TRANSPORTATION ADVISORY COMMITTEE AGENDA

Date:	January 16, 2019
Time:	10 a.m.
Location:	Cochise College Benson Center - 1025 AZ-90, Benson, AZ 85602
Call-in No.	Call Randy Heiss (520-432-5301 Ext. 202) (rheiss@seago.org) 48 hrs. in advance of meeting date for call-in information.

Individuals wishing to participate in the meeting telephonically may do so by contacting Randy Heiss at (520) 432-5301 Extension 202. 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 Randy Heiss al número (520) 432-5301, Extensión 202, por lo menos setenta y dos (72) horas antes de la conferencia.

Voting TAC Members	Michael Bryce– Graham County (Chair) Randy Petty – Safford (Vice Chair) Mark Hoffman – ADOT MPD Michelle Johnson – Benson Jesus Haro – Bisbee Rudy Perez – Clifton Jackie Watkins – Cochise County	Luis Pedroza – Douglas John Basteen – Duncan Phil Ronnerud –Greenlee Co. Juan Guerra – Nogales Sean Lewis – Pima Charles Russell – San Carlos Apache Tribe (SCAT) Jesus Valdez – Santa Cruz County	Tom Palmer - Thatcher Gary Adams – Willcox Regina Duran - Tombstone Ronald Robinson –Patagonia
Guests, Staff, and Other Expected Attendees	Randy Heiss – SEAGO Jennifer Henderson – ADOT Mark Henige - ADOT Karen Lamberton - SVMPO		

Shaded areas indicate items for possible action.

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 November 21, 2019	Michael	3-7
4.	STBG Ledger Report	Chris/Randy	8-13
5.	TIP Report • Possible TIP Amendment(s) • Possible Administrative Amendments	Chris	14-16
6.	Off System Bridge Program – Application Review & Prioritization	Chris/Rudy	17-66
7.	Election of Officers	Chris	67
8.	ACIS Crash Data Training Reminder	Chris	68-70
9.	LTAP Discussion	Chris/Karen	71-75
10.	Local Public Stakeholder Meeting and ADOT LPA Updates	TBD	N/A
11.	District Engineers' Report • Status of State Highway Projects • Quarterly Project Report	TBD	N/A

12.	Regional Local Program Reports
	• Status of Local Projects
	  ○ STP Projects
	  ○ Update on Enhancement Projects
	  ○ Update on HSIP Projects
	  ○ Update on all Planning Studies
		Towns, Cities, Counties, & ADOT	N/A

13.	Items for General Discussion	All	N/A
14.	Next Meeting Date: **March 19, 2020**	Michael	N/A
15.	**Adjourn**	Michael	N/A

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

SEAGO TRANSPORTATION ADVISORY COMMITTEE

MEETING MINUTES FOR NOVEMBER 21, 2019

Date:	November 21, 2019		
Time:	10 a.m.		
Location:	Cochise College Center – 1025 AZ-90, Benson, AZ 85602		
Voting TAC Members Present	Bradley Simmons, Cochise Phil Ronnerud – Greenlee County Randy Petty, Safford (Vice Chair) Michael Bryce, Graham (Chair)	Michelle Johnson, Benson Leonard Fontes - Santa Cruz Gary Adams - Willcox	Mark Hoffman, ADOT Tom Palmer – Thatcher
Guests, Staff, and Other Attendees	Randy Heiss – SEAGO Heather Glenn - SEAGO Mark Henige – ADOT Larry Talley – ADOT	Mona Aglan-Swick- ADOT	

1. Call to Order and Introductions

Chair Michael Bryce called the meeting to order at 10:08 a.m. TAC members, guests and SEAGO staff introduced themselves.

2. Call to the Public

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

3. Approval of September 19, 2019 Meeting Minutes

Chairman Bryce asked for a motion to approve the September 19, 2019 Minutes.

MOTION: Leonard Fontes moved to approve
SECOND: Mark Hoffman
ACTION: APPROVED UNANIMOUSLY

4. STP Ledger Report

Randy Heiss presented the STBG Ledger, noting that there were several items that did not appear correct in the ledger. Randy provided an overview for FY19 repayments and stated he did not know why the OA balance was not at zero. Mark Hoffman affirmed that the OA is zeroed out for SEAGO and all accounted for. Randy reviewed FY2020 apportionments and expenditures, leaving an OA balance of $366,000. He said it didn't look realistic for Safford to move forward in 2021 based on the current information. There is an ADOT loan coming back in; the Safford project is showing up, not broken down in phases but all at once at $3.3 million+; two loans being paid back to SVMPO and there is $2.7 million in 2021 loan payments going out. Karen Lamberton explained that some of the SVMPO repayment dates do not appear correct and provided adjustment examples from past discussions that may help the balances. There is a repayment in 2020 of $229,383 leaving $137,069 to zero out and then SVMPO would divert a big part of it into 2022. $395,617 repayment by 2022 and can loan $700,000. SVMPO will get together with SEAGO and ADOT to ensure the agreements match and stated that the dollars are there for repayments to SVMPO with no harm to any projects currently in the TIP. The funds may be there by 2023, but the Safford project still may have

to wait until 2024. Luis Pedroza suggested that they try to find funds for the Safford project. Randy said he would take the issue to the December COG meeting and see what they have to say.

5. TIP Report

Randy Heiss referred the TAC to the TIP report. Randy suggested that the Safford 20th Ave project be moved from 2021 to 2022 via administrative amendment. Mark Henige advised that Safford will be ready to start advertisement for construction in the first quarter of 2021(July – September 2020). Environmental reviews and other contracts may expire the more time the project is pushed out. Randy asked if HURF exchange could be used. Mark Henige advised that it could be done by conversion. Mark Hoffman suggested waiting until the ledger is updated and then seek loans to see if 2021 is still realistic. Karen and Randy will reconcile the ledgers before December 6. Mark Hoffman stated first round of funding is not available until October 2020. Mark Henige stated that timeline may still work. Randy Heiss stated he will work on it and try to have it completed before the COG director's meeting.

Rudy Perez advised lowest bid that came in for the Zorilla St. project was $270k over the budgeted amount. According to the IGA they have with ADOT, Clifton is responsible for the additional $270,000 to move forward with construction phase. If he cannot locate the additional funds by the December 12th Town Council meeting, they may have to cancel the project. Mark Hoffman advised if the funds are not available for the match they could move the money for use in a later project. Town will also be responsible for change orders and the $270k may be more. Randy explained that the group added $200k from STP for the project at a previous meeting and Clifton may only have to come up with $70k.

Valerie advised the group that Jackie mentioned if any projects get dropped later on, she would like to add in the Davis Rd. sooner, if possible. Karen explained that with the time gap, some environmental and other reports may have to be redone; nevertheless, there are some monies that may become available.

6. Off System Bridge Program – FY 2021 Call for Projects

Mark Henige reviewed the qualifications for the projects. He said this applies to facilities, roadways that are minor collections or below. Must be listed on bridge standards as off systems. They did find one error on the bridge inventory list. Applications to ADOT (LPA) on the website and 2/22/20 is deadline. Last year they had difficulty getting applications. $3.9 million available; $1 million cap for federal money. Estimates for bids were light and suggestions to bump amounts were made based on the type of work. They have not gone to construction yet. Anything over $1 million, the local will be responsible for the match. TAC has to do a priority ranking for any applications submitted from our region. They would be due 2 weeks before next TAC meeting; 1/2/2020. Mark Henige said their goal is to have it to the committee by March. Each agency would do a brief presentation on the project. Randy wants to have a spreadsheet ready to rank the applications for the next meeting and discussion ensued. Tom Palmer suggested that if any agency is submitting application that they bring their application to the meeting and the group can review the OSB ranking criteria. Randy asked that the applications be sent to him by January 2nd for inclusion in the meeting packet.

7. Discussion regarding Regional Strategic Highway Safety Plan

Mark Henige inquired how the local road safety plans were going. ADOT has been putting together a list in FY18; SEAGO has had a list. ADOT needs to know how well the safety plan is working for the agencies. Did agencies implement any projects included in the safety plan? They want feedback on what the agencies did with the plan. There were eight items for implementation. Randy directed Mark to page 24 in the TAC meeting packet listing projects in the works or planned.

Mike Bryce explained that if they could get a smaller amount of funds to address spot problem projects that would be more helpful to agencies and easier to come up with matching funds. Mona said fixing a curb

would be done in phase 2; implementation. Mike asked if SEAGO could put out an RFP for the project consultant rather than using ADOT consultants because they cost so much. Karen explained they want to develop an on-call group for Southeastern Arizona. State work is different work than local regional work. Larry from ADOT advised that some agencies have submitted several spot projects rather than doing a long section of roadway just to get the costs out but that they just concentrate on the needed area(s).

Mark explained that ACIS Arizona Crash Information System allows agencies to go in and download the information and they are looking to offer training via Webex during a meeting in January or February. Randy asked if the training would be interactive or if it would simply be a demo. Mark stated access is done through the internet via ADOT. Randy asked if the TAC members would be interested in something like that for the January meeting. Larry from ADOT explained that if members requested access in advance they could log on to participate in the training while it is being explained.

8. Project to Programming (P2P) Presentation

Mark Hoffman distributed handouts and presented an overview on ADOT's 5-year construction planning to program process.

- Performance-based planning measures ADOT has to report on. Financial stewardship/maximize use of funds/doing projects at the right time.
- Investment categories and $ amounts from last long-range plan.
- Types of work under each investment category
- Performance targets that ADOT has to report to federal highways. (projection of trends)
- Freight and system performance – 2 years ago
- How pavement preservation projects are scored.
- Bridge preservation scoring breakdown
- Modernization ranking
- Scoring guidebook will show how everything is broken down
- Process flowchart; 2 opportunities to submit projects
- Continuous improvement; keep updating each year

9. Discussion regarding Traffic Counting Program

Mark Hoffman advised that the rebalancing was submitted to FHWA; hopefully approved by year end. Functional changes can be done with the automated tool online for approvals. The Data group wants to attend a TAC meeting sometime January-March to cover functional classification changes in rebalancing and how to use the new tool. The statewide traffic count plan will be starting in January and completed by November 2020. They will be looking at count locations, who is doing counts, permanent count locations, developing a guidebook to ensure that when local jurisdictions do traffic counts and submitting them to the MS2 system that they are done correctly. They are asking local agencies doing any counts to hold off until this plan is complete to have more information on where the counts are needed only for federal function class roads that states are responsible for. If local agencies do counts on local roads, ADOT is happy to take the info. Sierra Vista's boundary area expanded. There are existing counts showing in the SEAGO database but really are SVMPO boundaries. They didn't move the counts. Ms2 and Traffic Works will be involved per Karen.

10. Discuss/Approve 2020 Meeting Schedule

Randy Heiss reviewed the meeting schedule with the members and advised of some items that need to be reviewed at specific times.

MOTION: Tom Palmer moved to approve
SECOND: Michelle Johnson
ACTION: APPROVED UNANIMOUSLY

The group agreed to take a ten-minute recess for lunch @ 12:09 PM and reconvened at 12:19 PM.

11. Local Public Stakeholder Meeting Report and Reminder
Mark Henige reminded members that there will be a Stakeholder's Council Meeting on December 12 addressing local roads planning and everyone is welcome. Kerry will present on ICE-Intersection Control Evaluation and Pima County will speak on the topic.

He showed a video on innovative pedestrian solutions [Safe transportation for Every Pedestrian (STEP)] used around the states and reported on what was discussed at the last meeting.

- Identify utilities in planning stages; if having difficulty getting a blue stake, call ADOT's utilities coordinators.
- Catalog all ADA features – ADOT can share that info with agencies.
- Arizona STEP; tool for pedestrian crossings; pedestrian fatalities increased to 51%

Jennifer Catapano sent email to COGs and MPOs regarding annual reporting for ROW statistics with federal money due October 30, 2019. Even though the deadline has passed, they will still accept the data.

On October 16th an email was sent regarding a public information plan – public outreach communications during construction. Agencies have the first right of refusal. Revisited at stage 4 with project manager.

Reminder regarding innovation; there is an additional 5% federal funds when using innovative technologies. One of them is an improved work zone.

The Institute Transportation Engineers (ITE) Arizona spring conference February 27 & 28. Mark will be moderating the COG and MPO update session. He needs a total of 3 COGs and MPOs to participate. The Arizona ITE Conference is in February 27 & 28 at the Stoneridge-Paradise Valley Mall - Phoenix

Attended the technical traffic issues meeting with traffic group; updating drawings; MASH 2016. Looking to implement guardrail projects by March deadline this fiscal year.

