



# SEAGO TRANSPORTATION ADVISORY COMMITTEE

## AGENDA FOR SEAGO TAC

<b>Date:</b>	November 15, 2018
<b>Time:</b>	10 a.m.
<b>Location:</b>	Cochise College Benson Center - 1025 AZ-90, Benson, AZ 85602
<b>Call-in No.</b>	Call Chris Vertrees (520-432-5301 ext. 209) ( <a href="mailto:cdvertrees@seago.org">cdvertrees@seago.org</a> ) 48 hrs. in advance of meeting date for call-in information.

Individuals wishing to participate in the meeting telephonically may do so by contacting Chris Vertrees at (520) 432-5301 extension 209. Contact must be made at least 48 hours before the meeting in order to obtain the call-in information. Please note that the option to participate telephonically may not be available unless requested as instructed above.

Si necesita acomodaciones especiales o un intérprete para esta conferencia, deben ponerse en contacto con Chris Vertrees al número (520) 432-5301, extensión 209, por lo menos setenta y dos (72) horas antes de la conferencia.

<b>Voting TAC Members</b>	Mark Hoffman – ADOT MPD Michelle Johnson –Benson Dwayne Wallace – Bisbee Heather Ruder – Clifton Jackie Watkins – Cochise County Lynn Kartchner – Douglas John Basteen – Duncan	Michael Bryce– Graham County (Chair) Phil Ronnerud –Greenlee Co. Juan Guerra – Nogales Dave Teel – Patagonia Sean Lewis – Pima Randy Petty – Safford (Vice Chair)	Marvin Mull – San Carlos Apache Tribe (SCAT) Jesus Valdez – Santa Cruz County TBD - Tombstone TBD – Willcox
<b>Guests, Staff, and Other Expected Attendees</b>	Chris Vertrees – SEAGO Brian Jevas - ADOT		

**Shaded items are action items.**

ITEM	SUBJECT	PRESENTER	PAGE
1.	Call to Order and Introductions	Michael	N/A
2.	Call to the Public	Michael	N/A
3.	Approval of Minutes of September 20, 2018	Michael	3-6
4.	STBG Ledger Report	Chris	7
5.	TIP Report ➤ Discussion and Possible Action on Current TIP • Administrative Changes • Proposed Amendments	Chris	8-13
6.	Safford East Relation Street Future Project Review	Randy	9-28
7.	SEAGO Region 2017 Crash Data Review and Discussion	Chris	29-30
8.	Off System Bridge Program Update	Chris	31-40
9.	SEAGO Region Transit Report	Chris	41-42
9.	District Engineers' Report ➤ Status of State Highway Projects Quarterly Project Report	TBD	N/A



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AGENDA FOR SEAGO TAC

10.	Regional Local Program Reports ➤ Status of Local Projects <ul style="list-style-type: none"> <li>• STP Projects</li> <li>• Update on Enhancement Projects</li> <li>• Update on HSIP Projects</li> <li>• Update on all Planning Studies</li> </ul>	Towns, Cities, Counties, & ADOT	N/A
11.	Items for General Discussion	All	N/A
12.	Next Meeting Date: January 17, 2018	Michael	N/A
13.	<b>Adjourn</b>	Michael	N/A

**Direction may be given to SEAGO staff on any item on the agenda.**



# SEAGO TRANSPORTATION ADVISORY COMMITTEE

## MEETING MINUTES FOR SEPTEMBER 20, 2018

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<b>Date:</b>	September 20, 2018		
<b>Time:</b>	10 a.m.		
<b>Location:</b>	SEAGO – 1403 W. Hwy 92, Bisbee, Arizona 85603		
<b>Voting TAC Members Present</b>	Jackie Watkins, Cochise Mark Hoffman, ADOT Randy Petty, Safford (Vice Chair) Michael Bryce, Graham (Chair) Phil Ronnerud, Greenlee - Phone	Michelle Johnson, Benson Heather Ruder, Clifton Lynn Kartchner, Douglas Heath Brown, Thatcher Juan Guerra, Nogales	Jesus Valdez, Santa Cruz
<b>Guests, Staff, and Other Attendees</b>	Chris Vertrees, SEAGO Randy Heiss, SEAGO Joaquin Solis, Cochise Brian Jervas, ADOT Jennifer Henderson, ADOT (Phone)	Leonard Fontes, Santa Cruz	

### 1. Call to Order and Introductions

Chair Michael Bryce called the meeting to order at 10:05 a.m. TAC members, guests and SEAGO staff introduced themselves.

### 2. Call to the Public

Chair Michael Bryce made a Call to the Public and no one spoke.

### 3. Approval of Minutes of July 19, 2018

Chair Michael Bryce asked for a motion to approve the July 19, 2018 Minutes.

**MOTION:** Mark Hoffman moved to approve the July, 19, 2018 Minutes.

**SECOND:** Michelle Johnson

**ACTION: APPROVED UNANIMOUSLY**

### 4. STP Ledger Report

Chris Vertrees presented the STBG Ledger Report that was included in the TAC packet on pages 5.

### 5. TIP Report

Chris advised the TAC that on August 16, 2018, SEAGO was advised by ADOT of the FY 21 & FY 22 list of approved HSIP projects. As a result, the following projects have been added to our 2018-2022 TIP.



## SEAGO TRANSPORTATION ADVISORY COMMITTEE

### MEETING MINUTES FOR SEPTEMBER 20, 2018

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**CCH 21-01** – Cochise County (Charleston, Double Adobe, Barataria Roads - E & C Rumble Strips):

Year: 2021  
Phase: Design  
Federal Share: \$264,000  
Local Match: \$0  
Total Project Cost: \$264,000

Year: 2022  
Phase: Construction  
Federal Share: \$383,940  
Local Match: \$0  
Total Project Cost: \$383,940

**GGH 21-01** – Graham County (Golf Course Road, Cottonwood Wash Road - Shoulders and Rumble Strips):

Year: 2021  
Phase: Design  
Federal Share: \$212,603  
Local Match: \$12,851  
Total Project Cost: \$225,454

Year: 2022  
Phase: Construction  
Federal Share: \$1,991,490  
Local Match: \$120,376  
Total Project Cost: \$2,111,866

**SCC 21-01** – Santa Cruz County (Pendleton Drive - Roadway Dip Elimination):

Year: 2021  
Phase: Design  
Federal Share: \$241,408  
Local Match: \$14,592  
Total Project Cost: \$256,000

Year: 2022  
Phase: Construction  
Federal Share: \$424,350  
Local Match: \$25,650  
Total Project Cost: \$450,000



## SEAGO TRANSPORTATION ADVISORY COMMITTEE

### MEETING MINUTES FOR SEPTEMBER 20, 2018

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The TAC discussed the Church Street Widening project (THR 12-13). Chris advised the TAC that the Thatcher Church Street project is currently short \$516,000 (\$484,810 Federal and \$31,190 Local) as a result of an error in the sidewalk quantity in the Stage V plans. The TAC was advised that we currently do not have the funding to support the additional costs. To support the additional costs, SEAGO will need to borrow approximately \$375,000 from another COG/MPO. This would result in other STBG projects on the TIP being pushed back a year. Chris asked the TAC for direction before he pursued a loan. Randy Petty stated that a loan should be pursued. The TAC was in agreement to direct SEAGO to pursue a loan. Chris indicated that a formal amendment request would be submitted to the TAC for action at our November meeting.

Heather Ruder (Clifton) asked to discuss the Zorrilla Bridge project. Heather advised the TAC that Clifton's Zorrilla Bridge project bid came back \$548K over the estimated budget. Brian Jevus from ADOT advised that only 1 bid was received for the project. Brian indicated that ADOT was strongly considering re-bidding the project. The issue will be brought back to the TAC once a final decision to re-bid is made.

#### 6. SHSP Update

Chris advised the TAC that The SEAGO/SVMPO Joint Regional Strategic Highway Safety Plan was approved by the SEAGO Executive Board on August 17, 2018. The SHSP is now complete. The plan is available at: <https://www.seago.org/strategic-highway-safety-plan>. Over the next month, SEAGO will be updating the plan's crash data tables to reflect 2017 crashes. The data will be provided to the TAC prior to our November TAC meeting.

#### 7. LTAP Training Discussion

Prior to moving forward with scheduling LTAP training for 2019, Chris asked the TAC to confirm previous direction involving training. He asked the TAC to confirm the following:

1. Are we still interested in a LTAP Regional Training Program?  
**The TAC indicated yes.**
2. Are we still interested in pursuing LTAP Level 1 coursework?  
**The TAC indicated yes.**
3. If so, do we keep Signing and Striping 1, and Introduction to Survey and Grade Checking?  
**The TAC indicated yes.**
4. Are we still interested in pursuing heavy equipment training?  
**The TAC indicated yes.**
5. If so, are Safford, Bisbee, Santa Cruz County willing to sponsor the training?  
**The TAC indicated yes. Cochise volunteered to replace Bisbee as a training sponsor.**
6. Are January, December, and February still the best months to schedule training?  
**The TAC indicated yes.**

#### 8. Transportation Issues Position Statement

Randy Heiss facilitated a discussion in an effort to update the SEAGO Transportation Issues Statement for FY19. Several issues involving the HURF Exchange Program, ADOT staff changes, historic preservation, and consulting costs were identified and discussed. Randy advised the TAC that he will take the information and incorporate it into the updated position



# SEAGO TRANSPORTATION ADVISORY COMMITTEE

## MEETING MINUTES FOR SEPTEMBER 20, 2018

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statement. The statement will be provided to the TAC for review as soon as it is ready.

### **9. District Engineers' Report**

Brian Jevas provided a District Engineer report for the Southeast District.

### **10. Regional Local Program Reports**

Those in attendance reported their current status of local projects and issues.

Jennifer Henderson from ADOT's LPA Section briefly discussed upcoming changes to the Off-System Bridge Program. She advised the TAC, that Project selection will be competitive and done through a "Call for Projects". She is expecting to see the Call for Projects to occur in early November.

### **12. Items for General Discussion**

Chair Michael Bryce asked if anyone had items for general discussion. No one spoke.

### **12. Items for Next Meeting**

Chris Vertrees identified a review of 2017 crash data, an update on the Off System Bridge Program, and FY19 projects reviews as agenda items for our next meeting.

### **13. Next Meeting Date: November 15, 2018, in Benson.**

**MEETING ADJOURNED AT 12:15PM**

SEAGO STBG Ledger 2019-2023

Revised: November 2018

New OA rate from ADOT effective FFY 2017 Action	94.9% * OA Rate	Projected Fed Funds *		Cumulative Balance	
		Apportionment	OA	Apportionment	OA
STP Carry Forward FY18	94.9%	\$0	\$0	\$0	\$0
<b>FY 2019 Allocation*</b>	<b>94.9%</b>	<b>\$909,856</b>	<b>\$863,453</b>	\$909,856	\$863,453
<b>ADOT Loan Repayment In</b>		\$910,523	\$910,523	\$1,820,379	\$1,773,976
<b>Cochise County Davis Road ROW Savings (Projected)</b>		\$153,518	\$153,518	\$1,973,897	\$1,927,494
<b>Loan from NACOG</b>		\$375,000	\$375,000	\$2,348,897	\$2,302,494
<b>Thatcher: Church Street (need an additional \$248,604)</b>		-\$2,410,871	-\$2,410,871	-\$61,974	-\$108,377
<b>Loan from WACOG (Pending)</b>		\$118,377	\$118,377	\$56,403	\$10,000
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	\$46,403	\$0
FY19 Balance				<b>\$46,403</b>	<b>\$0</b>
FY 2020 Allocation	94.9%	\$909,856	\$863,453	\$956,259	\$863,454
<b>Repay NACOG Loan</b>		-\$375,000	-\$375,000	\$581,259	\$488,454
<b>Repay WACOG Loan</b>		-\$118,377	-\$118,377	\$462,882	\$370,077
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	\$452,882	\$360,077
FY 2020 Balance				<b>\$452,882</b>	<b>\$360,077</b>
FY 2021 Allocation	94.9%	\$909,856	\$863,453	\$1,362,738	\$1,223,530
<b>Safford: 20th Avenue</b>		-\$2,000,000	-\$2,000,000	-\$637,262	-\$776,470
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	-\$647,262	-\$786,470
FY 2021 Balance				<b>-\$647,262</b>	<b>-\$786,470</b>
FY2022 Allocation	94.9%	\$909,856	\$863,453	\$262,594	\$76,983
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	\$252,594	\$66,983
FY 2022 Balance				<b>\$242,594</b>	<b>\$56,983</b>
FY2023 Allocation	94.9%	\$909,856	\$863,453	\$1,152,450	\$920,437
<b>Tech Transfer (LTAP)</b>		-\$10,000	-\$10,000	\$1,142,450	\$910,437
FY 2023 Balance				<b>\$1,142,450</b>	<b>\$910,437</b>

- \* Notes: 1. Updated: November 2018  
 2. OA Rate is at 94.9% is subject to change  
 3. STP Apportionments are SEAGO estimates and subject to change.  
 4. Loss of \$86,326 from SVMPO Expansion

***This is an internal SEAGO document, and is used to provide a general overview of STP funds for a five year period.***

OA = Obligated Authority. This is the amount of money that can actually be obligated to SEAGO based upon the OA %.

