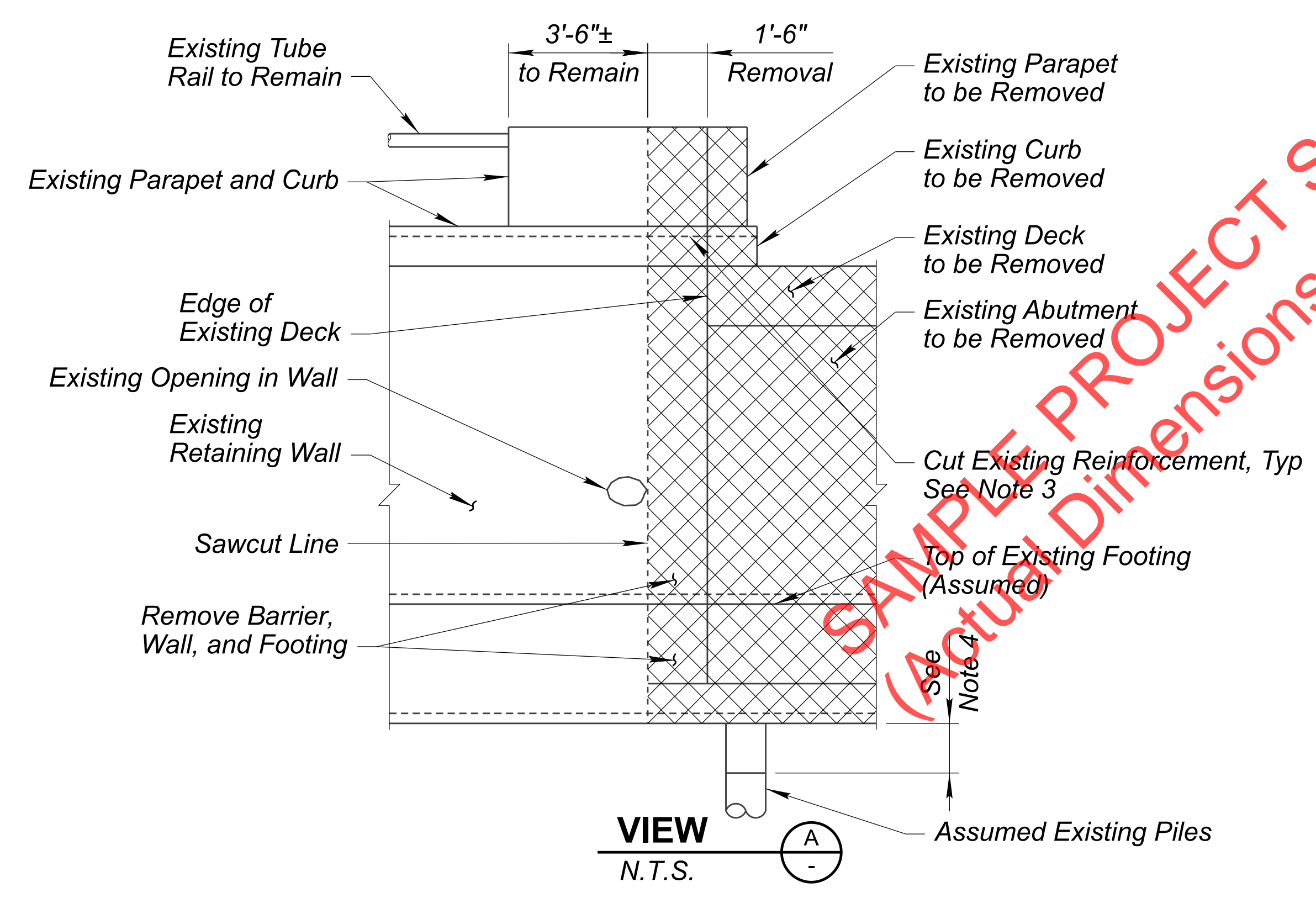


NOTES:

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 1/2" 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.



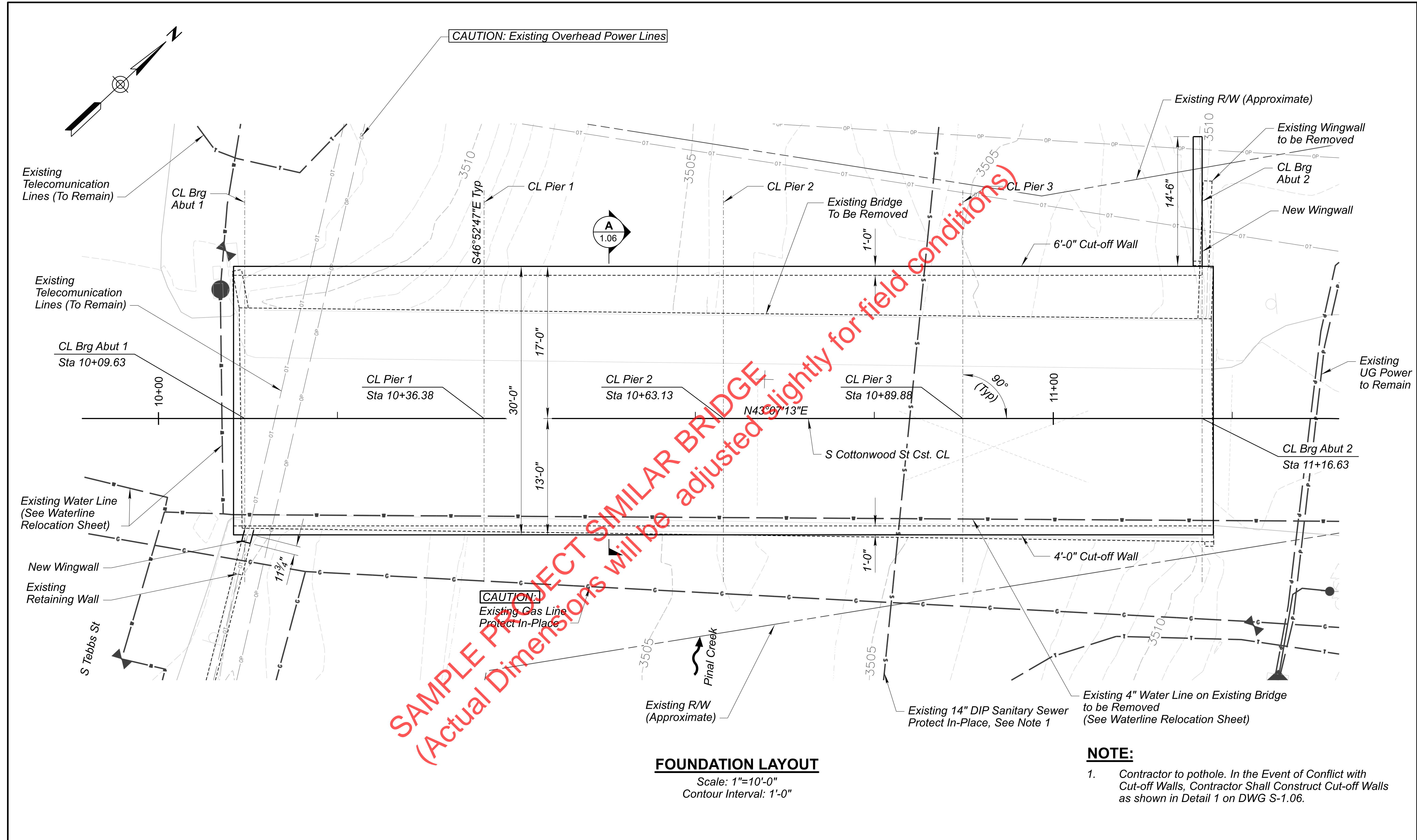
EXISTING PIER FOOTING/CAP



LEGEND

Removal Limits

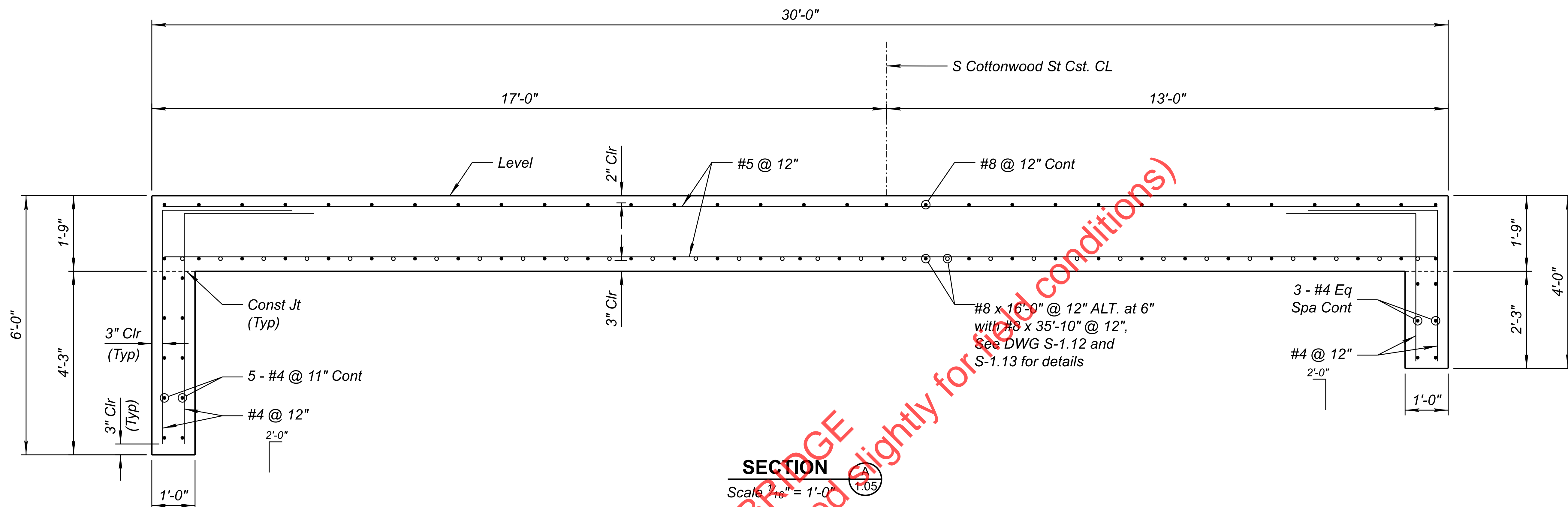
	DESIGN F. MOLINA 05/23 DRAWN C. GRACE 05/23 CHECKED W. RODRIGUEZ 05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE GLOBE MILEPOST N/A STRUCTURE NO. 11696	F.H.W.A. Arizona Division ARIZ.	PROJECT NO. 0000 GI GLB FEDERAL ID NO. GLB-0(209)T	SHEET NO. 24 TOTAL SHEETS 39	RECORD DRAWING
	Jacobs <small>1501 W. FOUNTAINHEAD PKWY, SUITE 401 TEMPE, AZ 85282, PH: 480.966.8188 WWW.JACOBS.COM</small>	REMOVAL DETAILS	LOCATION PINAL CREEK BRIDGE TRACS NO. T0281 01C	DWG NO. S-1.04 OF			



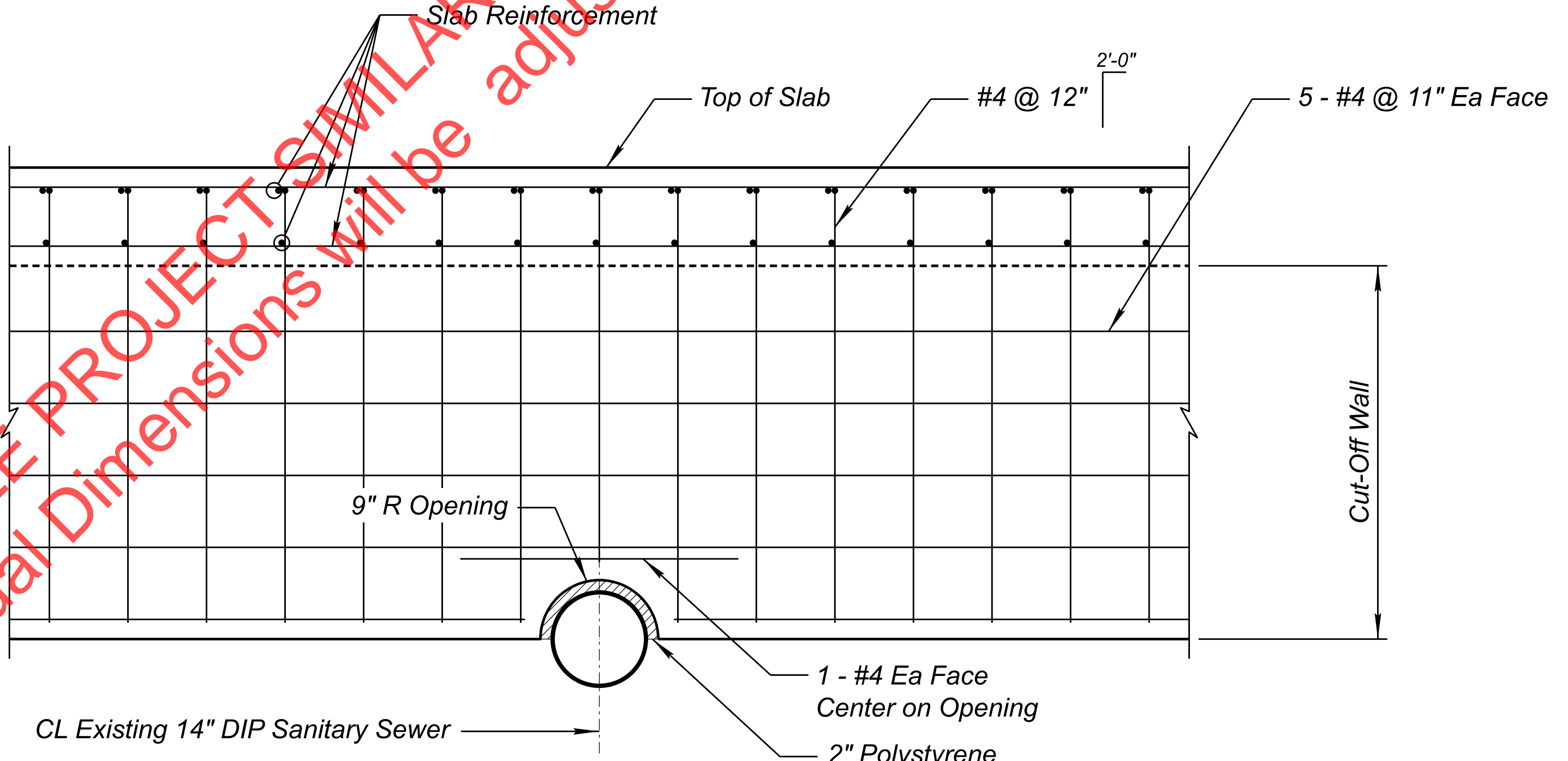
FOUNDATION LAYOUT

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

	DESIGN	F. MOLINA	05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE	GLOBE	F.H.W.A. Arizona Division	STATE	ARIZ.	PROJECT NO.	0000 GI GLB	FEDERAL ID NO.	GLB-0(209)T	SHEET NO.	25	TOTAL SHEETS	39	RECORD DRAWING
	DRAWN	C. GRACE	05/23			MILEPOST		N/A	LOCATION	PINAL CREEK BRIDGE				DWG NO.	S-1.05			
	CHECKED	W. RODRIGUEZ	05/23	1501 W. FOUNTAINHEAD PKWY, SUITE 401 TEMPE, AZ 85282, PH: 480.966.8188, WWW.JACOBS.COM	STRUCTURE NO.	11696	TRACS NO.	T0281 01C				OF						



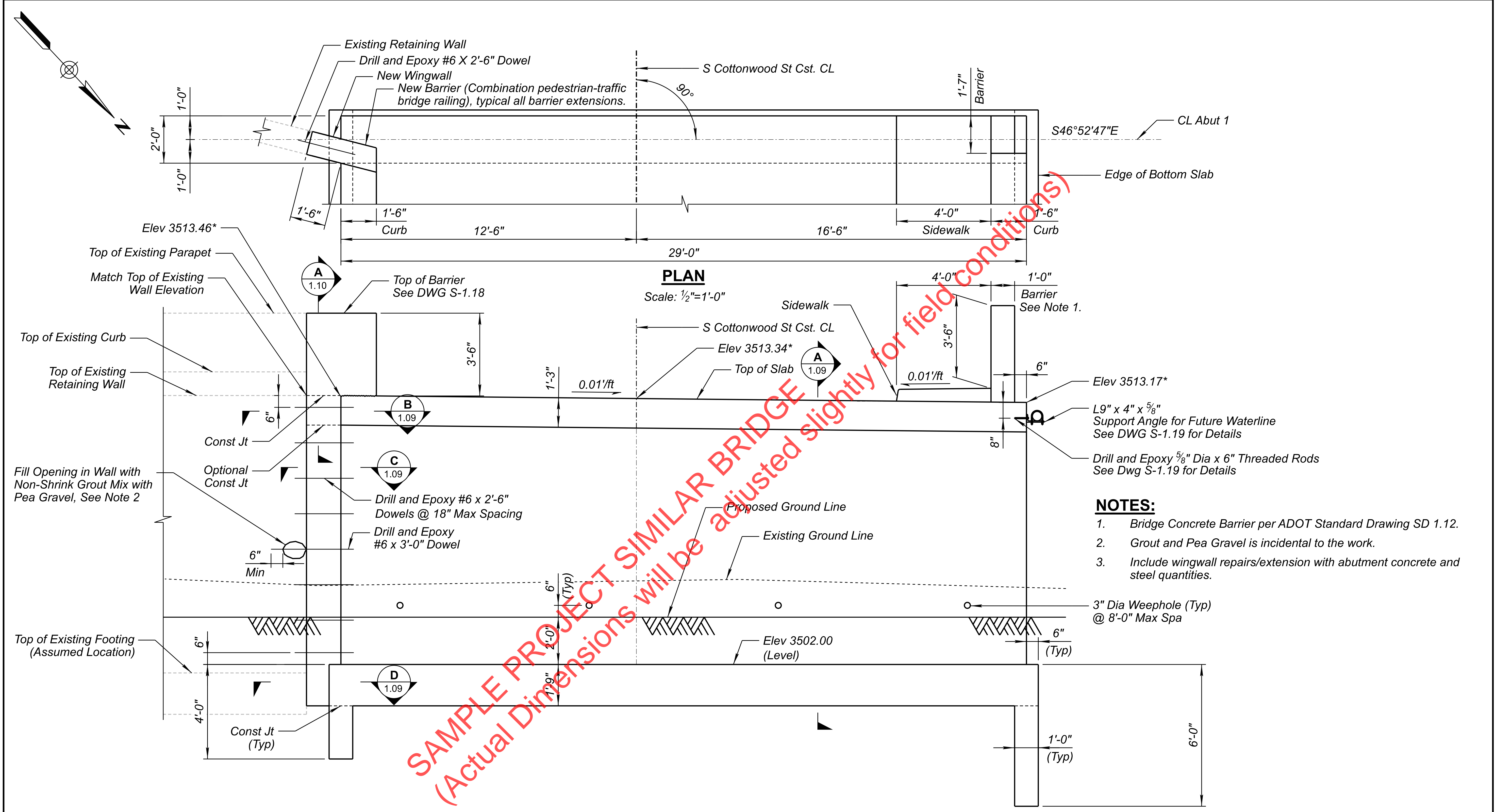
SECTION
 Scale 1/16" = 1'-0" (1.05)



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

SAMPLE PROJECT SIMILAR BRIDGE
 (Actual Dimensions will be adjusted slightly for field conditions)

	DESIGN	F. MOLINA	05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE	GLOBE	F.H.W.A. Arizona Division	STATE	ARIZ.	PROJECT NO.	0000 GI GLB	FEDERAL ID NO.	GLB-0(209)T	SHEET NO.	26	TOTAL SHEETS	39	RECORD DRAWING
	DRAWN	C. GRACE	05/23		MILEPOST	N/A	PINAL CREEK BRIDGE											
	CHECKED	W. RODRIGUEZ	05/23		STRUCTURE NO.	11696	LOCATION											DWG NO.
				FOUNDATION DETAILS		TRACS NO. T0281 01C												OF

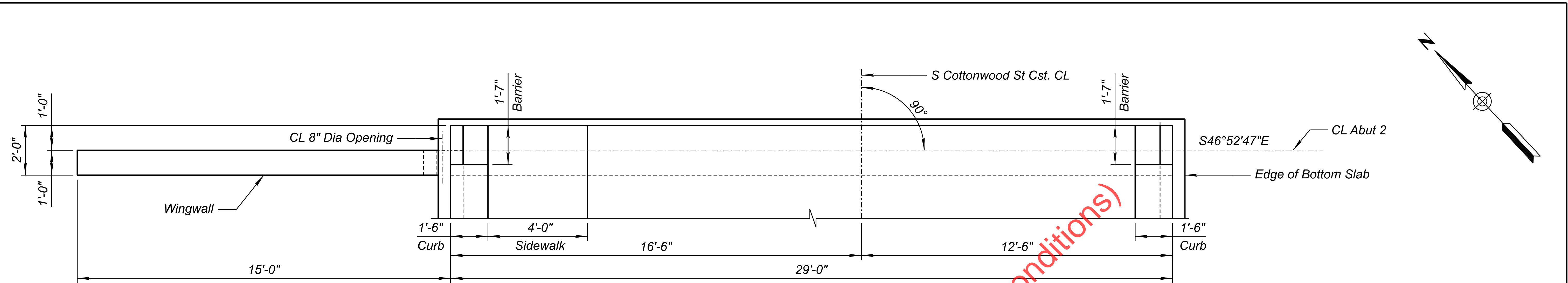


ELEVATION
(Looking Back Station)
Scale: 1/2"=1'-0"

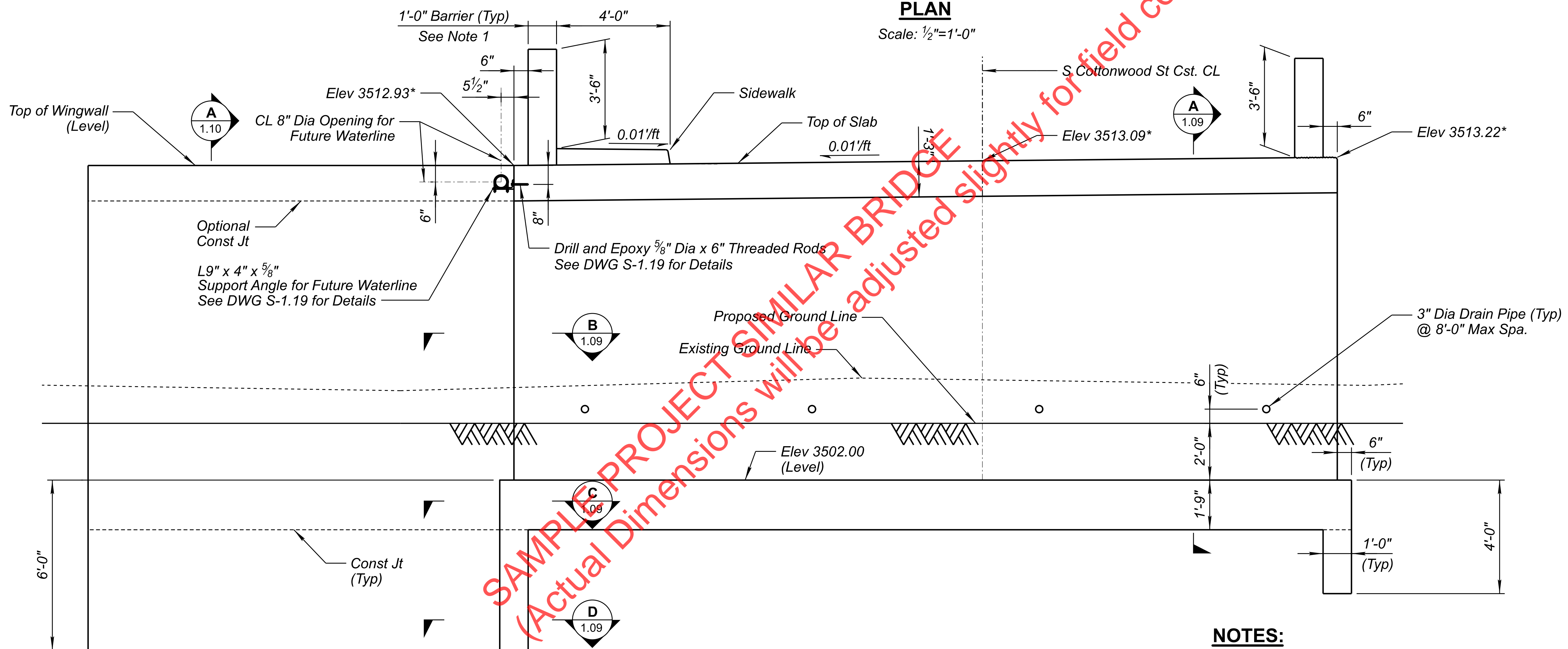
* Elevation measured at CL of Bearing.