Any projects in FY20 TIP projects, they need to see initiation applications by February so that they can be initiated before the end of the fiscal year.

12. District Engineer's Report
No representative was present.

13. Regional Program Reports

- Juan Guerra advised they completed their CMAQ project was under budget and under time.
- Tom Palmer Church Street is well underway; they just submitted 2nd draw. HURF funds are based on amount not timeline.
- Mike Bryce shared that there was a stop order on their roundabout project. There was a detour proposed; they informed them that detour not feasible, but they put it in the plan anyway. The contractor came up with an alternative detour, but environmental review for it (cultural clearance) takes 45 days. Got approved for their bridge project.
- Michele Johnson announced that the upcoming census lost Iris, their second liaison. If anyone wants to help promote the Census, on your email signature line, include a 'Be Counted – 2020 Census' tag line.
- Leonard Fontes stated that the River Rd and Pendleton safety project were completed last month. The next Pendleton project bid opening is tomorrow. They chip sealed several miles of roadway.
- Mark Hoffman announced that the US 70 study - Safford to New Mexico state line is wrapping up. Randy Heiss asked if there going to be a call for PARA projects anytime soon? Mark stated no;

suspended for now. No word on when it will come back.

14. Items for General Discussion

- Randy Heiss shared that the Rural Transportation Summit was an overwhelming success. There were great reviews across the board and set a new standard for the next host. The program was a lot of work but it came off really nicely.
- SEAGO may be having trouble with their match; he encouraged everyone to include their meeting prep time on the sign-in sheet.
- Michelle shared that there is a funny YouTube video: "Last Week Tonight" with John Oliver on the census; the basic facts are correct; it is politically inappropriate, but very funny.

15. Next Meeting Date: January 16, 2019. Randy reminded everyone to submit their applications by January 2.

Meeting adjourned at 1321.

TAC PACKET

TO: **SEAGO TAC**

FROM: **CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR**

DATE: **JANUARY 7, 2020**

RE: **STBG LEDGER REPORT**

Attached is the SEAGO FY20 Ledger. Randy Heiss has had discussions with Patrick Stone/ADOT Finance to secure a loan to keep Safford 20th Avenue in FFY2021. Patrick Stone has indicated that he is OK with us moving forward with the project. However, final approval was not received prior to the development of this packet. The ledger reflects several assumptions:

1. ADOT will be able to loan SEAGO $2,800,000 in FFY2021.
2. Safford 20th Avenue will need to be re-programed from $3,337,000 to $3,653,581. This addresses concerns that Randy Petty has that the bids will come in $200 - $300K above the current cost estimate we have programed in the TIP.
3. This will reflect an increase of $316,581 to address bids that exceed the $3,337,000 programmed (see TIP Report).
4. SEAGO will have $124,318 in unused OA in FFY20. This will be loaned to ADOT with repayment requested in FFY22.
5. SVMPO modified our FFY19 Loan Agreement allowing the for the repayment of the $425,000 (borrowed to bring the Thatcher project to fruition) to be repaid in the amount of $29,383 in 2020 and the remaining $395,617 in 2023.
6. The ADOT repayment schedule will be as follows:
   FFY 2022 – $971,396
   FFY 2023 – $451,461
   FFY 2024 – $847,708
   FFY 2025 - $530,065

It should be noted that SEAGO STBG is fully committed through FFY2024. Safford will be responsible for any additional costs that exceed the $3,653,581 programmed. If there are no significant changes in population data from the 2020 Census we should be able to begin considering STBG projects in FFY2025.

I will be asking the TAC to tentatively approve the attached loan agreements and repayment schedule.

SEAGO STBGP Ledger 2020-2024
Revised: January 7, 2019
Safford 20th Ave. in FY2021

OA rate from ADOT	94.9% *	Projected Fed Funds *		Cumulative Balance	
Action	**OA Rate**	**Apportionment**	**OA**	**Apportionment**	**OA**
STBGP Carry Forward FY 2019	**94.9%**	$0	$0	**$0**	**$0**
FY 2020 Allocation*	**94.9%**	$909,856	$857,078	$909,856	$857,078
Repay NACOG Loan (OUT)		-$375,000	-$375,000	$534,856	$482,078
Repay WACOG Loan (OUT)		-$118,377	-$118,377	$416,479	$363,701
Repay SVMPO Loan (OUT) for Thatcher Part 1		-$29,383	-$29,383	$387,096	$334,318
Repay SVMPO Loan (OUT) Clifton		-$200,000	-$200,000	$187,096	$134,318
Tech Transfer (LTAP)		-$10,000	-$10,000	$177,096	$124,318
FY2020 STBG Loan (OUT) To be repaid in 2022		-$124,318	-$124,318	$52,778	$0
FY2020 Balance				**$52,778**	**$0**
FY 2021 Allocation	**94.9%**	$909,856	$857,078	$909,856	$857,078
STBG ADOT Loan Repayment (IN)		$6,503	$6,503	$916,359	$863,581
Loan Funds from ? for Safford 20th Ave. (IN)		$2,800,000	$2,800,000	$3,716,359	$3,663,581
Safford: 20th Avenue		-$3,653,581	-$3,653,581	$62,778	$10,000
Tech Transfer (LTAP)		-$10,000	-$10,000	$52,778	$0
FY 2021 Balance				**$52,778**	**$0**
FY 2022 Allocation	**94.9%**	$909,856	$857,078	$909,856	$857,078
FY2020 STBG Loan Repayment (IN)		$124,318	$124,318	$1,034,174	$981,396
Partial repayment Safford 20th Ave. Loan (OUT)		-$971,396	-$971,396	$62,778	$10,000
Tech Transfer (LTAP)		-$10,000	-$10,000	$52,778	$0
FY 2022 Balance				**$52,778**	**$0**
FY2023 Allocation	**94.9%**	$909,856	$857,078	$909,856	$857,078
Repay SVMPO Loan (OUT) for Thatcher Part 2		-$395,617	-$395,617	$514,239	$461,461
Partial repayment Safford 20th Ave. Loan (OUT)		-$451,461	-$451,461	$62,778	$10,000
Tech Transfer (LTAP)		-$10,000	-$10,000	$52,778	$0
FY 2023 Balance				**$52,778**	**$0**
FY2024 Allocation	**94.9%**	$909,856	$857,078	$909,856	$857,078
Partial repayment Safford 20th Ave. Loan (OUT)		-$847,078	-$847,078	$62,778	$10,000
Tech Transfer (LTAP)		-$10,000	-$10,000	$52,778	$0
FY 2024 Balance				**$52,778**	**$0**

*** Notes:**

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

2. STBGP = Surface Transportation Block Grant Program. This amount is allocated to SEAGO based upon the 2010 population

3. OA Rate of 94.9% is subject to change

4. in addition to the OA Rate of 94.9%, $6,375 of OA is taken annually for the SPR funding to the SEAGO region.

5. STBGP Apportionments are SEAGO estimates and subject to change.

6. Reflects loss of $86,326 from SVMPO boundary expansion

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

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

Arizona Department of Transportation

COG/MPO Federal-Aid Funding Transfer or Loan Request Form

Transfering Agency ADOT

Funding Type	Federal Fiscal Year	Amount		Loand or Transferred To	Project/Purpose	Transfer or Loan?	Repayment Terms/ Schedule (loans only)
		Apportionments	Obligation Authority (OA)				
STBG	2021	$2,800,000	$2,800,000	SEAGO	Safford 20th Avenue	Loan	Per Attached Repayment Schedule
	TOTAL	$2,800,000	$2,800,000				

Transferring Agency Approval:
The undersigned authorizes the transfer of funds identified above.

Signature

Printed Name

Title

Date

Receiving Agency Approval:
The undersigned approves the receipt of the funds and agrees to the repayment terms, if any, identified above.

Signature

Chris Vertrees
Printed Name

Transportation Program Administrator
Title

Date

ADOT Acknowledgement or Approval:

Signature

Printed Name

Title

Date

Email completed form to Arizona Department of Transportation Financial Management Services at mprogramfinance@azdot.gov. Approved transfer/loan requests must be received by June 15th each year; allow two weeks for approval. Transfers generally will appear on the next ledger, depending on the date of receipt.

This request will be processed based on the amount of apportionments and obligation authority available to the loaning/transfering agency at the time of receipt, which may be different than the amount shown on the most recent ledger. Loans are to be repaid; transfers will not be repaid.

Loans of apportionments and/or obligation authority to ADOT- these loans are not guaranteed; are capped at a total, maximum of $10 million annually; are limited to greater Arizona STP projects in a TIP which exceed the region's available STP allocation; will be on a first come, first served basis if available; require advance approval. Every effort should be made to reprogram federal funds on projects ready to authorize by June 30th annually or to loan to other regional entities before approaching ADOT about a loan. Loans to ADOT must be approved and executed by March 31st annually.

Loans/transfers from MAG or PAG to Greater Arizona have certain restrictions, depending on the type of funding and population in the area of the project to which the loan is related. Contact Financial Management Services at 602-712-7441 for further information.

ADOT-SEAGO FY2021 STBG Loan ($2,800,000) Repayment Schedule	
Year	**Amount**
FFY-2022	$971,396
FFY-2023	$451,461
FFY-2024	$847,708
FFY-2025	$530,065
Total	**$2,800,000**

Transferring Agency Approval:

Printed Name:_____

Title: _____

Date:_____

Signature:_____

Receiving Agency Approval:

Printed Name:_____

Title: _____

Date:_____

Signature:_____

Arizona Department of Transportation

COG/MPO Federal-Aid Funding Transfer or Loan Request Form

Transfering Agency SEAGO

Funding Type	Federal Fiscal Year	Amount		Loand or Transferred To	Project/Purpose	Transfer or Loan?	Repayment Terms/ Schedule (loans only)
		Apportionments	Obligation Authority (OA)				
STBG	2020	$124,318	$124,318	SEAGO	For Use on ADOT Projects	Loan	FFY2022
	TOTAL	$124,318	$124,318				

Transferring Agency Approval:
The undersigned authorizes the transfer of funds identified above.

Signature

Chris Vertrees

Printed Name

Transportation Program Administrator

Title

Date

Receiving Agency Approval:
The undersigned approves the receipt of the funds and agrees to the repayment terms, if any, identified above.

Signature

Printed Name

Title

Date

ADOT Acknowledgement or Approval:

Signature

Printed Name

Title

Date

Email completed form to Arizona Department of Transportation Financial Management Services at mprogramfinance@azdot.gov. Approved transfer/loan requests must be received by June 15th each year; allow two weeks for approval. Transfers generally will appear on the next ledger, depending on the date of receipt.

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Arizona Department of Transportation

REVISED Dec 3, 2019
REPAYMENT AGREEMENT

COG/MPO Federal-Aid Funding Transfer or Loan Request Form

Transfering Agency SVMPO

Funding Type	Federal Fiscal Year	Amount		Loand or Transferred To	Project/Purpose	Transfer or Loan?	Repayment Terms/ Schedule (loans only)
		Apportionments	Obligation Authority (OA)				
STBG	FY19	$29,383	$29,383	SEAGO	FY19 TIP (Thatcher)	Loan	FY20
STBG	FY19	$395,617	$395,617	SEAGO	FY19 TIP (Thatcher)	Loan	FY23
	TOTAL	$425,000	$425,000				

Transferring Agency Approval:
The undersigned authorizes the transfer of funds identified above.

Signature

Karen L. Lamberton
Printed Name

SVMPO Administrator
Title

December 3, 2019
Date

Receiving Agency Approval:
The undersigned approves the receipt of the funds and agrees to the repayment terms, if any, identified above.

Signature

Randy Heiss
Printed Name

Executive Director
Title

12/3/2019
Date

ADOT Acknowledgement or Approval:

Signature

Printed Name

Title

Date

Email completed form to Arizona Department of Transportation Financial Management Services at mprogramfinance@azdot.gov. Approved transfer/loan requests must be received by June 15th each year; allow two weeks for approval. Transfers generally will appear on the next ledger, depending on the date of receipt.

This request will be processed based on the amount of apportionments and obligation authority available to the loaning/transfering agency at the time of receipt, which may be different than the amount shown on the most recent ledger. Loans are to be repaid; transfers will not be repaid.

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Rev 05/01/13
G:\FMS\RESOURCE\PGMANA\STP Ledgers\Misc\Fed Aid Transfer or Loan Request form

TAC PACKET

TO: **SEAGO TAC**

FROM: **CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR**

DATE: **JANUARY 9, 2020**

RE: **TIP REPORT**

There will be no TIP Amendment requests at this meeting.