STP = Surface Transportation Program funds. This amount is allocated to SEAGO based upon the 2010 population

Balance carry-over is no longer allowed. Excess funds must be utilized or loaned to another COG or to the State.



# TAC PACKET

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**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PROGRAM MANAGER**  
**DATE: NOVEMBER 7, 2018**  
**RE: SEAGO 2018-2022 TIP REPORT**

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The following TIP Amendments are being requested:

**NOG 19-01 – Nogales (Valle Verde/Paseo Verde Paving Project):** This is a CMAQ project. The ADOT project manager recently received an updated cost estimate for this project. The estimate reflects additional costs of \$135,000 due to an increase in paving costs. If approved, the project will be added to the TIP in the following manner:

Year: **2019**  
Phase: **Construction**  
Federal Share: **\$537,510**  
Local Match: **\$32,490**  
Total Project Cost: **\$570,000**

**THR 12-13 – Thatcher (Church Street Widening):** We discussed this project at our last TAC meeting. The estimate submitted with the Stage V plans had an error in the sidewalk quantity. This resulted in a decrease in total project cost to \$2.35M. This estimate was used to program the project. ADOT C&S reviewed this estimate and updated unit prices. The new estimate is \$2.841M. I advised the TAC that to support the additional costs, SEAGO will need to borrow approximately \$375,000 from another COG/MPO. This would result in other STBG projects on the TIP being pushed back a year. After discussion, I was directed by the TAC to pursue a loan. I have secured a loan in the amount of \$118,377 from WACOG. We need approximately \$250,000 to fund the project. To ensure the project can bid when ready, I will be asking the TAC to tentatively approve the project in the following manner:

Year: **2019**  
Phase: **Construction**  
Federal Share: **\$2,669,475**  
Local Match: **\$171,350**  
Total Project Cost: **\$2,840,825**

Your tentative approval will allow me to continue to pursue loan opportunities and secure Executive Board approval. The TIP will be formally amended once funding is secured.



As a result of the TAC's decision to seek a loan to fully fund the Church Street Project, **Safford's 20<sup>th</sup> Avenue Project (SAF12-02) will need to be moved from FY20 to FY21.**

**SEAGOTIP Amendment #8 is attached for your review.**

SEAGO REGION  
2018- 2022 TIP Amendment #8  
Approved By: TAC - Administrative Council- Executive Board -

TIP YEAR Project ID	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF IMP - WK - STRU	Functional Classifications	LANES BEFORE	LANES AFTER	FED AID TYPE	FEDERAL FUNDS	LOCAL MATCH	OTHER FUNDS	TOTAL COST
<b>2018</b>													
CCH18-01	Cochise County	Davis Road Project Assessment and DCR	Davis Road from Hwy 191 to N. Central Highway	2.39 miles	ROW	Rural Major Collector	2	2	STP	\$404,438	\$24,446	\$116,116	\$545,000
NOG 19-01	City of Nogales	Valle Verde/Paseo Verde Paving Project	Valle Verde Dr. and Paseo Verde Drive between Grand Ave. and W. Mesa Verde Dr.	1150 Feet	Design	Urban Local	2	2	CMAQ	\$80,593	\$4,871		\$85,464
NOG 19-01	City of Nogales	Valle Verde/Paseo Verde Paving Project	Valle Verde Dr. and Paseo Verde Drive between Grand Ave. and W. Mesa Verde Dr.	1150 Feet	Design (PMDR Fee)	Urban Local	2	2	CMAQ	\$28,290	\$1,710		\$30,000
SCC12-12	Santa Cruz County	River Road and Pendleton Drive Safety Improvements	River Road and Pendleton Drive	Varies	Construction	Rural Major Collector	2	2	HRRRP	\$2,664,700	\$159,865		\$2,824,565
SCC12-03	Santa Cruz County	Rio Rico and Pendleton Drive Intersection Improvements	Intersection		Design	Rural Major Collector			HSIP	\$70,725	\$4,275		\$75,000
SCC12-03	Santa Cruz County	Drive Intersection Improvements	Intersection		ROW	Rural Major Collector			HSIP	\$188,600	\$11,400		\$200,000
SCC12-12	Santa Cruz County	River Road and Pendleton Drive Safety Improvements	Pendleton Drive, Via Caliente to Circulo Cerro & Pendleton Drive/Ruby Road Intersection	Varies	Construction	Rural Major Collector	2	2	HSIP	\$181,340	\$10,961		\$192,301
CLF16-01	Town of Clifton	Zorilla Street Bridge Rehabilitation, Structure #9633	Zorilla Street between US 191 and Park, Avenue, Clifton, AZ	216 Feet	Construction	Rural Local	2	2	STP	\$150,000	\$9,067		\$159,067
CLF16-01	Town of Clifton LTAP	Zorilla Street Bridge Rehabilitation, Structure #9633	Zorilla Street between US 191 and Park, Avenue, Clifton, AZ	216 Feet	Construction	Rural Local	2	2	Off-System Bridge STP	\$729,896 \$10,000	\$44,118		\$774,014 \$10,000
<b>TOTAL FOR 2018</b>										<b>\$4,508,582</b>	<b>\$270,714</b>	<b>\$116,116</b>	<b>\$4,779,296</b>
<b>2019</b>													
THR12-13	Town of Thatcher	Church Street Widening	US 70 to Stadium Avenue	5,400 feet	Construction	Urban Major Collector	2	3	STP	\$2,184,539	\$132,045		\$2,316,584
GGH12-04	Graham County	8th Ave & Airport Rd Intersection	Intersection		Construction	Rural Major Collector	2	2	HPP	\$996,375	\$60,226		\$1,056,601
GGH12-04	Graham County	8th Ave & Airport Rd Intersection	Intersection		Construction	Rural Major Collector	2	2	HRRRP	\$2,300,000			\$2,300,000
NOG 19-01	City of Nogales	Valle Verde/Paseo Verde Paving Project	Valle Verde Dr. and Paseo Verde Drive between Grand Ave. and W. Mesa Verde Dr.	1150 Feet	Construction	Urban Local	2	2	CMAQ	\$537,510	\$32,490		\$570,000
CCH 19-01	Cochise County	Cochise County Rumble Strips and Other Countermeasures	Charleston Road from County Line to 4 miles north of Brunckow Road	4 miles	Design	Major Collector	2	2	HSIP	\$123,156	\$0		\$123,156
NOG 19-02	City of Nogales	Bankerd Ave. Paving Project	Bankerd Avenue from East Doe Street Intersection	510 Feet	Design	Urban Local	2	2	CMAQ	\$69,103	\$4,178		\$73,281
SCC 18-01	Santa Cruz County LTAP	I-19/Ruby Road TI-Improvements	I-19/Ruby Road TI		Design	Rural Major Collector	2	2	CMAQ	\$984,256	\$59,494		\$1,043,750
<b>TOTAL FOR 2019</b>										<b>\$7,204,939</b>	<b>\$288,433</b>		<b>\$7,493,372</b>
<b>2020</b>													
NOG 20-02	City of Nogales	Pathway Project, Baffert Dr to Nogales High School	East side of Grand Avenue from Baffert Drive to Country Club Drive. Intersects with Grand Avenue path on south side of Frank Reed Road to Nogales High School	3 miles	Design	N/A	N/A	N/A	CMAQ	\$121,162	\$7,324		\$128,486
NOG 19-02	City of Nogales	Bankerd Ave. Paving Project	Bankerd Avenue from East Doe Street Intersection	510 Feet	Construction	Urban Local	2	2	CMAQ	\$214,462	\$12,964		\$227,426
CCH 19-01	Cochise County	Cochise County Rumble Strips and Other Countermeasures	Charleston Road from County Line to 4 miles north of Brunckow Road	4 miles	Construction	Major Collector	2	2	HSIP	\$501,000	\$0		\$501,000
SCC12-03	Santa Cruz County	Rio Rico and Pendleton Drive Intersection Improvements	Intersection		Construction	Rural Major Collector			HRRRP	\$984,555	\$50,445		\$1,035,000
	LTAP								STP	\$10,000			\$10,000
<b>TOTAL FOR 2020</b>										<b>\$1,831,179</b>	<b>\$70,733</b>	<b>\$0</b>	<b>\$1,901,912</b>
<b>2021</b>													

**SEAGO REGION**  
**2018- 2022 TIP Amendment #8**  
**Approved By: TAC- Administrative Council- Executive Board -**

SAF12-02	City of Safford	20th Ave, Phase II	Relation St to Golf Course Rd	.63 Miles	Construction	Urban Minor Arterial	3	5	STP	\$2,000,000	\$120,891		\$2,120,891
NOG 20-02	City of Nogales	Pathway Project, Baffert Dr to Nogales High School	Baffert Drive to Country Club Drive. Intersects with Grand	3 miles	Construction	N/A	N/A	N/A	CMAQ	\$637,780	\$38,551		\$676,331
CCH 21-01	Cochise County	Charleston, Double Adobe, Barataria Rds - E & C Rumble Strips	Charleston Road from Tombstone to 4.8 miles south of Tombstone; Double Adobe Road from SR 80 to Frontier Road; Barataria Boulevard from Moson Road to Ranch Road.	10.7 miles	Design	Major Collector	2	2	HSIP	\$264,000	\$0	\$0	\$264,000
SCC 21-01	Santa Cruz County	Pendleton Drive - Roadway Dip Elimination	Pendleton Drive Dip at Sonoita Creek Wash	.25 miles	Design	Major Collector	2	2	HSIP	\$241,408	\$14,592		\$256,000
GGH 21-01	Graham County	Golf Course Road, Cottonwood Wash Road - Shoulders and Rumble Strips	Golf Course Road from Hoopes Avenue to just west of 20th Avenue; Cottonwood Wash Road from Cottonwood Wash Loop to 1200 South.	5.1 miles	Design	Major Collector	2	2	HSIP	\$212,603	\$12,851		\$225,454
		LTAP							STP	\$10,000			\$10,000
		<b>TOTAL FOR 2021</b>								<b>\$1,365,791</b>	<b>\$65,994</b>		<b>\$1,431,785</b>
		<b>2022</b>											
CCH 21-01	Cochise County	Charleston, Double Adobe, Barataria Rds - E & C Rumble Strips	Charleston Road from Tombstone to 4.8 miles south of Tombstone; Double Adobe Road from SR 80 to Frontier Road; Barataria Boulevard from Moson Road to Ranch Road.	10.7 miles	Construction	Major Collector	2	2	HSIP	\$383,940		\$0	\$383,940
SCC 21-01	Santa Cruz County	Pendleton Drive - Roadway Dip Elimination	Pendleton Drive Dip at Sonoita Creek Wash	.25 miles	Construction	Major Collector	2	2	HSIP	\$424,350	\$25,650		\$450,000
GGH 21-01	Graham County	Golf Course Road, Cottonwood Wash Road - Shoulders and Rumble Strips	Golf Course Road from Hoopes Avenue to just west of 20th Avenue; Cottonwood Wash Road from Cottonwood Wash Loop to 1200 South.	5.1 miles	Construction	Major Collector	2	2	HSIP	\$1,991,490	\$120,376		\$2,111,866
		LTAP							STP	\$10,000			\$10,000
		<b>TOTAL FOR 2022</b>								<b>\$393,940</b>		<b>\$0</b>	<b>\$2,955,806</b>
		<b>2023</b>											
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles	Design	Urban Minor Arterial	2	2	STP	\$75,440	\$4,560		\$80,000
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR90	.85 miles	Construction	Urban Minor Arterial	2	2	STP	\$2,829,000	\$171,000		\$3,000,000
		LTAP							STP	\$10,000			\$10,000
		<b>TOTAL FOR 2023</b>								<b>\$2,914,440</b>	<b>\$175,560</b>	<b>\$0</b>	<b>\$3,090,000</b>
		<b>BRIDGE PROJECTS</b>											
GGH-BR-02	Graham County	Ft. Thomas River Structure No. 8131	Ft. Thomas River	1000 feet	Scoping, Design, Environmental ROW, and Construction	Rural Local	2	2	Off System Bridge	\$1,000,000	\$60,445		\$1,060,445
GEH-BR-07	Greenlee County	Soap Box Canyon Bridge Replacement Structure 8149: Phase 2	Wards Canyon Road, 3.39 miles E Jct US 191	31 feet	Replacement	Rural Local	2	2	Off System Bridge	\$424,350	\$25,650		\$450,000
		<b>TOTAL BRIDGE PROJECTS</b>								<b>\$1,424,350</b>	<b>\$86,095</b>		<b>\$1,510,445</b>
		<b>TOTAL FOR FIVE YEAR PROGRAM</b>								<b>\$16,728,781</b>	<b>\$781,969</b>	<b>\$116,116</b>	<b>\$17,626,866</b>
		<b>FUNDING OBLIGATED IN 2017</b>											
DGS13-05	City of Douglas	Joe Carlson Safe Routes to School	Douglas		Construction Sidewalks, Crosswalks, Striping & ADA Ramps				SRTS	\$250,000			\$250,000
DGS13-05	City of Douglas	Joe Carlson Safe Routes to School	Douglas		Construction Sidewalks, Crosswalks, Striping & ADA Ramps				STP	\$66,010	\$3,990		\$70,000
ST-TE-15	State	Sidewalks: Hwy 92: MP353-353.4, Naco Hwy: Naco Hwy-Collins Rd, Bisbee	Hwy 92:MP353-353.4, Naco Hwy: Naco Hwy-Collins Rd, Bisbee		Construction/Sidewalks				TE18	\$706,987	\$42,734		\$749,721
GEH-BR-08	Greenlee County	Campbell Blue Bridge Replacement	Blue River Road (FR 281), 8.8 South of E Jct US 180	61 feet	Design	Rural Local	2	2	STP	\$200,000	\$12,089		\$212,089
GGH12-03	Graham County	Reay Lane/Safford Bryce Road	Intersection		Construction	Rural Major Collector	2	2	HRRRP	\$424,350	\$25,650		\$450,000
GGH12-03	Graham County	Reay Lane/Safford Bryce Road	Intersection		Construction	Rural Major Collector	2	2	HSIP	\$66,010	\$3,990		\$70,000
SEA15-02	SEAGO/SVMPO Region	Regional Strategic Highway Safety Plan	Various Locations	N/A	Planning Study	Varies	N/A	N/A	HSIP	\$50,000	\$3,022		\$53,022