- 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.
- 3" Dia Weephole (Typ) @ 8'-0" Max Spa

	DESIGN: F. MOLINA 05/23 DRAWN: C. GRACE 05/23 CHECKED: W. RODRIGUEZ 05/23	NAME: F. MOLINA DATE: 05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP ABUTMENT 1 PLAN AND ELEVATION	ROUTE: GLOBE MILEPOST: N/A STRUCTURE NO.: 11696	F.H.W.A. Arizona Division STATE: ARIZ.	PROJECT NO.: 0000 GI GLB FEDERAL ID NO.: GLB-0(209)T	SHEET NO.: 27 TOTAL SHEETS: 39	RECORD DRAWING
				LOCATION: PINAL CREEK BRIDGE TRACS NO.: T0281 01C	DWG NO.: S-1.07 OF			



PLAN
Scale: 1/2"=1'-0"



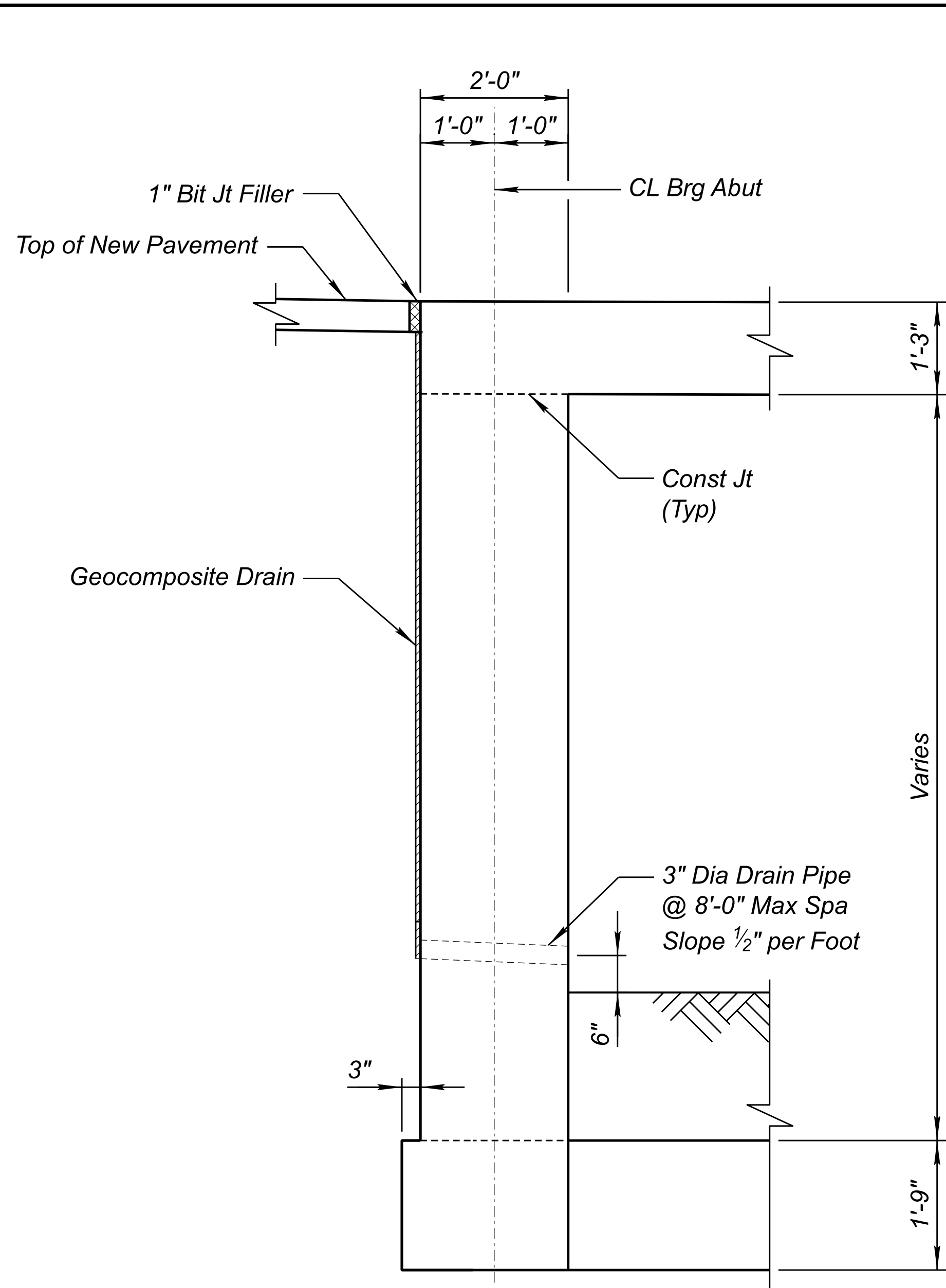
ELEVATION
(Looking Up Station)
Scale: 1/2"=1'-0"

NOTES:

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

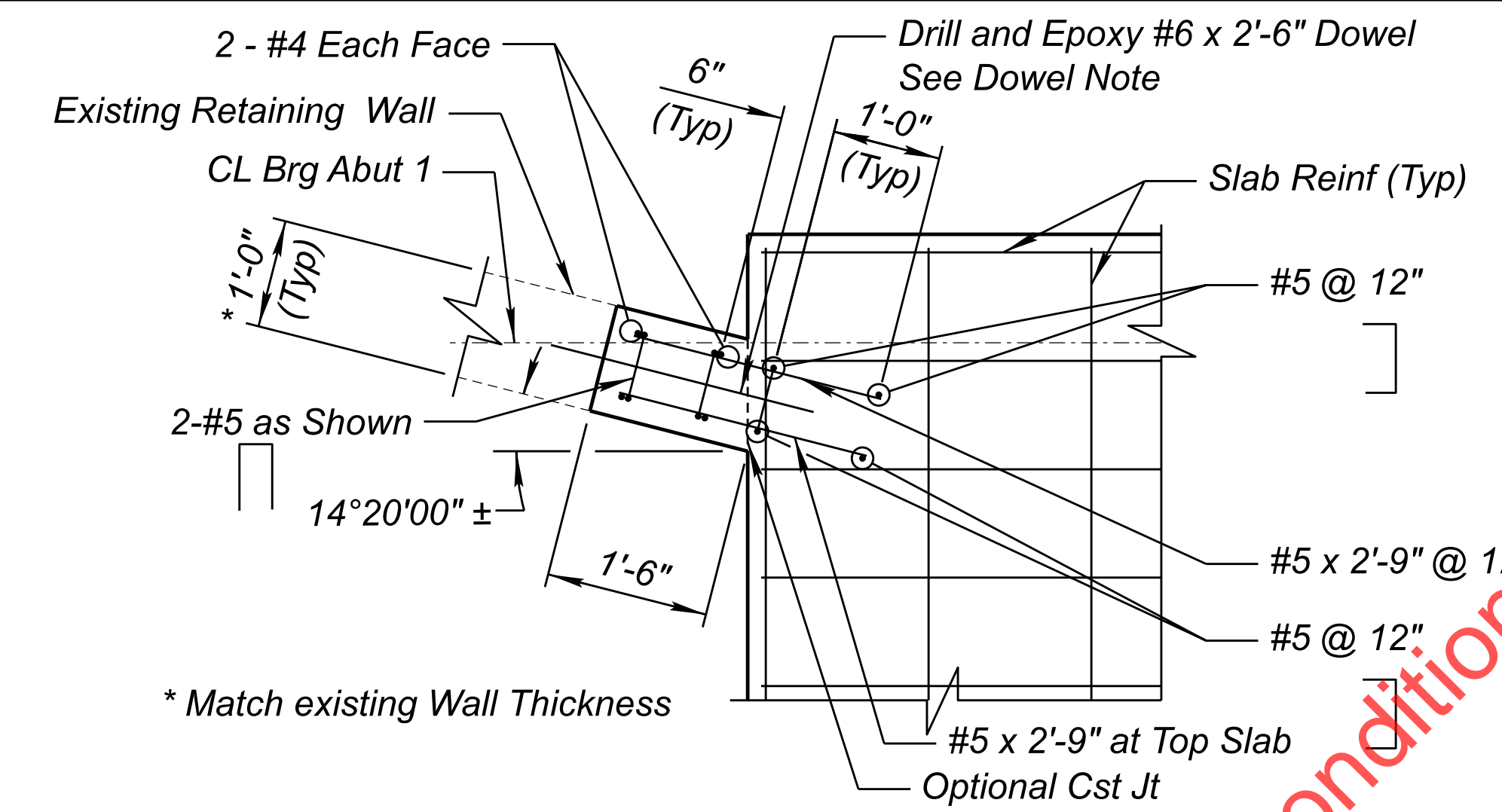
* Elevation measured at CL of Bearing.

	DESIGN F. MOLINA 05/23 DRAWN C. GRACE 05/23 CHECKED W. RODRIGUEZ 05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE GLOBE MILEPOST N/A STRUCTURE NO. 11696	F.H.W.A. Arizona Division STATE ARIZ. PROJECT NO. 0000 GI GLB FEDERAL ID NO. GLB-0(209)T	SHEET NO. 28 TOTAL SHEETS 39	RECORD DRAWING
	Jacobs <small>1501 W. FOUNTAINHEAD PKWY., SUITE 401 TEMPE, AZ 85282, PH: 480.966.8188, WWW.JACOBS.COM</small>	ABUTMENT 2 PLAN AND ELEVATION	LOCATION PINAL CREEK BRIDGE TRACS NO. T0281 01C	DWG NO. S-1.08 OF		

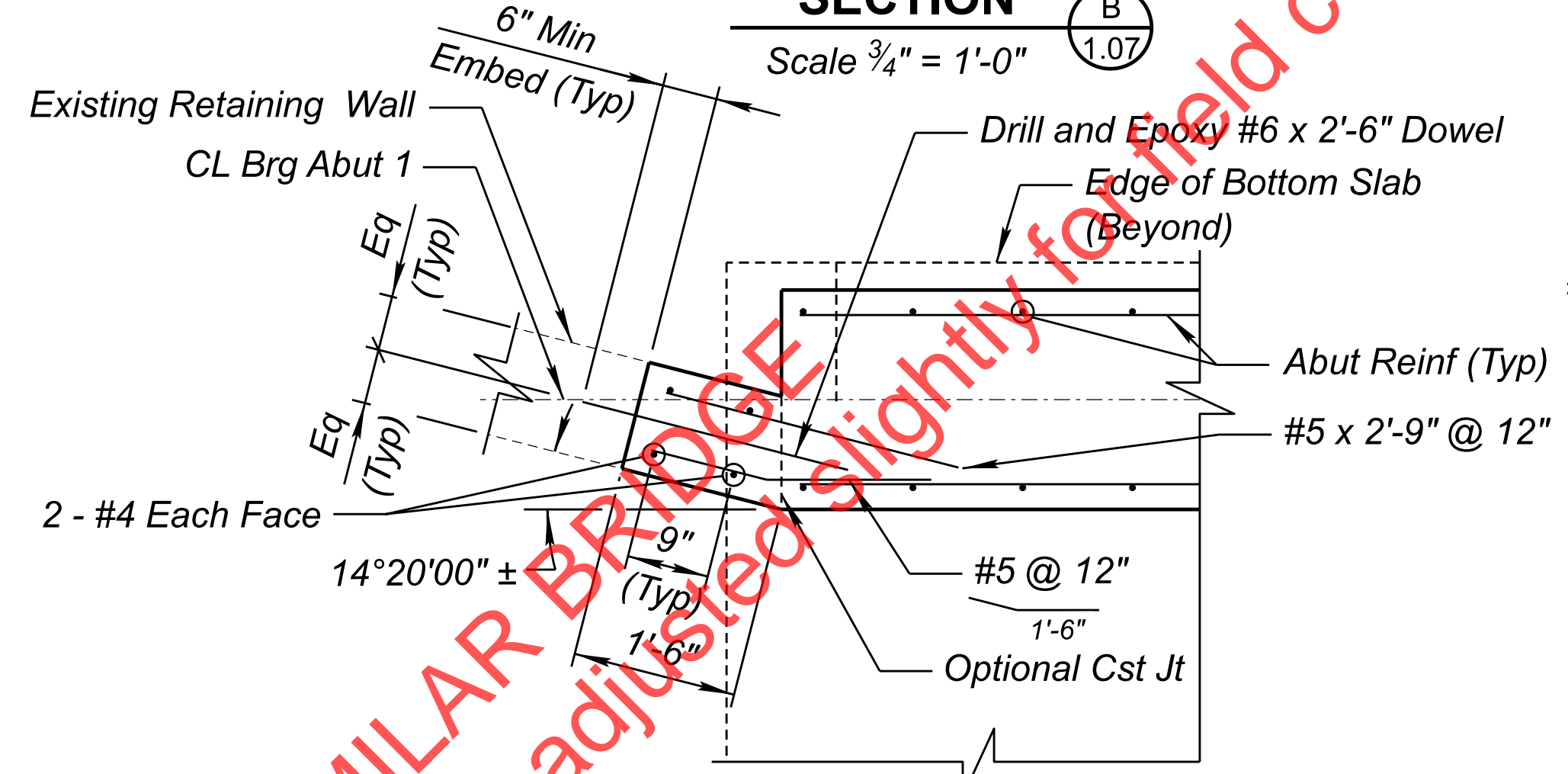


SECTION A-A
Scale 3/4" = 1'-0"
1.07 1.08

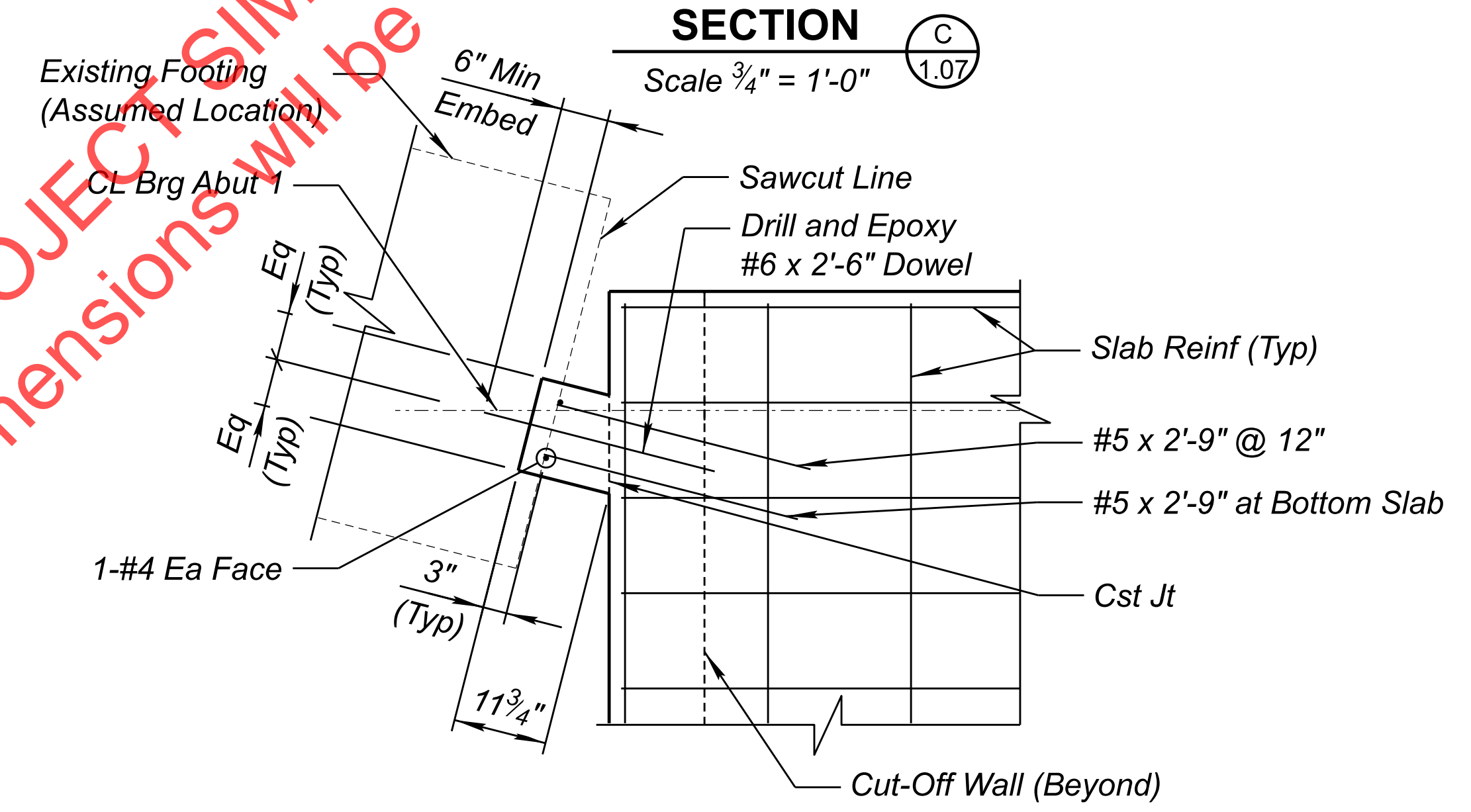
Dowel Note:
Drill hole 6" min depth for #6 dowels. Hole diameter shall be in accordance with epoxy adhesive manufacturer recommendations. Anchor dowel in hole with an approved epoxy adhesive. Epoxy anchorage shall develop a tensile pullout strength 11 kips. Details of the anchorage system shall be submitted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



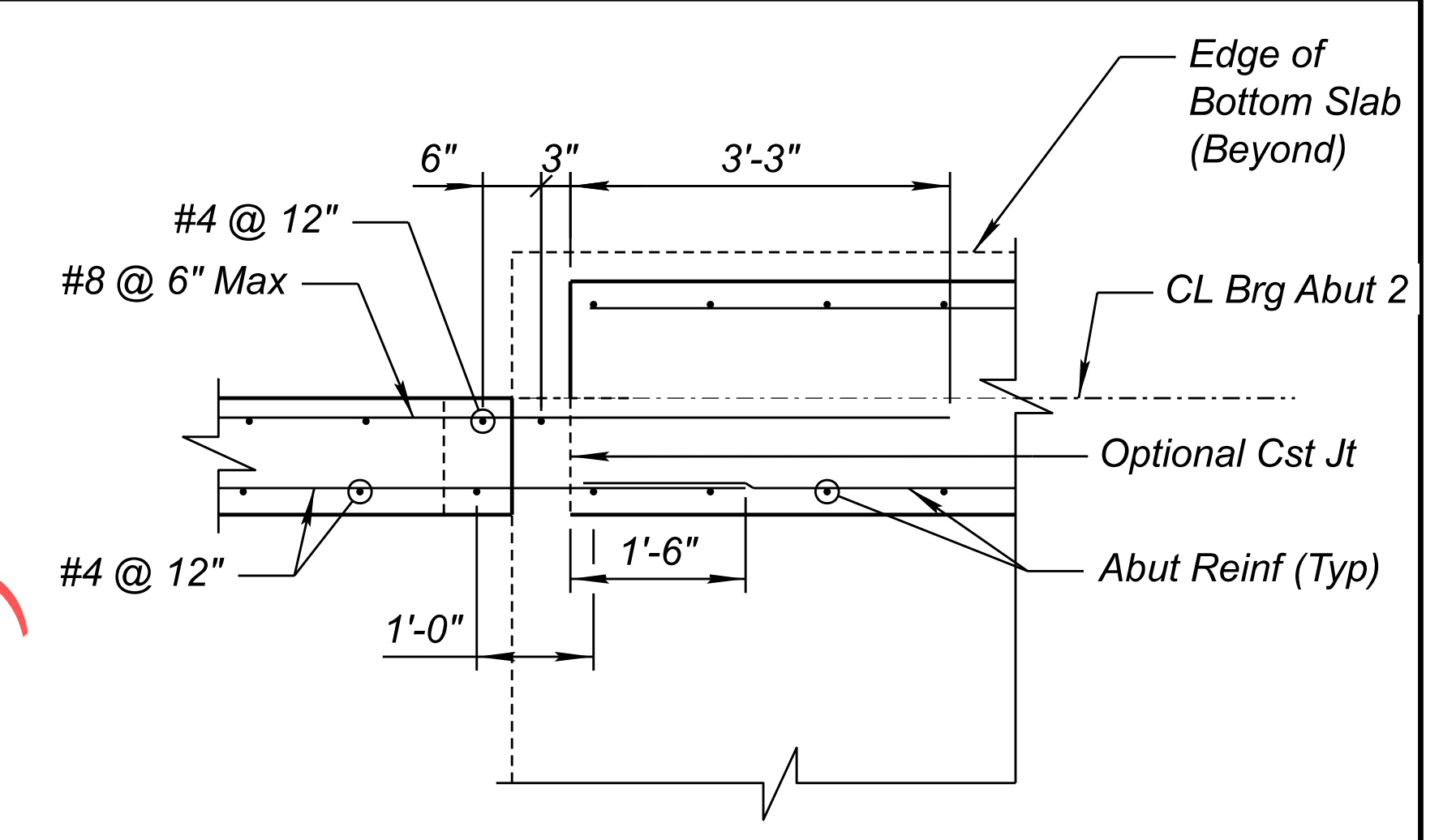
SECTION B-B
Scale 3/4" = 1'-0"
1.07



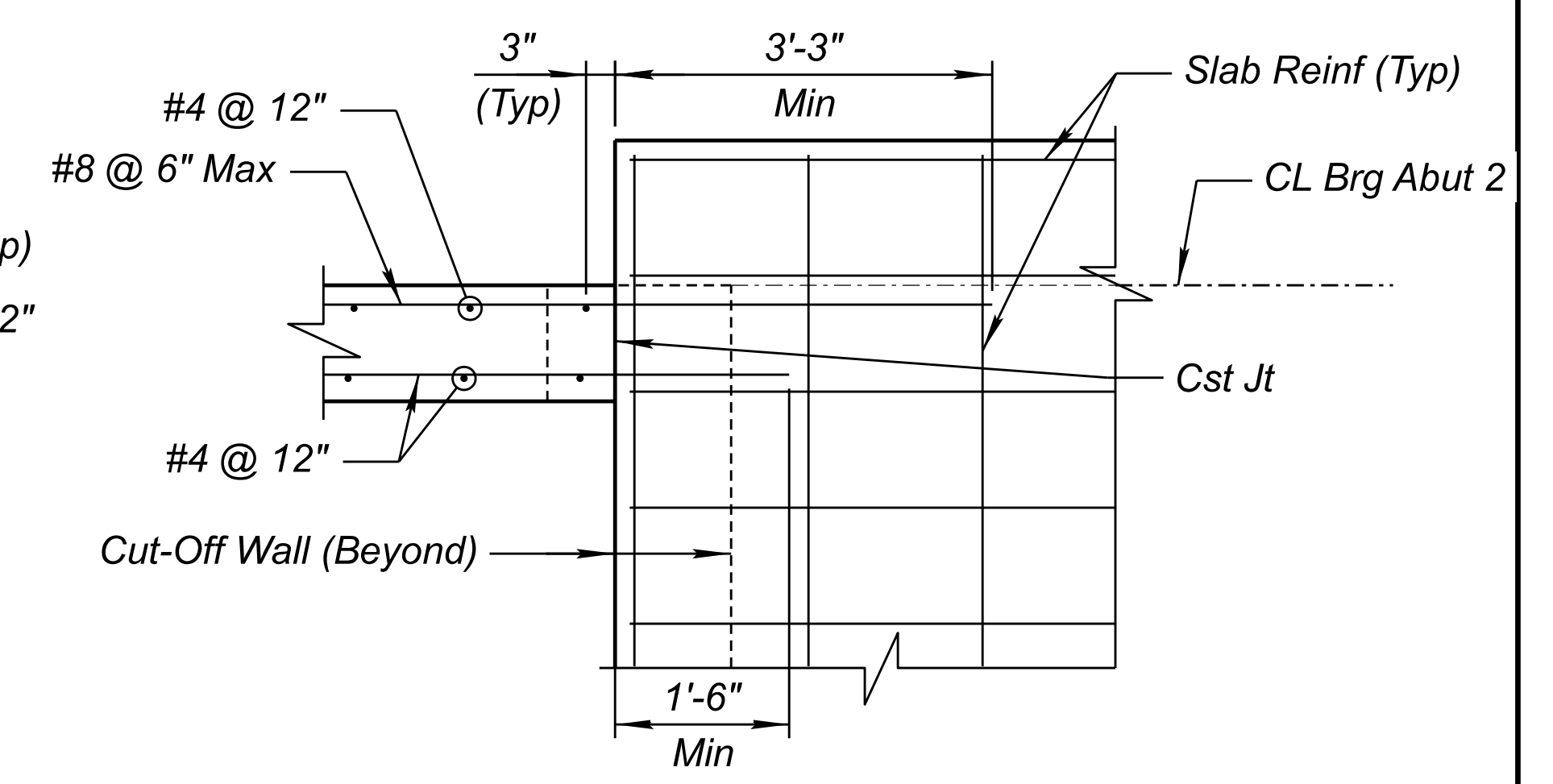
SECTION C-C
Scale 3/4" = 1'-0"
1.07



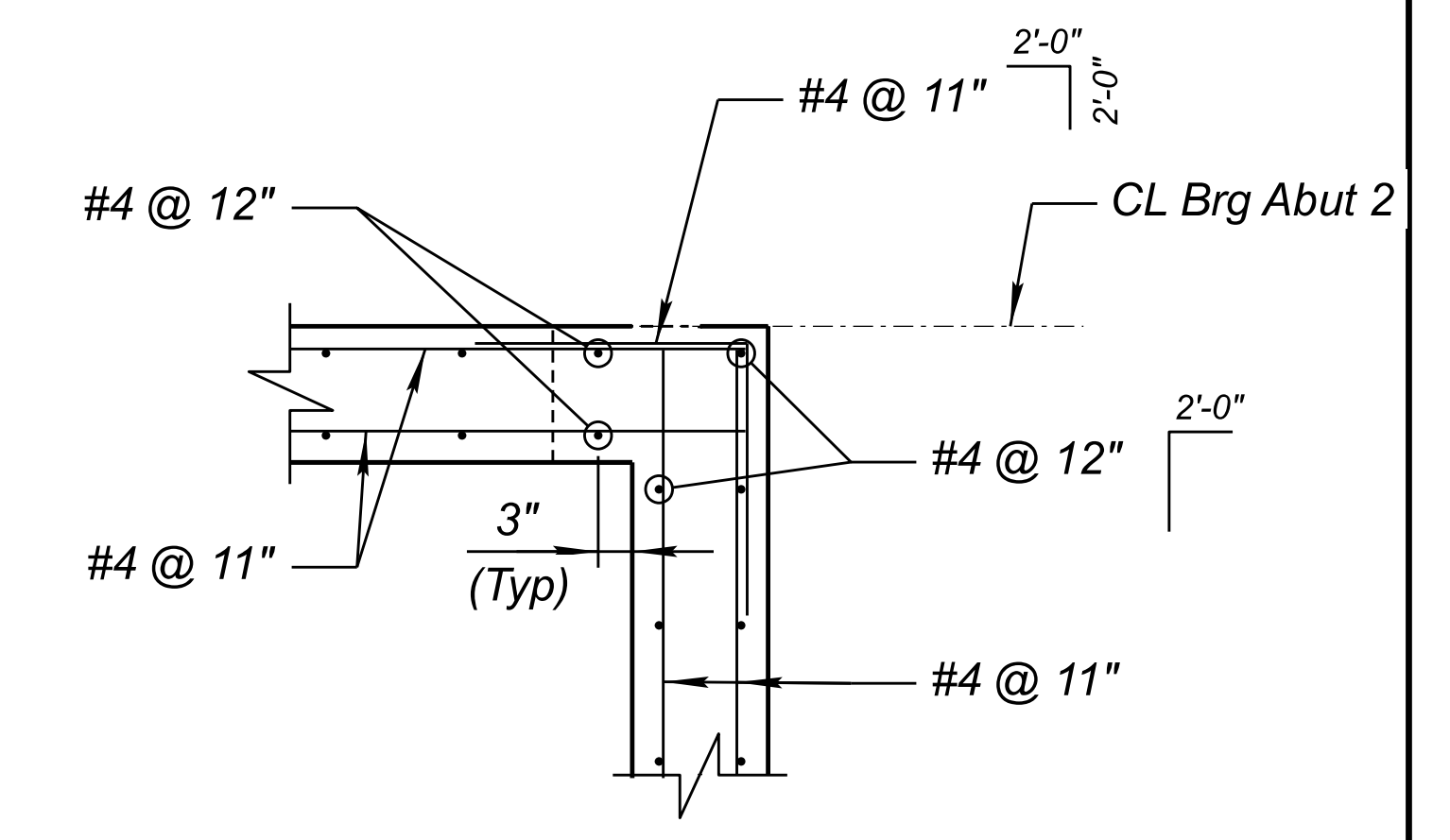
SECTION D-D
Scale 3/4" = 1'-0"
1.07



SECTION B-B
Scale 3/4" = 1'-0"
1.08

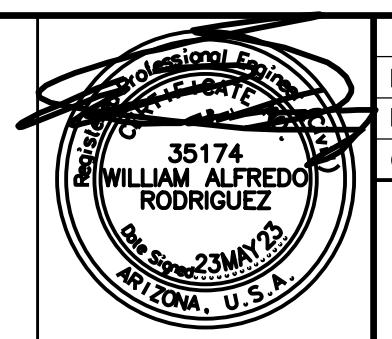


SECTION C-C
Scale 3/4" = 1'-0"
1.08



SECTION D-D
Scale 3/4" = 1'-0"
1.08

SAMPLE PROJECT - SIMILAR BRIDGE - Actual Dimensions will be adjusted slightly to field conditions