At your November TAC meeting, the TAC discussed the Safford 20th Avenue project (SAF 12-02) that is currently programmed for construction in FY 2021 with a total estimated cost of $3,337,000.

According to the meeting minutes, Randy Heiss suggested that the Safford 20th Avenue project be moved from 2021 to 2022 via administrative amendment. Mark Henige advised that Safford will be ready to start advertisement for construction in the first quarter of 2021 (July – September 2020). Environmental reviews and other contracts may expire the more time the project is pushed out. Mark Hoffman suggested waiting until the ledger is updated and then seek loans to see if 2021 is still realistic.

Randy reconciled the ledger and the status of the loan agreements between SEAGO and SVMPO have been resolved. As discussed in the STBG Ledger Report, a tentative agreement is in place in which SEAGO will borrow $2,800,000 from ADOT that will keep the Safford project moving forward in 2021. The borrowing of the full $2,800,000 will provide an additional $316,581 to address bids that exceed the $3,337,000 currently programmed.

On January 8, 2019, I was advised by Mark Hoffman that a new construction estimate is being developed. The construction costs expected to increase by approximately $326,000.

Work still needs to be done to finalize the ADOT loan, review updated cost estimates, and determining Safford's financial commitment, I am recommending that we defer final programming decisions involving Safford 20th Avenue until our March TAC meeting.

We will discuss this further at our meeting and SEAGO will proceed as directed. I have attached the current version of the TIP for our discussion.

Attachments: SEAGO 2020 – 2024 TIP

SEAGO REGION
2020- 2024 TIP
Approved By: TAC - 3/21/19 Admistrative Council- 4/10/19 Executive Board - 4/10/19

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	HURF EXCHANGE	LOCAL MATCH	OTHER FUNDS	TOTAL COST
2020														
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
SCC 20-01	Santa Cruz County	Santa Cruz County Chip Seal Road Improvement Project	10.39 miles of 27 unpaved road segments in unincorporated Santa Cruz County.	10.39 miles	PMDR Fee	Rural Local	2	2	CMAQ	$28,290		$1,710		$30,000
SCC20-01	Santa Cruz County	Santa Cruz County Chip Seal Road Improvement Project	10.39 miles of 27 unpaved road segments in unincorporated Santa Cruz County.	10.39 miles	Construction	Rural Local	2	2	CMAQ	$719,917		$43,516		$763,433
SCC12-03	Santa Cruz County	Rio Rico and Pendleton Drive Intersection Improvements	Intersection		Construction	Rural Major Collector			HRRRP	$984,555		$59,512		$1,044,067
GGH-BR-02	Graham County	Ft. Thomas River Structure No. 8131 Phase 1	Ft. Thomas River Road @ Gila River		Scoping, Design, Environmental	Minor Collector	2	2	Off System Bridge	$328,290		$19,844		$348,134
	LTAP								STP	$10,000				$10,000
	TOTAL FOR 2020									**$2,192,214**		**$131,905**		**$2,324,119**
2021														
SAF12-02	City of Safford	20th Ave, Phase II	Relation St to Golf Course Rd	.63 Miles	Construction	Urban Minor Arterial	3	5	STP	$3,337,000		$201,706		$3,538,706
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		$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
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	Construction	N/A	N/A	N/A	CMAQ	$637,780		$38,551		$676,331
GGH-BR-02	Graham County	Ft Thomas River Structure No. 8131 Phase 2	Ft. Thomas River Road @ Gila River		ROW	Minor Collector	2	2	Off System Bridge	$69,699		$4,213		$73,912
	LTAP								STP	$10,000				$10,000
	TOTAL FOR 2021									**$4,772,490**		**$271,913**		**$5,044,403**
2022														
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
GGH-BR-02	Graham County	Ft. Thomas River Structure No. 8131 Phase 3	Ft. Thomas River Road @ Gila River		Construction	Minor Collector	2	2	Off System Bridge	$602,011		$36,389		$638,400
	LTAP								STP	$10,000				$10,000
	TOTAL FOR 2022									**$3,411,791**		**$182,415**		**$3,594,206**
2023	(Place Holder)													
	LTAP								STP	$10,000				$10,000
	TOTAL FOR 2023									**$10,000**		**$0**	**$0**	**$10,000**

SEAGO REGION
2020- 2024 TIP
Approved By: TAC - 3/21/19 Admistrative Council- 4/10/19 Executive Board - 4/1019

2024														
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
	TOTAL FOR 2024									**$2,914,440**		**$175,560**		**$3,090,000**

	FUNDING OBLIGATED IN 2019													
THR12-13	Town of Thatcher	Church Street Widening	US 70 to Stadium Avenue	5,400 feet	Construction	Urban Major Collector	2	3	HU		$2,402,528		$243,981	$2,646,509
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
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	CMAQ	$672,213		$40,632		$712,845
SCC 18-01	Santa Cruz County	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
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	$200,000		$12,089		$212,089
	LTAP								STP	$10,000				$10,000
	TOTAL FOR 2019									**$5,700,354**	**$2,402,528**	**$204,931**	**$243,981**	**$8,551,794**

	Future Construction Projects													
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
TBD	City of Willcox	Bisbee Ave	729 N. Bisbee Ave to 165 S. Bisbee Ave	0.57 miles	Design	Rural Major Collector	2	2	STP	$4,715		$285		$5,000
TBD	City of Willcox	Bisbee Ave	729 N. Bisbee Ave to 165 S. Bisbee Ave	0.57 miles	Construction	Rural Major Collector	2	2	STP	$730,526		$44,157		$774,683
TBD	City of Safford	14th Avenue Improvement	14th Ave from Relation Street to 8th Street	1 mile	Construction	Rural Major Collector	2	3	TBD	$11,771,300		$711,521		$12,482,821

TAC PACKET

TO: **SEAGO TAC**

FROM: **CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR**

DATE: **JANUARY 7, 2020**

RE: **SEAGO OFF-SYSTEM BRIDGE PROGRAM PROJECT PRIORITIZATION**

On November 8, 2019, the ADOT LPA section issued a call for Off System Bridge (OSB) projects. That email, the OSB application, and the LPA OSB Scoring Criteria were distributed to the TAC in the November TAC packet. Randy sent a reminder email on December 26, 2019, informing the TAC that OSB applications needed to be received by January 3, 2020.

SEAGO received one OSB application. The application was submitted by the Town of Clifton for the replacement of the Chase Creek Bridge #1. The Bridge Sufficiency Rating is 23.40. This project will replace a structurally deficient bridge that was built in 1901. The Bridge Repair Report recommendations included repairing exterior T-beams or replacing the bridge. Due to the degree of deterioration of the existing superstructure, and since the bridge is eligible for bridge replacement funding, Clifton feels that replacing of the bridge is the best alternative. In 2018, this project was pre-scoped as part of ADOT's Planning Assistance for Rural Areas Pre-Scoping Program. The Pre-Scoping Report was completed on March 31, 2018. The overall cost estimates for replacement is as follows:

Match Existing Width		**AASHTO Design**	
Design		**Design**	
Federal	$162,064	Federal	$185,819
Local Match	$10,426	Local Match	$11,955
Total Design	$172,490	Total Design	$197,774
Construction		**Construction**	
Federal	$724,165	Federal	$921,124
Local Match	$46,589	Local Match	$59,324
Total Construction	$770,754	Total Construction	$981,448
Total Federal Project Cost	$887,229	Total Federal Project Cost	$1,106,943

Note: The maximum federal amount per OSB project is $1,000,000.

ADOT's LPA section is *requires that all Off-System Bridge applications be submitted through the Regional COG/MPO or the application will not be considered.* ***This will ensure that each project will appropriately be considered for regional prioritization at the COG/MPO level before submission to ADOT.***

At the meeting, I would like the TAC to take a few minutes and complete the attached OSB Ranking Sheet, so that I can include the ranking data in my Regional Priority Submission Letter to ADOT.

OSB RANKING CRITERIA				
CATEGORY	**CRITERIA**	**DEFINITIONS**	**POSSIBLE POINTS**	**SCORE**
PROJECT WORK DESCRIPTON	**Scoping Document**	**Does the recommendation address the bridge deficiencies?**	**5**	
		Is the recommendation supported by an alternative analysis or clearly justified if no alternative analysis is available?	**5**	
BRIDGE PARAMETERS	**Sufficiency Rating**	**SR 30 and below** (25pts) **SR 40 -30.1** (20pts) **SR 50-40.1** (15pts) **SR 60-50.1** (10pts) **SR 70-60.1** (5pts) **SR 80-70.1** (2pts)	**25**	
	Age of Bridge	**75 years or greater** (5pts) **Less than 75 years but greater than 50 years** (3pts) **Less than 50 years** (0pts)	**5**	
	Bridge Condition Ratings	**Deck Condition Rating (NBI #58) ≤ 4** (10pts) **Deck Condition Rating (NBI #58) = 5** (5pts) **Deck Condition Rating (NBI #58) ≥ 6** (0pts)	**10**	
		Superstructure Condition Rating (NBI #59) ≤ 4 (10pts) **Superstructure Condition Rating (NBI #59) = 5** (5pts) **Superstructure Condition Rating (NBI #59) ≥ 6** (0pts)	**10**	
		Substructure Condition Rating (NBI #60) ≤ 4 (10pts) **Substructure Condition Rating (NBI #60) = 5** (5pts) **Substructure Condition Rating (NBI #60) ≥ 6** (0pts)	**10**	
	Other Bridge Criteria	**Structural Deficient (SD) due to Load Carrying Capacity (NBI #67 Table 1 ≤ 2)** (5pts) **Scour Critical Rating (NBI #113) ≤ 3** (5pts) **Scour Critical Rating (NBI #113) ≥ 4** (0pts) **Bridge Geometry** (5pts) **Vertical Clearance** (5pts) **Weight Restriction** (5pts) **Detour plan if restrictions or service is impacted** (5pts)	**30**	
AGENCY PRIORITIZATION	**Priority Ranking**	**Agency has provided clear prioritization and justification for its priority rankings.** • **Agency provided justification** (5pts) • **Prioritization is supported by data** (5pts)	**10**	
OPERATIONAL IMPROVEMENT	**How will this bridge project improve the agency's operations?**	**Effect on lifecycle** (5pts) **Maintenance and Repair tasks and frequency** (5pts) **Annual maintenance and repair costs** (5pts)	**15**	
COMMUNITY IMPACTS	**Community Transportation Benefits**	**Emergency Access** (5pt) **Local Business and Industry Access** (5pts) **Educational Access** (5pts) **Access to other areas important to the community (i.e. major shopping areas, community centers, etc.)** (5pts) **NONE** (0pts)	**20**	
OTHER	**Project Specific Unique Issues**	This is an opportunity to add project-specific items or unique issues that are not addressed in another category.	**5**	

OSB RANKING CRITERIA (CONT)

CATEGORY	CRITERIA	DEFINITIONS	POSSIBLE POINTS	SCORE
DEVELOPMENT CONSIDERATIONS	**Delivery Risks**	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. Identifies requirements and impacts for the following: • Environmental (5pts) • Right of Way (5pts) • Utilities & Railroad (5pts)	**15**	
COST ESTIMATE	**Cost Considerations**	**Design complete/ready for construction** (5pts) **Local contributions over local match** (5pts) **Cost Estimates appear to be reasonable based on all provided information for the project.** (5pts)	**15**	
		TOTAL SCORE:	**180**	

OFF-SYSTEM BRIDGE (OSB) PROGRAM APPLICATION

OSB Funding is a set-aside of the Surface Transportation Block Grant (STBG) Program and must follow all federal-aid requirements

GENERAL PROJECT INFORMATION

SPONSORING AGENCY: (AGENCY NAME & ADDRESS)	Town of Clifton	**DATE SUBMITTED:**	01/02/2020
CONTACT NAME:	Rudy Perez	**TITLE:**	Town Manager
EMAIL ADDRESS:	perez@townofclifton.com	**PHONE #:**	928 865-4146

PROJECT LOCATION	Bridge Name:	Chase Creek Bridge #1
	Bridge Structure #:	#04 8536
	Road Name:	Frisco Avenue
	County:	Greenlee
	ADOT District:	Southeast
	Starting Location:	0.1 mile north of the junction with Park Avenue
	Ending Location:	0.1 mile north of the with Park Avenue
	Length (to the 0.1 of a mile):	Spot Bridge project 0.1 of a mile
	# of Lanes (Before & After):	Before: 2 / After: TBD during final design

BRIDGE IMPROVEMENT	☐ Rehabilitation	Bridge Sufficiency Rating	23.40	
	☒ Replacement	Structurally Deficient?	☒ Yes	☐ No
		Functionally Obsolete?	☐ Yes	☒ No

PROJECT INCLUDED IN LOCAL CAPITAL IMPROVEMENT PLAN (CIP)	☐ Yes	☒ No
FEDERAL FUNCTIONAL CLASSIFICATION – (LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS):	09 Local Rural Off-system	

AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT (LINK: AADT COUNTS):	300	**DATE OF AADT COUNT:**	August 2015
Crash Data (5 Years):	No crashes occurred in the last five-year period		

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.