**SEAGO REGION**  
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SCC12-12	Santa Cruz County	River Road and Pendleton Drive Safety Improvements	River Road and Pendleton Drive	Varies	Design	Rural Major Collector	2	2	HSIP	\$56,580	\$3,420	#N/A
ST-TE-21	State	Town of Pima US 70 Pedestrian Bridge Extension	US 70, Town of Pima		Construction: Pedestrian Bridge				TE17	\$561,792	\$33,958	#N/A
GGH12-04	Graham County	8th Ave & Airport Rd Intersection	Intersection		Design	Rural Major Collector	2	2	HPP	\$700,000		#N/A
GGH-13-04	Graham County	Reay Lane Irrigation Canal Ditch Relocation	Reay Lane Between US70 & Safford Bryce Road in Safford	.2 miles	ROW	Rural Minor Collector	2	2	HRRRP	\$68,000	\$4,110	#N/A
GGH-13-04	Graham County	Reay Lane Irrigation Canal Ditch Relocation	Reay Lane Between US70 & Safford Bryce Road in Safford	.2 miles	Construction	Rural Minor Collector	2	2	HRRRP	\$184,200	\$11,134	#N/A
		LTAP							STP	\$10,000		#N/A
<b>TOTAL FOR 2016</b>										<b>\$3,343,929</b>	<b>\$144,098</b>	<b>\$3,488,027</b>

<b>Future Construction Projects</b>												
CCH12-10	Cochise County	Davis Rd. Improvements	Davis Road MP 13	1 mile	Construction of Safety & Drainage Improvements	Rural Major Collector	2	2	STP	\$924,560	\$55,885	\$980,445
CCH15-01	Cochise County	Davis Rd. Improvements	Davis Road MP 5	0.61 miles	Construction of Safety & Drainage Improvements	Rural Major Collector	2	2	STP	\$1,045,000	\$63,165	\$1,108,165
SAF12-02	City of Safford	20th Ave, Phase 3	Relation St to Golf Course Rd	.63 Miles	Construction	Urban Minor Arterial	3	5	STP	\$1,337,000	\$80,815	\$1,417,815

**SEAGO FY19 FTA SECTION 5310 AWARDS - CAPITAL**

TIP #	AGENCY	DESCRIPTION	REGION	COG / MPO	TYPE	FEDERAL REQUEST	FEDERAL AWARD	Local Share	Total Cost
SEA 19-01	Southeastern Arizona Consumer-Run Services, Inc.	Douglas - Chevy 12 passenger van no lift to replace Vin 2427-MAXI	Rural	SEAGO	Capital - Vehicles	\$26,989	\$26,989	\$6,747	\$33,737
SEA 19-02	Douglas ARC	Darc Transit Program- CWL 9PSGR	Rural	SEAGO	Capital - Vehicles	\$55,770	\$55,770	\$13,942	\$69,712
SEA 19-03	Southeastern Arizona Consumer-Run Services, Inc.	Sierra Vista Chevy 12 pass van no lift to replace Vin 3440-MAXI	Rural	SEAGO	Capital - Vehicles	\$26,989	\$26,989	\$6,747	\$33,737
SEA 19-04	Easter Seals Blake Foundation	ESBF Graham & Greenlee Expansion	Rural	SEAGO	Capital - Vehicles	\$22,448	\$22,448	\$5,612	\$28,060
SEA 19-05	Volunteer Interfaith Caregiver Program	VICaP - Handicap-accessible mini-van for Southern Cochise Co	Small Urban	SEAGO	Capital - Vehicles	\$39,060	\$39,060	\$9,765	\$48,825
<b>Total</b>						<b>\$171,256</b>	<b>\$171,256</b>	<b>\$42,814</b>	<b>\$214,070</b>

**SEAGO FY19 FTA SECTION 5310 AWARDS - PM**

TIP #	AGENCY	DESCRIPTION	REGION	COG / MPO	TYPE	FEDERAL REQUEST	FEDERAL AWARD	Local Share	Total Cost
SEA 19-07	Santa Cruz Training Programs, Inc.	Preventive maintenance	Rural	SEAGO	Capital - PM	\$20,000	\$20,000	\$5,000	\$25,000
SEA 19-08	Senior Citizens of Patagonia, Inc.	Preventive Maintenance	Rural	SEAGO	Capital - PM	\$7,500	\$7,500	\$1,875	\$9,375
SEA 19-09	Volunteer Interfaith Caregiver Program	VICaP - Preventive Maintenance	Rural	SEAGO	Capital - PM	\$2,000	\$2,000	\$500	\$2,500
SEA 19-10	Easter Seals Blake Foundation	ESBF Graham County Preventative Maintenance	Rural	SEAGO	Capital - PM	\$10,000	\$10,000	\$2,500	\$12,500
SEA 19-11	Southeastern Arizona Consumer-Run Services, Inc.	Preventive Maintenance	Small Urban	SEAGO	Capital - PM	\$10,000	\$10,000	\$2,500	\$12,500
<b>Total</b>						<b>\$49,500</b>	<b>\$49,500</b>	<b>\$12,375</b>	<b>\$61,875</b>

**SEAGO FY19 FTA SECTION 5310 AWARDS - OPERATING**

TIP #	AGENCY	DESCRIPTION	REGION	COG / MPO	TYPE	FEDERAL REQUEST	FEDERAL AWARD	Local Share	Total Cost
SEA 19-12	Douglas ARC	Darc Transit Program II	Rural	SEAGO	Operating	\$30,000	\$15,000	\$15,000	\$30,000
SEA 19-13	Easter Seals Blake Foundation	ESBF Sage Transportation Program Graham County	Rural	SEAGO	Operating	\$35,000	\$23,292	\$23,292	\$46,584
SEA 19-14	Santa Cruz Training Programs, Inc.	Operating expenses	Rural	SEAGO	Operating	\$40,000	\$40,000	\$40,000	\$80,000
SEA 19-15	Senior Citizens of Patagonia, Inc.	Operating Funds	Rural	SEAGO	Operating	\$23,000	\$23,000	\$23,000	\$46,000
SEA 19-16	Volunteer Interfaith Caregiver Program	VICaP Van and Volunteer Support for Willcox Area	Rural	SEAGO	Operating	\$20,000	\$10,000	\$10,000	\$20,000
<b>Total</b>						<b>\$148,000</b>	<b>\$111,292</b>	<b>\$101,292</b>	<b>\$202,584</b>

**SEAGO FY19 FTA SECTION 5310 AWARDS - MM**

TIP #	AGENCY	DESCRIPTION	REGION	COG / MPO	TYPE	FEDERAL REQUEST	FEDERAL AWARD	Local Share	Total Cost
SEA 19-17	SouthEastern Arizona Governments Organization	Regional Mobility Management	Rural	SEAGO	Mobility Management Planning	\$135,000	\$135,000	\$33,750	\$168,750
SEA 19-18	SouthEastern Arizona Governments Organization	SEAGO FTA Section 5310 Training Program	Rural	SEAGO	Mobility Management Planning	\$100,000	\$85,000	\$21,250	\$106,250
<b>Total</b>						<b>\$235,000</b>	<b>\$220,000</b>	<b>\$55,000</b>	<b>\$275,000</b>

SEAGO REGION  
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SEAGO FY19 FTA SECTION 5311 AWARDS					
TIP #	Bisbee, City of	Match Ratio	Local Match	Federal Award	Total Award
SEA 19-19	Administration	80%	\$ 24,000.00	\$ 96,000.00	\$ 120,000.00
SEA 19-20	Operating	58%	\$ 79,800.00	\$ 110,200.00	\$ 190,000.00
SEA 19-21	Preventive Maintenance	80%	\$ 3,900.00	\$ 15,600.00	\$ 19,500.00
<b>Bisbee, City of Total</b>			<b>\$ 107,700.00</b>	<b>\$ 221,800.00</b>	<b>\$ 329,500.00</b>

TIP #	City of Benson	Match Ratio	Local Match	Federal Award	Total Award
SEA 19-22	ADA Complementary Paratransit	90%	\$ 5,000.00	\$ 45,000.00	\$ 50,000.00
SEA 19-23	Administration	80%	\$ 17,000.00	\$ 68,000.00	\$ 85,000.00
SEA 19-24	Operating	58%	\$ 37,800.00	\$ 52,200.00	\$ 90,000.00
SEA 19-25	Preventive Maintenance	80%	\$ 5,000.00	\$ 20,000.00	\$ 25,000.00
SEA 19-26	Rehab bus	90%	\$ 1,200.00	\$ 10,800.00	\$ 12,000.00
<b>City of Benson Total</b>			<b>\$ 66,000.00</b>	<b>\$ 196,000.00</b>	<b>\$ 262,000.00</b>

TIP #	City of Douglas	Match Ratio	Local Match	Federal Award	Total Award
SEA 19-27	Administration	80%	\$ 47,450.00	\$ 189,800.00	\$ 237,250.00
SEA 19-28	Bus Wraps	90%	\$ 5,000.00	\$ 45,000.00	\$ 50,000.00
SEA 19-29	Facility Planning - Site Selection	80%	\$ 6,000.00	\$ 24,000.00	\$ 30,000.00
SEA 19-30	Intercity	58%	\$ 82,611.10	\$ 114,082.00	\$ 196,693.10
SEA 19-32	Operating	58%	\$ 136,080.00	\$ 187,920.00	\$ 324,000.00
SEA 19-33	Preventive Maintenance	80%	\$ 6,000.00	\$ 24,000.00	\$ 30,000.00
SEA 19-34	Replacement : Bus < 30 FT	90%	\$ 8,000.00	\$ 72,000.00	\$ 80,000.00
<b>City of Douglas Total</b>			<b>\$ 291,141.10</b>	<b>\$ 656,802.00</b>	<b>\$ 947,943.10</b>



# TAC PACKET

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**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PROGRAM MANAGER**  
**DATE: NOVEMBER 8, 2018**  
**RE: SEAGO REGION FUTURE PROJECT PROGRAMMING PROCEDURES**

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The SEAGO Region Future Project Programming Procedures were reviewed and approved by the SEAGO TAC on November 20, 2014, and by the SEAGO Executive Board on February 27, 2015. The procedures allow for member agencies to submit an “Out of Cycle” HSIP, STP, or an Off-System Bridge Project application.

Safford has submitted an “Out of Cycle” STP project for consideration. In 2017, Safford was awarded a PARA Pre-Scoping Project for East Relation Street. For your review, I have attached Preliminary Scoping Report, Project Vicinity Map, Scope of Work, Itemized Cost Estimate, and the Conceptual Design Plans. Placement in the SEAGO Future Project Section does not guarantee any future funding commitment.