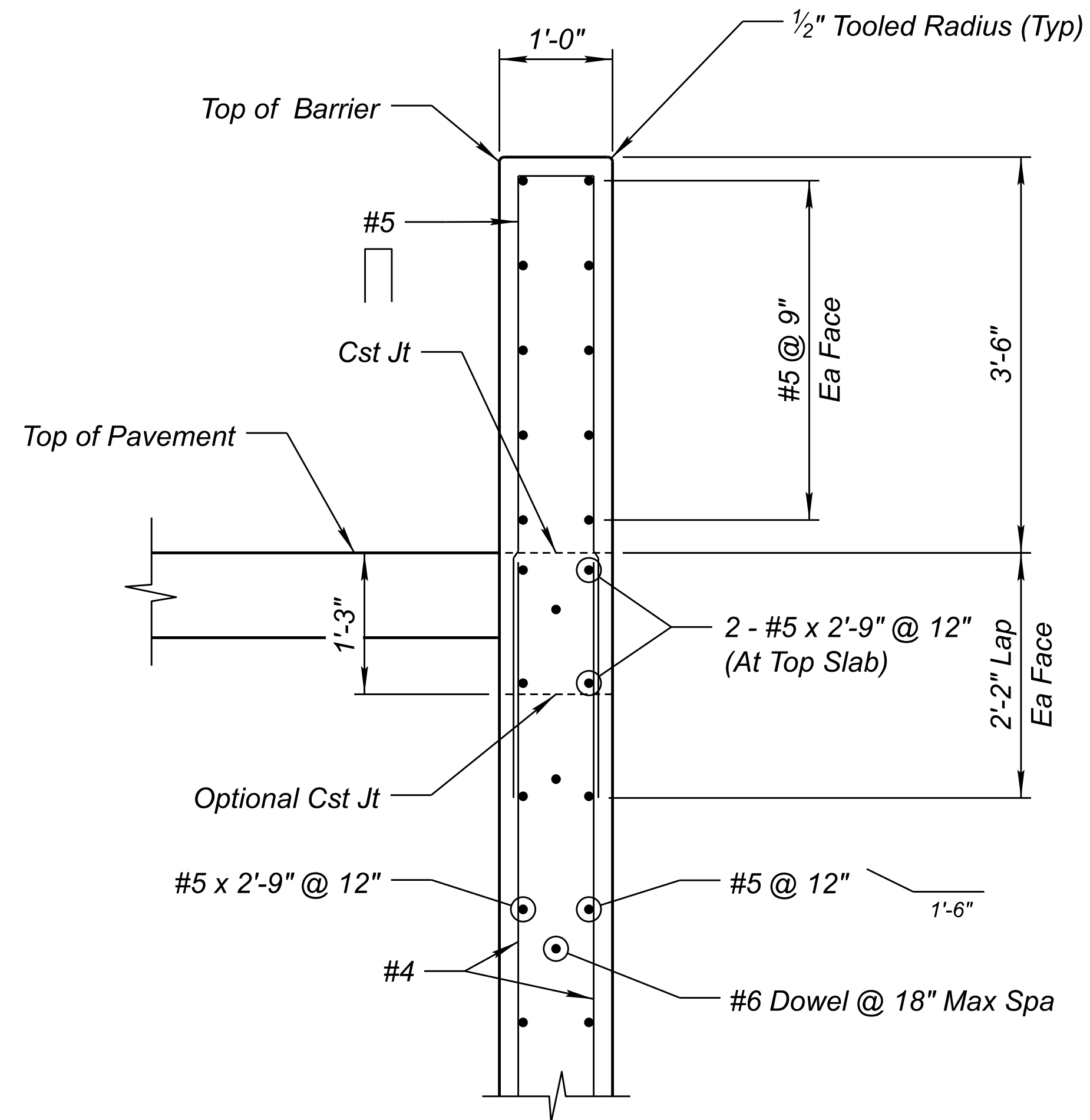


DESIGN	NAME	DATE
	F. MOLINA	05/23
DRAWN	C. GRACE	05/23
CHECKED	W. RODRIGUEZ	05/23

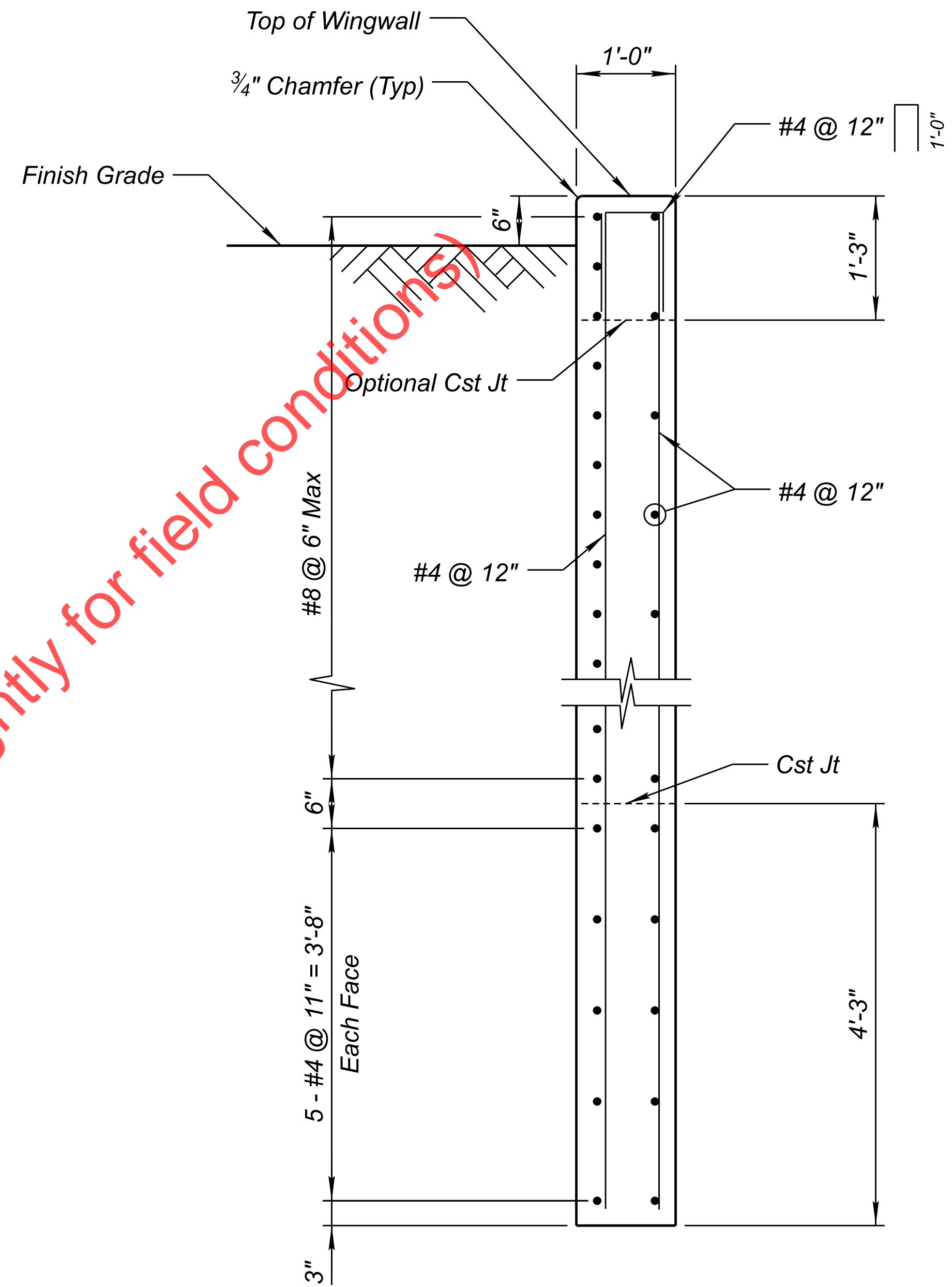
Jacobs
1501 W. FOUNTAINHEAD PKWY, SUITE 401
TEMPE, AZ 85282, PH: 480.966.8188 WWW.JACOBS.COM

ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE GLOBE
ABUTMENT DETAILS	MILEPOST N/A
	STRUCTURE NO. 11696

F.H.W.A. Arizona Division	STATE ARIZ.	PROJECT NO. 0000 GI GLB	FEDERAL ID NO. GLB-0(209)T	SHEET NO. 29	TOTAL SHEETS 39	RECORD DRAWING
LOCATION PINAL CREEK BRIDGE						DWG NO. S-1.09
TRACS NO. T0281 01C						OF

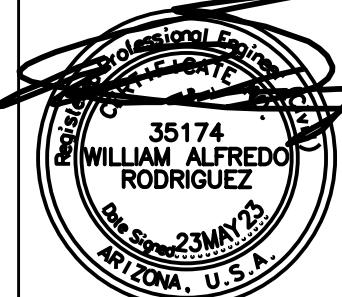



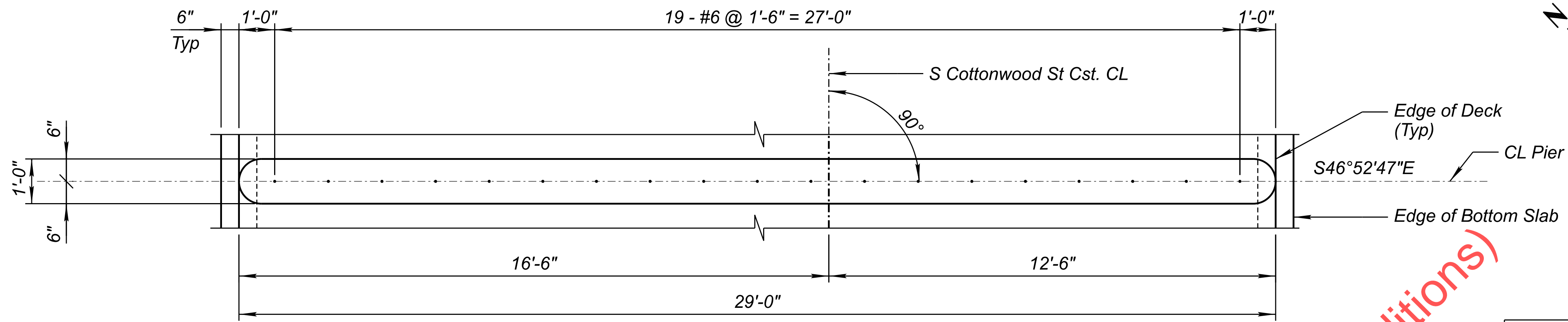
SECTION A
Scale 3/4" = 1'-0" 1.07



SECTION A
Scale 3/4" = 1'-0" 1.08

SAMPLE PROJECT SIMILAR BRIDGE
(Actual Dimensions will be adjusted slightly for field conditions)

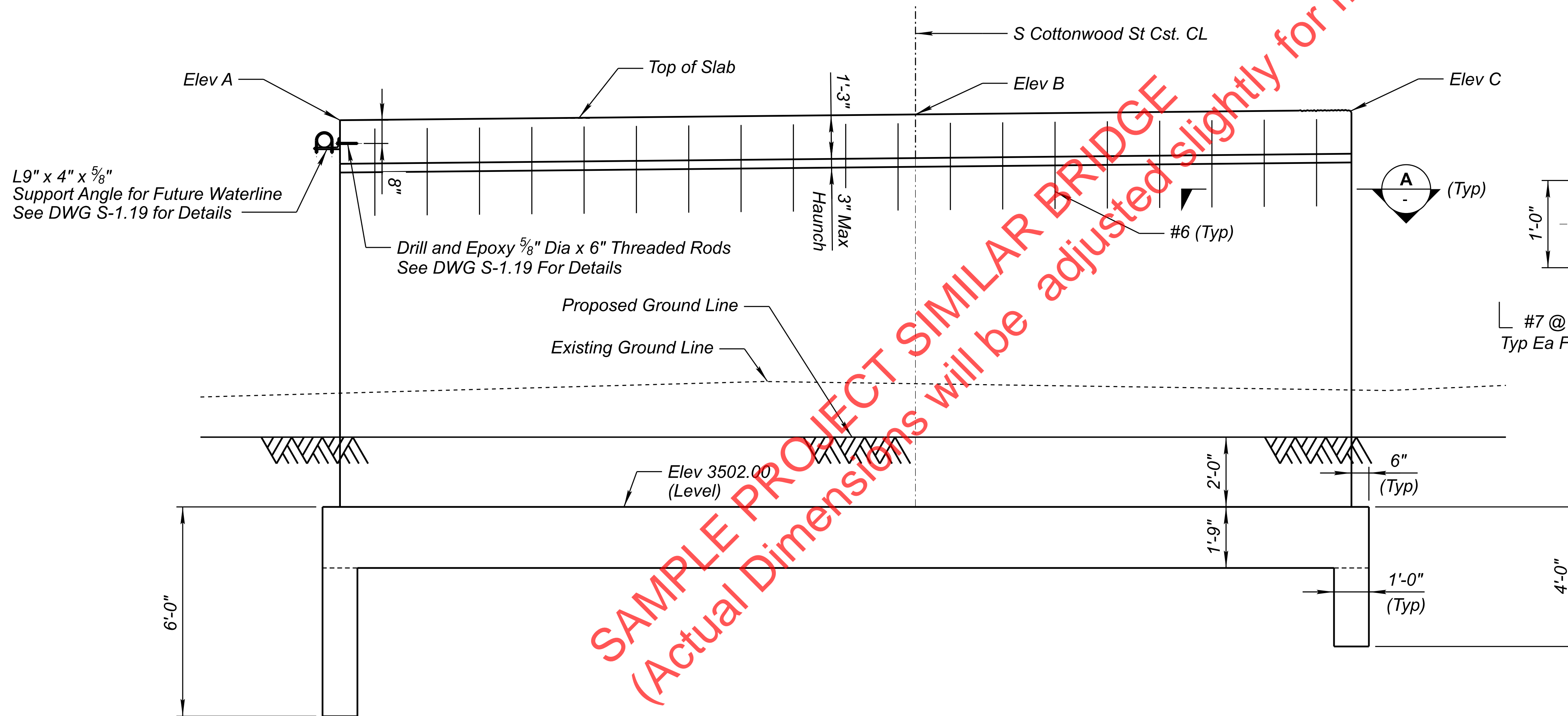
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>DESIGN</th> <th>NAME</th> <th>DATE</th> </tr> <tr> <td>F. MOLINA</td> <td>F. MOLINA</td> <td>05/23</td> </tr> <tr> <td>DRAWN</td> <td>C. GRACE</td> <td>05/23</td> </tr> <tr> <td>CHECKED</td> <td>W. RODRIGUEZ</td> <td>05/23</td> </tr> </table>	DESIGN	NAME	DATE	F. MOLINA	F. MOLINA	05/23	DRAWN	C. GRACE	05/23	CHECKED	W. RODRIGUEZ	05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE GLOBE MILEPOST N/A STRUCTURE NO. 11696	STATE ARIZ. LOCATION PINAL CREEK BRIDGE	PROJECT NO. 0000 GI GLB FEDERAL ID NO. GLB-0(209)T	SHEET NO. 30 TOTAL SHEETS 39	RECORD DRAWING DWG NO. S-1.10 _____ OF _____
	DESIGN	NAME	DATE																
	F. MOLINA	F. MOLINA	05/23																
DRAWN	C. GRACE	05/23																	
CHECKED	W. RODRIGUEZ	05/23																	
	WINGWALL DETAILS	TRACS NO. T0281 01C																	
1501 W. FOUNTAINHEAD PKWY, SUITE 401 TEMPE, AZ 85282, PH: 480.966.8188, WWW.JACOBS.COM																			



PLAN

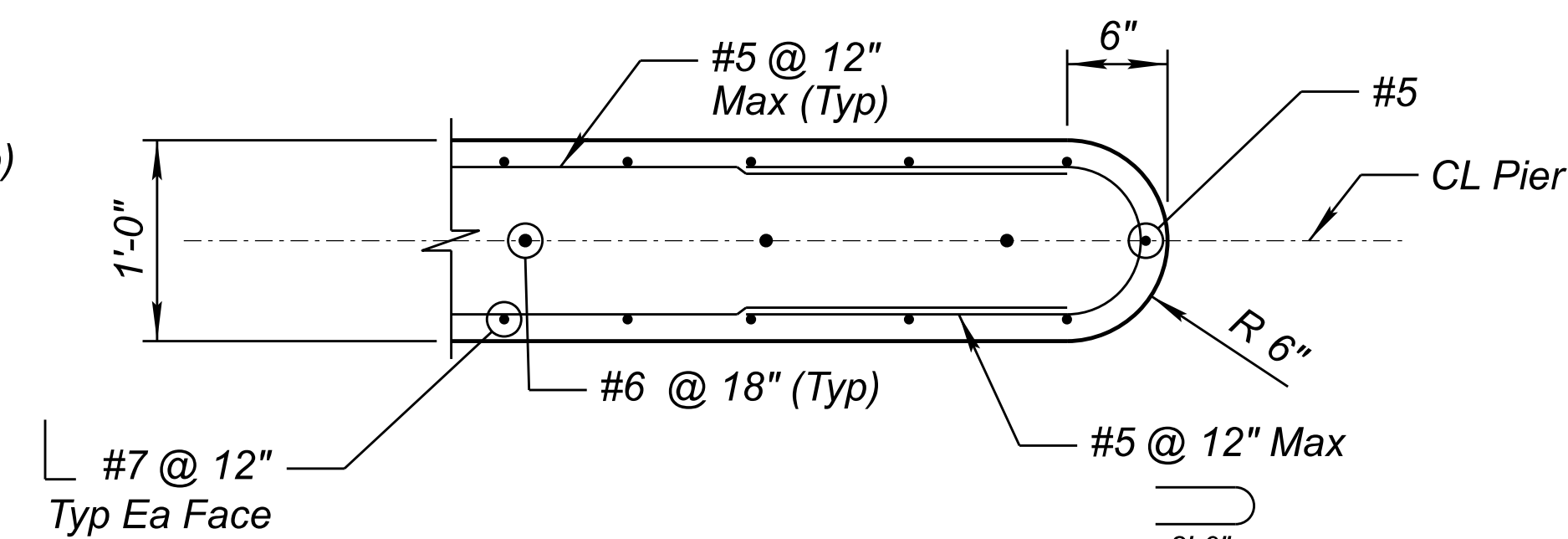
Scale: 1/2"=1'-0"

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: 1/2"=1'-0"

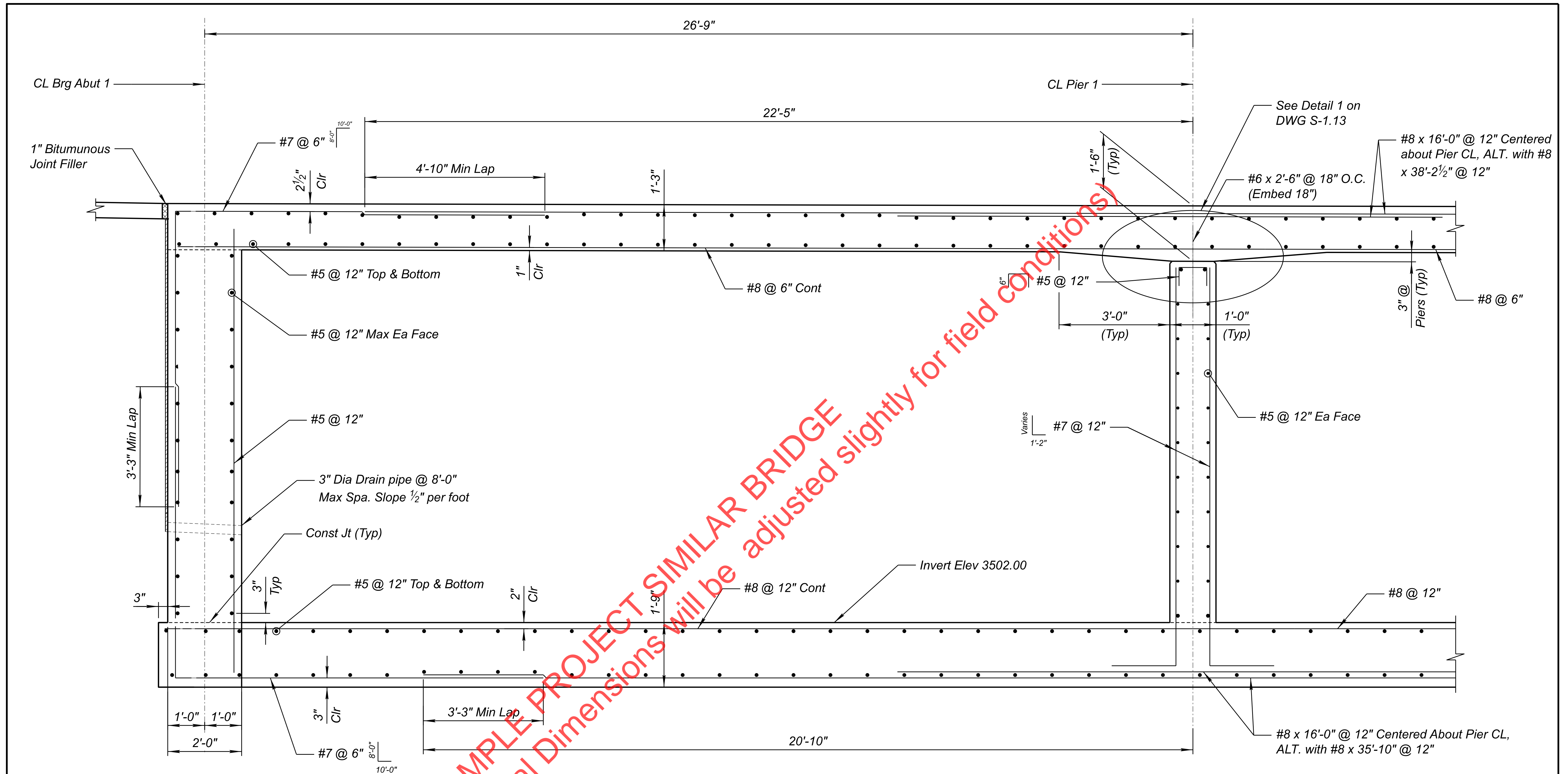


SECTION

Scale 1" = 1'-0"

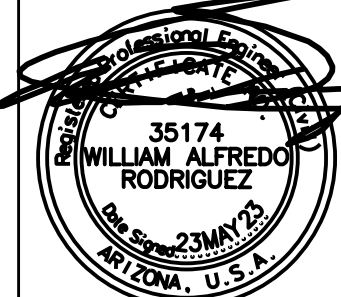

SAMPLE PROJECT SIMILAR BRIDGE
(Actual Dimensions will be adjusted slightly for field conditions)

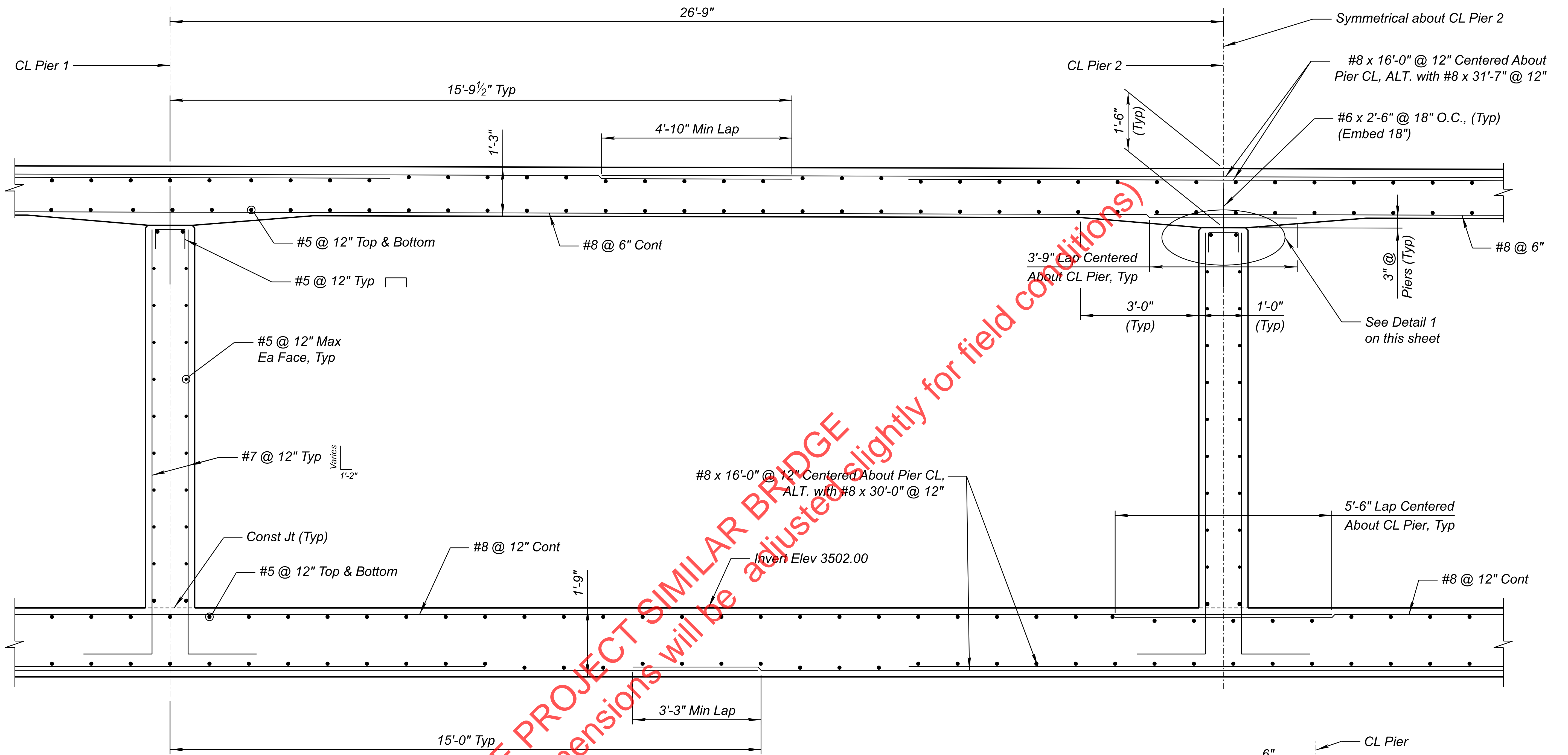
	DESIGN	F. MOLINA	05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE	GLOBE	F.H.W.A. Arizona Division	STATE	ARIZ.	PROJECT NO.	0000 GI GLB	FEDERAL ID NO.	GLB-0(209)T	SHEET NO.	31	TOTAL SHEETS	39	RECORD DRAWING
	DRAWN	C. GRACE	05/23		STRUCTURE NO.	11696		LOCATION	PINAL CREEK BRIDGE				DWG NO.	S.1.11				
	CHECKED	W. RODRIGUEZ	05/23							TRACS NO.	T0281 01C							OF



SAMPLE PROJECT SIMILAR BRIDGE
(Actual Dimensions will be adjusted slightly for field conditions)

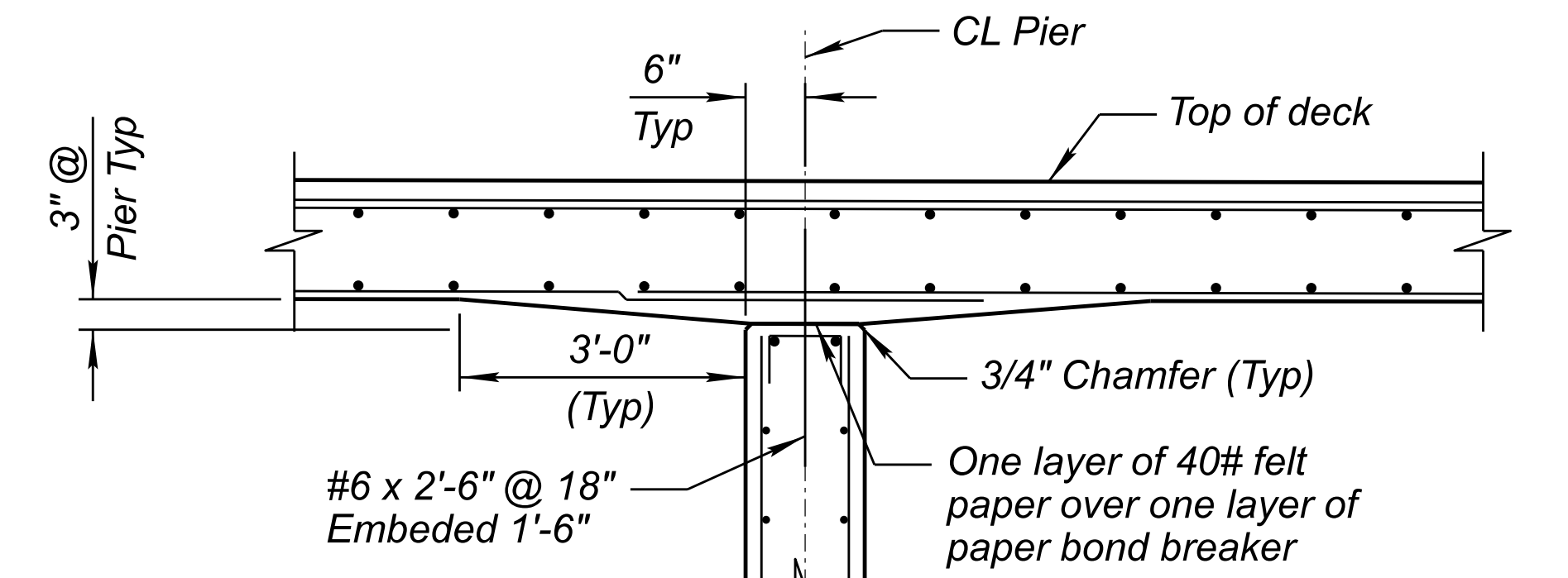
TYPICAL LONGITUDINAL SECTION
Span 1 Shown, Span 4 Similar But Opposite
Scale 1" = 1'-0"