PROJECT WORK DESCRIPTION:

This project will replace a structurally deficient bridge that was built in 1901. The Bridge Repair Report recommendations included repairing exterior T-beams or replacing the bridge. Due to the degree of deterioration of the existing superstructure, and since the bridge is eligible for bridge replacement funding, replacing of the bridge is the best alternative. The overall cost estimate for the design and construction for replacement is Match Existing Width $943,244 or AASHTO Design $1,179,222.

COST ESTIMATE & PROJECT PROGRAMMING

		Total Project Estimated Cost (includes Design, ROW, & Construction):	$943,244
☒	**DESIGN**	FY Program Year:	2021
		ADOT Project Delivery Administration (PDA) Fee ($30,000):	☒ **Use Federal $** ☐ **Use Local $**
		Estimated Total Cost for Project Development (Include $30,000 PDA fee if using federal funds):	$92,490
		Federal Share (94.3%)	$87,218.07
		Local Match (5.7%):	$ 5,271.93
		Additional Funding:	$
		Other Non-Local Funding Sources to be Utilized:	$
☐	**ROW**	FY Program Year:	$
		Estimated Total Cost for ROW Acquisition:	$ Not included
		Federal Share (94.3%)	$
		Local Match (5.7%):	$
		Additional Local Funding:	$
		Other Non-Local Funding Sources to be Utilized:	$
☒	**CONSTRUCTION**	FY Program Year:	2021
		Estimated Total Cost for Project Construction (includes CE, CC, and ICAP):	$770,753
		Federal Share (94.3%)	$726,820
		Local Match (5.7%):	$43,933
		Additional Local Funding:	$
		Other Non-Local Funding Sources to be Utilized:	$

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 (system prioritization), schedule identifying critical milestones, and detailed cost estimates for Design and Construction phases. *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.*
- **ATTACH** a Project Vicinity/Project Location Map
- **ATTACH** a copy of the FHWA Functional Classification Map
- **ATTACH** photographs

BRIDGE PARAMETERS

Provide the following bridge information:

- Overall Condition of the bridge (include items described in the bridge inspection report)
- Vertical Clearance
- Bridge Geometry (lanes, shoulders, clear roadway and other features)
- Load Carrying Capacity
- Age of Bridge
- Weight Restriction (if any)
- Detours if restrictions or service is impacted

This is a historic bridge built in 1901. The age of the bridge is 119 years. Due to the low Bridge rating (23.4 S) and the poor condition of the superstructure, bridge replacement appears to be the best option. Bridge replacement is recommended due to the severe delamination of the bridge beams. This bridge is a riveted steel plate girder bridge. The beams are experiencing hairline cracks and delamination, re-bar exposure on the bottom. The exterior beams have severe delamination showing stirrups.

The bridge is the only way in and out of the north Clifton area. There is a potential detour across private property. Traffic control will be required during construction.

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.)

This bridge candidate is a Group I: Sufficiency Rating of 23.40 project and is the Town of Clifton's only off-system bridge priority at this time.

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

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

The Chase Creek Bridge #1 is a structurally deficient bridge that provides critical access for residents and businesses in the Town of Clifton. Originally built in 1901, the bridge is located along Frisco Road and provides the only access to the North Clifton area, located north of Chase Creek. The bridge is heavily utilized by residents and visitors to access the North Clifton RV Park, the neighborhood of Oakie Town, Polly Rosenbaum Bridge, ranches, and a recreation area on the San Francisco River.

OTHER

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

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.	Access / Traffic Control/ Detour Issues • Chase Creek Bridge provides the only access to residents north of the bridge; therefore, final design should consider strategies to minimize closures and long construction durations. • The bridge is located on Freeport McMoRan Inc. (FMI) property; the Town of Clifton is working with FMI to receive an easement for the roadway and the bridge. Constructability / Construction Window Issues • The design concept allows for ease of construction and also preserves the existing abutment and channelization walls. This will speed up construction and preserve historic features. Structure & Geotech • The proposed bridge consists of a precast/pre-stressed voided slab girder with a 45' single-span length. The depth of the superstructure is similar to the existing in order to salvage the existing abutment/channelization walls. During design alternatives to save on costs should be investigated, including a single-lane bridge of a structure that can be built adjacent to the site and moved quickly into place. Care should be taken during final design to protect the existing abutment walls and other historic features during construction. The depth of the bedrock is unknown and should be determined during final design by geotechnical analysis.
ENVIRONMENTAL	Are there any potential environmental impacts or challenges of the project that you can foresee? *(e.g. endangered species, cultural resources, hazardous materials sites, Section 4(f) properties, Title VI populations, significant community opposition, wetlands that would be affected, etc.)*	There is a potential for Endangered Species Act listed species and critical habitat to be present or close by. Section 7 consultation with USFWS may be needed, and the potential for impact could affect the type of 404 permit that would be necessary. Based on acreage, if less than 0.1 acre of permanent disturbance, a Nationwide permit would be appropriate. The potential effects on protected species may trigger the need for a preconstruction notification (PCN) or Individual Permit. An Individual Permit can take up to 9 months to a year to obtain once sufficient design plans are available (60 or 95 percent). Formal Section 7 Consultation takes 135 days from when the biological document is provided to USFWS and it is determined that they have all the information they need. The 4(f) property (existing railroad bridge) will remain in place with no disturbance to the structure. Based on the current anticipated scope of work, the anticipated level of documentation is a Categorical Exclusion (CE).

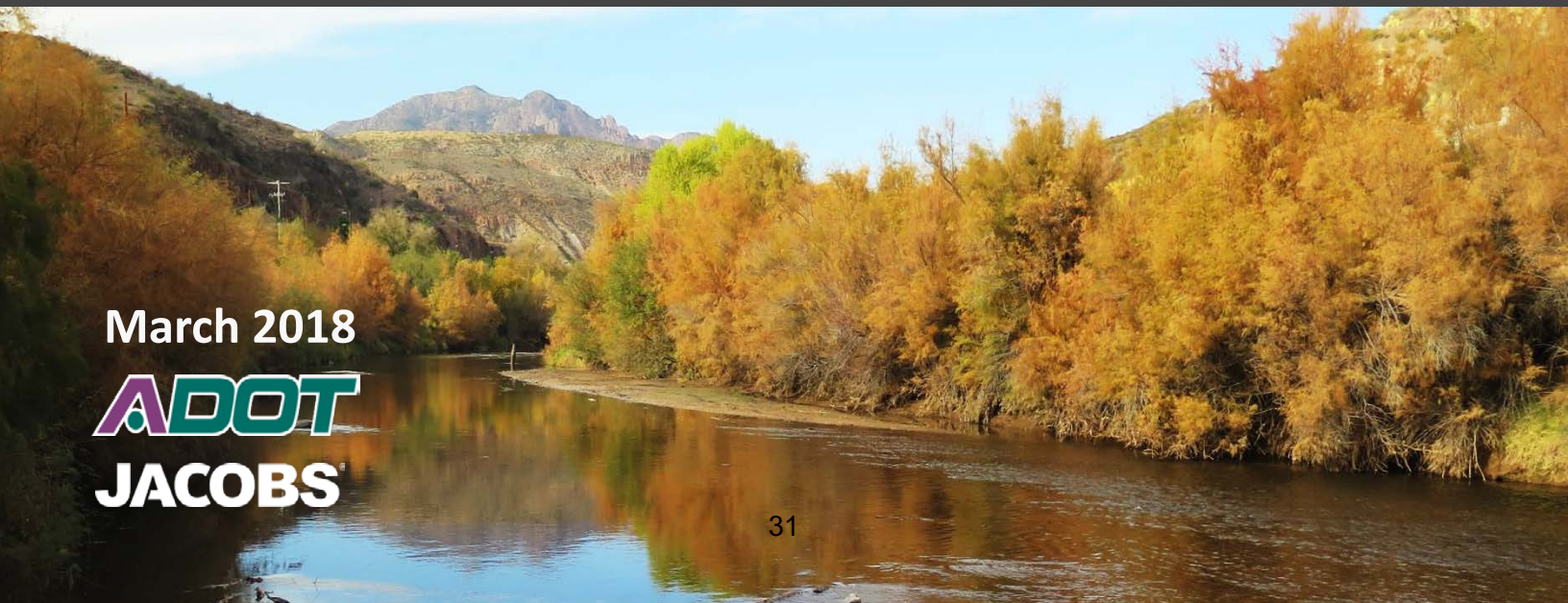
RIGHT-OF-WAY (ROW)	Please describe any ROW items associated with this project. *(e.g. Will ROW be required? How much ROW? Is the State Land Department involved? Consider Right of Way requirements associated with Traffic Control/Detour Requirements; Access, Construction Area Needs and on-going Maintenance Requirements.*	None
UTILITIES & RAILROAD	Please describe any Utilities and/or Railroad items associated with this project. *(e.g. Will the project include/require any utility relocation(s) by the project sponsor? What utilities may be impacted? Are there prior rights? If Yes, please explain.)*	Based on preliminary design concept, the 2" gas line will have to be relocated by Southwest Gas. The Gas company can work with the Town of Clifton on agreements to attach the gas line to the new bridge. There are Town of Clifton utilities that may be in conflict with the design and need to be relocated, this will be determined during final design. All other utilities should be avoided during final design. The utilities are identified in the Field Review Report.

TOWN OF CLIFTON

ARIZONA

CHASE CREEK BRIDGE #1
STRUCTURE #04 8536

Planning Assistance for Rural Areas
Pre-Scoping Report



March 2018

ADOT

JACOBS

Chase Creek Bridge #1 Structure 04 8536
PARA Pre-Scoping Report

Prepared for:
Arizona Department of Transportation
and the Town of Clifton

Prepared By:
Jacobs Engineering

Table of Contents

Pursuant to 23 USC 409: Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or rail-way-highway crossings, pursuant to sections 130, 144, and 148 [152] of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

GENERAL PROJECT INFORMATION	
Date: March 31st 2018	**ADOT Project Manager:** Mark Hoffman
Project Name: Chase Creek Bridge #1 (structure number 04 8536)	
City/Town Name: Town of Clifton	**County:** Greenlee
COG/MPO Name: Southeastern Arizona Governments Organization (SEAGO)	
ADOT District Engineering Name: Southeast	
Primary Route/Street: Frisco Road	
Beginning Limit: (Milepost / Cross Street) - 0.1 mi north of the junction with Park Avenue	
End Limit: (Milepost / Cross Street) - 0.1 mi north of the junction with Park Avenue	
Project Length: Spot Bridge project	
Right-of-Way Ownership(s) (where proposed project construction would occur)**:** *(Check all that apply)* ☐ City/Town**;** ☐ County; ☐ ADOT; ☒ Private; ☐ Federal; ☐ Tribal; ☐ Other:	
Adjacent Land Ownership(s): *(Check all that apply)* ☐ City/Town; ☐ County; ☐ ADOT; ☒ Private; ☐ Federal; ☐ Tribal; ☐ Other: *http://gis.azland.gov/webapps/parcel/*	

LOCAL PUBLIC AGENCY (LPA) or TRIBAL GOVERNMENT INFORMATION *(If applicable)*		
LPA/Tribal Name: Town of Clifton		
LPA/Tribal Contact: Ian McGaughey, Town Manager		
Email Address: ian@townofclifton.com	**Phone Number:** 928-865-4146	
Administration: ☒ ADOT Administered	☐ Self-Administered	☐ Certification Acceptance

PROJECT NEED

The Chase Creek Bridge #1 (structure number 04 8536) is a structurally deficient bridge that provides critical access for residents and businesses in the Town of Clifton (Town). Originally built in 1901, the bridge is located along Frisco Road and provides the only access to the North Clifton area, located north of Chase Creek. The structure is heavily utilized by residents and visitors to access the North Clifton RV Park, the neighborhood of Oakie Town, Polly Rosenbaum Bridge, ranches, and a recreation area on the San Francisco River.

PROJECT PURPOSE

What is the Primary Purpose of the Project?	Preservation ☐	Modernization ☒	Expansion ☐

The Primary Purpose of this project is to replace a structurally deficient bridge.