GENERAL PROJECT INFORMATION	
<b>Date:</b> March 30 <sup>th</sup> 2018	<b>ADOT Project Manager:</b> Mark Hoffman
<b>Project Name:</b> East Relation Street (New Roadway Alignment)	
<b>City/Town Name:</b> City of Safford	<b>County:</b> Graham
<b>COG/MPO Name:</b> Southeastern Arizona Governments Organization (SEAGO)	
<b>ADOT District Engineering Name:</b> Southeast	
<b>Primary Route/Street:</b> New alignment connecting 1st Street/US 191 to US 70	
<b>Beginning Limit:</b> (Milepost / Cross Street) 1st Street/US 191	
<b>End Limit:</b> (Milepost / Cross Street) US 70	
<b>Project Length:</b> 1.0 Miles	
<b>Right-of-Way Ownership(s)</b> (where proposed project construction would occur): <i>(Check all that apply)</i> <input type="checkbox"/> City/Town; <input type="checkbox"/> County; <input type="checkbox"/> ADOT; <input checked="" type="checkbox"/> Private; <input type="checkbox"/> Federal; <input type="checkbox"/> Tribal; <input type="checkbox"/> Other:	
<b>Adjacent Land Ownership(s):</b> <i>(Check all that apply)</i> <input type="checkbox"/> City/Town; <input type="checkbox"/> County; <input type="checkbox"/> ADOT; <input checked="" type="checkbox"/> Private; <input type="checkbox"/> Federal; <input type="checkbox"/> Tribal; <input type="checkbox"/> Other: <a href="http://gis.azland.gov/webapps/parcel/">http://gis.azland.gov/webapps/parcel/</a>	

LOCAL PUBLIC AGENCY (LPA) or TRIBAL GOVERNMENT INFORMATION <i>(If applicable)</i>	
<b>LPA/Tribal Name:</b> City of Safford	
<b>LPA/Tribal Contact:</b> Randy Petty (City Engineer)	
<b>Email Address:</b> rpetty@saffordaz.gov	<b>Phone Number:</b> 928-432-4261
<b>Administration:</b> <input checked="" type="checkbox"/> ADOT Administered <input type="checkbox"/> Self-Administered <input type="checkbox"/> Certification Acceptance	

PROJECT NEED
<p>This is a new roadway alignment for an east-west connection between 1st Street/ US Highway (US) 191 and US 70 in the City of Safford (City), Arizona. The need for this project stems from problems created in Safford when Interstate 10 (approximately 32 miles south of Safford) is closed due to blowing dust during high winds. Interstate traffic is detoured through Safford along US 191 to US 70. Currently the only east-west connections between the two highways are the local roads of Main Street, Lonestar Road, and 8th Street. Many of these streets are not designed to accommodate heavy traffic and oversized vehicles. Furthermore, at the intersection of US 70 and 1st Street/US 191 there is a sharp right or left turn to travel south. The new Relation Street alignment will help provide additional access, as well as relieve congestion at the US 70/US 191 intersection.</p> <p>Additionally, the new corridor will provide economic development opportunities for the City. Most of the proposed alignment is outside of the City and is owned by Langley Mount Graham Farms, LLC that has plans to develop this area with Commercial and Residential Development. Upgrading the roadway will allow the City to annex the area and proceed with bringing jobs and houses to the area. Additionally, this new corridor is in the City's plans to grow into the east valley, which is the next logical area for the City to grow.</p>

PROJECT PURPOSE			
What is the Primary Purpose of the Project?	Preservation <input type="checkbox"/>	Modernization <input type="checkbox"/>	Expansion <input checked="" type="checkbox"/>
<p>The purpose of this project is to extend Relation Street approximately one mile, from 1st Street/ US 191 to US 70, to an arterial divided roadway with a paved street, sidewalk, curb and gutter, multi-use path, divided median and street lights. Currently, Relation Street is an unpaved two-lane path and narrow farm road used by farmers to access their fields. Once completed, Relation Street will provide a critical east-west connection between US 191 and US 70 in the City of Safford.</p>			

PROJECT TYPE		
Pavement Preservation <input type="checkbox"/>	Roadway Widening <input type="checkbox"/>	System Enhancement <input type="checkbox"/>
Bridge Scour/Rehab <input type="checkbox"/>	Bridge Replacement <input type="checkbox"/>	Sign Replacement <input type="checkbox"/>
Other <input checked="" type="checkbox"/> : New Roadway alignment		

PROJECT RISKS	
Check any risks identified that may impact the project's scope, schedule, or budget:	
<input type="checkbox"/> Access / Traffic Control / Detour Issues	<input checked="" type="checkbox"/> Right-of-Way
<input type="checkbox"/> Constructability / Construction Window Issues	<input checked="" type="checkbox"/> Environmental
<input checked="" type="checkbox"/> Stakeholder Issues	<input checked="" type="checkbox"/> Utilities
<input type="checkbox"/> Structures & Geotech	<input type="checkbox"/> Other:
<p><b>Risk Description:</b> <i>(If a box is checked above, briefly explain the risk)</i></p> <ul style="list-style-type: none"> <li> <b>Stakeholder Issues</b> – The entire project will require new ROW designation, so coordination and communication with the general public and affected property owners must be maintained throughout the duration of this project.         </li> <li> <b>Right-of-Way (ROW)</b> – The entire project is through private lands, with the majority owned by Langley Mount Graham Farms, LLC. Although the main property owner has agreed to work cooperatively with the City of Safford, there are other smaller owners that may take time to resolve, some of the properties are full ROW takes. The propose ROW is currently in the county and an agreement will need to be developed for the city to annex this area. ROW acquisition can be a lengthy process, especially if relocations are involved. During design an acquisition/relocation plan will need to be developed for the affected properties.         </li> <li> <b>Utilities</b> - Coordination with utility companies will begin during the design phase and continue until completion of construction. Coordination and consultation with Arizona Eastern Railroad and the Corporation Commission for an at grade RR crossing near US 70, will be required. There is a private crossing already permitted to developer and most likely this will be used for this project; the City of Safford will need to have the crossing permit transferred to them prior to funding the project. In addition, coordination with the irrigation district will be required to assure adequate water flow is maintained during construction to serve customers. Impacts to other utilities will be reviewed and coordinated by the City of Safford.         </li> <li> <b>Environmental</b> – (Detailed environmental requirements are summarized in the Field Review Report)           <ul style="list-style-type: none"> <li>Field review is needed to determine if Jurisdictional Waters occur and thus if a 404 permit is needed.</li> <li>It is anticipated that the project will require a farmland impact rating sheet, a noise analysis, Class III cultural resources survey and report, and a hazardous materials study.</li> <li>Coordination with ADOT on the appropriate level of documentation is recommended given that more than a minor amount of new ROW will be needed and the project will change access to the area. Based on the current anticipated scope of work, the anticipated level of documentation is an Environmental Assessment (EA).</li> </ul> </li> </ul>	

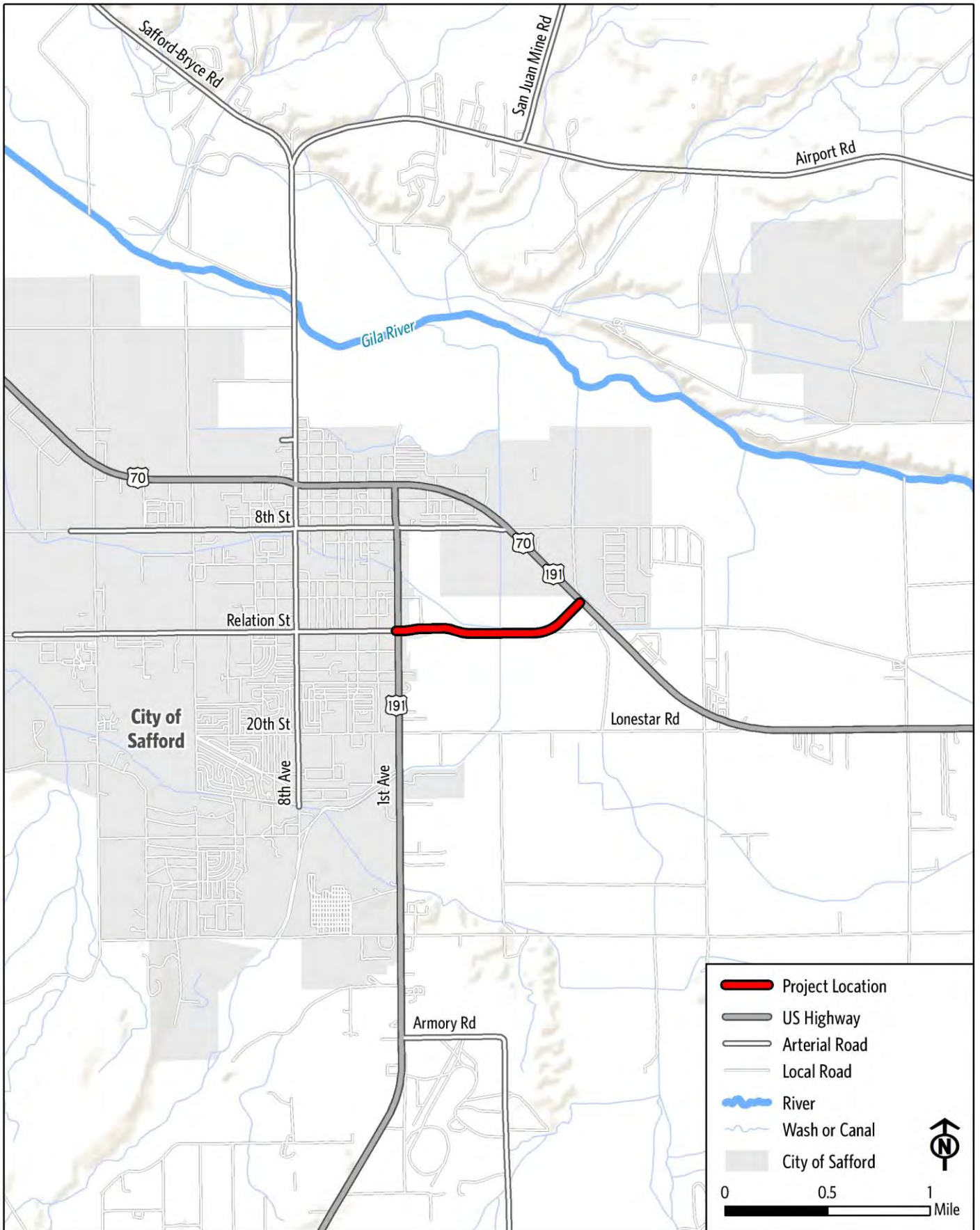


POTENTIAL FUNDING SOURCE(S)				
Anticipated Project Design/Construction Funding Type: <i>(Check all that apply)</i>	<input checked="" type="checkbox"/> STP	<input type="checkbox"/> TAP	<input type="checkbox"/> HSIP	<input type="checkbox"/> State
	<input checked="" type="checkbox"/> Local	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Other:	

COST ESTIMATE				
Preliminary Engineering	Design	Right-of-Way (ROW)	Construction	Total
	\$ 918,000	\$ 1,000,000	Ph I = \$4,050,800 Ph II = \$5,802,500	\$ 11,771,300

RECOMMENDED PROJECT DELIVERY		
<b>Delivery:</b>	<input checked="" type="checkbox"/> Design-Bid-Build	<input type="checkbox"/> Design-Build <input type="checkbox"/> Other:
<b>Design Program Year:</b> FY (TBD) Contingent on securing the project right-of-way.		
<b>Construction Program Year:</b> FY (TBD)		

- | ATTACHMENTS   |
|---|
| <ol style="list-style-type: none"> <li>1) State Location Map</li> <li>2) Project Vicinity Map</li> <li>3) Project Scope of Work</li> <li>4) Project Schedule (Design and Construction)</li> <li>5) Itemized Cost Estimate (Design and Construction)</li> <li>6) Conceptual Design Plans (not to exceed 15% design)</li> <li>7) Final Field Review Report</li> </ol> |



## SCOPE OF WORK

To fulfill the needs of the City of Safford, a phased construction plan that can be implemented allowing a two-lane road to be built and allowing expansion to the ultimate roadway section at a later point in time, this project has been broken down into two implementation phases as described below:

**Phase I** - will construct a (two-12'0 lanes) paved road with a 6'0' sidewalk, curb and gutter on the north side; a temporary cut ditch will be constructed on the south side of the road to convey drainage flows. Two concrete box culverts will be constructed, the first a 100' culvert over the drainage ditch midway along the road and the second a 150' culvert over the irrigation ditch to the east. The full length of the culverts will be constructed in Phase I. The exact dimensions of the culverts will be determined during final design. Half of the railroad crossing will be built in Phase I including the crossing pad, and required gates/flashers.

**Phase II** - will widen to the ultimate roadway configuration in conformance with the City of Safford's arterial divided roadway cross-section shown in the drawings below; with two additional (12'-0) lanes built to the south including curb/gutter, a 10'-0 multi-use path and a curbed median with street lighting. The second half of the railroad crossing will be constructed for the additional travel lanes and multi-use path, including gates/flashers as required.

### **Project Scoping and Design (Design for the ultimate roadway with two phases of construction)**

- Conduct a kick-off meeting with City of Safford, ADOT and designer.
- A detailed footprint of the entire corridor (100') should be developed for the project. This requires that the City of Safford to identify the ROW prior to final design. Initial stakeholder meetings should be held during the finalization of the corridor footprint.
- Preliminary R/W, Survey and Utility Research activities should begin.
- Based on the final ROW delineation, discussions should begin with the property owners to obtain the properties. The properties are currently in Graham County; therefore, discussions should include the county officials until annexation of the area is accomplished. Approximately four or five properties will be full ROW takes. A single landowner, who is willing to assist with the project, owns the largest portion of the ROW. The development of the project can be initiated after ROW is secured and in the possession of the City of Safford. The cost estimate in this report is based on a value of residential property of \$300,000 per acre and \$20,000 per acre for farm property based on information from a local realtor. Due to the uncertainty of the acquisitions and unknown cost including; relocations, appraisals, potential condemnations, ROW survey and the development of ROW plans, an additional 50% contingency is included in the ROW cost estimate.
- Complete environmental document to include all mitigation measures that are identified in the Environmental Document developed during final design.
- Utility coordination will be established during design and will continue throughout construction with the Arizona Eastern Railroad, irrigation district, local utilities that are identified during the final design phase,
- Evaluation of relocation/removal of the existing power lines will be determined during final design.
- The design should be developed for the entire corridor in a phased approach to initially allow for a 2-lane connection for local traffic and detoured traffic. The ultimate configuration to the City of Safford's divided 4-lane arterial cross-section will be completed in Phase II including a multi-use path and median lighting. Submittals for design will follow the ADOT project development guidelines as indicated in the design schedule.
- Design box culverts to meet clear zone requirements, if this cannot be accomplished guardrail will be required (not included in the cost estimate). In addition, a hydraulic analysis will be completed to determine the required size of the culverts during final design.
- Complete all clearances (environmental, materials, utilities) prior to completion of design. The environmental clearance document should include the ultimate roadway footprint as determined during final design.
- Produce a bid-ready set of plans/spec and estimate (Phase I project only). Coordinate with the City of Safford to assure funding in place and advertise the (Phase I) project for bids. Award the project to lowest responsive/responsible bidder.