	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>DESIGN</th> <td>F. MOLINA</td> <td>05/23</td> </tr> <tr> <th>DRAWN</th> <td>C. GRACE</td> <td>05/23</td> </tr> <tr> <th>CHECKED</th> <td>W. RODRIGUEZ</td> <td>05/23</td> </tr> </table>	DESIGN	F. MOLINA	05/23	DRAWN	C. GRACE	05/23	CHECKED	W. RODRIGUEZ	05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE GLOBE MILEPOST N/A STRUCTURE NO. 11696	F.H.W.A. Arizona Division STATE ARIZ.	PROJECT NO. 0000 GI GLB	FEDERAL ID NO. GLB-0(209)T	SHEET NO. 32	TOTAL SHEETS 39	RECORD DRAWING
	DESIGN	F. MOLINA	05/23															
	DRAWN	C. GRACE	05/23															
CHECKED	W. RODRIGUEZ	05/23																
	TYPICAL CROSS SECTION 1	PINAL CREEK BRIDGE		LOCATION	TRACS NO. T0281 01C	DWG NO. S-1.12		OF										
1501 W. FOUNTAINHEAD PKWY, SUITE 401 TEMPE, AZ 85282, PH: 480.966.8188, WWW.JACOBS.COM																		



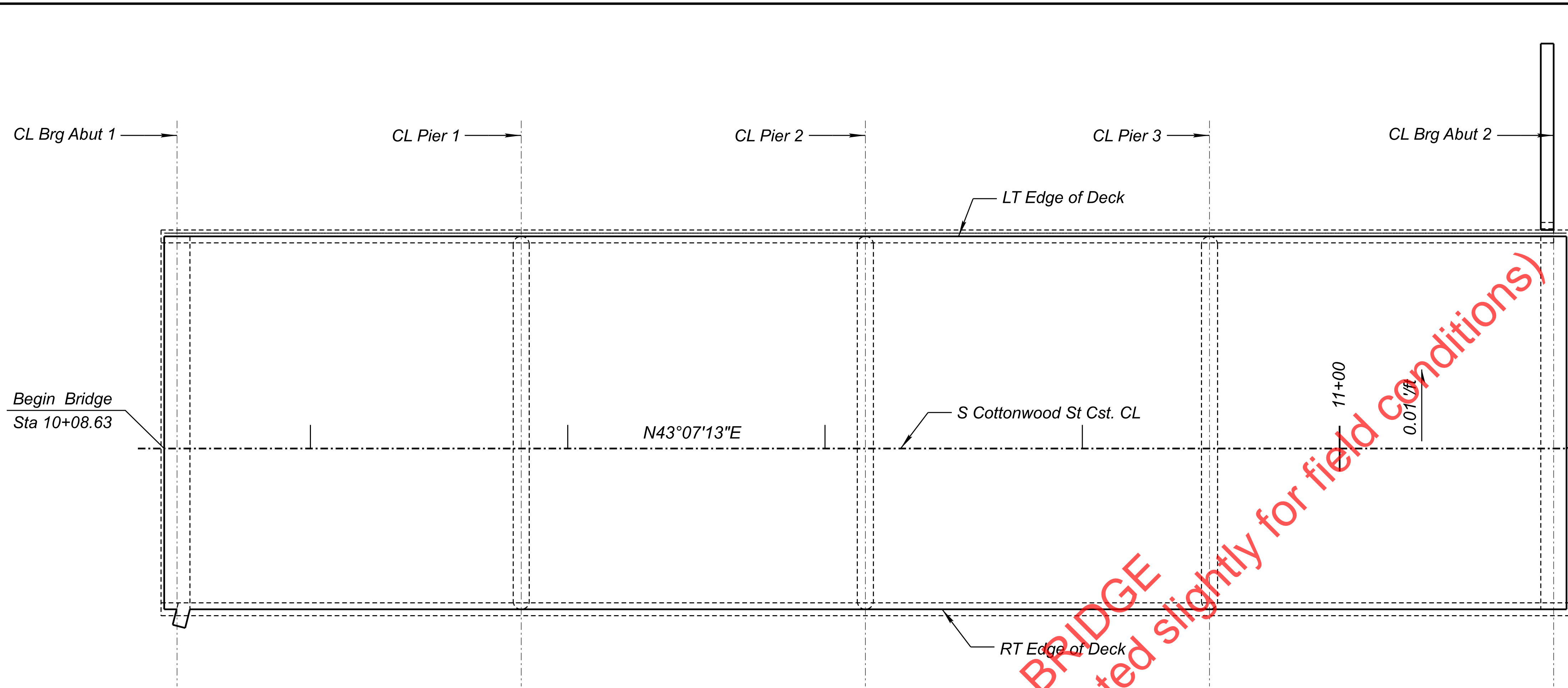
TYPICAL LONGITUDINAL SECTION

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



DETAIL 1-12

	DESIGN	F. MOLINA	05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE	GLOBE	F.H.W.A. Arizona Division ARIZ.	STATE	ARIZ.	PROJECT NO.	0000 GI GLB	FEDERAL ID NO.	GLB-0(209)T	SHEET NO.	33	TOTAL SHEETS	39	RECORD DRAWING
	DRAWN	C. GRACE	05/23			MILEPOST		N/A	LOCATION	PINAL CREEK BRIDGE						DWG NO.	S-1.13	
	CHECKED	W. RODRIGUEZ	05/23		1501 W. FOUNTAINHEAD PKWY, SUITE 401 TEMPE, AZ 85282, PH: 480.966.8188 WWW.JACOBS.COM	STRUCTURE NO.		11696	TRACS NO.	T0281 01C						OF		

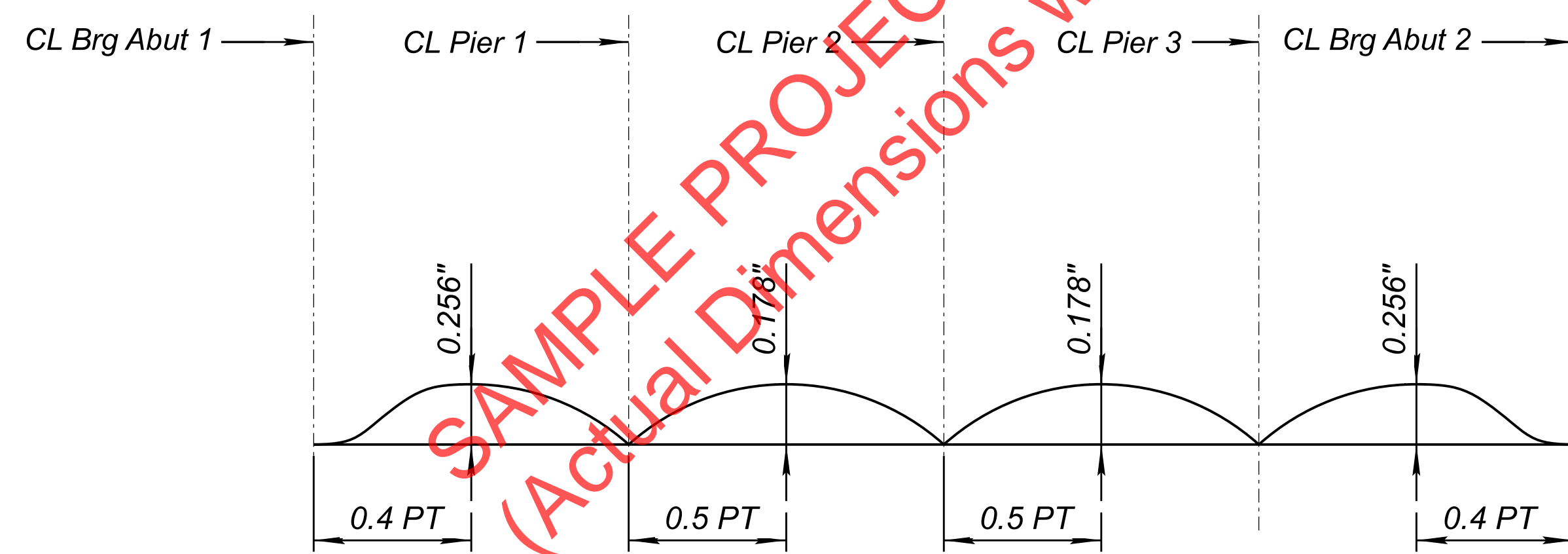


SCREED ELEVATION NOTES:

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

	DESIGN	F. MOLINA	05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE	GLOBE	F.H.W.A. Arizona Division STATE: ARIZ.	PROJECT NO.	0000 GI GLB	FEDERAL ID NO.	GLB-0(209)T	SHEET NO.	34	TOTAL SHEETS	39	RECORD DRAWING
	DRAWN	C. GRACE	05/23		MILEPOST	N/A		LOCATION	PINAL CREEK BRIDGE				DWG NO.	S-1.14		
	CHECKED	W. RODRIGUEZ	05/23		STRUCTURE NO.	11696		TRACS NO.	T0281 01C				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

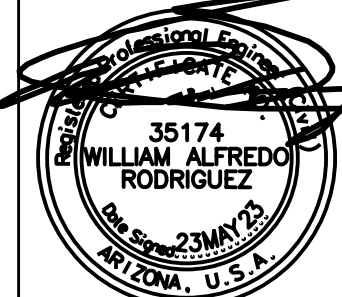
SPAN 3

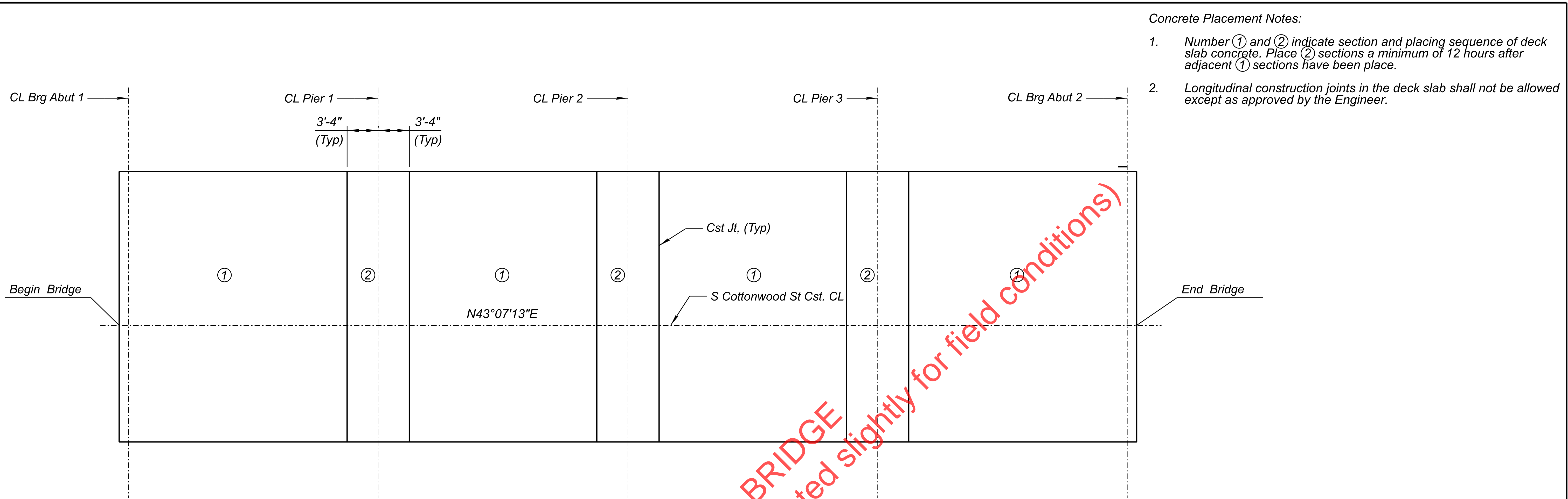
	CL Pier 2	0. 1pt.	0. 2pt.	0. 3pt.	0. 4pt.	0. 5pt.	0. 6pt.	0. 7pt.	0. 8pt.	0. 9pt.	CL Pier 3
LT Edge Deck	3513.05	3513.15	3513.18	3513.19	3513.20	3513.20	3513.19	3513.17	3513.15	3513.10	3512.99
Constr. CL	3513.21	3513.31	3513.35	3513.36	3513.36	3513.36	3513.35	3513.34	3513.31	3513.26	3513.15
RT Edge Deck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

SAMPLE PROJECT SIMILAR BRIDGE
(Actual Dimensions will be adjusted slightly for field conditions)

	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>NAME</th> <th>DATE</th> </tr> <tr> <td>DESIGN F. MOLINA</td> <td>05/23</td> </tr> <tr> <td>DRAWN C. GRACE</td> <td>05/23</td> </tr> <tr> <td>CHECKED W. RODRIGUEZ</td> <td>05/23</td> </tr> </table>	NAME	DATE	DESIGN F. MOLINA	05/23	DRAWN C. GRACE	05/23	CHECKED W. RODRIGUEZ	05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE GLOBE MILEPOST N/A STRUCTURE NO. 11696	STATE F.H.W.A. Arizona Division ARIZ.	PROJECT NO. 0000 GI GLB	FEDERAL ID NO. GLB-0(209)T	SHEET NO. 35	TOTAL SHEETS 39	RECORD DRAWING
	NAME	DATE															
	DESIGN F. MOLINA	05/23															
DRAWN C. GRACE	05/23																
CHECKED W. RODRIGUEZ	05/23																
Jacobs	1501 W. FOUNTAINHEAD PKWY, SUITE 401 TEMPE, AZ 85282, PH: 480.966.8188 WWW.JACOBS.COM	SCREED ELEVATIONS	LOCATION PINAL CREEK BRIDGE	TRACS NO. T0281 01C				DWG NO. S-1.15 _____ OF _____									
ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP																	



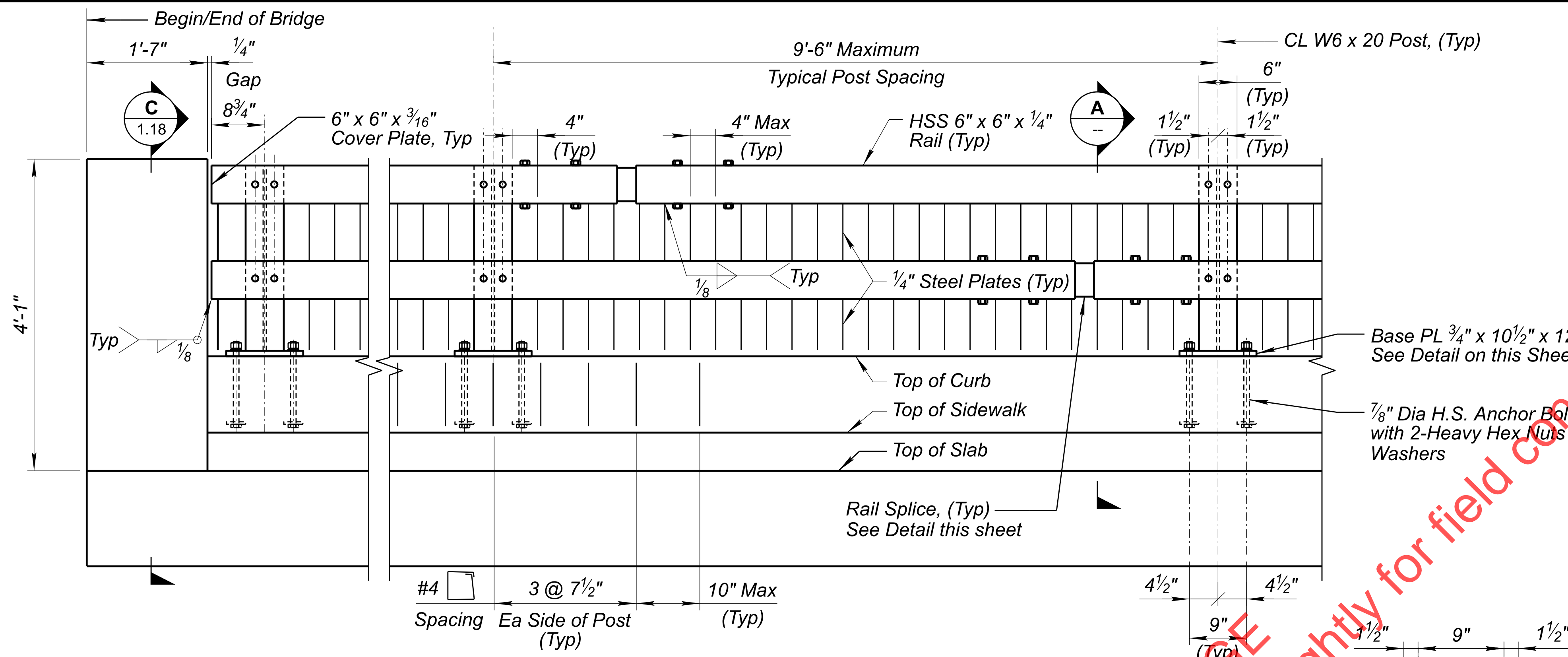
- Concrete Placement Notes:
- Number ① and ② indicate section and placing sequence of deck slab concrete. Place ② sections a minimum of 12 hours after adjacent ① sections have been place.
 - Longitudinal construction joints in the deck slab shall not be allowed except as approved by the Engineer.

DECK POUR SEQUENCE PLAN

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

SAMPLE PROJECT SIMILAR BRIDGE
(Actual Dimensions will be adjusted slightly for field conditions)

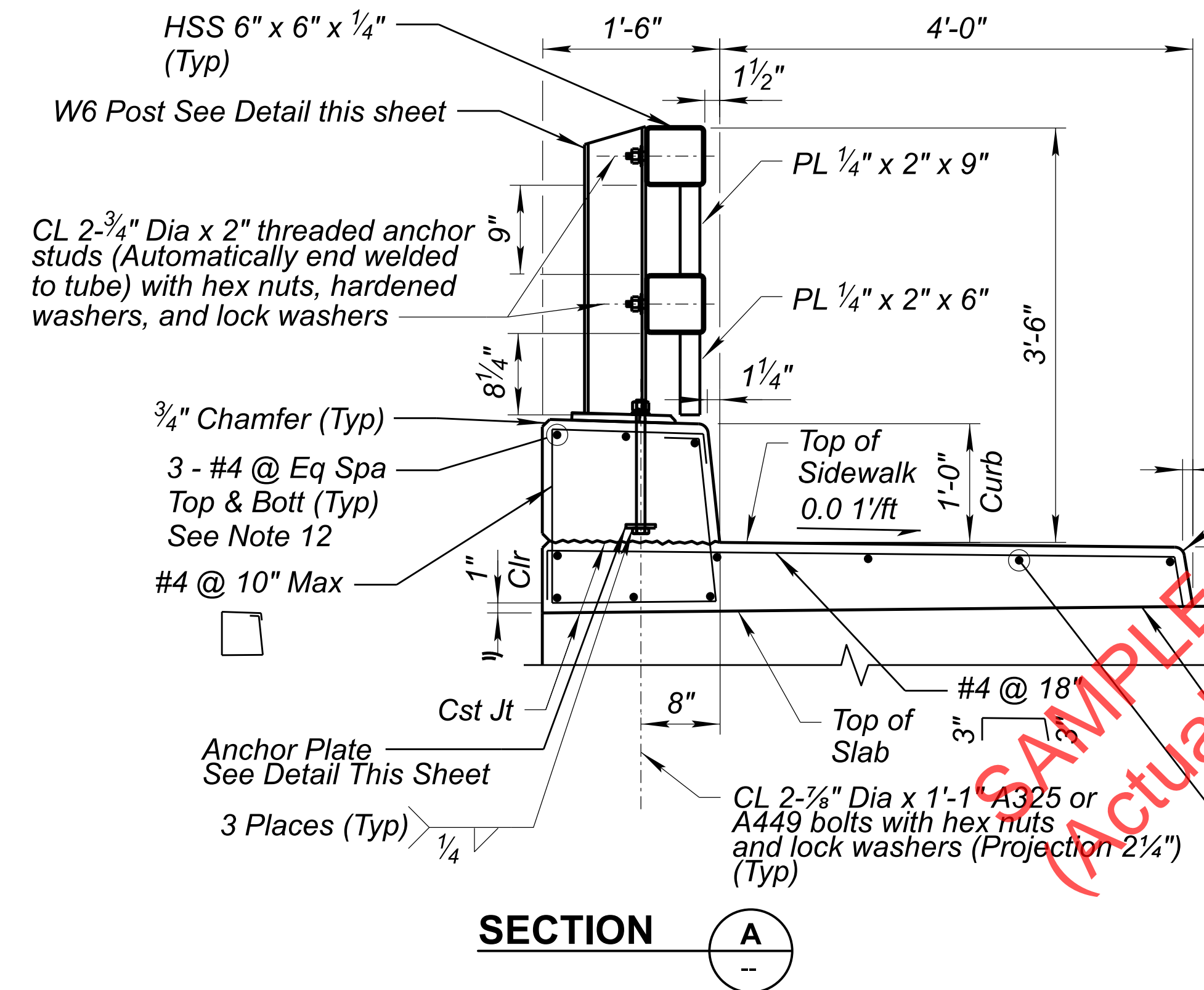
	Jacobs	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE GLOBE	F.H.W.A. Arizona Division	STATE ARIZ.	PROJECT NO. 0000 GI GLB	FEDERAL ID NO. GLB-0(209)T	SHEET NO. 36	TOTAL SHEETS 39	RECORD DRAWING	
	DESIGN NAME DATE F. MOLINA 05/23 DRAWN C. GRACE 05/23 CHECKED W. RODRIGUEZ 05/23	CONSTRUCTION POUR SEQUENCE	MILEPOST N/A STRUCTURE NO. 11696	LOCATION PINAL CREEK BRIDGE			TRACS NO. T0281 01C		DWG NO. S-1.16		
	1501 W. FOUNTAINHEAD PKWY, SUITE 401 TEMPE, AZ 85282, Ph: 480.966.8188 WWW.JACOBS.COM	OF _____									



NORTH RAILING ELEVATION

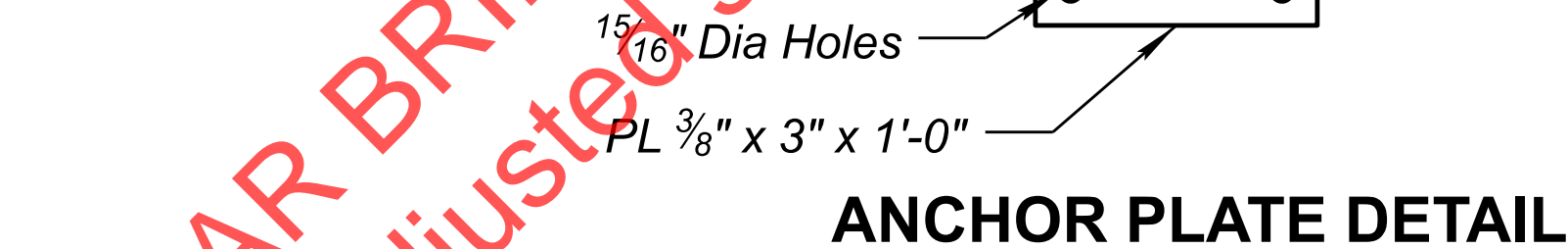
RAILING NOTES:

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".