Deemed structurally deficient, the bridge has a sufficiency rating of 23.40. This purpose of this project is to assess and recommend repairs to the identified issues and needs in the Bridge Repair Report from the August 2015 Structure Inventory and Appraisal. The Bridge Repair Report recommendations included repairing exterior T-beams or replacing the bridge. Due to the degree of deterioration of the existing superstructure, and since the bridge is eligible for bridge replacement funding, replacing of the bridge is the best alternative. Once this pre-scoping project is complete, the Town will pursue off-system bridge funding to implement project recommendations.

PROJECT TYPE		
Pavement Preservation ☐	Roadway Widening ☐	System Enhancement ☐
Bridge Scour/Rehab ☐	Bridge Replacement ☒ Off-System	Sign Replacement ☐
Other ☐ :		

PROJECT RISKS	
Check any risks identified that may impact the project's scope, schedule, or budget:	
☒ Access / Traffic Control / Detour Issues	☐ Right-of-Way
☒ Constructability / Construction Window Issues	☒ Environmental
☐ Stakeholder Issues	☒ Utilities
☒ Structures & Geotech	☐ Other:

Risk Description: *(If a box is checked above, briefly explain the risk)*

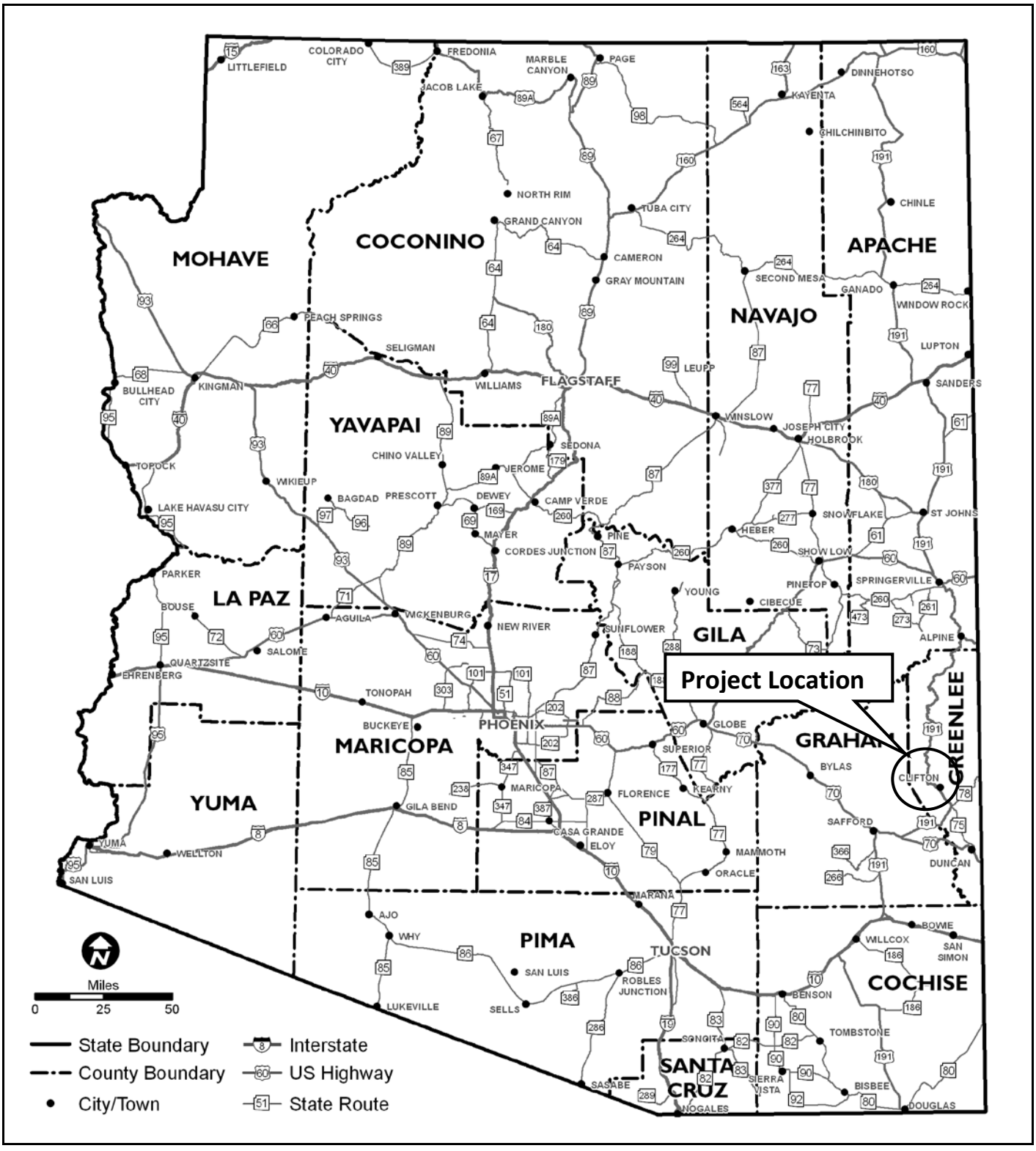
- **Access –**
  - Chase Creek Bridge provides the only access to residents north of the bridge; therefore, final design should consider strategies to minimize closures and long construction durations.
  - The bridge is located on mining property; the Town of Clifton is working with the mine to receive an easement for the roadway and the bridge.
- **Constructability/Construction Window Issues –** The design concept presented allows for ease of construction and also preserves the existing abutment and channelization walls. This will speed up construction and preserve historic features.
- **Structures & Geotech –** The proposed bridge consists of a precast/pre-stressed voided slab girder with a 45' single-span length. The depth of the superstructure is similar to the existing in order to salvage the existing abutment/channelization walls. During design alternatives to save on costs should be investigated, including a single-lane bridge of a structure that can be built adjacent to the site and moved quickly into place. Care should be taken during final design to protect the existing abutment walls and other historic features during construction. The depth of the bedrock is unknown and should be determined during final design by geotechnical analysis.
- **Environmental –**
  - There is a potential for Endangered Species Act listed species and critical habitat to be present or close by. Section 7 consultation with USFWS may be needed, and the potential for impact could affect the type of 404 permit that would be necessary. Based on acreage, if less than 0.1 acre of permanent disturbance, a Nationwide permit would be appropriate.
  - The potential effects on protected species may trigger the need for a preconstruction notification (PCN) or Individual Permit. An Individual Permit can take 9 months to a year to obtain once sufficient design plans are available (60 or 95 percent). Formal Section 7 Consultation takes 135 days from when the biological document is provided to USFWS and it is determined that they have all the information they need.
  - The 4(f) property (existing railroad bridge) will remain in place with no disturbance to the structure.
  - Based on the current anticipated scope of work, the anticipated level of documentation is a Categorical Exclusion (CE).
- **Utilities –**
  - Based on preliminary design concept, the 2" gas line will have to be relocated by Southwest Gas. The Gas company can work with the Town on agreements to attach the gas line to the new bridge.
  - There are Town of Clifton utilities that may be in conflict with the design and need to be relocated, this will be determined during final design. All other utilities should be avoided during final design. The utilities are identified in the Field Review Report.

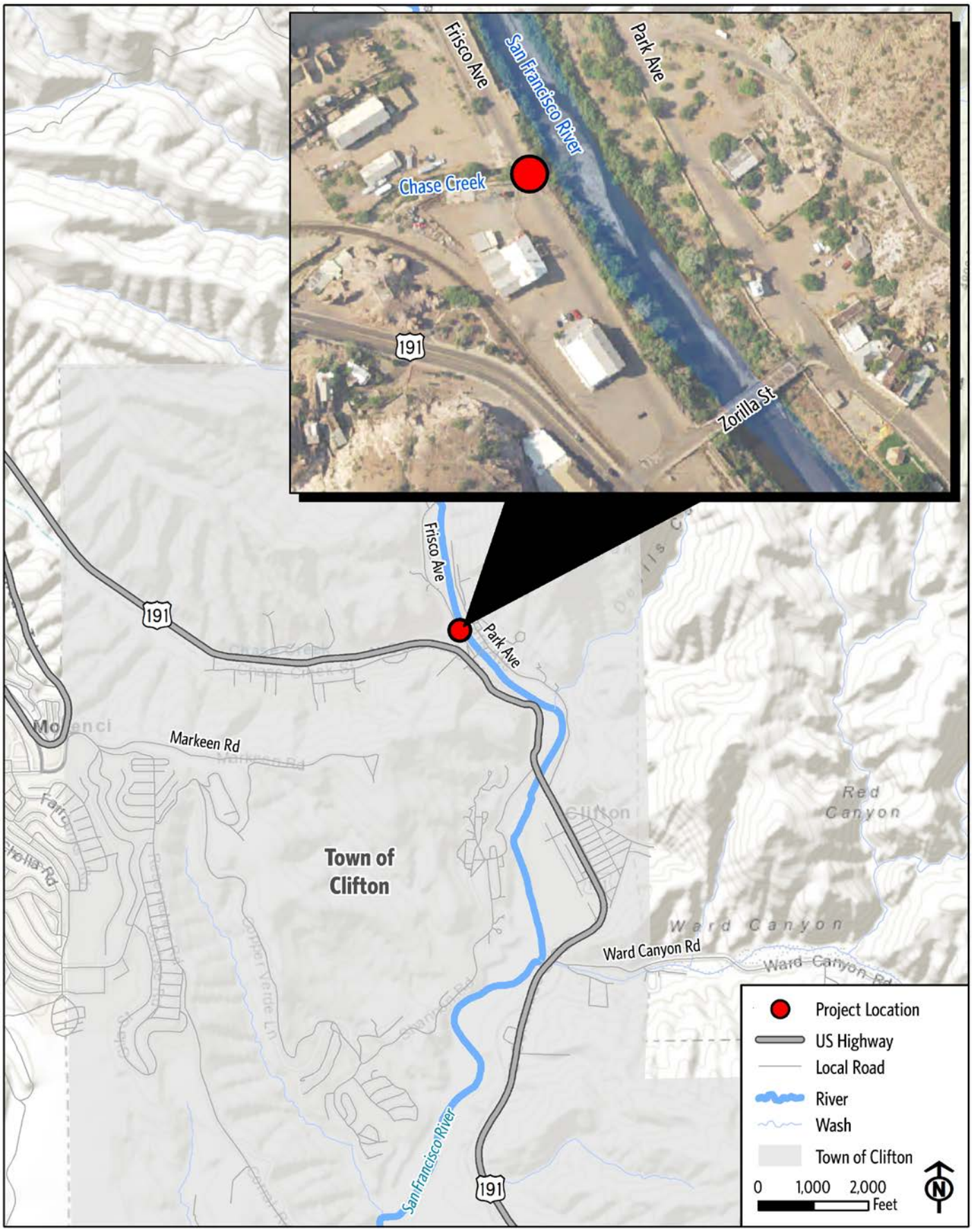
POTENTIAL FUNDING SOURCE(S)				
Anticipated Project Design/Construction Funding Type: *(Check all that apply)*	☒ STP	☐ TAP	☐ HSIP	☐ State
	☒ Local	☒ Private	☒ Other: Off-System Bridge Funds	

COST ESTIMATE				
Preliminary Engineering	Design/Environmental	Right-of-Way	Construction	Total
MATCH Exist. Width	$ 172,490	$ 0	$ 770,754	$ 943,244
AASHTO Design	$ 197,774	$ 0	$ 981,448	$ 1,179,222

RECOMMENDED PROJECT DELIVERY
Delivery: ☒ Design-Bid-Build ☐ Design-Build ☐ Other:
Design Program Year: TBD – Bridge will need to compete statewide to be funded. Once funded, design can begin.
Construction Program Year: See Above.