## SCOPE OF WORK

### PHASE I Construction

As determined by final design, complete the following:

- The project limits will be surveyed and staked for construction activities.
- Complete clearing and grubbing activities.
- Relocate utility lines and power poles that conflict with Phase I construction.
- Constructed a 100' box culvert over the existing drainage ditch mid-way through the project.
- Construct large 150' concrete box culvert across the irrigation canal on the curved section of the road.
- Construct a temporary drainage ditch on south side; and curb, gutter and sidewalk on the north side with scuppers draining into a cut ditch.
- Construct the roadway prism with material from the cut ditches supplemented by any needed borrow material.
- Construct required cross drainage pipes or culverts.
- Prepare the roadway for finish grading.
- Place the concrete curb, gutter and sidewalk on one side of the road (*as determined during final design*).
- Place and compact Aggregate Base (AB) material for new lanes (*assume 18" AB, final design to be determined design base thickness*).
- Place Asphaltic Concrete (AC) pavement for new lanes (*assume 7" AC section in 2-lifts, final pavement to be determined by ADOT Materials Group*). *Apply asphalt tack coat between lifts of AC pavement.*
- Complete intersection connection to 1st Street/US 191 to accommodate required turning movements (*as determined during final design*).
- Complete intersection connection to US 70 to accommodate required turning movements as determined by a traffic intersection analysis.
- US 70 Relation Street (east end) - Install the at-grade railroad crossing pad with permanent gates on the east side and temporary gates on the west side that can be reconstructed/relocated during the Phase II construction.
- Complete striping and sign installation.
- Cleanup and punch list items completed by the contractor.
- Final acceptance by the City of Safford and open the 2-lane road to traffic.

## SCOPE OF WORK (Continued)

### PHASE II Construction:

As determined by final design, complete the following construction activities:

- Set up traffic control devices and detours (if needed) as determined by final design. Most of the construction will occur adjacent to Phase I, allowing traffic to continuously utilize the corridor.
- Construct final cut ditch for drainage behind the curb and gutter.
- Construct roadway prism for the new two (12'-0) lanes using the cut ditch and borrow material to construct the roadway prism.
- Extend any drainage pipe or culverts not completed in Phase I. It is anticipated that all the culverts will be constructed in Phase I.
- Grade the roadway for finish grades.
- Place the concrete curb, gutter on the south side of the road (*as determined during final design*).
- Place and compact Aggregate Base (AB) material for new lanes (*assume 18" AB, final design to be determined later*).
- Place Asphaltic Concrete (AC) pavement for new lanes (*assume 7" AC section in 2-lifts, final pavement to be determined by ADOT Materials Group*). Apply a tack coat between asphalt paving lifts.
- Construct meandering 10'-0 multi-use path separated from the curb and gutter by construction of AB and paving with AC material.
- Construct the median curb along the existing section of road and the new section of road.
- Complete intersection connection to 1st Street/US 191 to accommodate additional lanes of traffic.
- Complete intersection connection to US 70 to accommodate additional lanes of traffic.
- US 70 Relation Street (east end) - Install the at-grade railroad crossing pad for added roadway section with relocated gates/flashers for the new EB lanes.
- Install the electrical conduit and pole foundations for the streetlights.
- Install the new median streetlights in compliance with the City of Safford's low light requirements.
- As needed, reconstruct the intersection of US 191/Relation Street to accommodate the final roadway section design (*as determined during final design*).
- As needed, reconstruct US 70 and railroad crossing and gates to accommodate the final roadway section design (*as determined during final design*).
- Place asphalt surface treatment (PASS) or equivalent product (to obliterate pavement markings and to seal the surface of the AC pavement). Stripe with temporary paint.
- Complete landscaping activities in the median and other disturbed areas.
- Place permanent thermoplastic striping on the roadway.
- Install final roadway signs in accordance with MUTCD standards.
- Cleanup and punch list items completed by the contractor.
- Remove traffic control and/or detour.
- Final acceptance by the City of Safford and open the 4-lane divided arterial street to traffic.

The improvements associated with this project are recommended to be completed into two phases. Phase I will construct a two-lane road with a sidewalk on north side; while Phase II will widen the roadway to the City of Safford's Arterial cross-section with two additional lanes to the south and a median with street lighting.

**Phase I Cost Estimate**

**Arizona Department of Transportation**  
Estimated Engineering Construction Cost

**Itemized Estimate**

**Project:** Safford - Relation Street (New Roadway) PH I (2-lane Road with C.G,SW on north side)  
**Location:** Safford Arizona (Connection between US 70 and US191)  
**Version:** Phase I Pre-Scoping Submittal

<b>Item No</b>	<b>Item Description</b>	<b>Unit</b>	<b>Quantity</b>	<b>Unit Price</b>	<b>Amount</b>
2010001	CLEARING AND GRUBBING	L.SUM	1	\$50,000.00	\$50,000.00
2030300	ROADWAY EXCAVATION	L.SUM	1	\$300,000.00	\$300,000.00
3030022	AGGREGATE BASE, CLASS 2	CU.YD.	9200	\$50.00	\$460,000.00
4040111	BITUMINOUS TACK COAT	TON	100	\$550.00	\$55,000.00
4040116	APPLY BITUMINOUS TACK COAT	HOUR	200	\$150.00	\$30,000.00
4090003	ASPHALTIC CONCRETE (MISCELLANEOUS)	TON	6100	\$100.00	\$610,000.00
6010002	STRUCTURAL CONCRETE (CLASS S) (F'C = 3,000)	CU.YD.	120	\$550.00	\$66,000.00
6050002	REINFORCING STEEL	LB.	13800	\$1.00	\$13,800.00
6010002	STRUCTURAL CONCRETE (CLASS S) (F'C = 3,000)	CU.YD.	160	\$550.00	\$88,000.00
6050002	REINFORCING STEEL	LB.	19700	\$1.00	\$19,700.00
9080201	CONCRETE SIDEWALK (C-05.20)	SQ.FT.	32,000	\$6.00	\$192,000.00
9080101	CONCRETE CURB AND GUTTER, TYPE A (MAG DET.	L.FT.	5,280	\$20.00	\$105,600.00
9080350	CONCRETE DRIVEWAY (MAG DET. 250)	SQ.FT.	1,250	\$10.00	\$12,500.00
9240115	MISCELLANEOUS WORK (RAILROAD RAILS)	L.FT.	82	\$1,000.00	\$82,000.00
9240117	MISCELLANEOUS WORK (RAILROAD CONCRETE	SQ.FT.	355	\$100.00	\$35,500.00
9240119	MISCELLANEOUS WORK (RAILROAD SIGNAL)	EACH	1	\$200,000.00	\$200,000.00
<b>ROADWAY SUBTOTAL</b>					<b>\$2,321,000.00</b>
	EROSION CONTROL AND POLLUTION PREVENTION	COST	2%		\$47,000.00
	MOBILIZATION (10%)	COST	10%		\$233,000.00
	TRAFFIC CONTROL (10%)	COST	10%		\$233,000.00
	SIGNING & MARKING (5%)	COST	5%		\$117,000.00
	LANDSCAPING (2%)	COST	2%		\$47,000.00
	FURNISH WATER (1%)	COST	1%		\$24,000.00
	CONSTRUCTION SURVEY/LAYOUT (2%)	COST	2%		\$47,000.00
	PUBLIC INVOLVEMENT (2%)	COST	2%		\$47,000.00
<b>SUBTOTAL</b>					<b>\$3,116,000.00</b>
	CONSTRUCTION ENGINEERING AND CONTINGENCIES	COST	30%		\$934,800.00
<b>SUBTOTAL</b>					<b>\$4,050,800.00</b>
					\$ .00
<b>SUBTOTAL</b>					<b>\$4,050,800.00</b>
<b>TOTAL PROJECT COST</b>					<b>\$4,050,800.00</b>

<b>Summary</b>	
<b>Total Project Cost</b>	<b>\$4,050,800</b>

**Right-of-Way (12.1 ACRE)** \$1,000,000

**Design Estimate**

PMDR Review ADOT	\$30,000
Utility Relocations (City of Safford)	\$0
Environmental Document (CE)	\$80,000
Design (Roadway Ph I)	\$406,000
Design (Roadway Ph II)	\$402,000
<b>TOTAL DESIGN COST</b>	<b>\$918,000</b>

**TOTAL PH I PROJECT COST** **\$5,968,800.00**

**Phase II Cost Estimate**

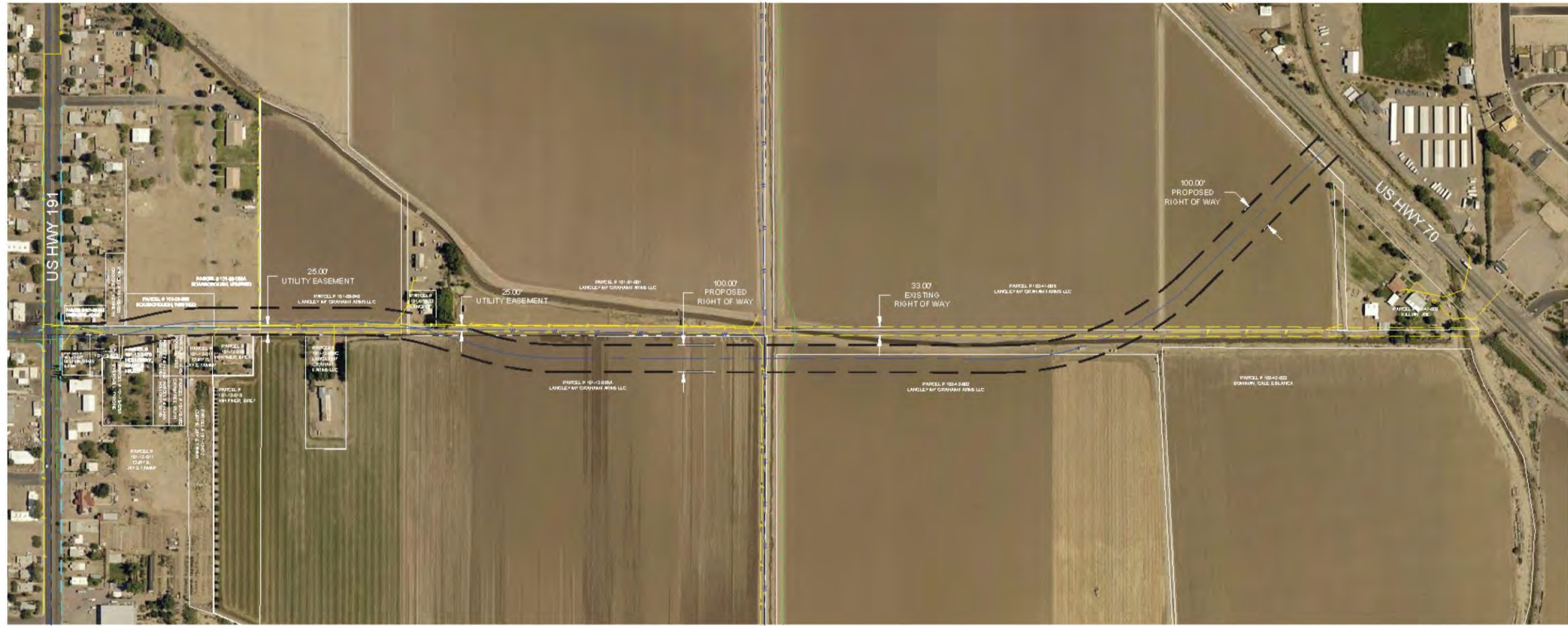
**Arizona Department of Transportation**  
 Estimated Engineering Construction Cost

**Itemized Estimate**

**Project:** Safford - Relation Street (New Roadway) Ph II - Divided Road with Lighting  
**Location:** Safford Arizona (Connection between US 70 and US191)  
**Version:** Phase II Pre-Scoping Submittal