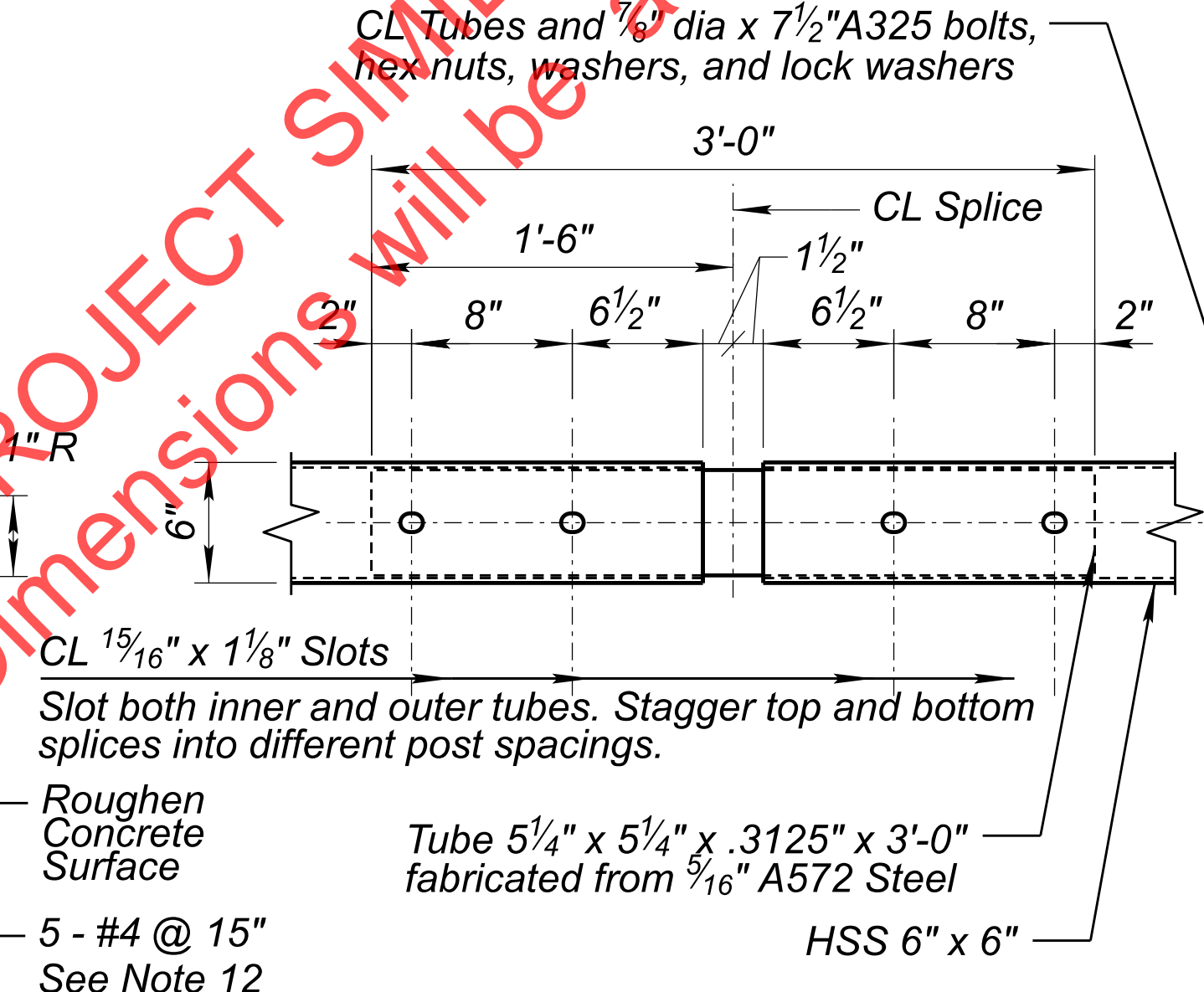


SECTION A-A

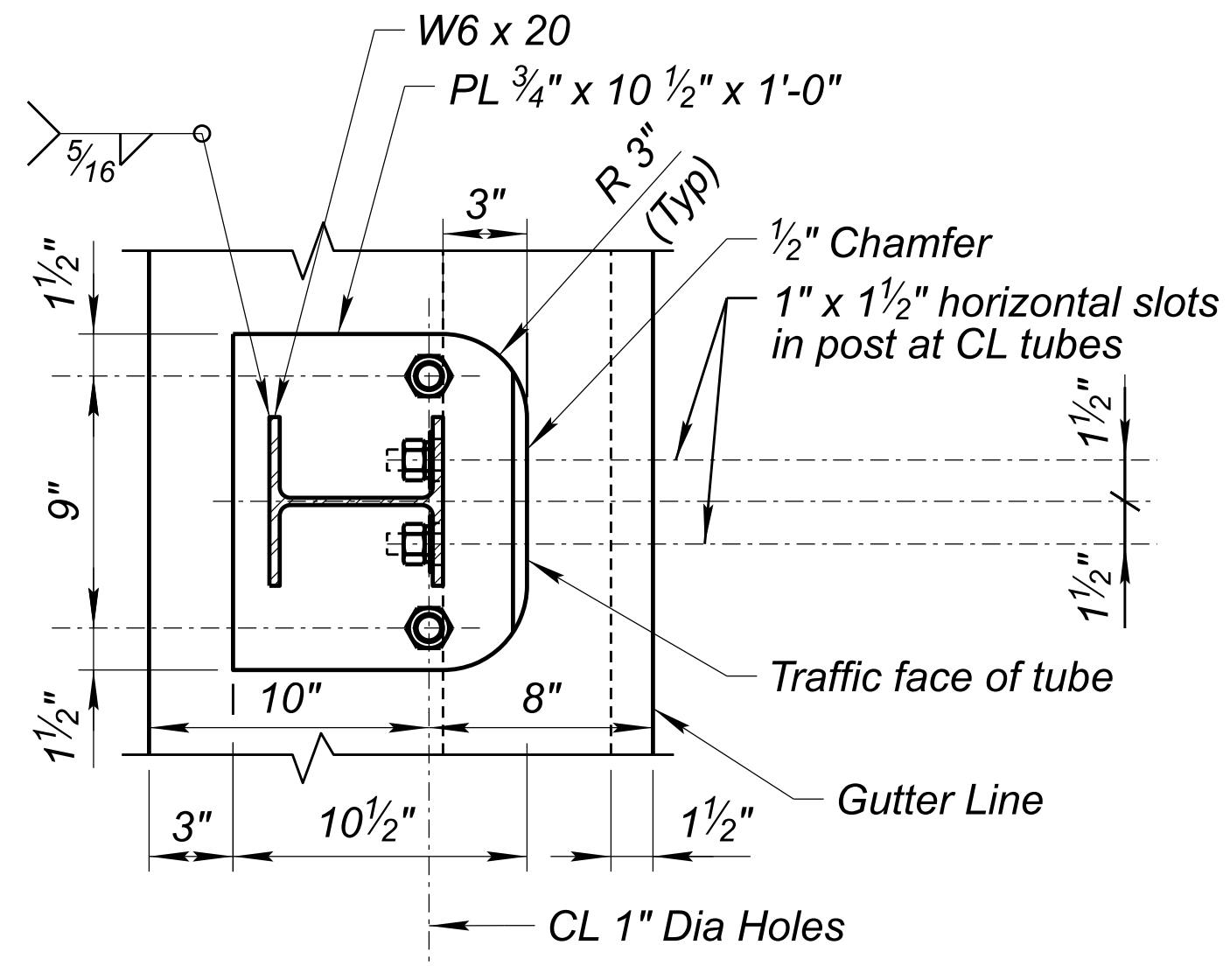
ANCHOR PLATE DETAIL



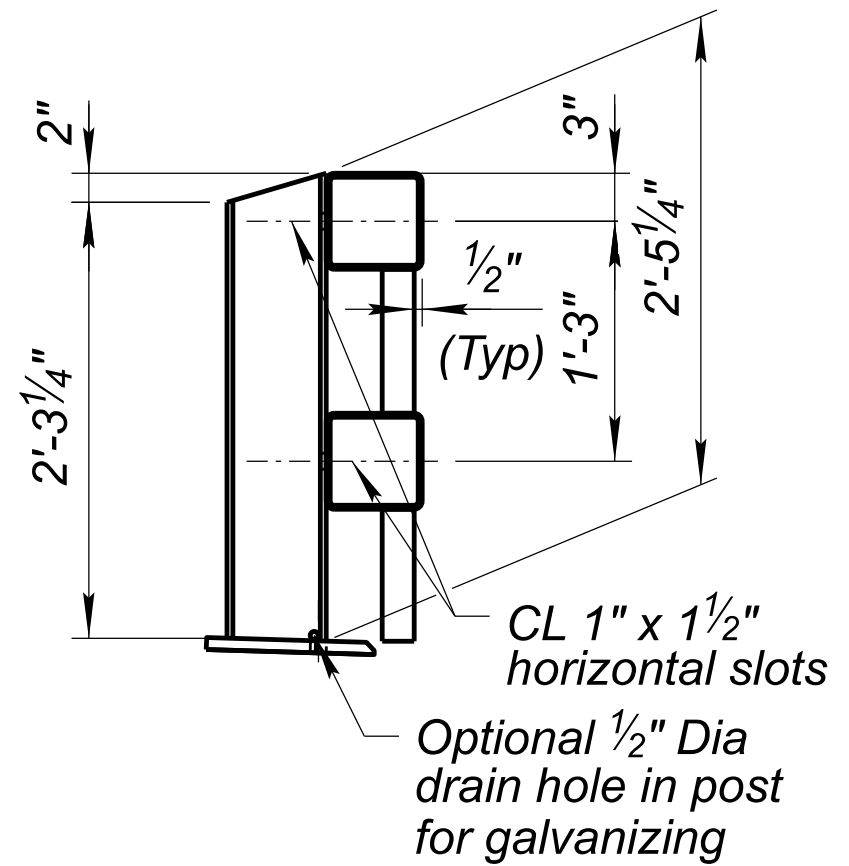
RAIL SPLICE



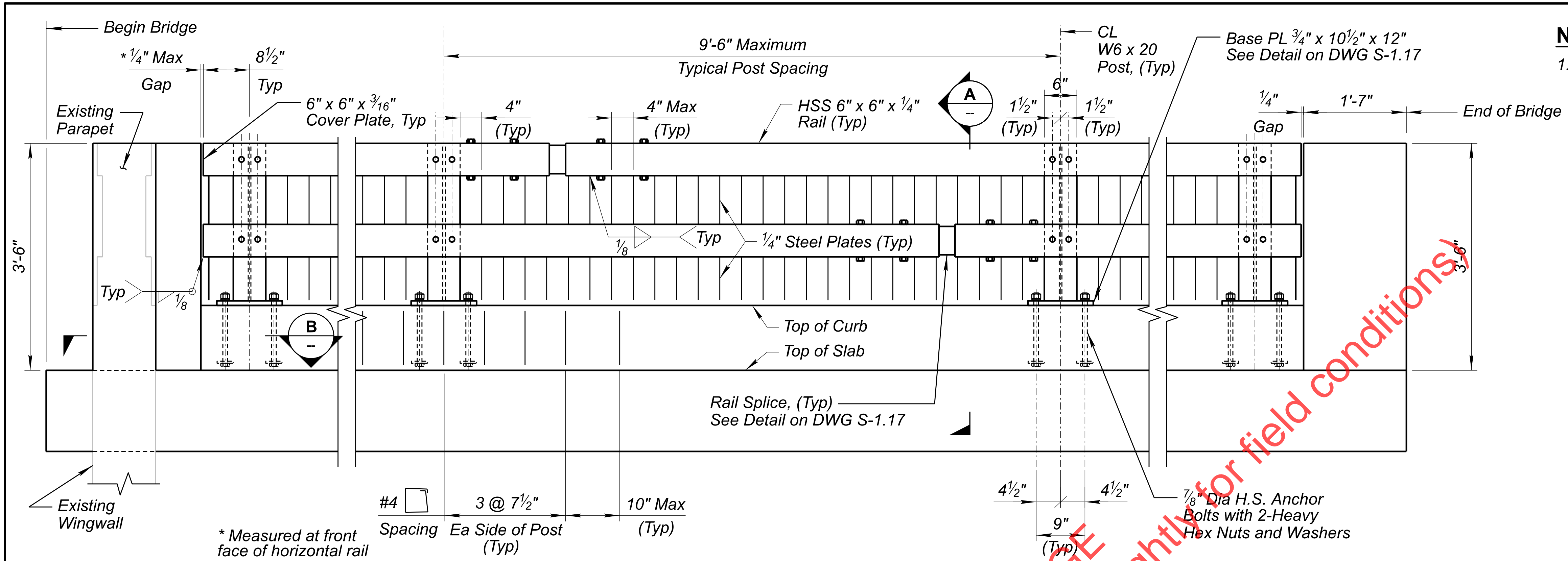
BASE PLATE DETAIL



POST DETAIL

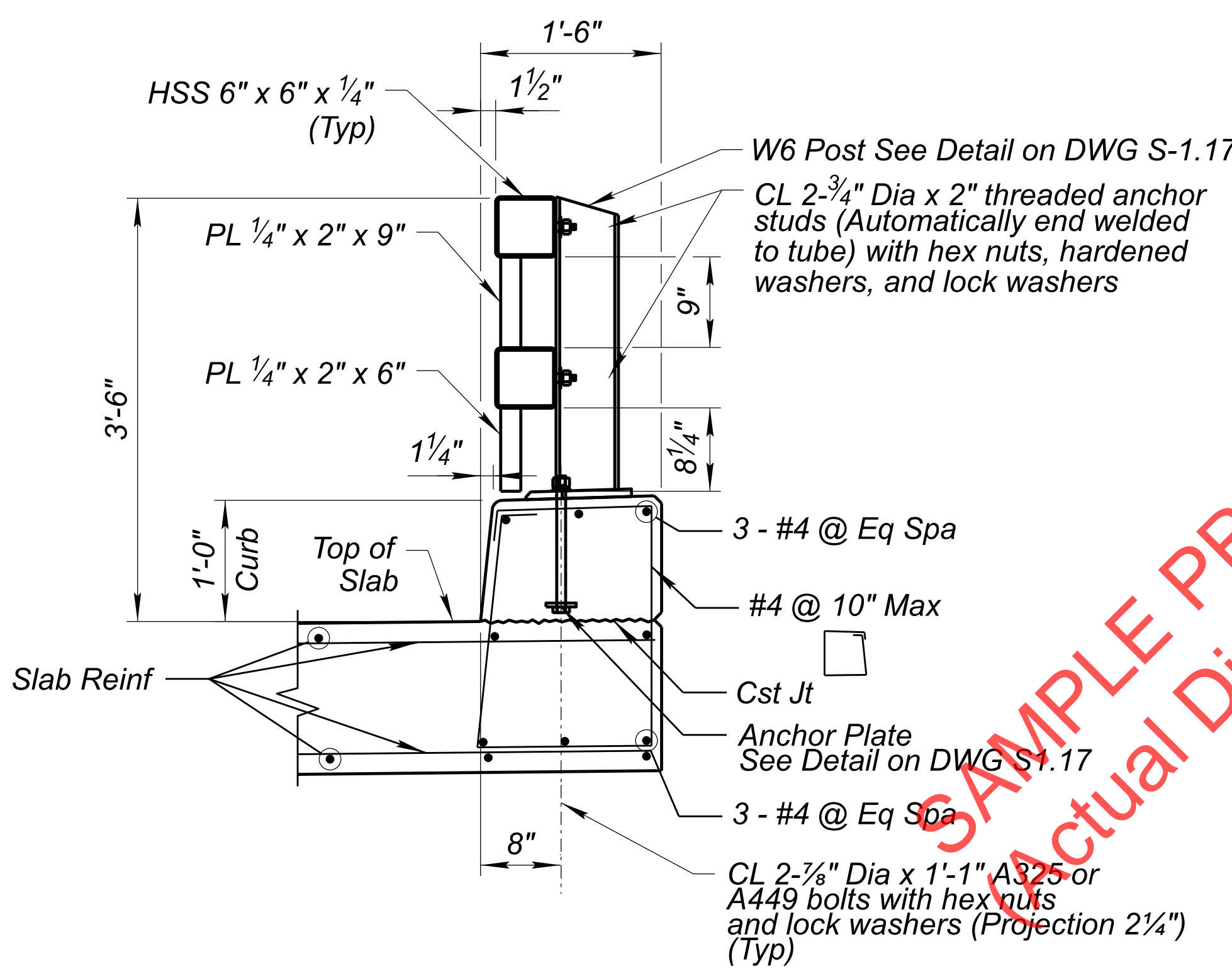


	DESIGN	F. MOLINA	05/23	ARIZONA DEPARTMENT OF TRANSPORTATION INFRASTRUCTURE DELIVERY AND OPERATIONS DIVISION BRIDGE GROUP	ROUTE	GLOBE	F.H.W.A. Arizona Division STATE: ARIZ. PROJECT NO. 0000 GI GLB FEDERAL ID NO. GLB-0(209)T SHEET NO. 37 TOTAL SHEETS 39	RECORD DRAWING
	DRAWN	C. GRACE	05/23		MILEPOST	N/A		
	CHECKED	W. RODRIGUEZ	05/23		STRUCTURE NO.	11696		
				BRIDGE RAILING DETAILS 1	PINAL CREEK BRIDGE			DWG NO. S-1.17
1501 W. FOUNTAINHEAD PKWY, SUITE 401 TEMPE, AZ 85282, PH: 480.966.8188 WWW.JACOBS.COM				TRACS NO. T0281 01C			OF	

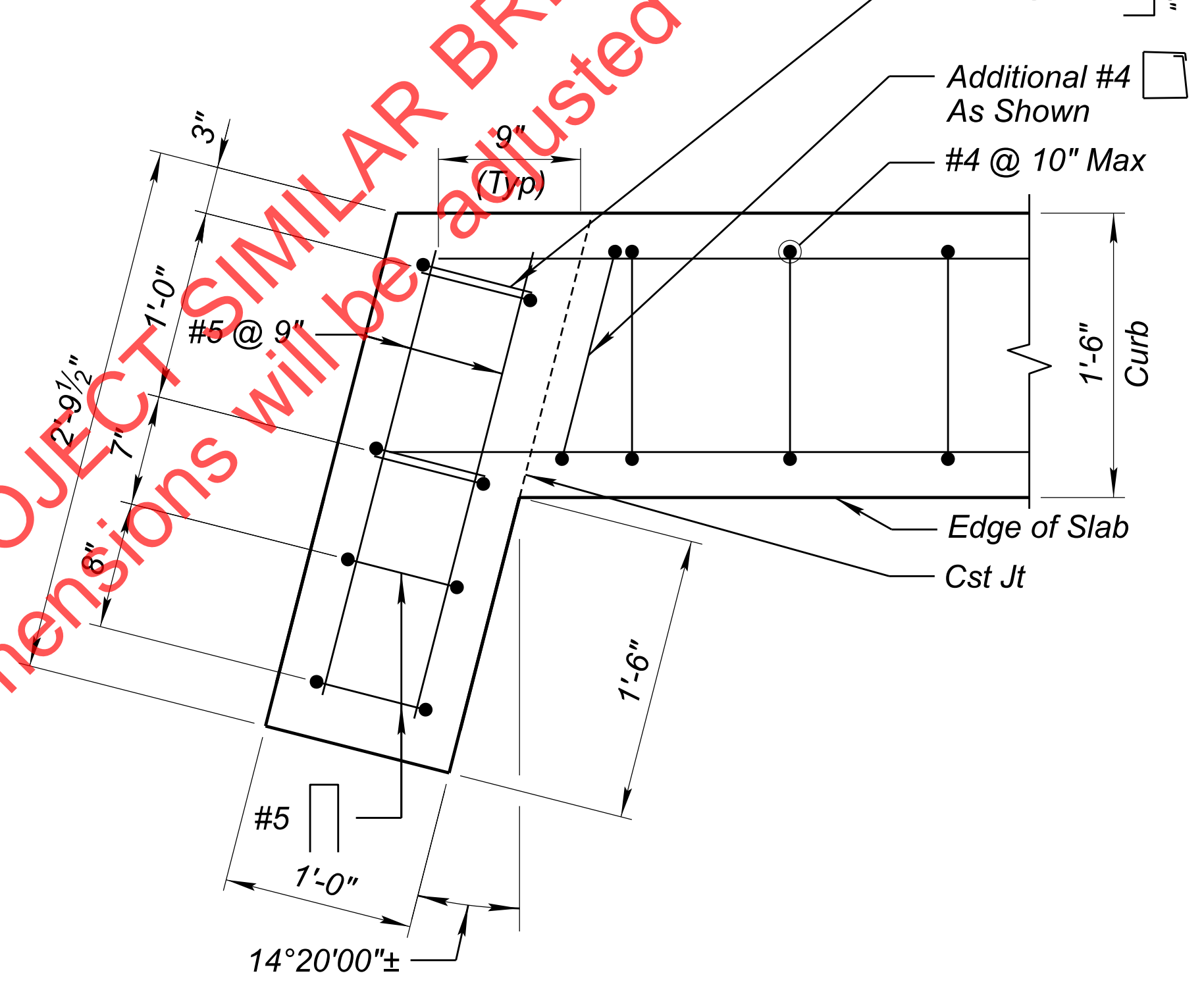


NOTE:
1. For Railing Notes see Drawing S-1.17.

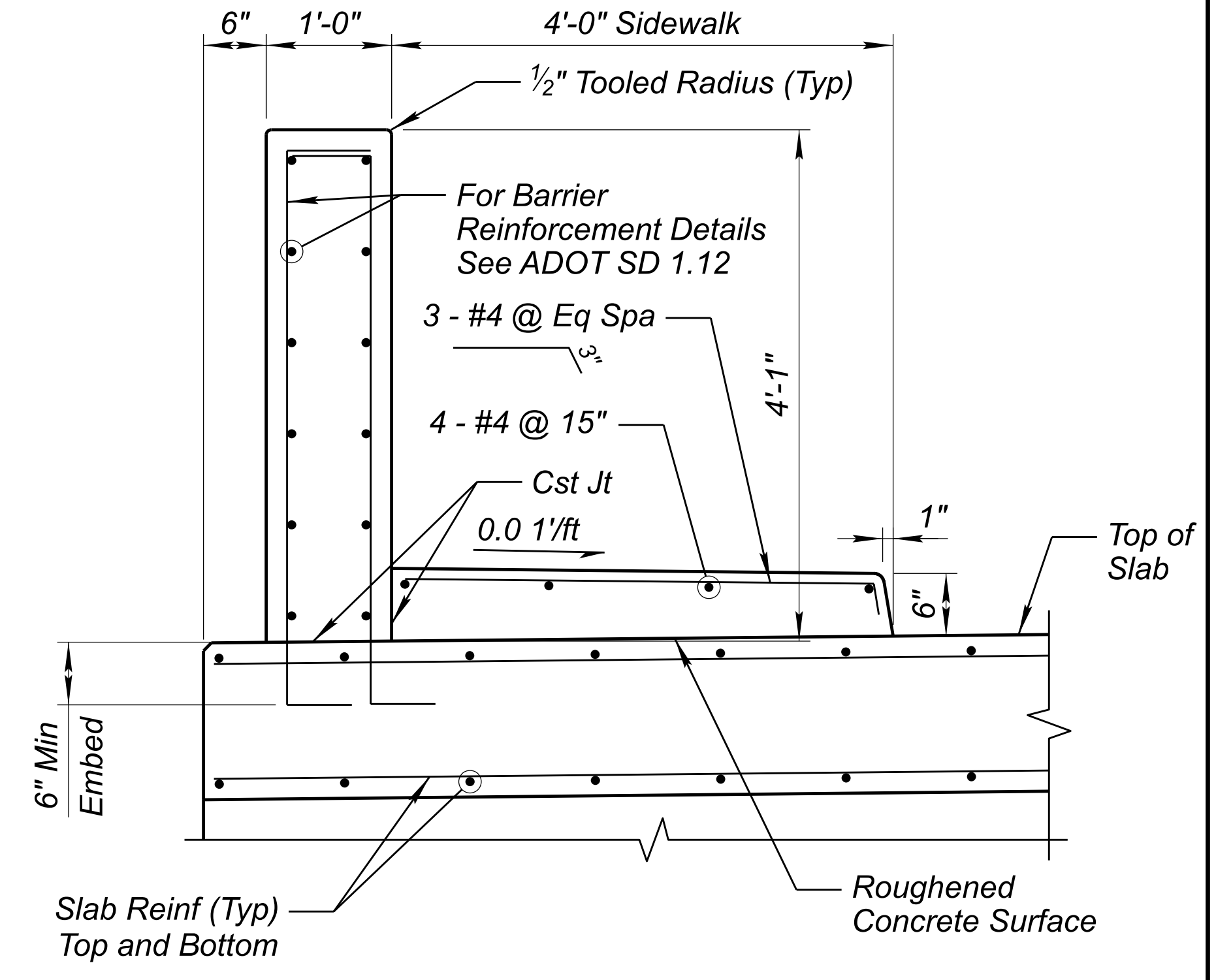
SOUTH RAILING ELEVATION



SECTION A

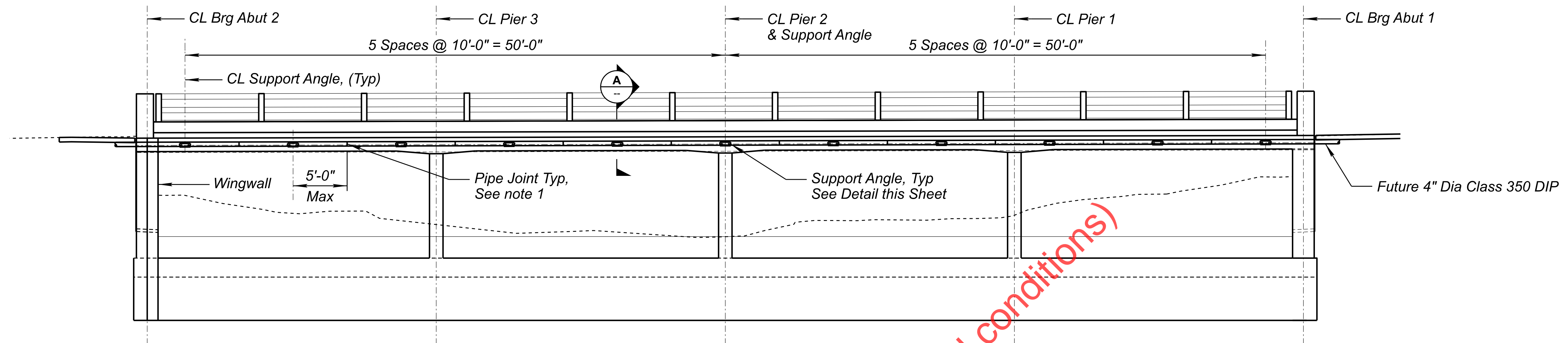


SECTION B



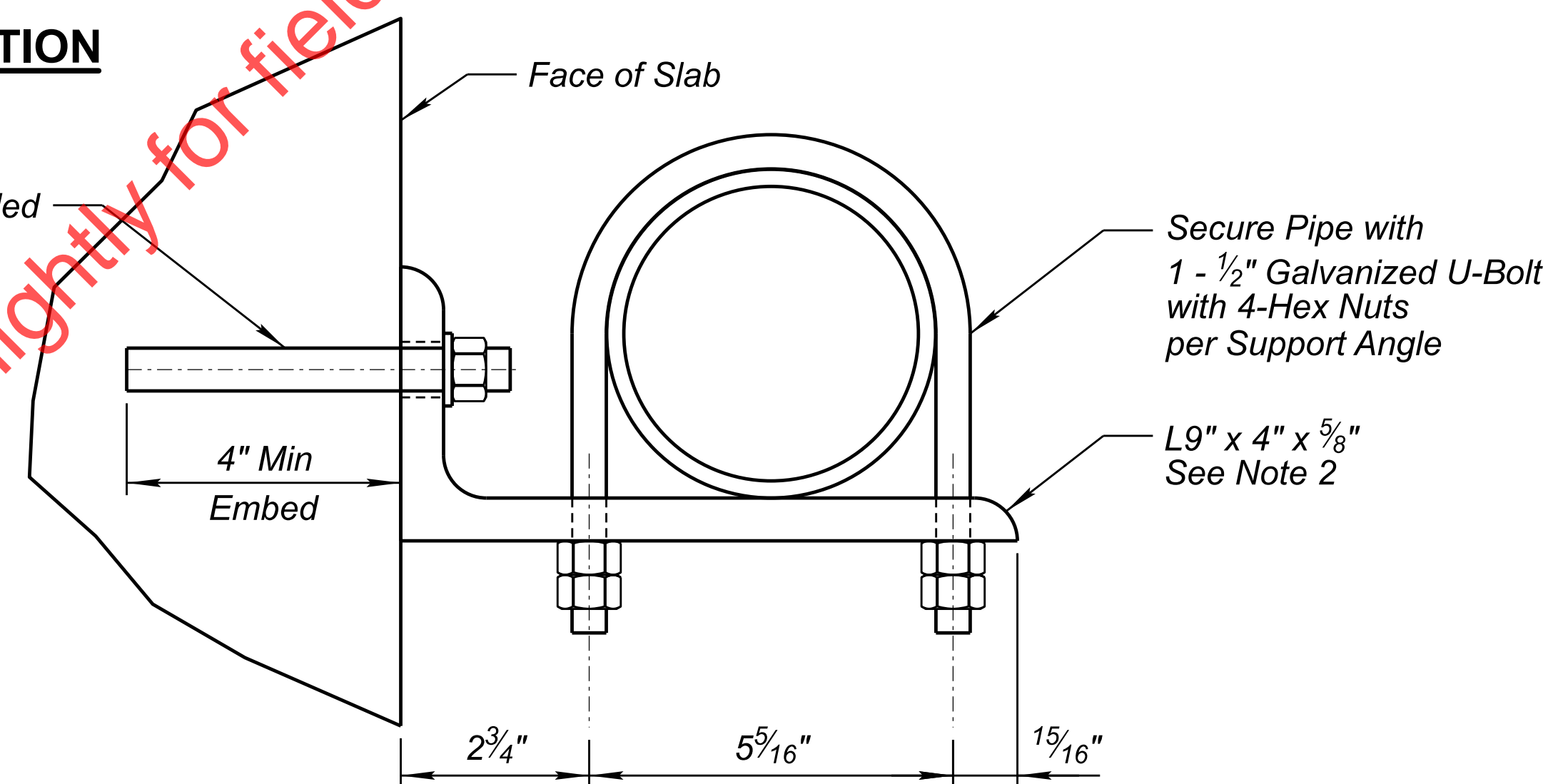
SECTION C

	DESIGN F. MOLINA 05/23 DRAWN C. GRACE 05/23 CHECKED W. RODRIGUEZ 05/23	NAME F. MOLINA DATE 05/23	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 ARIZ.	PROJECT NO. 0000 GI GLB	FEDERAL ID NO. GLB-0(209)T	SHEET NO. 38	TOTAL SHEETS 39	RECORD DRAWING
	LOCATION PINAL CREEK BRIDGE	TRACS NO. T0281 01C		DWG NO. S-1.18 OF						