ATTACHMENTS
1) State Location Map
2) Project Vicinity Map
3) Project Scope of Work
4) Project Schedule (Design and Construction)
5) Itemized Cost Estimate (Design and Construction)
6) Conceptual Design Plans (not to exceed 15% design)
7) Final Field Review Report


Project Location
MOHAVE
COCONINO
APACHE
NAVAJO
YAVAPAI
LA PAZ
GILA
GREENLEE
MARICOPA
YUMA
PINAL
PIMA
COCHISE
SANTA CRUZ
LITTLEFIELD
COLORADO CITY
FREDONIA
JACOB LAKE
MARBLE CANYON
PAGE
DINNEHOTSO
KAYENTA
CHILCHINBITO
CHINLE
NORTH RIM
GRAND CANYON
TUBA CITY
CAMERON
GRAY MOUNTAIN
SECOND MESA
GANADO
WINDOW ROCK
PEACH SPRINGS
SELIGMAN
LUPTON
SANDERS
BULLHEAD CITY
KINGMAN
WILLIAMS
FLAGSTAFF
LEUPP
WINSLOW
JOSEPH CITY
HOLBROOK
SEDONA
CHINO VALLEY
JEROME
TOPOCK
WIKIEUP
BAGDAD
PRESCOTT
DEWEY
CAMP VERDE
LAKE HAVASU CITY
MAYER
PINE
HEBER
SNOWFLAKE
ST JOHNS
CORDES JUNCTION
PAYSON
SHOW LOW
PARKER
PINETOP
SPRINGERVILLE
YOUNG
CIBECUE
BOUSE
AGUILA
WICKENBURG
NEW RIVER
SUNFLOWER
ALPINE
SALOME
QUARTZSITE
EHRENBERG
TONOPAH
BUCKEYE
PHOENIX
GLOBE
SUPERIOR
BYLAS
CLIFTON
MARICOPA
FLORENCE
KEARNY
GILA BEND
CASA GRANDE
ELOY
SAFFORD
YUMA
WELLTON
SAN LUIS
MAMMOTH
ORACLE
DUNCAN
MARANA
AJO
WHY
TUCSON
BOWIE
WILLCOX
SAN SIMON
SAN LUIS
ROBLES JUNCTION
BENSON
LUKEVILLE
SELLS
SONOITA
TOMBSTONE
SASABE
SIERRA VISTA
BISBEE
NOGALES
DOUGLAS
Miles
0
25
50
State Boundary
County Boundary
City/Town
Interstate
US Highway
State Route


Frisco Ave
San Francisco River
Park Ave
Chase Creek
191
Zorilla St
Frisco Ave
Park Ave
191
Markeen Rd
Town of
Clifton
Red
Canyon
Ward Canyon
Ward Canyon Rd
San Francisco River
191
Project Location
US Highway
Local Road
River
Wash
Town of Clifton
0 1,000 2,000
Feet
N

SCOPE OF WORK

DESIGN

The final design of the project should include the following:

- Provide final plans, specifications, estimate and schedule to replace existing bridge with new two-lane bridge.
- Design is recommended to conform to American Association of State Highway and Transportation Officials (AASHTO) design standards and ADOT Standard Details should be used (a 45'0 single span Precast/Pre-stressed Voided Slab Girder, width=32'. An alternative design (width to match existing 24' wide bridge) to replace the structure with a similar roadway width to help reduce costs. A design exception will be required for the reduce width, and also the bridge would start with a sufficiency rating of 85 in brand new condition. In addition, alternatives to reduce cost should be evaluated, including a single lane bridge and a structure that can be built adjacent to the site a quickly moved into final position when the existing structure is demolished. Both the AASHTO and match existing width cross section alternatives are included in this report.
- Match approaches and approach improvements. Minimize amount of approach road to reconstruct.
- **Utilities -** Verify and locate the utilities identified in the pre-scoping field review report. Coordination with utilities during design, it is anticipated that the fire hydrant (by Town of Clifton) and the gas line (Southwest Gas) will be affected by construction. Determine if gas line can remain on the bridge structure.
- Develop Traffic Control Plan to minimize impacts to the local residents and access to recreational facilities. A temporary detour should be investigated to be implemented during construction to the north of Chase creek to access US 191.
- **Structural Design –** super and substructure evaluation and design to AASHTO's Load and Resistance Factor Design (LRFD) specifications. The use of pre-cast pre-stressed girders are recommended to reduce construction time.
- **Right-of-Way (ROW) –** determine ROW and Temporary Construction Easement (TCE) requirements for constructing slopes and new roadway alignment.
- **Hydraulics Report -** Chase Creek capacity evaluation, proposed water surface and scour analysis, channel modeling.
- **Geotechnical Report –** geotechnical reconnaissance including one boring at each abutment, geologic mapping of slope around bridge foundation recommendation, masonry wall shoring recommendations, pavement section.
- **Foundation Design –** for the pre-scoping design, an assumption was made that the existing bridge foundations would not be adequate to support the new AASHTO design loads and new drilled shaft foundations were recommended to construct the new bridge. An in-depth foundation analysis should be conducted for the existing abutments to determine if the existing support system is adequate to support the required loads. If the existing abutment sub-structure can accommodate the required dead/live load requirements, there will be a significant cost savings for the project as no drilled shaft foundations would be required and the bridge length could be reduced. Since the existing retaining walls are in very good condition, we recommend to keep those in place if at all possible.
- **Roadway Design –** roadway realignment and widening, pavement section, details for under-roadway utilities, guardrail, and approach adjustments.
- **Environmental Impact –** evaluate permit needs in coordination with local, state and federal agencies (e.g. 404 permit, 401 permit, listed species surveys, NPDES (potentially) Categorical Exclusions. A separate geotechnical environmental clearance will be required.
- **Survey –** detailed survey of bridge, property corners of adjacent parcels, TCEs, and possibly new ROW.
- **Project Management –** task includes, but not limited to, work necessary to manage production efforts, coordinate with ADOT, administer contract and monitor progress.

CONSTRUCTION

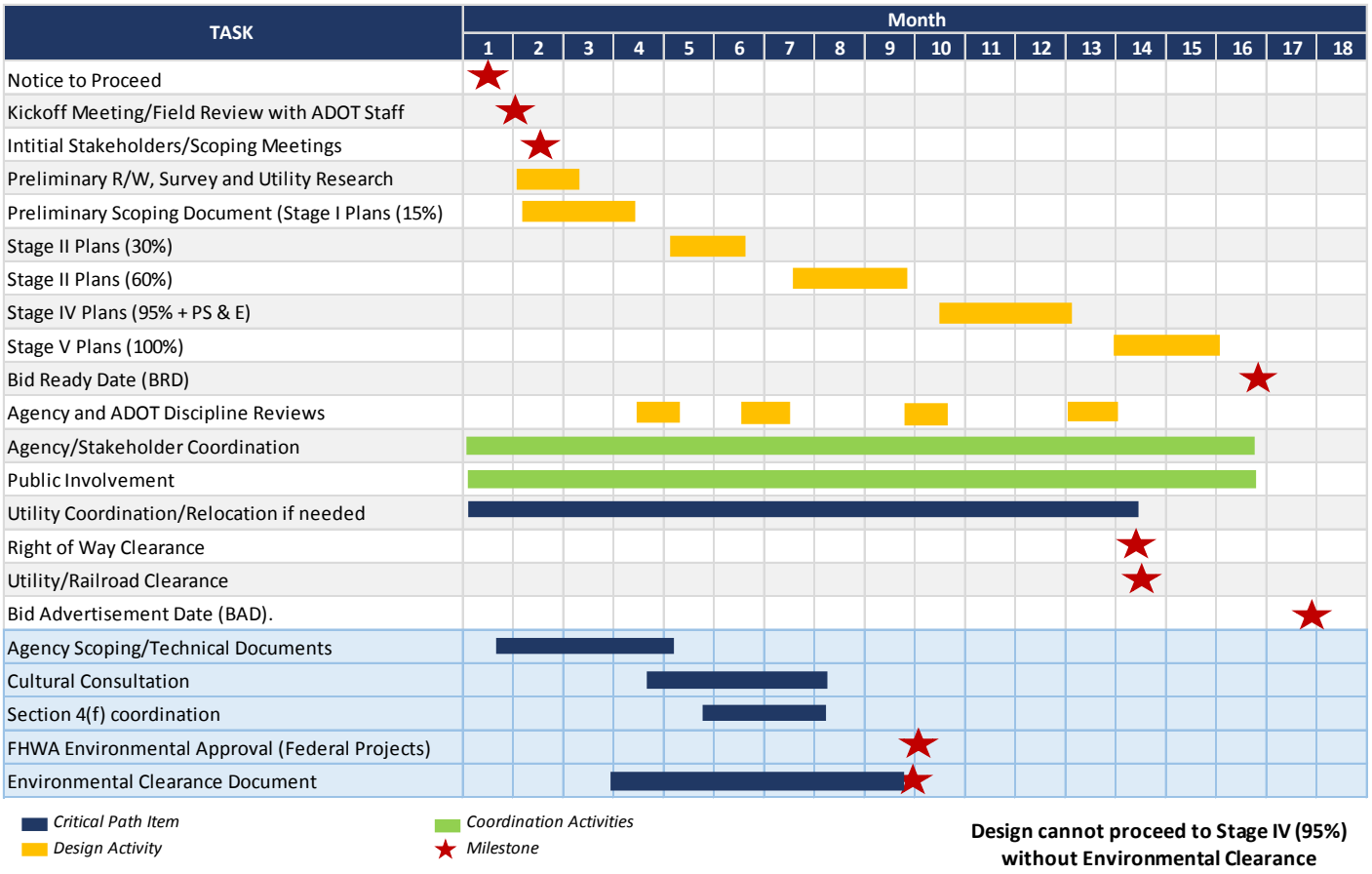
As determined by final design, complete the following:

- Contractor to mobilize on site and obtain all needed permits to begin construction.
- Construction surveying and layout.
- Construct detour route to be utilized during bridge construction *(as determined during final design).* Recommend providing one travel lane in each direction. A separate detour could be constructed on the north side of the Chase Creek bridge connecting to US 191 to provide temporary access, while closing the existing road to expedite the bridge replacement.
- Relocate gas line (Southwest gas) as determined during final design.
- Relocate fire hydrant (Town of Clifton) [Only for the ASSHTO Bridge Design].
- Construct new bridge foundations, shoring existing masonry wall, backfill around new abutment *(as determined during final design).* The preferred foundation type is the drilled shaft alternative, care should be taken to reduce vibration or damage to the existing abutment and retaining walls.
- Remove existing bridge, reinforced concrete superstructure *(as determined during final design). Care shall be taken during the removal of the existing structure to avoid damage to the utility lines and the old railroad bridge to the east.*
- Construct bridge superstructure (pre-cast, pre-stressed voided slab girders) 45' span, barrier and approach slabs *(as determined during final design).* The width of the bridge will be determined during final design. Preliminary plans are included in the appendix. Include an asphalt wearing surface over the voided pre-cast pre-stressed girders. The bridge should be replaced at the same elevation as the existing bridge.
- Reconstruct roadway approach (pavement, guardrail, guardrail transitions, striping etc.) *(as determined during final design).* Anticipate approximately 30 feet of roadway reconstruction on each side of the bridge to match existing grades.
- Provide revegetation and landscaping after completion of the ground disturbing activities.
- Provide Contractor Quality Control during construction of the project, testing requirements will be determined during final design.
- Complete roadway striping and sign installation in accordance to MUTCD standards.
- Cleanup and punch list items completed by the contractor.
- Final acceptance by the Town of Clifton and ADOT.

Design Schedule

Town of Clifton - Chase Creek Bridge #1

Anticipated Project Design Schedule



Project Schedule Notes
(for an average project):

1. Allow 3 months between each plan set (30%, 60%, 95%, and 100%)
2. Environmental Clearance is required prior to Final Design (typically 95% plans) for Single Step Federal Authorization projects, or at 30% design for Two Step Federal Authorization projects.
3. Right-of-Way (ROW) and Utility Clearances cannot be completed until after the Environmental Clearance is obtained.
4. Allow two months between the Bid Ready Date (BRD) and Bid Advertisement Date (BAD).
5. Additional time should be allotted for complex projects, projects with multiple alternatives, politically sensitive projects, ROW acquisition, Utility relocation,
6. All project schedules should be reviewed by all applicable ADOT Technical Groups and District Staff for accuracy.

Town of Clifton - Chase Creek Bridge #1

Anticipated Project Construction Schedule

TASK	Month							
	1	2	3	4	5	6	7	8
Notice to Proceed	★							
Preconstruction Meeting (Contractor, Agency and ADOT)	★							
Mobilization on Project Site	▬							
Clearing and Grubbing		●						
Survey and staking		▬						
Earthwork and Grading		●						
Construct Detour		▬						
Remove Existing Superstructure		▬						
Construct Substructure			▬	▬				
Construct Superstructure				▬				
Gas line relocation or attachment to bridge					●			
Grading for pavement replacement both sides of Bridge					▬			
Placement of Aggregate Base					▬			
Paving					▬			
Construct Bridge Approaches						▬		
Signs and Striping						▬		
Seeding of Disturbed Areas						▬		
Clean-up						●		
Punch list Items						●		
Project Acceptance/Closeout							★	

● *Minor Activity* ★ *Milestone*

▬ *Construction Activity*

CONSTRUCTION COST ESTIMATE

ADOT Contract No.:
Project No.:
TRACS Number :
Project Location : Clifton, AZ
Project Description : Chase Creek Bridge No. 1 (AASHTO Design)
CPSID : n/a
Bid Advertisement Date : n/a
Project Manager : Rick Powers
Design Consultant : Jacobs Civil Inc.