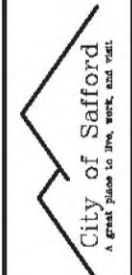
<b>Item No</b>	<b>Item Description</b>	<b>Unit</b>	<b>Quantity</b>	<b>Unit Price</b>	<b>Amount</b>
2010001	CLEARING AND GRUBBING	L.SUM	0	\$30,000.00	\$ .00
2030300	ROADWAY EXCAVATION	L.SUM	1	\$100,000.00	\$100,000.00
2030900	BORROW (IN PLACE)	CU.YD.	7500	\$50.00	\$375,000.00
3030022	AGGREGATE BASE, CLASS 2	CU.YD.	9200	\$75.00	\$690,000.00
4040111	BITUMINOUS TACK COAT	TON	100	\$550.00	\$55,000.00
4040116	APPLY BITUMINOUS TACK COAT	HOUR	200	\$150.00	\$30,000.00
	ASHALT SURFACE TREATMENT	SQFT	270,000	\$0.35	\$94,500.00
4090003	ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL)	TON	6100	\$120.00	\$732,000.00
4090003	ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL)	TON	1340	\$120.00	\$160,800.00
7360131	STREET LIGHT (	EACH	28	\$5,000.00	\$140,000.00
9080101	CONCRETE CURB AND GUTTER, TYPE A (MAG DET. 220)	L.FT.	5,280	\$30.00	\$158,400.00
9080107	CONCRETE SINGLE CURB (MAG DET. 222)	L.FT.	10,560	\$20.00	\$211,200.00
9080350	CONCRETE DRIVEWAY (MAG DET. 250)	SQ.FT.	625	\$10.00	\$6,250.00
9240115	MISCELLANEOUS WORK (RAILROAD RAILS)	L.FT.	82	\$1,000.00	\$82,000.00
9240117	MISCELLANEOUS WORK (RAILROAD CONCRETE PANELS)	SQ.FT.	355	\$150.00	\$53,250.00
9240119	MISCELLANEOUS WORK (RAILROAD SIGNAL)	EACH	1	\$200,000.00	\$200,000.00
9240120	MISCELLANEOUS WORK (RELOCATE POWER POLE)	EACH	16	\$15,000.00	\$240,000.00
				<b>ROADWAY SUBTOTAL</b>	<b>\$3,328,400.00</b>
	EROSION CONTROL AND POLLUTION PREVENTION (1%)	COST	2%		\$67,000.00
	MOBILIZATION (10%)	COST	10%		\$333,000.00
	TRAFFIC CONTROL (10%)	COST	10%		\$333,000.00
	SIGNING & MARKING (5%)	COST	5%		\$167,000.00
	LANDSCAPING (2%)	COST	2%		\$67,000.00
	FURNISH WATER (1%)	COST	1%		\$34,000.00
	CONSTRUCTION SURVEY/LAYOUT (2%)	COST	2%		\$67,000.00
	PUBLIC INVOLVEMENT (2%)	COST	2%		\$67,000.00
				<b>SUBTOTAL</b>	<b>\$4,463,400.00</b>
	CONSTRUCTION ENGINEERING AND CONTINGENCIES	COST	30%		\$1,339,100.00
				<b>SUBTOTAL</b>	<b>\$5,802,500.00</b>
					\$ .00
				<b>SUBTOTAL</b>	<b>\$5,802,500.00</b>
				<b>TOTAL PROJECT COST</b>	<b>\$5,802,500.00</b>





REVISIONS

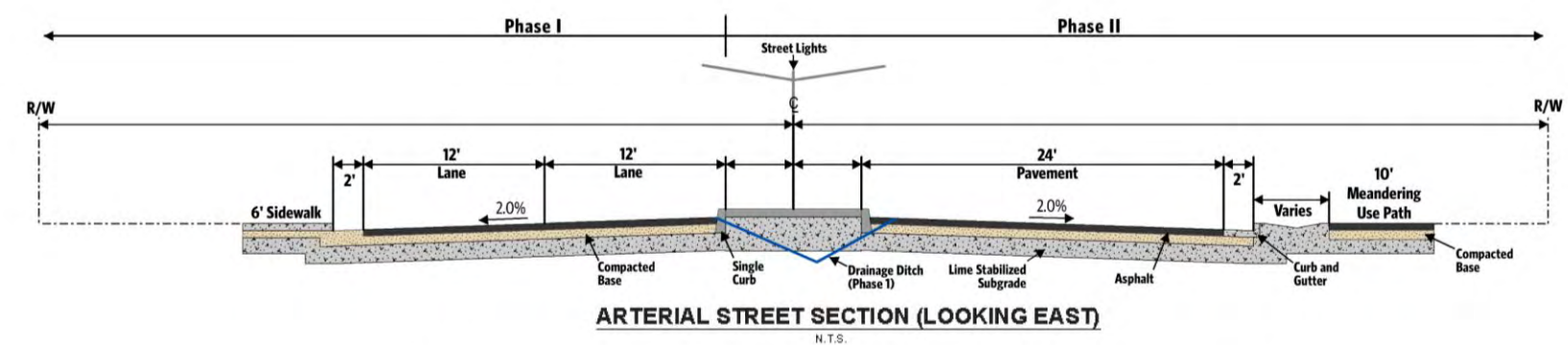

EAST RELATION STREET  
ALIGNMENT EXHIBIT



PROPOSED  
ALIGNMENT

PRELIMINARY

DATE: DEC 2017  
JOB No.: 125-200  
DRAWN BY: C.F.H.  
CHECKED BY: D.W.  
APPROVED BY: \_\_\_\_\_  
SHEET  
1 of 1



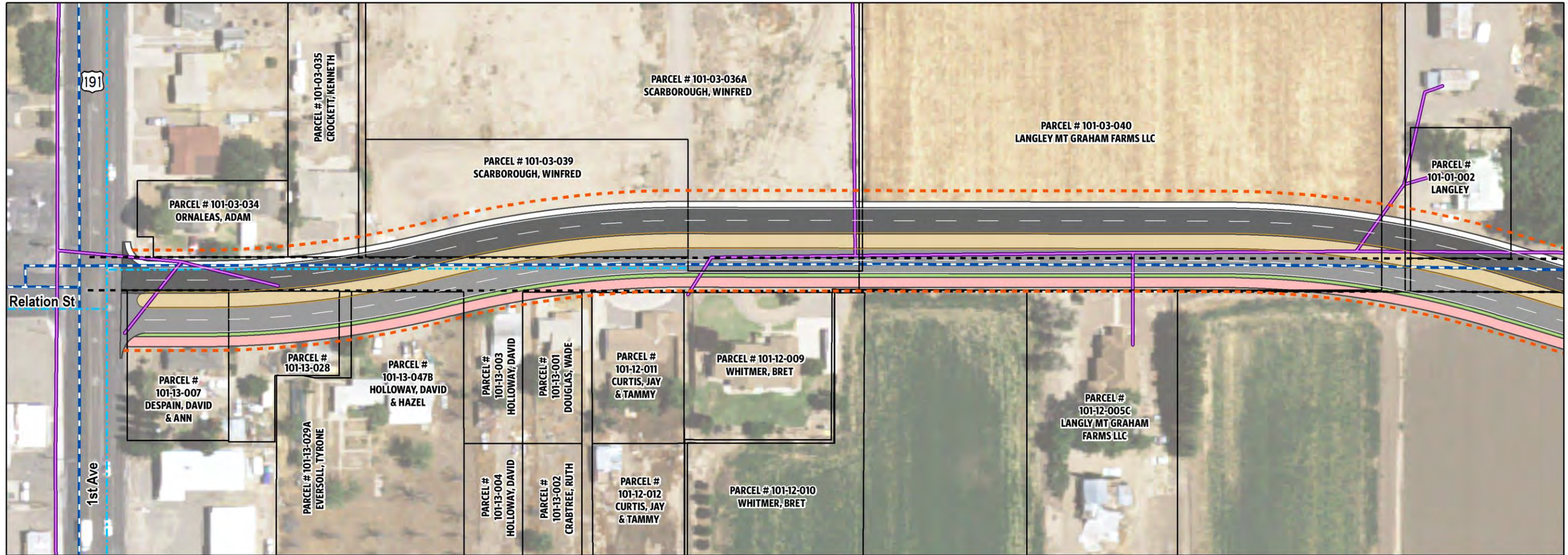
LEGEND

	EXISTING PARCELS
	EXISTING 30' RIGHT OF WAY
	PROPOSED 100' RIGHT OF WAY
	SECTION LINE
	PROPOSED SHARED USE PATH
	EXISTING GAS LINE
	EXISTING SEWER LINE
	EXISTING WATER LINE
	EXISTING POWER LINE

- ① PAVEMENT SECTION TO BE DETERMINED IN ACCORDANCE WITH ADOT PAVEMENT DESIGN GUIDE AND THE CITY OF SAFFORD CODE. MINIMUM PAVEMENT SECTION - 3" OF AC OVER 6" OF ABC
- ② TYPE 'R' VERTICAL CURB & GUTTER, MAG STANDARD DETAIL 220-1
- ③ TYPE 'R' SINGLE CURB, MAG STANDARD DETAIL 222
- NOTES: CROSS-SECTION MAY BE REVISED ON A CASE-BY-CASE BASIS. ANY REVISIONS MUST BE APPROVED BY THE CITY ENGINEER.







**LEGEND**

**Phase 1 Roadway Improvements**

- Roadway
- Sidewalk

**Phase 2 Roadway Improvements**

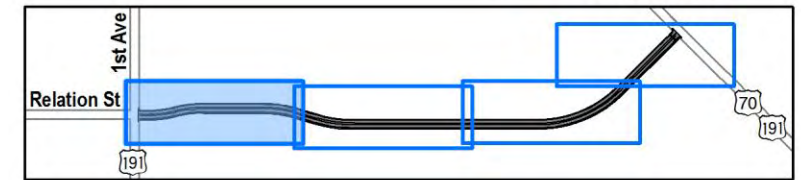
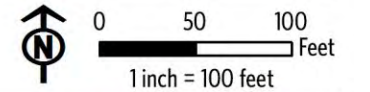
- Roadway
- Shared-Use Path
- Raised Median
- Landscaped Buffer

**Existing Utilities**

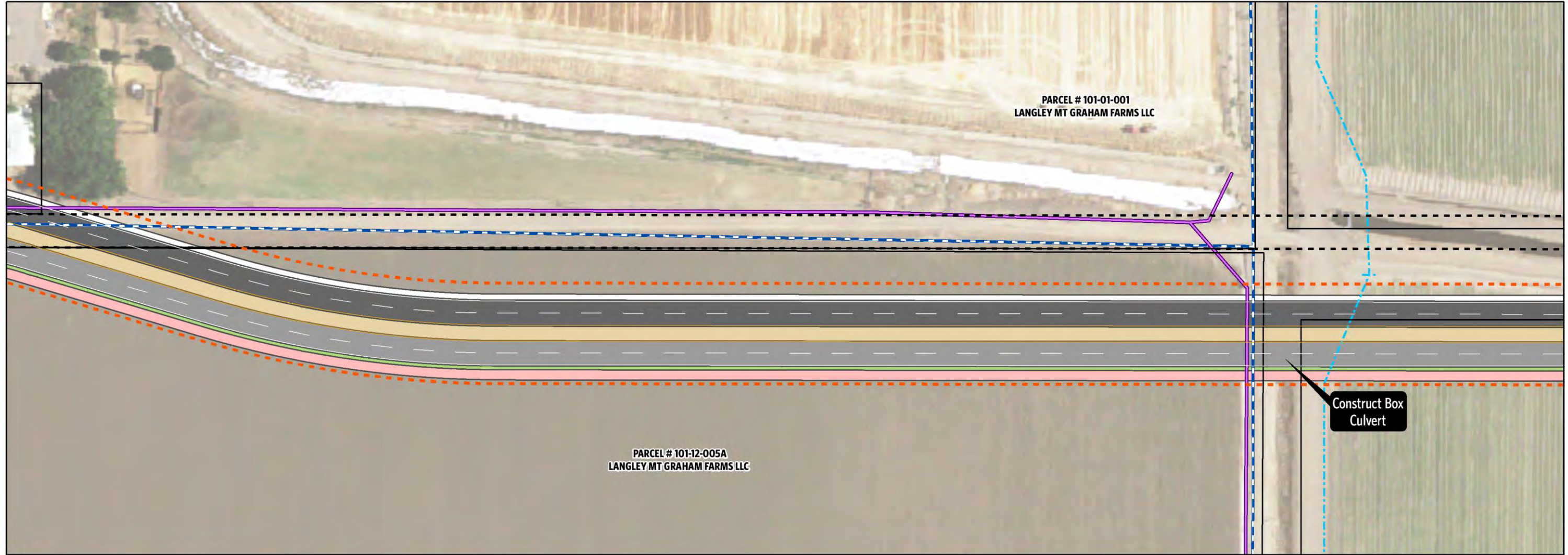
- Power Line
- Sewer Line
- Water Line

**Land Ownership**

- Proposed Right-of-Way
- Parcel Boundary
- Existing Right-of-Way







**LEGEND**

**Phase 1 Roadway Improvements**

- Roadway
- Sidewalk

**Phase 2 Roadway Improvements**

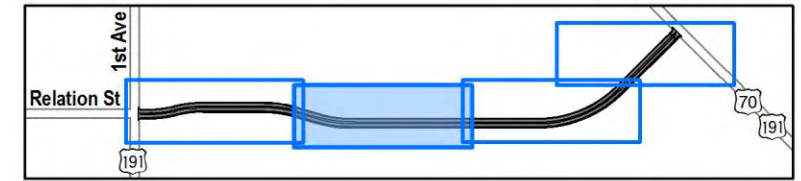
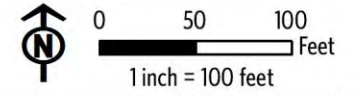
- Roadway
- Shared-Use Path
- Raised Median
- Landscaped Buffer