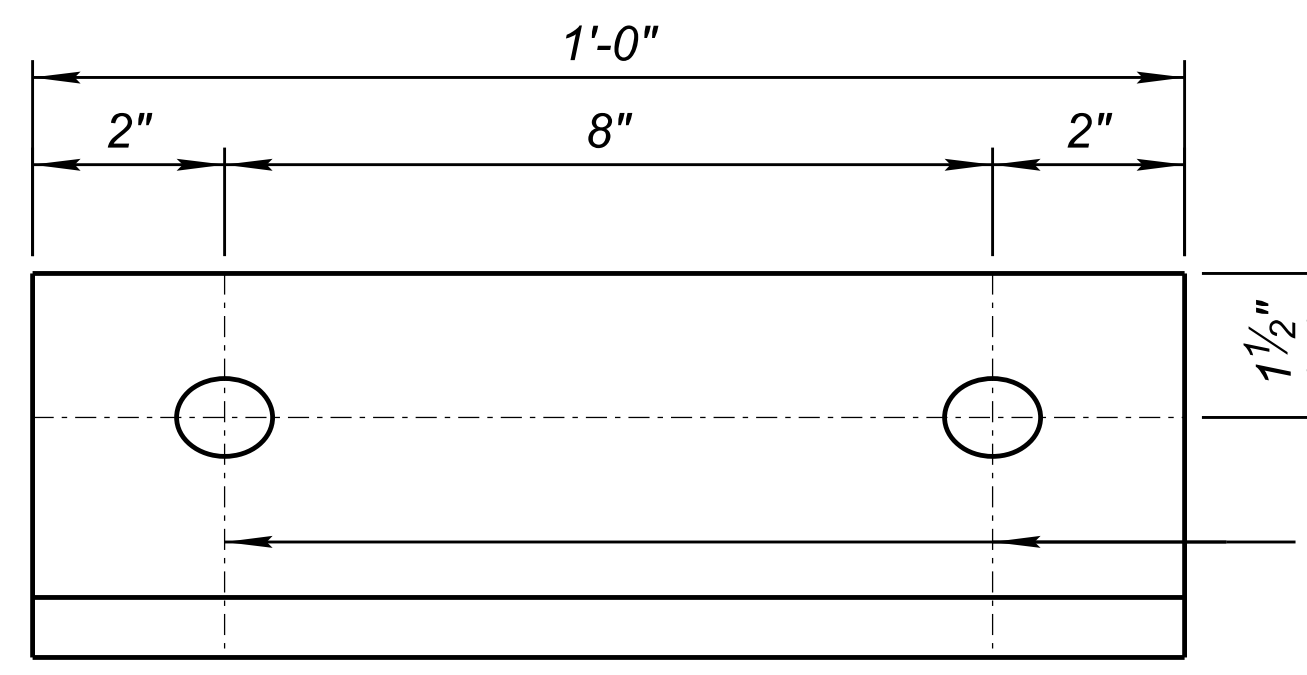


BRIDGE NORTH ELEVATION
N.T.S

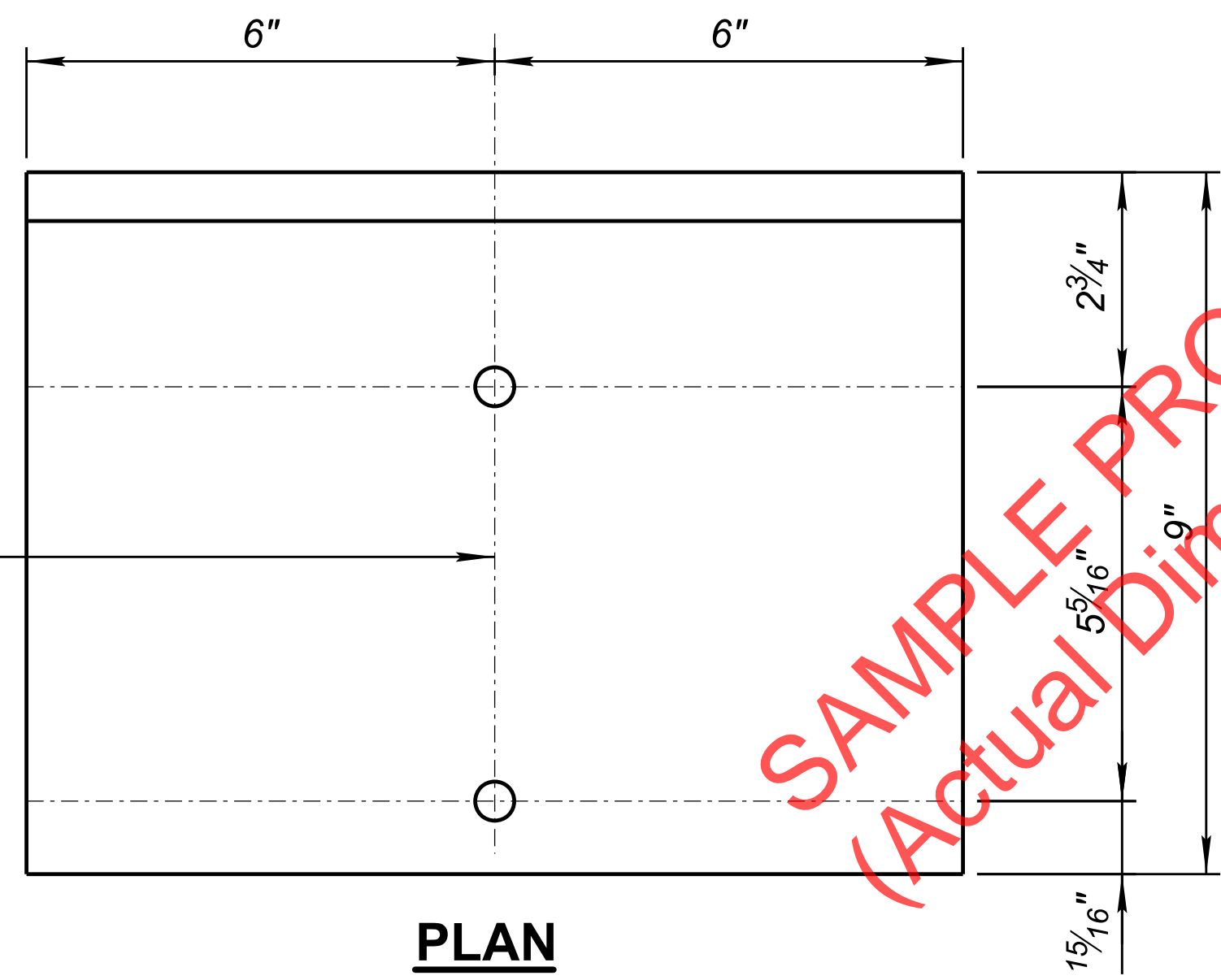
Drill and Epoxy $\frac{5}{8}$ " dia x 6" Threaded Rod with Hex Nut and Washer, See Dowel Note, Notes 3 and 4.



SECTION A
Scale $\frac{1}{16}$ " = 1'-0"



ELEVATION
N.T.S



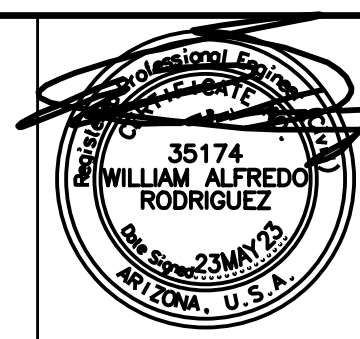
PLAN
N.T.S

SUPPORT ANGLE DETAILS
N.T.S

SAMPLE PROJECT SIMILAR BRIDGES (Actual Dimensions will be adjusted slightly for field conditions)

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



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

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

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

MISCELLANEOUS DETAILS

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		DWG NO. S-1.19
TRACS NO. T0281 01C					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) <i>(Enter \$0 in Unit Price column if none required)</i>	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. <i>Enter \$0 in Unit Price column if none required</i>))	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		
GEO TECHNICAL INVESTIGATION (If a report is necessary, anticipate 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	\$20,000.00	\$25,000.00		
DRAINAGE REPORT (If a report is necessary, anticipate 5% of construction cost) <i>Enter \$0 in Unit Price column if none required</i>	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) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	\$5,000.00	\$5,000.00		
SUBTOTAL – PROJECT DESIGN COSTS				\$ 415,000	\$391,345	\$23,655
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.						

STAGE V – CONSTRUCTION

SITE ACQUISITION & HARDSCAPE CONSTRUCTION

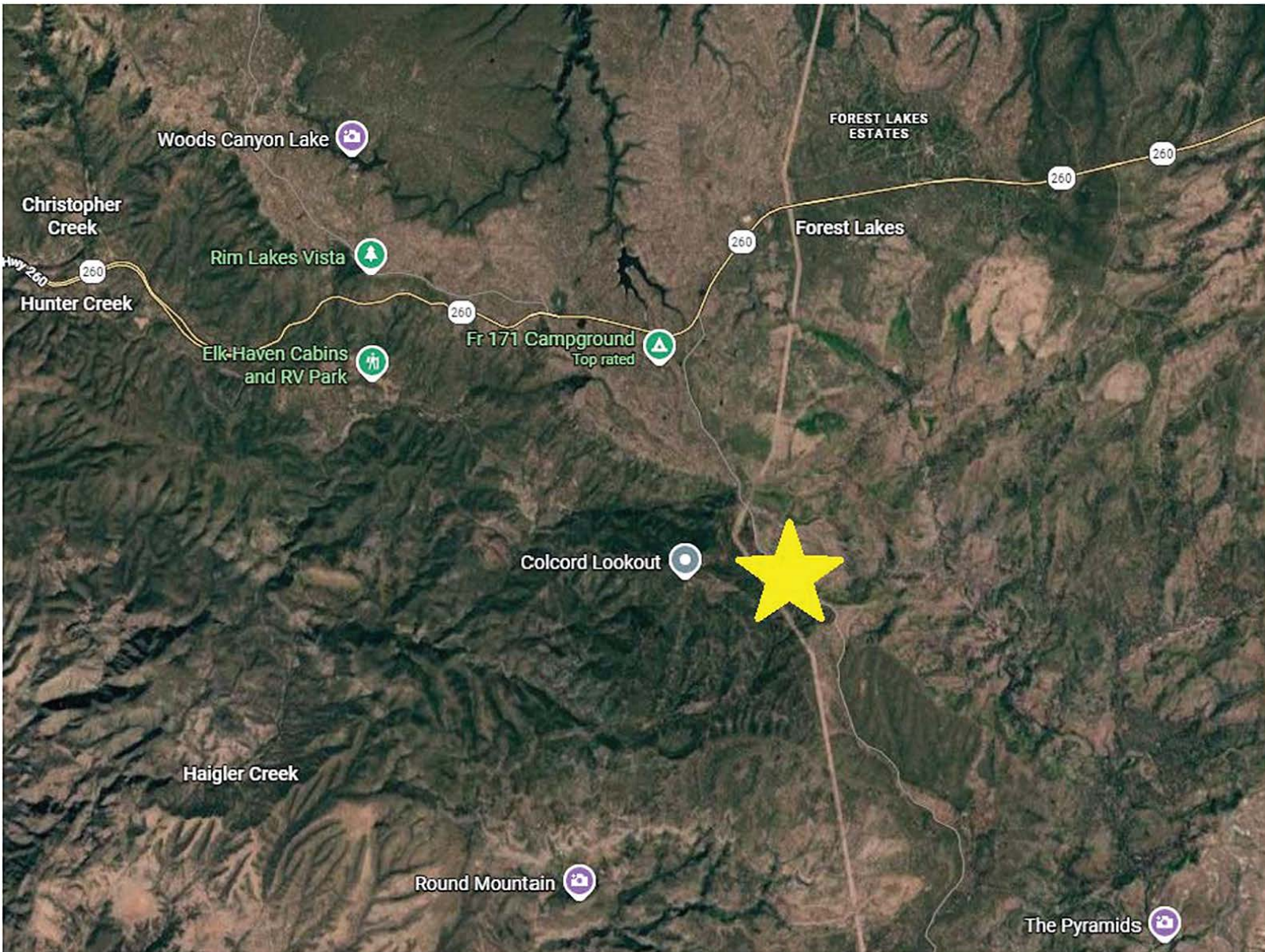
RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1		\$0.00	\$0.00	\$0.00
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ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, 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				\$0.00	\$0.00	\$0.00
Remove Asphaltic Concrete Pavement	CY			\$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				\$0.00	\$0.00	\$0.00
Drainage Excavation				\$0.00	\$0.00	\$0.00
Structural Excavation	CY			\$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		50	\$30.00	\$1,500.00	\$1,414.50	\$85.50
Colored Concrete				\$0.00	\$0.00	\$0.00
Stamped Color Concrete	SF			\$0.00	\$0.00	\$0.00
Precast Concrete Pavers				\$0.00	\$0.00	\$0.00
Asphaltic Concrete	Ton			\$0.00	\$0.00	\$0.00
Polymer or Resin Stabilized Surface	SF			\$0.00	\$0.00	\$0.00
CROSSWALK ENHANCEMENT						
Concrete Pavers				\$0.00	\$0.00	\$0.00
Stamped Asphalt				\$0.00	\$0.00	\$0.00
Stamped Concrete	SF			\$0.00	\$0.00	\$0.00
Concrete				\$0.00	\$0.00	\$0.00
Integral Color Concrete				\$0.00	\$0.00	\$0.00
PEDESTRIAN ADA RAMP	SF	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). <i>Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,000,000 for state projects).</i>						BOX B	\$ 4,019,519
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). <i>Note: The maximum amount that should be shown on this line is \$30,223 for local projects (\$60,445 for state projects).</i>						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

Gila County Young Rd.





Pinal County #1 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:	Deven Price	TITLE:	Snr. Trans. Planner		
EMAIL ADDRESS:	deven.price@pinal.gov	PHONE #:	520-866-6928		
<input checked="" type="checkbox"/> 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
<input type="checkbox"/> INTERSECTION IMPROVEMENT	Roadway Name "A":				
	Roadway Name "B":				
<input type="checkbox"/> BRIDGE IMPROVEMENT	<input type="checkbox"/> Restoration/Operational <input type="checkbox"/> Replacement <input type="checkbox"/> Widening	Bridge Sufficiency Rating (LINK to ADOT NBI Table)			
		Structurally Deficient?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
		Functionally Obsolete?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
<input type="checkbox"/> 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:	<input type="checkbox"/> STBGP	<input type="checkbox"/> HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	<input checked="" type="checkbox"/> State legislature priority project list	
	Total Cost Estimate:		
	Federal Share (STBGP or HURF Exchange):		
	Minimum Required Local Match (STBGP = 5.7%):		
<i>NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.</i>			

<input checked="" type="checkbox"/> CONSTRUCTION	FY Program Year:	FY 2027	
	Funding Source Request:	<input type="checkbox"/> STBGP	<input type="checkbox"/> HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	<input checked="" type="checkbox"/> 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	
<i>NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.</i>			

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?		<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
	<input type="checkbox"/>	Regional Transportation Plan (RTP)	<input type="checkbox"/>	Pre-Scoping Studies
	<input type="checkbox"/>	Road Safety Assessment (RSA)	<input type="checkbox"/>	Comprehensive Economic Development Strategy (CEDs)
	<input checked="" type="checkbox"/>	Capital Improvement Program (CIP)	<input type="checkbox"/>	Local Comprehensive Plan / General Plan
	<input checked="" type="checkbox"/>	Local Transportation Plan	<input type="checkbox"/>	Other #1 Cooperative Agreement with Tonto National Forest
	<input type="checkbox"/>	Other #2 _____	<input type="checkbox"/>	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 <i>(For Potential Use of HSIP Funds)</i>	Can you provide crash data, including fatalities over the last five (5) years? Yes or No? <i>(Cite Source of Crash Data)</i>		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	

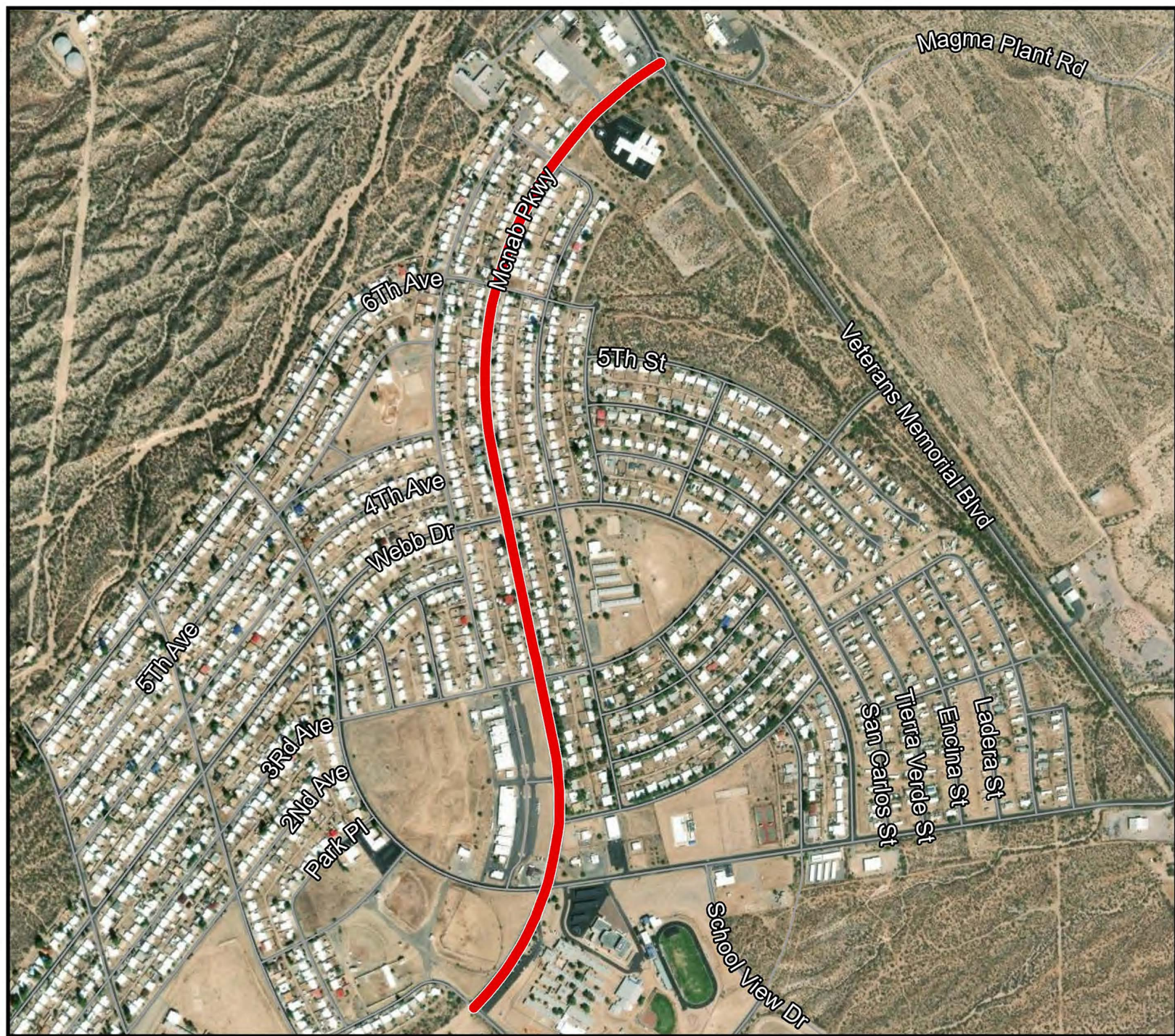
OTHER CONSIDERATIONS

(Provide Any Supplemental Supporting Documentation – Optional)

ENVIRONMENTAL	<p>Are there any potential environmental impacts or challenges of the project that you can foresee?</p> <p>Yes or No and Why?</p> <p><i>(e.g. endanger species, cultural assets, hazardous materials sites, 4Fs, Title VI populations, wet lands that would be affected, etc.)</i></p>	<p>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.</p>
RIGHT-OF-WAY (ROW)	<p>Please describe any ROW items associated with this project.</p> <p><i>(e.g. Will ROW be required? How much ROW? Is the State Land Department involved?)</i></p>	<p>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.</p>
DEVELOPMENT ACTIVITY	<p>Is there any planned or ongoing development activity that could impact the proposed project? If Yes, please explain.</p>	<p>No, there isn't any planned or ongoing development activity that could impact the proposed project.</p>
UTILITIES	<p>Will the project include/require any utility relocation(s) by the project sponsor? If Yes, please explain.</p>	<p>No, the project will not include or require any utility relocation by Pinal County.</p>
DRAINAGE	<p>Are there any drainage issues and/or proposed improvements associated with this project?</p>	<p>No, there are not any drainage issues or proposed drainage improvements associated with the project.</p>

LEVEL OF SERVICE (LOS):	Current:	A	After:	A
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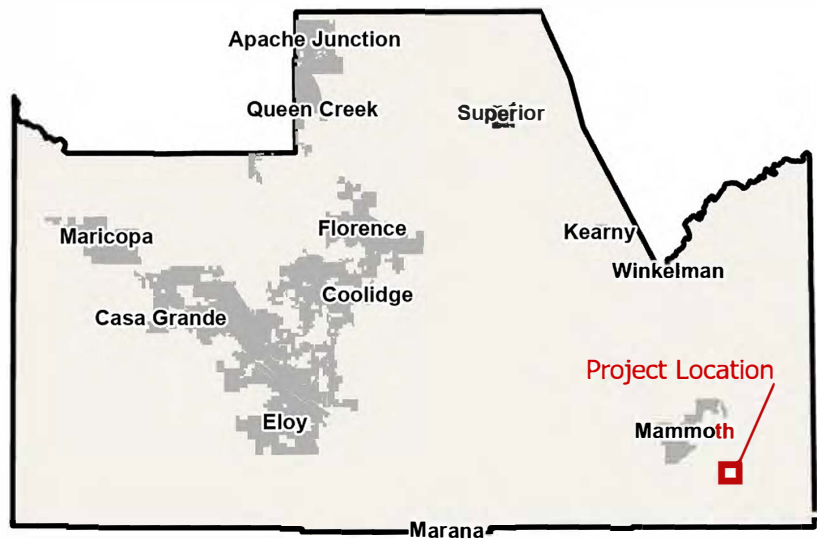
Level of Service "A" =	Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.
Level of Service "B" =	Stables traffic flow with a high degree of freedom to select speed and operating conditions but with some influence from users.
Level of Service "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



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) <i>(Enter \$0 in Unit Price column if none required)</i>	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. <i>Enter \$0 in Unit Price column if none required</i>)	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) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	\$0.00	\$0.00		
DRAINAGE REPORT (If a report is necessary, anticipate 5% of construction cost) <i>Enter \$0 in Unit Price column if none required</i>	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) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	\$0.00	\$0.00		
SUBTOTAL – PROJECT DESIGN COSTS				\$ -	\$0	\$0
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				\$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				\$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				\$0.00	\$0.00	\$0.00
Drainage Excavation				\$0.00	\$0.00	\$0.00
Structural Excavation	CY			\$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	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				\$0.00	\$0.00	\$0.00
Colored Concrete				\$0.00	\$0.00	\$0.00
Stamped Color Concrete	SF			\$0.00	\$0.00	\$0.00
Precast Concrete Pavers				\$0.00	\$0.00	\$0.00
Asphaltic Concrete	Ton	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				\$0.00	\$0.00	\$0.00
Stamped Asphalt				\$0.00	\$0.00	\$0.00
Stamped Concrete	SF			\$0.00	\$0.00	\$0.00
Concrete				\$0.00	\$0.00	\$0.00
Integral Color Concrete				\$0.00	\$0.00	\$0.00
PEDESTRIAN ADA RAMP	SF	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	\$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.)				\$ 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). <i>Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,000,000 for state projects).</i>						BOX B	\$ 2,442,370
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). <i>Note: The maximum amount that should be shown on this line is \$30,223 for local projects (\$60,445 for state projects).</i>						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						
<input checked="" type="checkbox"/> ROADWAY IMPROVEMENT	Roadway Name: FY2027 Street Improvement Project <i>Various streets – see project maps</i> Starting Location: <i>See project maps & project need</i> Ending Location: <i>See project maps & project need</i> Length (to the 0.1 of a mile): Combined Length = 2.5 miles streets # of Lanes (Before & After): <table style="width: 100%; border: none;"> <tr> <td style="border: none; padding: 5px;">Before:</td> <td style="border: none; padding: 5px;">Two (2)</td> <td style="border: none; padding: 5px;">After:</td> <td style="border: none; padding: 5px;">Two (2)</td> </tr> </table>	Before:	Two (2)	After:	Two (2)				
Before:	Two (2)	After:	Two (2)						
<input type="checkbox"/> INTERSECTION IMPROVEMENT	Roadway Name "A": Roadway Name "B":								
<input type="checkbox"/> BRIDGE IMPROVEMENT	<input type="checkbox"/> Restoration/Operational <input type="checkbox"/> Replacement <input type="checkbox"/> Widening	Bridge Sufficiency Rating (LINK to ADOT NBI Table)							
		Structurally Deficient?	<input type="checkbox"/> Yes	<input type="checkbox"/> No					
		Functionally Obsolete?	<input type="checkbox"/> Yes	<input type="checkbox"/> No					
<input checked="" type="checkbox"/> 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

<input checked="" type="checkbox"/> DESIGN	FY Program Year:	FY2027	
	Funding Source Request:	<input type="checkbox"/> STBGP	<input type="checkbox"/> HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	<input checked="" type="checkbox"/> 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	
<i>NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.</i>			

<input checked="" type="checkbox"/> CONSTRUCTION	FY Program Year:	FY2027	
	Funding Source Request:	<input type="checkbox"/> STBGP	<input type="checkbox"/> HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	<input checked="" type="checkbox"/> 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	
<i>NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.</i>			

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:

○ Highline Drive	\$ 1,048,983
○ Moonlight Drive & Rainbow Drive	\$ 1,179,152
○ Valley Road	\$ 64,715
○ Town Park Parking Area Paving	<u>\$ 322,982</u>

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?		<input checked="" type="checkbox"/> YES	<input type="checkbox"/> NO
	<input type="checkbox"/>	Regional Transportation Plan (RTP)	<input type="checkbox"/>	Pre-Scoping Studies
	<input type="checkbox"/>	Road Safety Assessment (RSA)	<input type="checkbox"/>	Comprehensive Economic Development Strategy (CEDS)
	<input type="checkbox"/>	Capital Improvement Program (CIP)	<input checked="" type="checkbox"/>	Local Comprehensive Plan / General Plan
	<input type="checkbox"/>	Local Transportation Plan	<input checked="" type="checkbox"/>	Other #1 Previous unfunded RTAP Priority Project Listing
	<input type="checkbox"/>	Other #2 _____	<input type="checkbox"/>	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 <i>(For Potential Use of HSIP Funds)</i>	Can you provide crash data, including fatalities over the last five (5) years? Yes or No? <i>(Cite Source of Crash Data)</i>		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	<p>Are there any potential environmental impacts or challenges of the project that you can foresee?</p> <p>Yes or No and Why?</p> <p><i>(e.g. endanger species, cultural assets, hazardous materials sites, 4Fs, Title VI populations, wet lands that would be affected, etc.)</i></p>	<p>No – all proposed improvements are within existing public right of way already disturbed when the road was constructed and by subsequent maintenance activities.</p>
RIGHT-OF-WAY (ROW)	<p>Please describe any ROW items associated with this project.</p> <p><i>(e.g. Will ROW be required? How much ROW? Is the State Land Department involved?)</i></p>	<p>None – no new right of way or easements will be required for the proposed street improvements.</p>
DEVELOPMENT ACTIVITY	<p>Is there any planned or ongoing development activity that could impact the proposed project? If Yes, please explain.</p>	<p>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.</p>
UTILITIES	<p>Will the project include/require any utility relocation(s) by the project sponsor? If Yes, please explain.</p>	<p>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.</p>
DRAINAGE	<p>Are there any drainage issues and/or proposed improvements associated with this project?</p>	<p>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.</p>

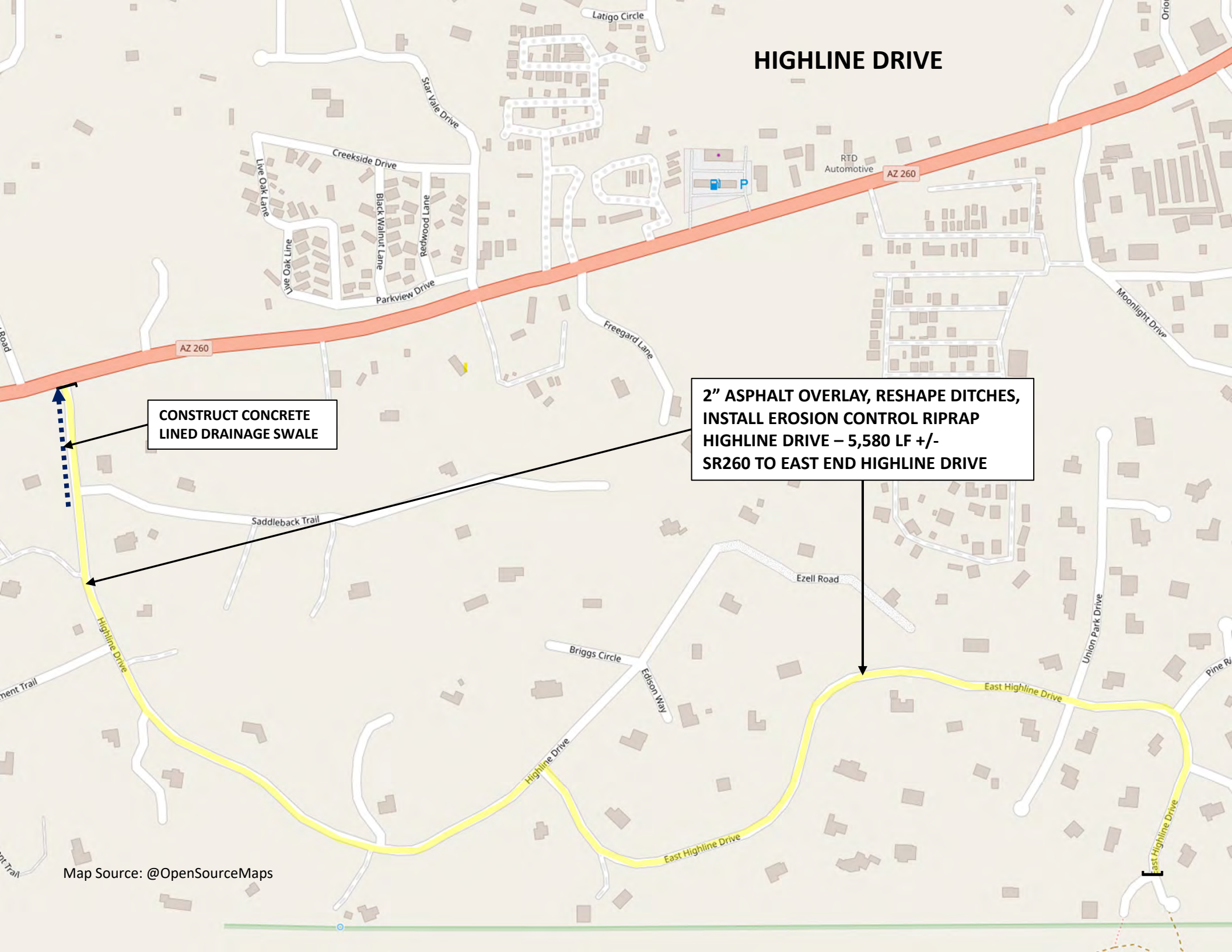
LEVEL OF SERVICE (LOS):	Current:	A / B	After:	A / B
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Level of Service “A” =	Free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream.
Level of Service “B” =	Stables traffic flow with a high degree 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