**Drilled Shaft option used in estimate

ITEM No.	ITEM DESCRIPTION	UNIT	Pre-Scoping 3-5-2018		
			QUANTITY	UNIT PRICE	AMOUNT
2030501	Structural Excavation	CY	859	$ 50.00	$ 42,933
2030506	Structural Backfill	CY	368	$ 75.00	$ 27,600
2020002B	Remove Bridge Superstructure	SF	719	$ 50.00	$ 35,970
6010003B	Structural Concrete (Class S) (f'c=3,500 psi)	CY	163	$ 500.00	$ 81,333
6010005B	Structural Concrete (Class S) (f'c=4,500 psi)	CY	26	$ 550.00	$ 14,053
6015301	Concrete Bridge Barrier	LF	92	$ 120.00	$ 11,040
9050430	Thrie Beam Transition	EA	4	$ 3,000.00	$ 12,000
6011346B	Deck Joint Assembly (SD 3.01) 2X2 Compression Seal	LF	72	$ 240.00	$ 17,280
6011371B	Approach Slab (SD 2.01)	SF	1,080	$ 25.00	$ 27,000
6050002B	Reinforcing Steel	LB	37,413	$ 1.00	$ 37,413
6050012B	Reinforcing Steel (Epoxy Coated)	LB	6,643	$ 1.20	$ 7,972
6014952B	Precast, P/S Member (Voided Slab)	LF	368	$ 200.00	$ 73,600
	Vertical Dowels	LB	155	$ 5.00	$ 775
6060181	Drilled Shaft	LF	400	$ 500.00	$ 200,000
	Transverse Tie Rods	LB	277	$ 5.00	$ 1,386
	TOTAL, BRIDGE				$ 590,356
	Remove Pavement	SY	889	$ 6.00	$ 5,333
	Aggregate Base, Asphalt Concrete and Pavement	SY	889	$ 32.00	$ 28,444
	Guardrail	LF	200	$ 25.00	$ 5,000
	TOTAL, ROADWAY				$ 38,778
	SUBTOTAL				**$629,133**
	Erosion Control / Revegetation & Landscaping		1%		$ 6,291
	Surveying & Layout		2%		$ 12,583
	Traffic Control		10%		$ 62,913
	Signing & Striping		5%		$ 31,457
	Construction Quality Contol		2%		$ 12,583
	SUBTOTAL				**$754,960**
	Contingencies		10.0%		$75,496
	Mobilization		10.0%		$ 75,496
	Construction Management		10%		$ 75,496
	SUBTOTAL				**$981,448**
					$ -
	TOTAL CONSTRUCTION COST				**$981,448**
DESIGN	Utility Relocations (By Utility Agencies)		**Not included**		-
	Right-of-Way		**Not included**		-
	PMDR Fee (ADOT Reviews)			$ 30,000	$30,000
	Environmental (404, CE, as required)	LS	1	$ 50,000.00	$50,000
	Design (Structural, Roadway, Hydraulics, Geotechnical, etc.)	LS	12.0%		$ 117,774
	TOTAL PROJECT COST				**$1,179,222**

CONSTRUCTION COST ESTIMATE

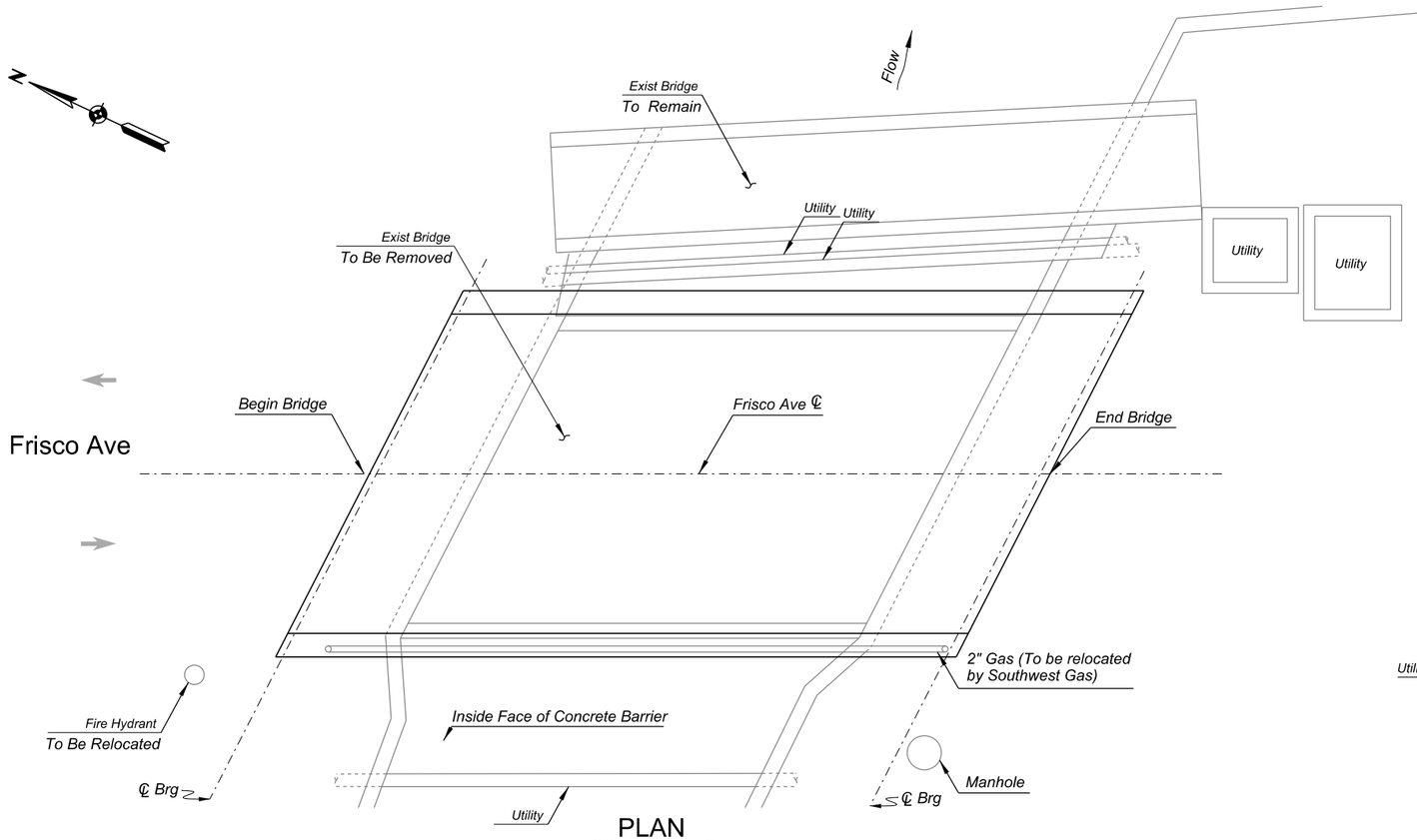
TRACS Number : ADOT Pre-Scoping
Project Location : Clifton, AZ
Project Description : Chase Creek Bridge No. 1 (Match Exisiting width)
CPSID : n/a
Bid Advertisement Date : n/a
Project Manager : Rick Powers
Design Consultant : Jacobs Civil Inc.

**Drilled Shaft option used in estimate

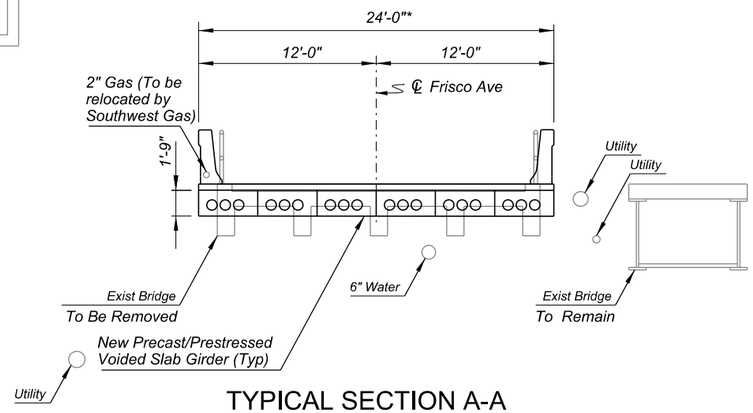
ITEM No.	ITEM DESCRIPTION	UNIT	Pre-Scoping 3-28-2018		
			QUANTITY	UNIT PRICE	AMOUNT
2030501	Structural Excavation	CY	52	$ 50.00	$ 2,600
2030506	Structural Backfill	CY	32	$ 75.00	$ 2,400
2020002B	Remove Bridge Superstructure	SF	719	$ 50.00	$ 35,970
6010003B	Structural Concrete (Class S) (f'c=3,500 psi)	CY	11	$ 750.00	$ 8,333
6010005B	Structural Concrete (Class S) (f'c=4,500 psi)	CY	17	$ 800.00	$ 13,627
6015301	Concrete Bridge Barrier	LF	92	$ 120.00	$ 11,040
9050430	Thrie Beam Transition	EA	4	$ 3,500.00	$ 14,000
6011346B	Deck Joint Assembly (SD 3.01) 2X2 Compression Seal	LF	48	$ 240.00	$ 11,520
6011371B	Approach Slab (SD 2.01)	SF	720	$ 25.00	$ 18,000
6050002B	Reinforcing Steel	LB	2,555.56	$ 2.50	$ 6,389
6050012B	Reinforcing Steel (Epoxy Coated)	LB	4,428.92	$ 3.00	$ 13,287
6014952B	Precast, P/S Member (Voided Slab)	LF	276	$ 200.00	$ 55,200
6060181	Drilled Shafts	LF	400	$ 500.00	$ 200,000
	Vertical Dowels	LB	116	$ 5.00	$ 581
	Transverse Tie Rods	LB	208	$ 5.00	$ 1,039
	TOTAL, BRIDGE				$ 393,987
	Remove Pavement	SY	889	$ 10.00	$ 8,889
	Aggregate Base, Asphalt Concrete and Pavement	SY	889	$ 50.00	$ 44,444
	Guardrail	LF	200	$ 25.00	$ 5,000
	TOTAL, ROADWAY				$ 58,333
	SUBTOTAL				**$452,320**
	Erosion Control / Revegetation & Landscaping		1%		$ 4,523
	Surveying & Layout		2%		$ 9,046
	Traffic Control		10%		$ 45,232
	Signing & Striping		5%		$ 22,616
	Construction Quality Contol		2%		$ 9,046
	SUBTOTAL				**$542,784**
	Contingencies		15.0%		$81,418
	Mobilization		12.0%		$ 65,134
	Construction Management		15%		$ 81,418
	SUBTOTAL				**$770,753**
					$ -
	TOTAL CONSTRUCTION COST				**$770,753**
Design	Utility Relocations (By Utility Agencies)		**Not included**		-
	Right-of-Way		**Not included**		-
	Environmental (404, CE, as required)	LS	1	$ 50,000.00	$50,000
	PMDR Fee (ADOT Reviews)	LS	1	$ 30,000.00	$30,000
	Design (Structural, Roadway, Hydraulics, Geotechnical, etc.)	LS	12.0%		$ 92,490
	TOTAL PROJECT COST				**$943,244**

F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
X	ARIZ.	191-x-(00X)X		1	
		XXX XX XXX			

DATE	MADE BY	NO.