**Existing Utilities**

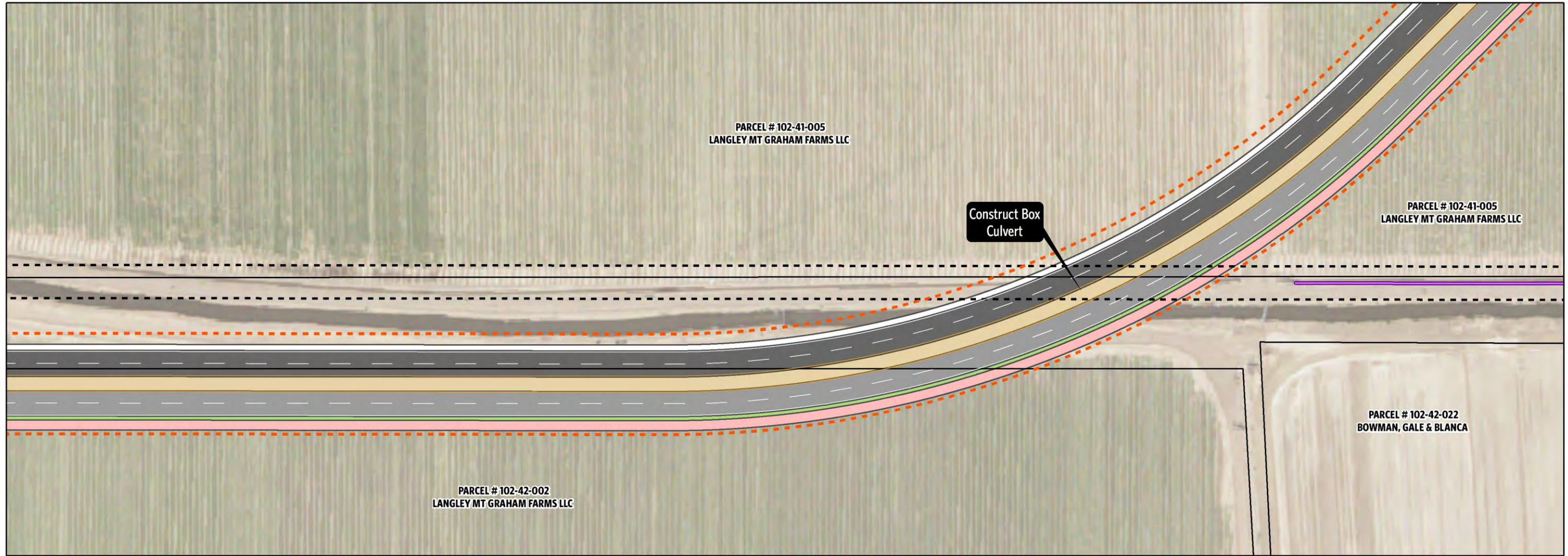
- Power Line
- Sewer Line
- Water Line

**Land Ownership**

- Proposed Right-of-Way
- Parcel Boundary
- Existing Right-of-Way







**LEGEND**

**Phase 1 Roadway Improvements**

- Roadway
- Sidewalk

**Phase 2 Roadway Improvements**

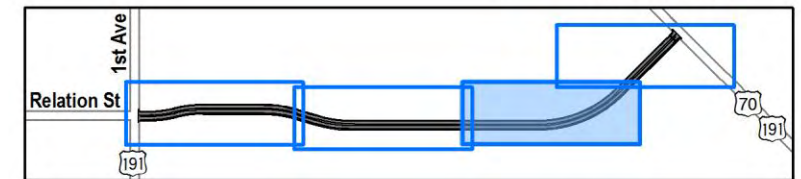
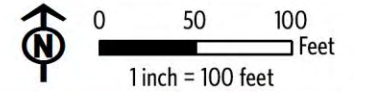
- Roadway
- Shared-Use Path
- Raised Median
- Landscaped Buffer

**Existing Utilities**

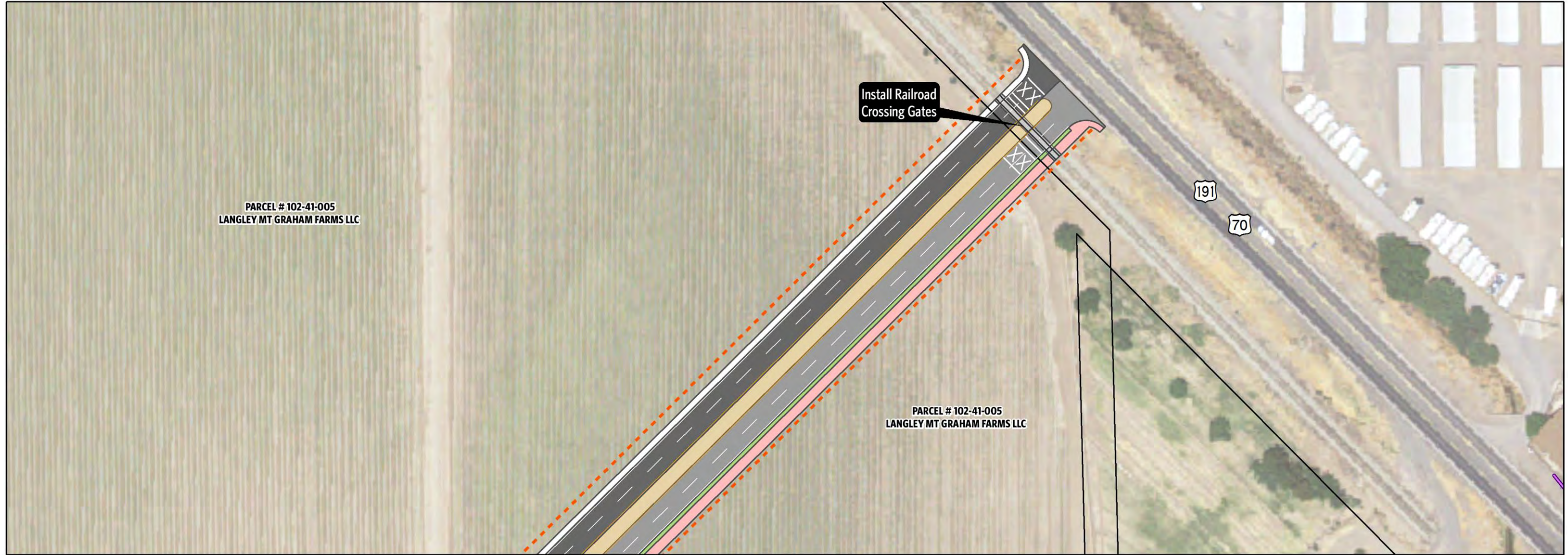
- Power Line
- Sewer Line
- Water Line

**Land Ownership**

- Proposed Right-of-Way
- Parcel Boundary
- Existing Right-of-Way







**LEGEND**

**Phase 1 Roadway Improvements**

- Roadway
- Sidewalk

**Phase 2 Roadway Improvements**

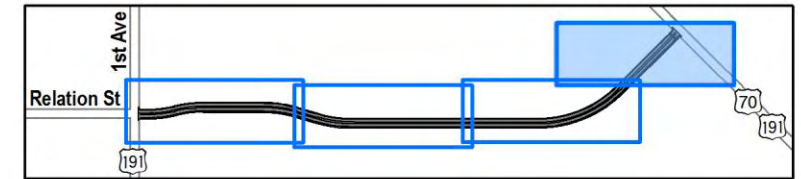
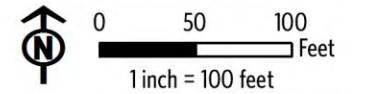
- Roadway
- Shared-Use Path
- Raised Median
- Landscaped Buffer

**Existing Utilities**

- Power Line
- Sewer Line
- Water Line

**Land Ownership**

- Proposed Right-of-Way
- Parcel Boundary
- Existing Right-of-Way





# TAC PACKET

---

**TO:** SEAGO TAC  
**FROM:** CHRIS VERTREES, SEAGO TRANSPORTATION PROGRAM MANAGER  
**DATE:** NOVEMBER 7, 2018  
**RE:** SEAGO REGION 2017 CRASH DATA

---

The 2017 crash data for the SEAGO region has been collected. Attached is a table that reflects the crashes within the region by severity. There are two tables for each jurisdiction. The first line reflects the total crashes that occurred within a specific jurisdiction regardless of road ownership. Because we cannot apply for projects on ADOT facilities, the second line identifies the crashes that occurred on locally owned roads within a specific jurisdiction. We are currently merging this data with the 2013-2016 crash data collected by Greenlight Consulting in the development of our Strategic Highway Safety Plan.

We will soon begin locating the crashes by jurisdiction using GIS to ensure accuracy. Once GIS mapping is finalized, we will review the region for high priority locations for potential HSIP projects that the region might want to pursue when ADOT announces its next call for HSIP applications. That call is expected to occur in late January. I expect to have that data in place by our January TAC meeting.





## 2017 Crash Severity by Agency

<b>Agency</b>	<b>Fatal</b>	<b>Incapacitating Injury</b>	<b>Non-Incapacitating Injury</b>	<b>Possible Injury</b>	<b>No Injury</b>	<b>Total</b>
<b>Benson</b>	1	2	10	6	62	81
<i>City Road</i>	0	0	6	3	22	31
<b>Bisbee</b>	1	1	0	0	0	2
<i>City Road</i>	0	0	0	0	0	0
<b>Clifton</b>	0	1	5	7	18	31
<i>Town Road</i>	0	1	1	1	6	9
<b>Cochise County</b>	11	15	95	45	399	565
<i>County Road</i>	4	6	25	6	65	106
<b>Douglas</b>	2	2	7	11	69	91
<i>City Road</i>	2	2	7	11	69	91
<b>Duncan</b>	1	0	0	1	1	3
<i>Town Road</i>	0	0	0	0	0	0
<b>Graham County</b>	7	8	20	5	84	124
<i>County Road</i>	3	0	8	2	20	33
<b>Greenlee County</b>	0	3	15	3	31	52
<i>County Road</i>	0	0	0	1	0	1
<b>Nogales</b>	1	2	9	17	138	167
<i>County Road</i>	0	2	6	13	106	127
<b>Patagonia</b>	0	0	0	0	3	3
<i>Town Road</i>	0	0	0	0	0	0
<b>Pima</b>	0	0	0	0	2	2
<i>Town Road</i>	0	0	0	0	0	0
<b>Safford</b>	0	5	17	27	79	128
<i>City Road</i>	0	4	15	23	60	102
<b>Santa Cruz County</b>	5	12	16	20	175	228
<i>County Road</i>	0	2	6	5	59	72
<b>Thatcher</b>	0	3	12	8	44	67
<i>Town Road</i>	0	1	11	6	30	48
<b>Tombstone</b>	0	0	1	0	1	2
<i>City Road</i>	0	0	1	0	1	2
<b>Willcox</b>	0	0	4	2	18	24
<i>City Road</i>	0	0	1	2	12	15
<b>Totals</b>	29	54	211	152	1,124	1,570



# TAC PACKET

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**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PROGRAM MANAGER**  
**DATE: NOVEMBER 7, 2018**  
**RE: OFF-SYSTEM BRIDGE PROGRAM UPDATE**


---

At our last TAC meeting, Jennifer Henderson from ADOT's LPA Section briefly discussed upcoming changes to the Off-System Bridge Program. She advised the TAC, that Project selection will be competitive and done through a "Call for Projects". We are expecting to see the Call for Projects to occur within the next few weeks.

ADOT's LPA Section has developed a presentation involving the Off-System Bridge Program. I have attached to presentation to help you prepare for the call and identify potential eligible projects.


The Arizona Local Government System Bridge Record is a good starting point for identifying bridges that may be eligible for the program. The Arizona Local Government System Bridge Record along with the Inventory Definitions can be found at:

<https://www.azdot.gov/business/engineering-and-construction/bridge/bridge-inventory>



**Off-System Bridge Program**

PRESENTED BY  
MARK HENIGE  
PROGRAM MANAGER



## PURPOSE

New program Guidelines were developed in order to assist Local Public Agencies (Project Sponsors) with the ADOT process for federal funding of Off-System Bridges.



## FUNDING OVERVIEW

On December 4, 2015, the President signed the FAST Act into law.

- The FAST Act amended the Surface Transportation Program (STP) and changed the program name to the Surface Transportation Block Grant Program (STBGP)
- The FAST Act continues (without change) the MAP-21 set-aside of a share of each State's STBGP apportionment for use on Off-System Bridges. For FY 20, ADOT has programmed \$3.9m for the Off-System Bridge Program

## FUNDING AMOUNT

All eligible project costs will be paid for with STBGP funds.

- The State set-aside for the Off-System Bridge Program is \$3.9M for FY 20.
  - Funding amounts for future years are subject to funding availability
- Eligible bridge project costs are funded at 94.3% Federal share with a 5.7% local match, up to a maximum Federal amount of a \$1,000,000 per project.
- A Project Sponsor will need to work with their local planning entity to add additional federal funding, if available.

## ELIGIBILITY

- The Purpose of the Off-System Bridge Program is to fund the Design and/or Construction for replacement or rehabilitation of roadway bridges over waterways, other topographical barriers, other roadways, railroads, canals, ferry landings, etc. on bridges that are not on the federal-aid highway system (local roads and rural minor collectors) when those bridges have been determined deficient because of structural deficiencies, physical deterioration, or functional obsolescence.
- Bridges are defined as any highway structure with an opening measured along the centerline of roadway of more than 20 feet (6.1 m) between undercopings of abutments and spring lines of arches, or extreme ends of the openings of multiple boxes.