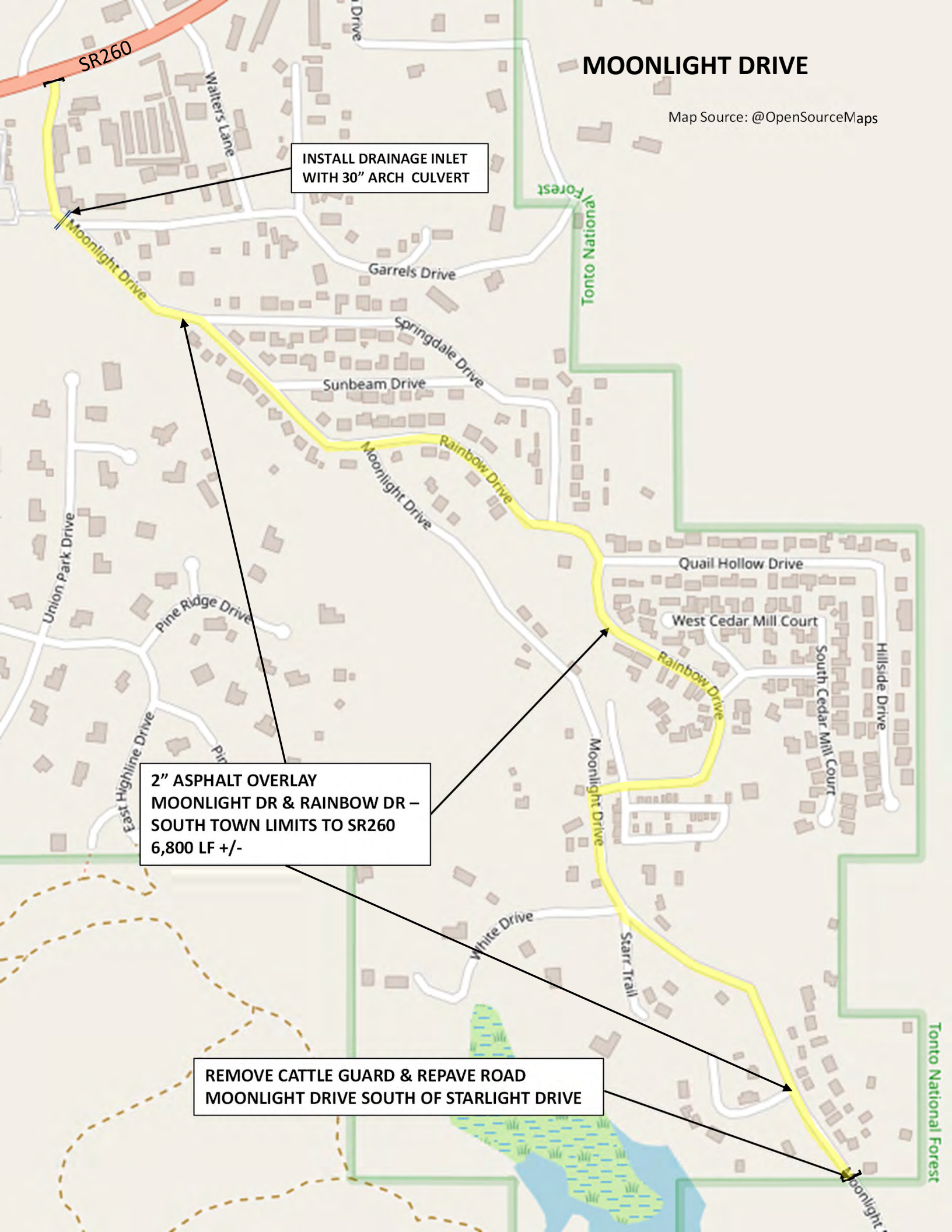
CONSTRUCT CONCRETE LINED DRAINAGE SWALE

2" ASPHALT OVERLAY, RESHAPE DITCHES, INSTALL EROSION CONTROL RIPRAP
HIGHLINE DRIVE – 5,580 LF +/-
SR260 TO EAST END HIGHLINE DRIVE



MOONLIGHT DRIVE

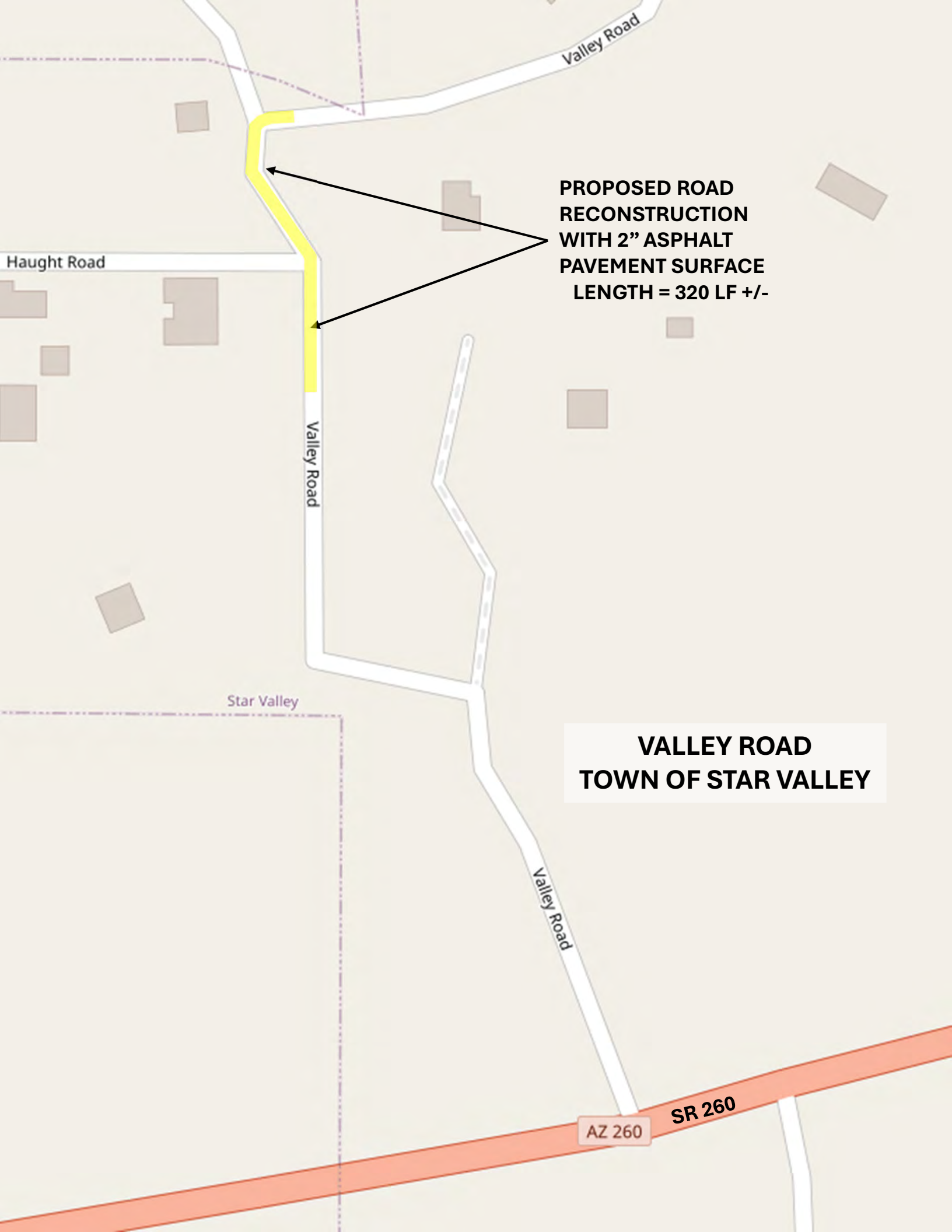
Map Source: @OpenSourceMaps



INSTALL DRAINAGE INLET WITH 30" ARCH CULVERT

2" ASPHALT OVERLAY
MOONLIGHT DR & RAINBOW DR –
SOUTH TOWN LIMITS TO SR260
6,800 LF +/-

REMOVE CATTLE GUARD & REPAVE ROAD
MOONLIGHT DRIVE SOUTH OF STARLIGHT DRIVE



**PROPOSED ROAD
RECONSTRUCTION
WITH 2" ASPHALT
PAVEMENT SURFACE
LENGTH = 320 LF +/-**

**VALLEY ROAD
TOWN OF STAR VALLEY**

Haight Road

Valley Road

Valley Road

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%
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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) <i>(Enter \$0 in Unit Price column if none required)</i>	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. <i>Enter \$0 in Unit Price column if none required</i>)	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) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	\$0.00	\$0.00		
DRAINAGE REPORT (If a report is necessary, anticipate 5% of construction cost) <i>Enter \$0 in Unit Price column if none required</i>	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) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	\$0.00	\$0.00		
SUBTOTAL – PROJECT DESIGN COSTS				\$ 93,842.00	N/A	N/A
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.						

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) <i>Enter \$0 in Unit Price column if area of disturbance is less than one acre.</i>	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) <i>Enter \$0 in Unit Price column if none required.</i>	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		3,197	\$20.00	\$63,940.00	\$60,295.42	\$3,644.58
Drainage Excavation	CY		\$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
Concrete					\$0.00	\$0.00
Integral Color Concrete					\$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 <u>subtotals</u> + 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). <i>Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,000,000 for state projects).</i>					BOX B	N/A
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). <i>Note: The maximum amount that should be shown on this line is \$30,223 for local projects (\$60,445 for state projects).</i>					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:	Nick Cruz	TITLE:	Engineer					
EMAIL ADDRESS:	ncruz@superioraz.gov	PHONE #:	520-689-5752					
<input type="checkbox"/> 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): <table style="width: 100%; border: none;"> <tr> <td style="border: none;">Before:</td> <td style="border: none; text-align: center;">2</td> <td style="border: none;">After:</td> <td style="border: none; text-align: center;">2</td> </tr> </table>	Before:	2	After:	2			
Before:	2	After:	2					
<input type="checkbox"/> INTERSECTION IMPROVEMENT	Roadway Name "A": Panther Drive Roadway Name "B": US 79 HWY							
<input type="checkbox"/> BRIDGE IMPROVEMENT	<input type="checkbox"/> Restoration/Operational <input type="checkbox"/> Replacement <input type="checkbox"/> Widening	Bridge Sufficiency Rating (LINK to ADOT NBI Table) Structurally Deficient? <table style="width: 100%; border: none;"> <tr> <td style="border: none;"><input type="checkbox"/> Yes</td> <td style="border: none;"><input type="checkbox"/> No</td> </tr> </table> Functionally Obsolete? <table style="width: 100%; border: none;"> <tr> <td style="border: none;"><input type="checkbox"/> Yes</td> <td style="border: none;"><input type="checkbox"/> No</td> </tr> </table>	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Yes	<input type="checkbox"/> No		
<input type="checkbox"/> Yes	<input type="checkbox"/> No							
<input type="checkbox"/> Yes	<input type="checkbox"/> No							
<input type="checkbox"/> 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/ce22fa902d9c444d8afe902580b6aed/page/Page?org=azgeo#data_s=id%3AdataSource_3-196ca550ad3-layer-5%3A23434	1037	DATE OF AADT COUNT:	CY2023 ADOT					

COST ESTIMATE & PROJECT PROGRAMMING

<input checked="" type="checkbox"/> DESIGN	FY Program Year:	FY 2027	
	Funding Source Request:	<input type="checkbox"/> STBGP	<input type="checkbox"/> HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	<input checked="" type="checkbox"/> State legislature priority project list	
	Total Cost Estimate:		
	Federal Share (STBGP or HURF Exchange):		
	Minimum Required Local Match (STBGP = 5.7%):		
<i>NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.</i>			

<input checked="" type="checkbox"/> CONSTRUCTION	FY Program Year:	FY 2027	
	Funding Source Request:	<input type="checkbox"/> STBGP	<input type="checkbox"/> HURF Exchange
	Other Non-Local Funding Sources to be Utilized:	<input checked="" type="checkbox"/> 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	
<i>NOTE: HURF Exchange provides 90% of costs up front. The remaining 10% will be reimbursed upon project completion.</i>			

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 0.76 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?		<input checked="" type="checkbox"/>	YES	<input type="checkbox"/>	NO
	<input checked="" type="checkbox"/>	Regional Transportation Plan (RTP)	<input checked="" type="checkbox"/>	Pre-Scoping Studies		
	<input checked="" type="checkbox"/>	Road Safety Assessment (RSA)	<input type="checkbox"/>	Comprehensive Economic Development Strategy (CEDs)		
	<input checked="" type="checkbox"/>	Capital Improvement Program (CIP)	<input checked="" type="checkbox"/>	Local Comprehensive Plan / General Plan		
	<input checked="" type="checkbox"/>	Local Transportation Plan	<input type="checkbox"/>	Other #1 Cooperative Agreement with Tonto National Forest		
	<input type="checkbox"/>	Other #2 _____	<input type="checkbox"/>	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. 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.			
	Does the project provide Community Investments and/or Economic Development benefits? Yes or No and Why?					
SAFETY COUNTERMEASURES <i>(For Potential Use of HSIP Funds)</i>	Can you provide crash data, including fatalities over the last five (5) years? Yes or No? <i>(Cite Source of Crash Data)</i>		Yes. 2017-2023 ADOT crash data report. Yes, safety edges could include reflective edge lines, rumble strips, or other measures.			
	Does the project primarily include any of the 44 safety countermeasures listed on the next page? FHWA safety countermeasures Yes or No?					

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

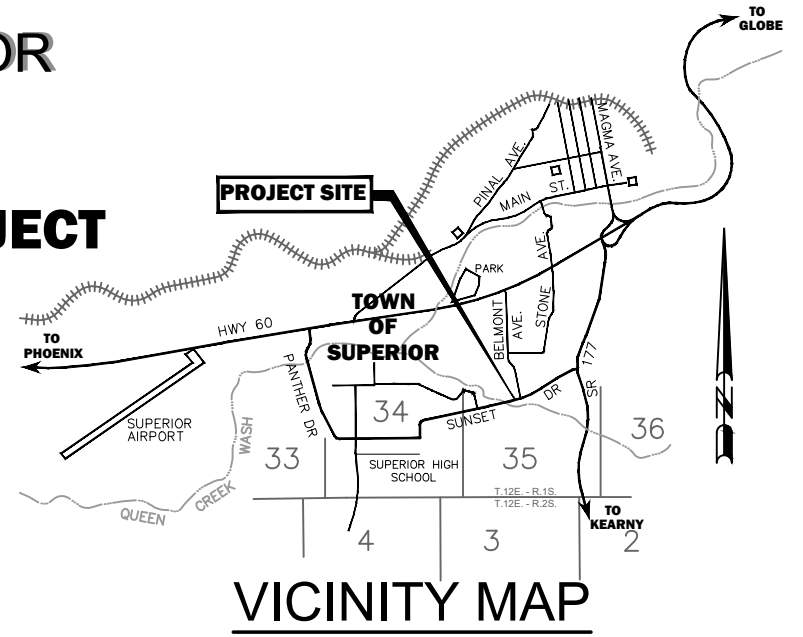
LEVEL OF SERVICE (LOS):	Current: D	After: A
--------------------------------	------------	----------

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:					
<i>All items will be field measured for final payment.</i>					1,576,757.13

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

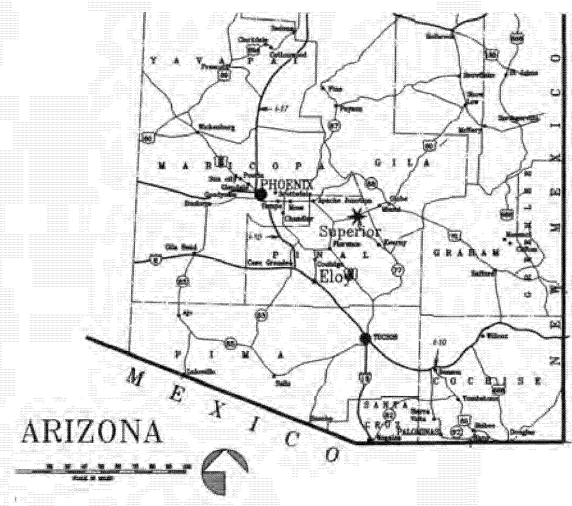
Please sign and return: X

THANK YOU FOR YOUR BUSINESS!

TOWN OF SUPERIOR

PINAL COUNTY, ARIZONA

SUNSET DRIVE PAVEMENT MAINTENANCE AND IMPROVEMENTS



SHEET INDEX

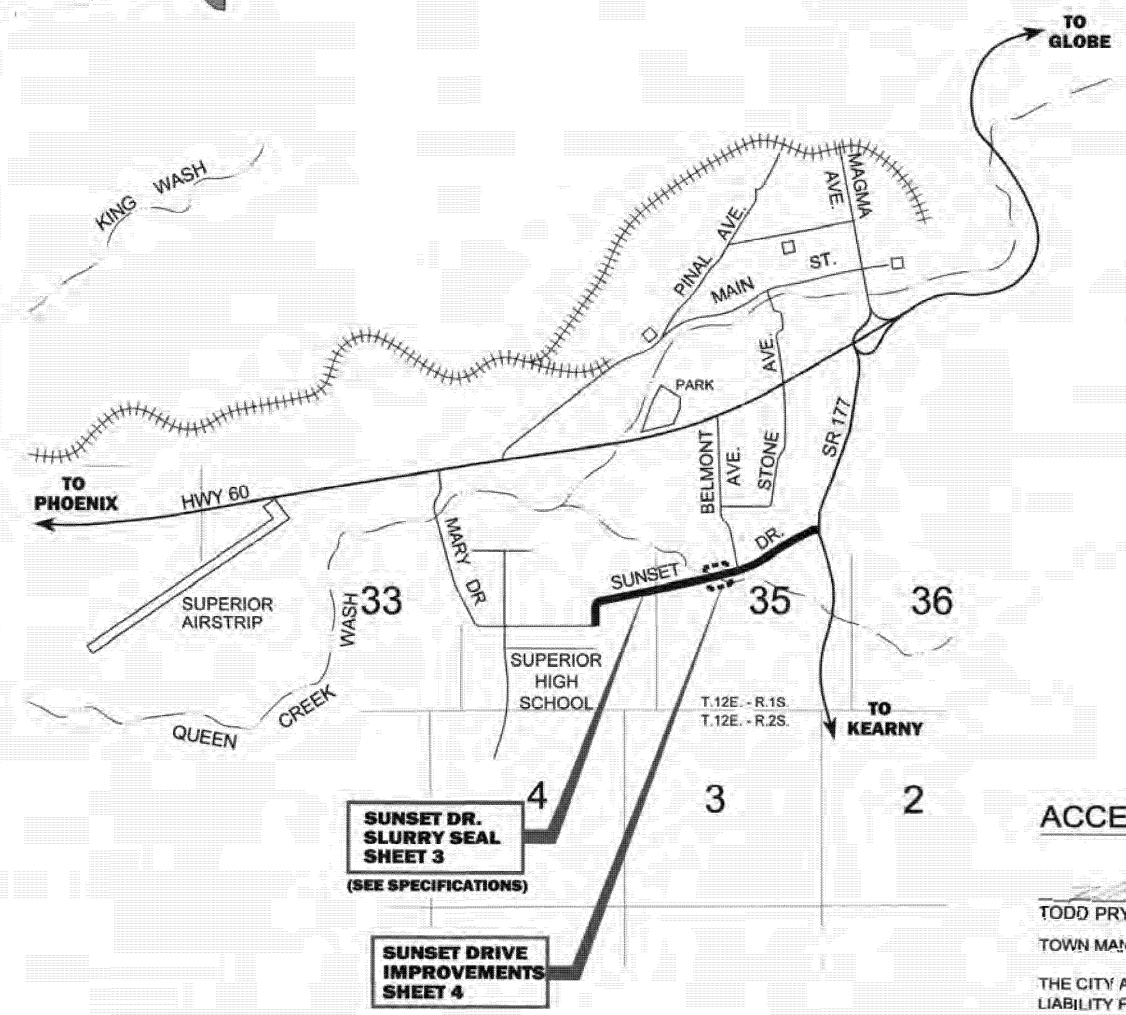
DESCRIPTION	SHT. NO.
COVER SHEET	1 OF 4
GENERAL NOTES, DETAILS & SECTIONS	2 OF 4
PAVEMENT MAINTENANCE (SUNSET DRIVE)	3 OF 4
PAVEMENT IMPROVEMENTS (SUNSET DRIVE)	4 OF 4

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



- MAYOR**
MILA BESICH LIRA
- VICE MAYOR**
MICHAEL ALONZO
- COUNCIL MEMBERS**
VANESSA NAVARRETTE
STEVE ESTATICO
BRUCE ARMITAGE
OLGA LOPEZ
GILBERT AGUILAR
- TOWN MANAGER**
TODD PRYOR

ACCEPTANCE:

Todd Pryor
TODD PRYOR
TOWN MANAGER

Date: *3/21/17*

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

SUNSET DR. SLURRY SEAL SHEET 3
(SEE SPECIFICATIONS)

SUNSET DRIVE IMPROVEMENTS SHEET 4

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



WILLDAN Engineering
1440 E. MISSOURI AVE, STE. C170
PHOENIX, ARIZONA 85014 (602) 870-7600

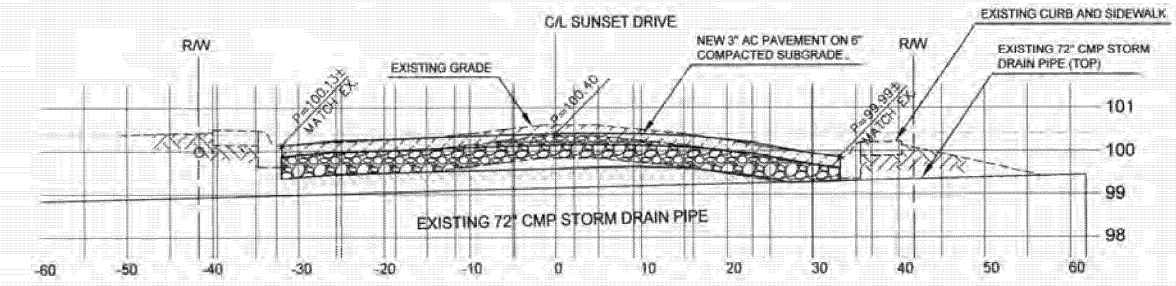


LAST UPDATE: 3/23/2017 FILE: M:\E_M\AVE_30_VPROJ\ECIS\Superior\106714-3000_Ext\Sheet\106714-3000_SunsetDr\106714-3000_SunsetDr.dwg

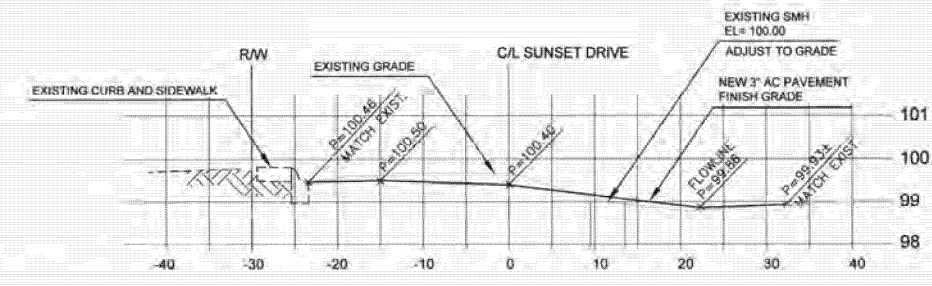
GENERAL NOTES

- 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.
- THE TOWN OF SUPERIOR, SHALL BE NOTIFIED TWENTY-FOUR (24) HOURS PRIOR TO ANY CONSTRUCTION WORK AT TELEPHONE (520) 689-5752.
- 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.
- EXACT POINT OF PAVEMENT MATCHING, TERMINATION AND/OR OVERLAY, IF NECESSARY, SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- ALL FRAMES, COVERS, VALVE BOXES AND MANHOLES SHALL BE ADJUSTED TO FINISHED GRADE PRIOR TO PAVING OPERATIONS OR RELATED CONSTRUCTION.
- NO CONSTRUCTION SHALL START UNTIL CONFLICTING UNDERGROUND UTILITY CONSTRUCTION IS COMPLETED.
- 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.
- 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.
- UTILITIES INTERFERING WITH CONSTRUCTION SHALL BE RESET OR RELOCATED BY THE UTILITY COMPANY CONCERNED UNLESS NOTED OTHERWISE.
- 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.
- 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.
- CONTRACTOR SHALL PROTECT EXISTING WATER AND IRRIGATION SERVICES FROM DAMAGE OR PROVIDE TEMPORARY SERVICE AND MAINTAIN THEM IN CONTINUOUS SERVICE DURING CONSTRUCTION OR RELOCATION.
- 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.
- 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.
- IT IS THE CONTRACTOR'S SOLE RESPONSIBILITY TO VERIFY THE PRESENCE AND LOCATION OF ANY AND ALL EXISTING OVERHEAD AND/OR UNDERGROUND 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.
- 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.
- 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.
- 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.
- ALL STRUCTURAL CONCRETE SHALL BE CLASS AA PER MAG STANDARD SPECIFICATION SEC 725.
- 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 CONTRACTOR'S EXPENSE.
- 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.
- THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS AT HIS EXPENSE.
- THE CONTRACTOR WILL PROVIDE ALL THE CONSTRUCTION STAKING. NO CONTROL POINTS OR BENCH MARKS OTHER THAN THOSE SHOWN ON THE PLANS WILL BE PROVIDED.
- 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.
- 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.
- ALL CONSTRUCTION INSPECTIONS SHALL BE FURNISHED BY THE TOWN.
- 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.
- ALL POTABLE WATER PIPE AND FITTINGS SHALL HAVE NPS-PW SEAL. ALL MATERIALS AND PRODUCTS USED IN DRINKING WATER SYSTEMS SHALL CONFORM TO ANS/NSF STANDARD 61.
- ALL BURIED PIPE SHALL HAVE A MINIMUM 12 GA. TRACER WIRE SECURED TO THE TOP OF THE PIPE.

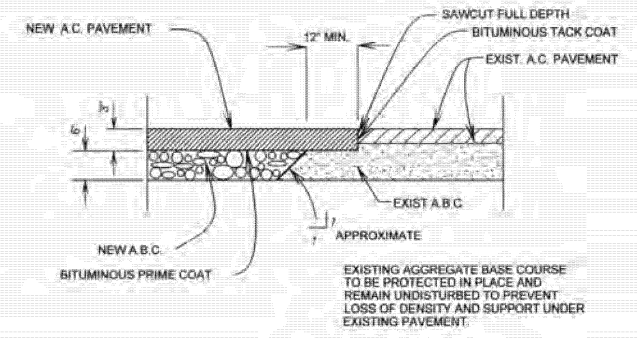
NOTE: REFERENCE TO THE "TOWN" SHALL MEAN TOWN OF SUPERIOR, ARIZONA.