## ELIGIBLE ACTIVITIES

- Replacement (including replacement with fill material)
- Rehabilitation
- Preservation/Preventative Maintenance (As identified under FHWA's Bridge Preservation Guide)
- Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events)
- Real Property Interest Rights for required access and permits or other uses as needed as part of the Right of Way requirements needed for the project
- The total length of approach work should be less than 1,200 feet, not to exceed 15% of the total project cost.
- Long approach fills, connecting roadways, interchanges, ramps, and other extensive structures, when constructed beyond the attainable touchdown point, in general, are ineligible for program participation in the Off-System Bridge program, however other federal funds can be used to pay roadway work.

## ELIGIBILITY DETERMINATION

- The eligibility determination has two steps.
  - The bridge must be classified as either structurally deficient or functionally obsolete by National Bridge Inspection Standards (NBIS).
  - After deficiency is established, the bridge is considered eligible for either replacement or rehabilitation depending on the value of the sufficiency rating.
    - Sufficiency rating of 80 or less is eligible for rehabilitation
    - Sufficiency rating of 50 or less is eligible for replacement
- The decision to rehabilitate versus replace should be based on a study of alternatives considering cost, safety, service life, and level of service.
- The standards that deficiencies are determined depend on the system.
  - Local Roads may use AASHTO or ADOT approved Local Standards
  - NHS and Other Highways use State Standards
- Geometric and structural features must meet current standards for replacement or rehabilitation. All deviations must be approved.

## APPLICATION PROCESS

- Project selection will be competitive and done through a “Call for Projects” application process based on State Fiscal Year (July 1<sup>st</sup>-June 30<sup>th</sup>).
- The first “Call for Projects” will be in late calendar year of 2018 requesting projects for funding beginning in FY 20.
- A “Call for Projects” notice will be sent by the ADOT Local Public Agencies Section through the regional COGs and MPOs.
- A new application and program guidance document will be sent with the “Call for Projects” announcement.
- Applications will require a description of work that includes scope of work, justification (system prioritization), schedule, and detailed cost estimates for Design and Construction phases.
- Entities submitting multiple applications will need to prioritize with justification.

## PROJECT SELECTION

- A selection committee will consist of ADOT Technical disciplines and District personnel.
- The selection committee will review and prioritize all projects based on the submitted applications and established scoring criteria.
- Projects will be selected according to rankings given to them by the selection committee, and available funding with the year identified in the application.
- Project Sponsors will be notified whether or not their project is selected for funding. Projects that are not selected must be resubmitted in the next "Call for Projects" in order to be considered.

## PROGRAMMING

- All submitted projects must be identified in the Project Sponsor's local Capital Improvement Plans (CIPs) and regional Transportation Improvement Plans (TIPs) in an un-programmed category or "parking lot" prior to submitting an application for consideration.
- If a project is selected for funding, an eligibility letter will be sent to the Project Sponsor, COG/MPO, and ADOT Technical Groups letting them know that the project has been selected for funding.
- If a project is selected for funding, the Project Sponsor will need to work with their Regional COG/MPO to have the project programmed into a fiscally constrained program year in their Regional TIP.
- Once the Regional TIP has been amended and submitted through ADOT and FHWA for approval, the Project Sponsor should work with the ADOT Local Public Agency Section to initiate the project and start the ADOT Development process.

## APPLICATION TIMELINE

- **November/December:** Call for projects email will be sent through regional COGs and MPOs.
- **December to January:** COGs and MPOs to collect and prioritize regional projects.
- **January:** Applications due back to ADOT Local Public Agency Section.
- **February:** The ADOT Selection Committee will review and prioritize all projects based on the submitted applications and established scoring criteria.
- **March:** Notification of selections will be sent to the Project Sponsor and regional COG or MPO.
- **April:** Project sponsors will need to work with their regional COG or MPO to move selected bridges from “parking lot” into a programmed year in regional TIP.
- **July:** Project Sponsor of selected projects may start working with ADOT Local Public Agency Section to initiate the project and start the ADOT Development process.

## PROJECT DEVELOPMENT ROAD MAP



## LIFE CYCLE OF THE PROJECT DEVELOPMENT PROCESS

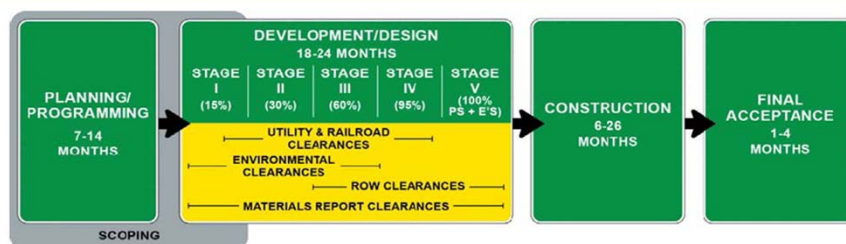


Figure 1-2 Life Cycle of the Project Development Process

## PROJECT DEVELOPMENT PROCESS

Throughout the Project Delivery Process, Project Sponsors will need to have the below items completed:

- **PROJECT ASSESSMENT:** A project assessment that includes scope of work, justification, schedule, and detailed cost estimates for Design and Construction phases are required as part of the documentation needed for the project review and selection process.
- **PLANNING AND PROGRAMMING:** Once a project has been selected for Off-System Bridge funds as defined previously in this document, a Project Sponsor must work with their COG/MPO to program the project into a fiscally constrained program year on the Regional TIP to be included in the STIP.
- **PROJECT INITIATION:** Project Sponsor will prepare and submit a Project Initiation request to the ADOT LPA Section to request an ADOT Project and Federal ID numbers. Project Initiation request forms and supporting documentation forms can be found on the ADOT LPA Section's "One Stop Shop" webpage.
- **INTERGOVERNMENTAL AGREEMENT (IGA):** Execute Intergovernmental Agreement. ADOT will prepare an Intergovernmental Agreement which outlines the funding for the project based on the final cost estimate.
- **PROJECT DEVELOPMENT ADMINISTRATION (PDA) FEES:** All local governments will have an executed an IGA with ADOT that outlines procedures for ADOT to recover the design review and bid package preparation costs by ADOT to administer the development and advertisement for bid of local construction projects.
- **STRUCTURE SELECTION REPORT:** Bridge projects require the submittal of a Structure Selection Report, after the Design Concept Report has been approved.
- **ENVIRONMENTAL ANALYSIS:** An Environmental Determination will be made by ADOT regarding the type of Environmental Analysis required for the project. All federal-aid projects require an environmental analysis and an environmental clearance certification.

## PROJECT DEVELOPMENT PROCESS (CONT)

- **DESIGN MEMORANDUM:** A Design Memorandum letter will be prepared and submitted by the Project Sponsor to the ADOT Project Manager after Environmental Clearance has been given for the project. After the Design Memorandum has been signed, final design work on the project can begin.
- **STAGE SUBMITTALS: Submit 30%, 60%, and 95%, Plans, Specifications, and Estimate:** If the Project Sponsor is designing the project, requirements for the 30%, 60%, and 95% projects submittals are described in ADOT's Project Development Process.
- **RIGHT OF WAY (ROW) CLEARANCE:** The Local Public Agency will provide the ADOT ROW Group with a Real Property Interest Certification upon completion for environmental clearance and completion of 95% plan submittal. All federal-aid projects regardless of new rights of way or not require a ROW clearance.
- **FINAL PLANS PACKAGE:** Special Provisions shall be prepared in accordance with ADOT format and be submitted electronically. The ADOT Contracts and Specifications Section will prepare a PS&E package. Environmental Clearance, Right of Way Clearance and Utility Clearance letters should be submitted as part of the final plan package to ensure that the approval process will not delay bid advertisement.
- **CONSTRUCTION MATCHING FUNDS:** The matching funds required for a local government project will be the amount shown on the project estimate recapitulation sheet provided by Contracts and Specifications Section in the project PS&E bid package plus a surcharge amount (for change order use).
- **PROJECT BID ADVERTISEMENT AND AWARD:** Projects will be advertised for bid when Environmental Clearance, Right of Way and Utility Clearances are approved, PS&E package is approved and matching funds have been provided. Project is advertised, bid open, bids reviewed and certified and the project awarded by the State Transportation Board. This process requires a minimum of 2 months.
- **PROJECT CONSTRUCTION, POST DESIGN SERVICES:** A local jurisdiction who has hired a consultant engineering firm to prepare plans, specifications, and estimate for their federal-aid highway construction project must retain the firm for post design work that may be required during the construction phase of the project.
- **FINAL PROJECT COST ACCOUNTING:** At the conclusion of the construction phase of the project, a final accounting of project costs will be made. The local agency will be informed by the letter from ADOT Accounts Receivable Section, of the final construction costs for the project.

## ADOT LPA CONTACTS

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<b>LPA Group Manager: Lisa Pounds</b>	LPounds@azdot.gov	602.712.8088
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<b>Program Coordinator: Tricia Lewis</b>	TLewis@azdot.gov	928.326.1062
<b>Program Coordinator: Jennifer Henderson</b>	JHenderson@azdot.gov	602.712.4173

For more information on the Project Delivery Process, please visit the LPA website at <https://www.azdot.gov/business/programs-and-partnerships/local-public-agency>

## ADDITIONAL RESOURCES

ADOT LPA Manual

<https://www.azdot.gov/business/programs-and-partnerships/LocalPublicAgency/lpa-projects-manual>

ADOT Bridge Group

<https://www.azdot.gov/business/engineering-and-construction/bridge>

ADOT Standards & Guidelines

<https://www.azdot.gov/business/standards-and-guidelines>

FHWA Programs & Resources

<https://www.fhwa.dot.gov/>

## QUESTIONS







# TAC PACKET

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**TO: SEAGO TAC**  
**FROM: CHRIS VERTREES, SEAGO TRANSPORTATION PROGRAM MANAGER**  
**DATE: NOVEMBER 7, 2018**  
**RE: TRANSIT REPORT**

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The following is a brief update involving our Transit and Mobility Management Programs:

## **REGIONAL MOBILITY MANAGEMENT**

SEAGO has developed a website specifically dedicated to linking the public and human services providers to transportation resources within the region. The website is <http://www.azmobility.org>. The SEAGO Transportation Services Coordination Plan has been updated and is available at: <http://www.seago.org/tsp/rmm.html>.

SEAGO is responsible for regional coordination of the Arizona Department of Transportation's Coordinated Mobility Grant Program process. SEAGO provided technical assistance and training to eligible applicants throughout the grant process. The SEAGO region did very well in the award process. A total of \$853,529 was awarded to our regional transportation providers and mobility management programs. In 2017, they provided over 400,000 rides to seniors (65 years and over), individuals with disabilities of all ages, veterans, and members of the general public that have no transportation options.

## **WILLCOX TRANSPORTATION PROJECT**

The Willcox Transit feasibility Study was programmed into our FY19 ADOT Work Program. The study kicked-off on July 1, 2018, with the collection, review, and update of local transit data. The public participation process will begin in early December. The goal of the study is to identify the demand/need and develop an implementation plan for public bus service (FTA Section 5311) for the Willcox area. The study will explore the possibility of a dial-a-ride service that builds on the current VICaP service model and opens access to additional transit funding opportunities for Willcox and northeast Cochise County. A feasibility study is a precondition for applying for FTA Section 5311 funding and is available to support an application for 5 years.

## **COCHISE CONNECTION**

Cochise Connection kicked off service on August 7, 2017. The Connection adjusted service on October 4, 2018. Benson service was significantly underperforming and was eliminated. Service to Palominas, Hereford, and unserved neighborhoods along Highway 92 to the Sierra Vista Mall were added. Ridership has increased steadily each month since kick-off. The service provided approximately 7,200 rides during its first year of service. The Connection is projected to provide over 10,000 rides in year 2.

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SEAGO worked closely with ADOT and Vista Transit to introduce Greyhound Intercity Service to the Region. On September 12, 2018, Greyhound began providing a service loop that originates in Tucson and serves the communities of Rio Rico/Nogales, Patagonia, Sonoita, Sierra Vista, and Benson. Two round trips are provided daily (including weekends and holidays) by Greyhound.

### **GRAHAM/GREENLEE COMMUNITY TRANSPORTATION PROJECT**

Easter Seals Blake Foundation (ESBF) just completed their first year of service in Graham and Greenlee Counties. The project has greatly increased accessibility and is seeing significant growth. In FY17, SEACAP provided 4,074 rides to Graham and Greenlee Counties. In FY18, ESBF has almost tripled SEACAP's ridership by providing 12,041 rides. Despite this success, the Graham County part of the project is in jeopardy of sustaining this success. The project was not funded by ADOT during the first round of FTA Section 5310 awards (the project is first on ADOT's waiting list to be funded). This has left ESBF with a funding shortfall of approximately \$25,000 to maintain their current level of service. ESBF is committed to maintaining service in Graham County. However, it will be limited to current funding levels. At current funding, ESBF will be able to provide approximately 3,000 rides in FY19 to Graham County. This will create a service gap of at least 5,000 rides. Ridership will be limited to the elderly and disabled because the primary funding source for the project will be Area Agency on Aging transportation funds.

I will be glad to answer any questions you may have at the meeting.