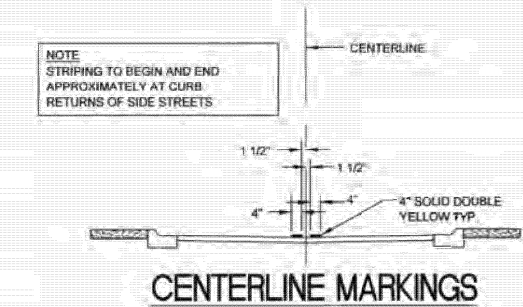
SECTION A-A



SECTION B-B



SAWCUT AND MATCH EXISTING PAVEMENT DETAIL
N.T.S.



CENTERLINE MARKINGS

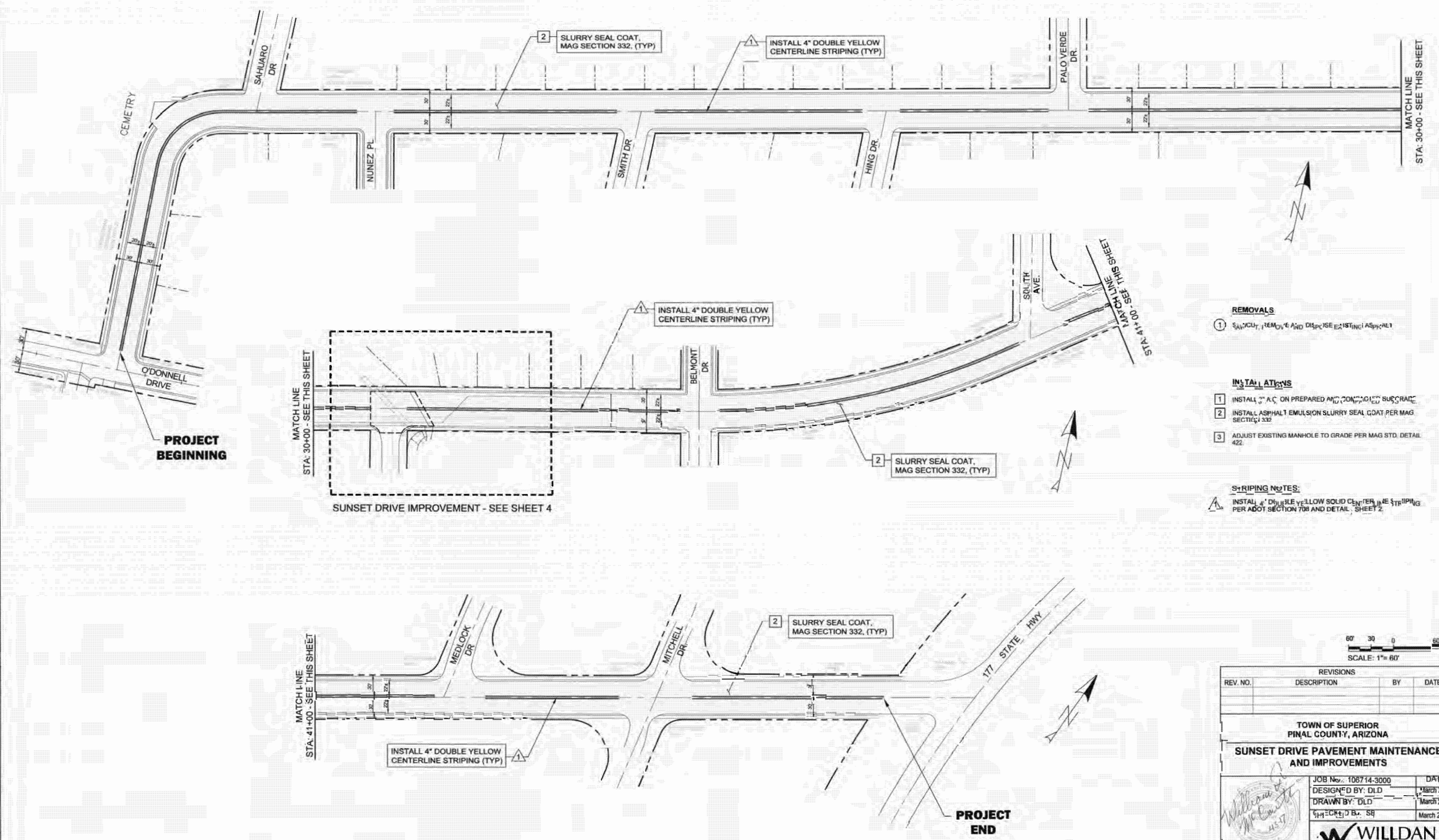
REVISIONS			
REV. NO.	DESCRIPTION	BY	DATE

TOWN OF SUPERIOR
PINAL COUNTY, ARIZONA
SUNSET DRIVE PAVEMENT MAINTENANCE AND IMPROVEMENTS

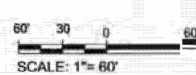
JOB NO.: 106714-3000	DATE:
DESIGNED BY: DLD	March 2017
DRAWN BY: DLD	March 2017
CHECKED BY: SB	March 2017

WILLDAN Engineering
1440 E. MISSOURI AVENUE, SUITE C102
PHOENIX, ARIZONA 85014 • (602) 970-7600





- REMOVALS**
- 1 REMOVE, REPAIR 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



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

WILLDAN Engineering

1440 N. WILLOW AVENUE, SUITE 210
PHOENIX, ARIZONA 85026-3810

LAST UPDATE: 3/31/2017 FILE NAME: I:\PROJECTS\Superior\106714-3000_Sunset Drive\106714-3000_Sunset Dr - 177 State Hwy.dwg
 PROJECT: Superior, AZ - 106714-3000 - Sunset Drive Pavement Maintenance (Sunset Drive)

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



INTERSECTION OF SUNSET DR & PANTHER DR



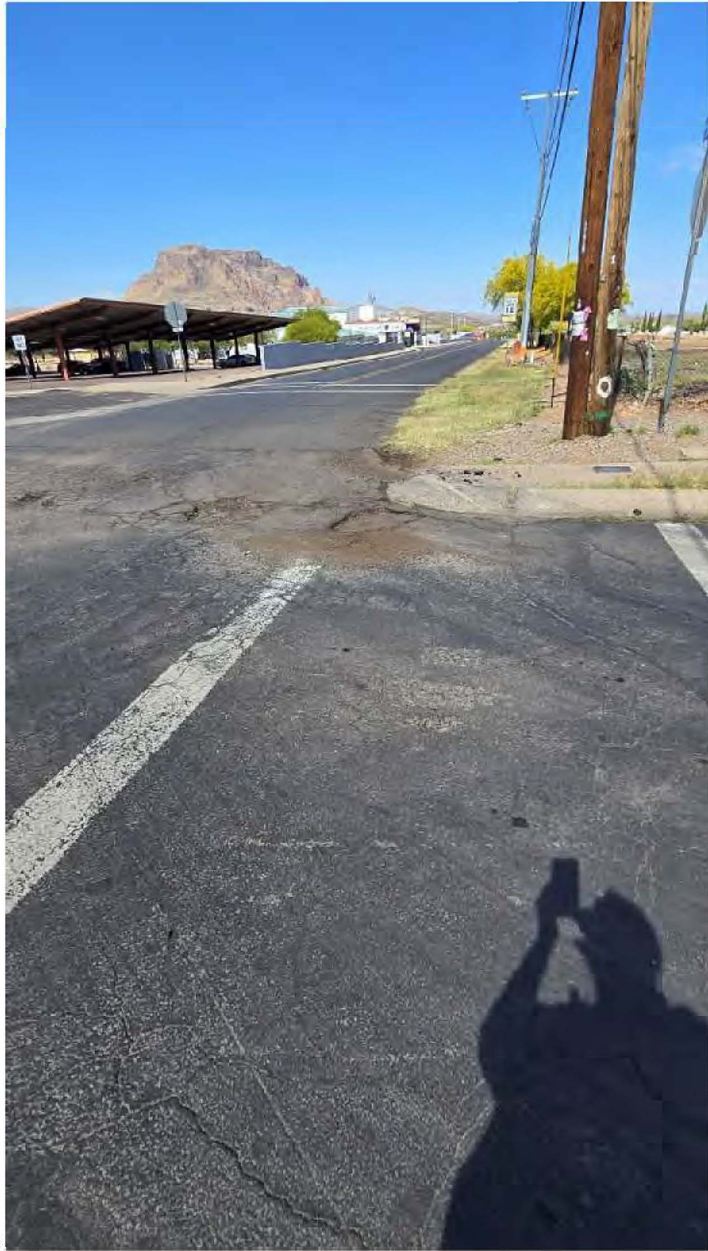
INTERSECTION OF SUNSET DR & PANTHER DR



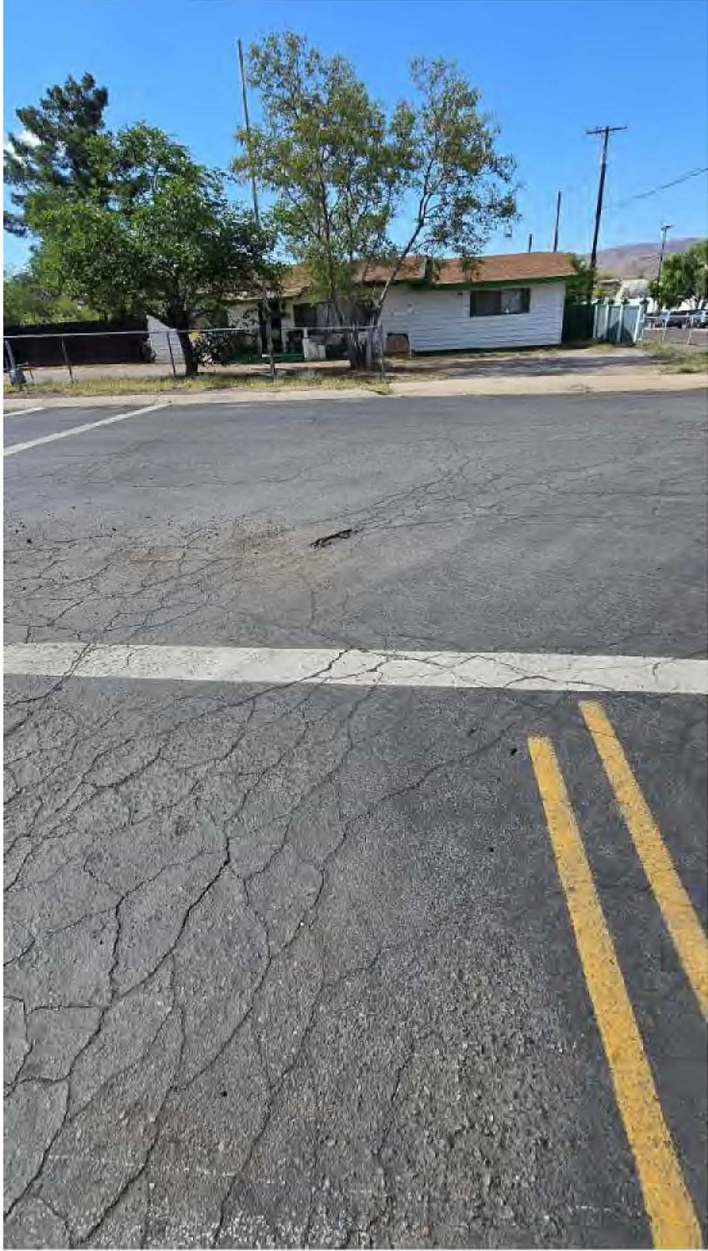
INTERSECTION OF SUNSET DR & PANTHER DR



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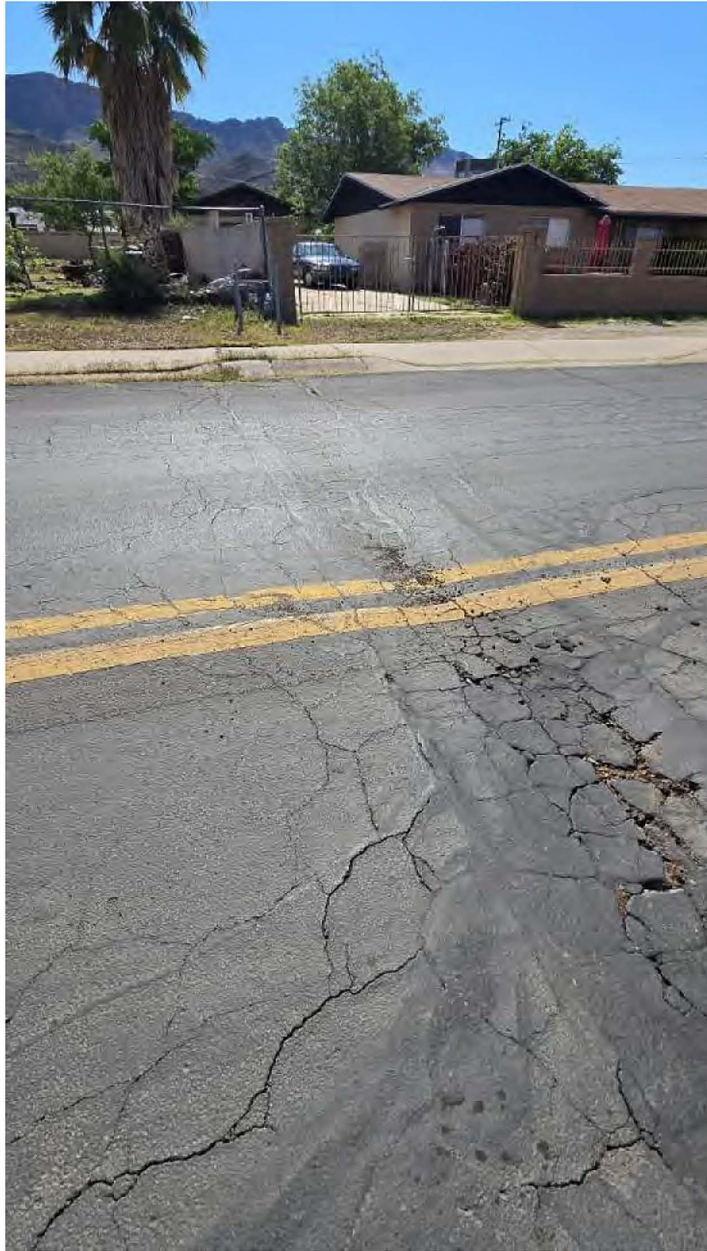
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SUNSET DR



SUNSET DR

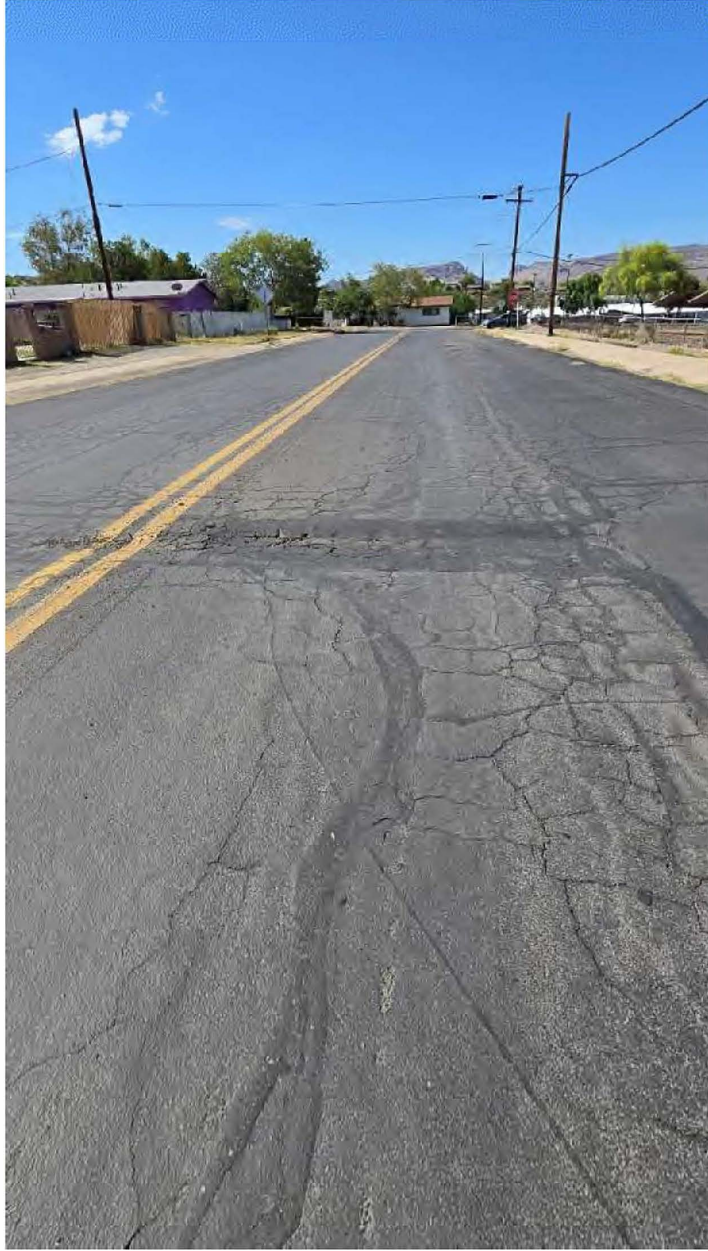


SUNSET DR



SUNSET DR















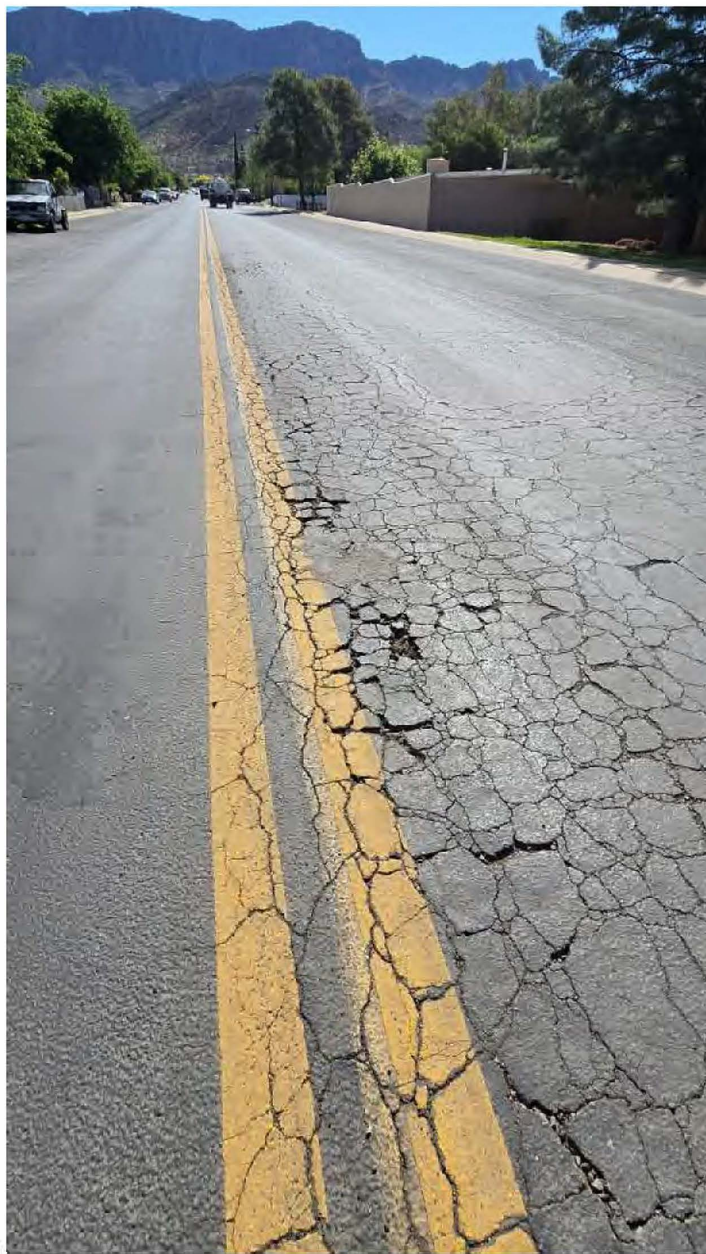
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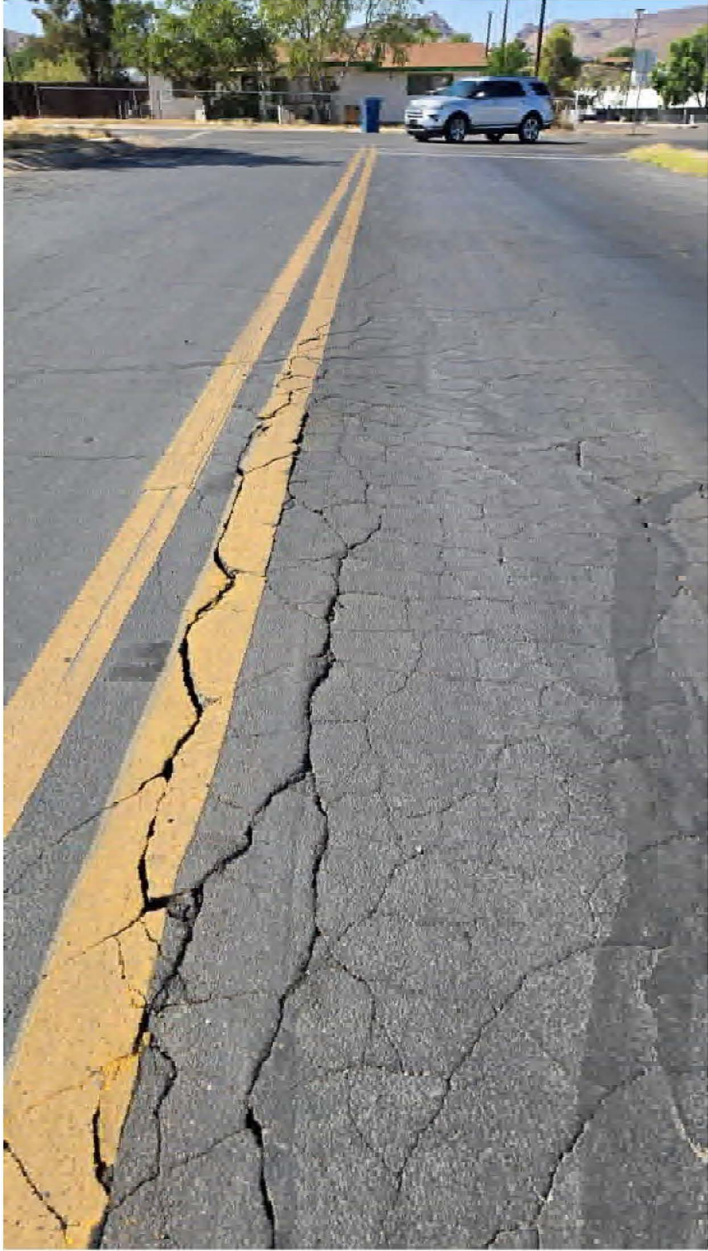
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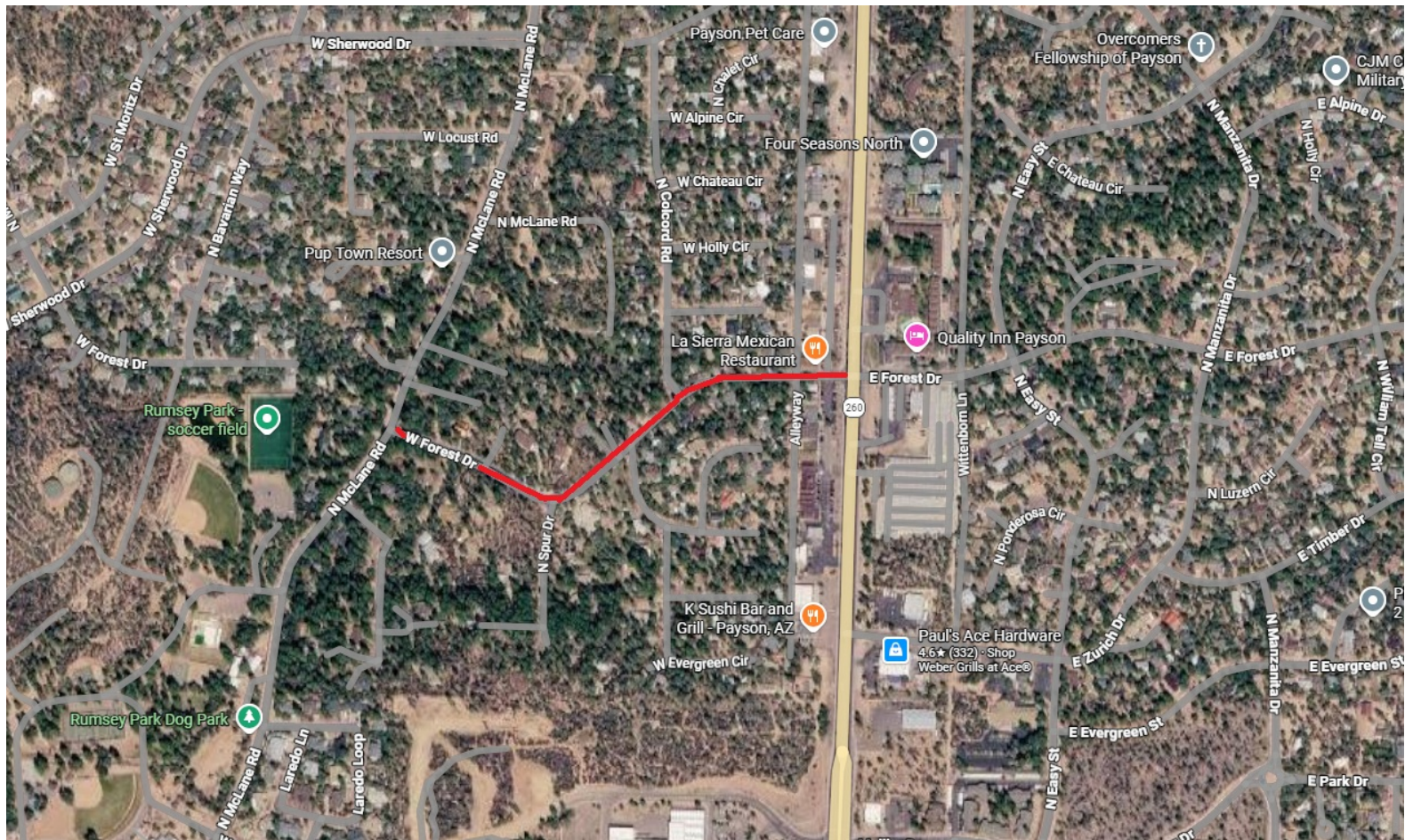
SUNSET DR



SUNSET DR



Town of Payson



Town of Miami



TOWN COUNCIL

Gil Madrid, Mayor
Sammy Gonzales, Vice Mayor
José “Angel” Medina Sr.
Dan Moat
Don Reiman
Michael Sosh
Phil Stewart

ADMINISTRATION

Alexis Rivera
Town Manager

Karen Norris
Town Clerk

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



60

Crishelm Ave

Roosevelt St
Gibson St

Miami Ave

Sullivan St

Cactus Alley

N Davis's Canyon Loop
Davis Canyon Rd

Davis Canyon

Long Canyon

Live Oak Canyon
Live Oak Canyon

W Verge St

Sullivan St

60

Railroad Ave

Sunset Dr
Depp Hill

Liveoak Gulch

Turner St

Sullivan St

Highway 60

Granite St

Reppy Ave

Rose Rd

Keegan St

Hanz Ave

Merrill St

Smiths Alley

Cedar Ave

Prospect Ave

South Dr

Coffee Canyon

Image © 2025 Airbus

Town of Kearny

Town Of Kearny Street Improvements



Project Overview

The proposed project features one segment, Senator Chastain Rd. from AZ 177 to Shake Dr. and would be rehabilitated to City standards. Senator Chastain Rd. receives approximately 1000 ADT, and is a critical secondary access route from the residential areas of the Town to AZ 177 and is the primary access point for the Ray Elementary School. The Town of Kearny road infrastructure is in a state of urgent need for rehabilitation.

Unfortunately, many of the Town's streets are ineligible for TIP fund allocations and this improvement project would represent several years of local HURF funding. A considerable number of the road surfaces are in poor condition in the Town and this RTAC request is one of the few opportunities the Town has available for infrastructure support. The street will be rehabilitated with 3 inches of asphalt in a "mill and fill" application.

The project was vetted through CAG's Transportation Technical Advisory Committee (TTAC) and approved by the CAG Regional Council on August 27, 2025 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 7
CAG Region



Vicinity Map & Site Photo