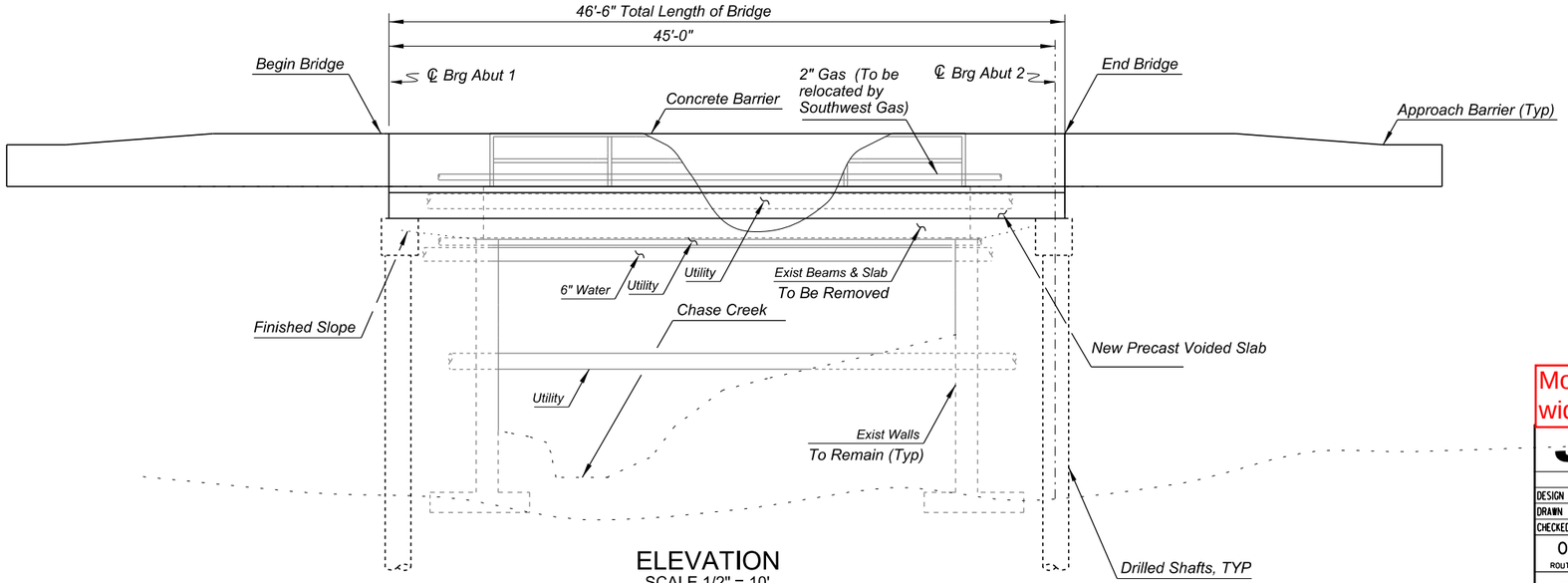


PLAN
SCALE 1/2" = 10'
New Precast-Prestressed Voided Slab Bridge, 22-degree skew



TYPICAL SECTION A-A
SCALE 1/2" = 10'

* TO MEET MINUMUM AASHTO 11FT LANE WIDTH AND 2FT BARRIER CLEARANCE REQUIREMENTS, A 28'-10" BRIDGE IS RECOMMENDED.

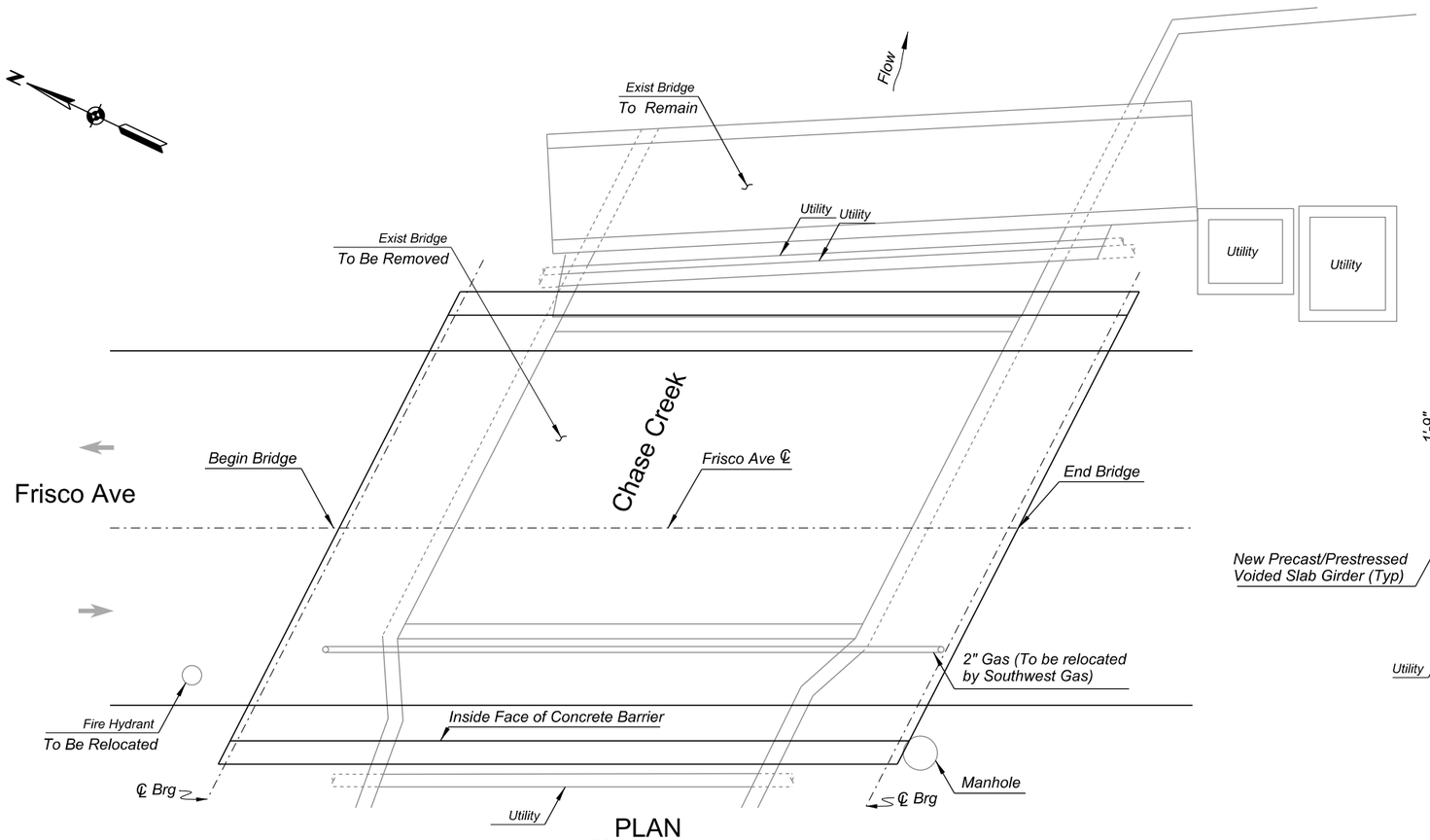


ELEVATION
SCALE 1/2" = 10'

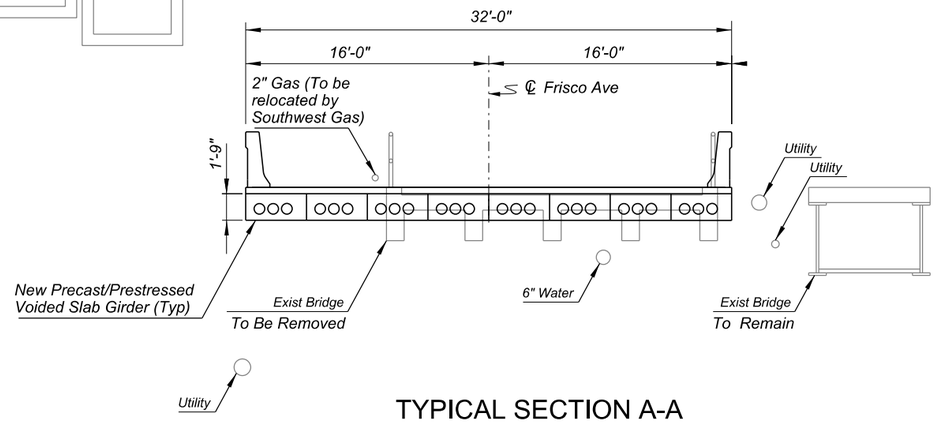
Modified Section to match existing bridge width at the request of the Town of Clifton.

JACOBS			ARIZONA DEPARTMENT OF TRANSPORTATION TRANSPORTATION PLANNING DIVISION BRIDGE GROUP	
	NAME	DATE		
DESIGN	SVR	3/18	BRIDGE #1 - CHASE CREEK GENERAL PLAN, ELEVATION & SECTION	
DRAWN	SVR	3/18		
CHECKED	RP	3/18		
0 ROUTE	0 MILEPOST	8536 STRUCTURE NO.	LOCATION TOWN OF CLIFTON	DWG. OF 1
TRACS NO. X XXXOOXX			XXX-X-(XXX)X	___ OF ___

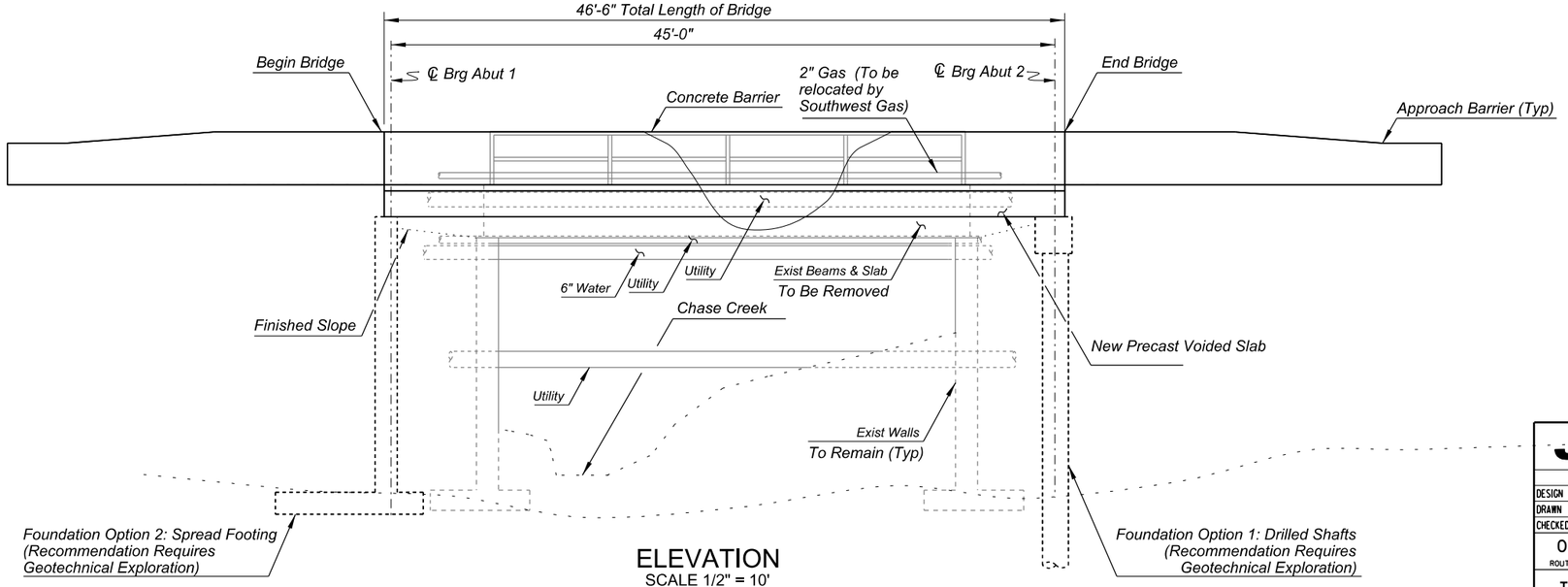
F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
X	ARIZ.	191-x-(00X)X		1	
		XXX XX XXX			



PLAN
SCALE 1/2" = 10'
New Precast-Prestressed Voided Slab Bridge, 22-degree skew



TYPICAL SECTION A-A
SCALE 1/2" = 10'



ELEVATION
SCALE 1/2" = 10'

AASHTO - Design Standard

JACOBS			ARIZONA DEPARTMENT OF TRANSPORTATION TRANSPORTATION PLANNING DIVISION BRIDGE GROUP	
	NAME	DATE	BRIDGE #1 - CHASE CREEK GENERAL PLAN, ELEVATION & SECTION	
DESIGN	SVR	2/18		
DRAWN	SVR	2/18		
CHECKED	RP	2/18		
0 ROUTE	0 MILEPOST	8536 STRUCTURE NO.	LOCATION TOWN OF CLIFTON	DWG. OF 1
TRACS NO. X XXX00XX			XXX-X-(XXX)X	___ OF ___

3/6/2018 \\phxfil04\job\W7Y19400 ADOT Trans Plan OnCall\03-ChaseCreekBridge Pre-scoping\Structures\CAD\s8536gp_01.dgn

NO.	DATE	MADE BY
NO.	DATE	MADE BY
NO.	DATE	MADE BY
NO.	DATE	MADE BY
NO.	DATE	MADE BY

The purpose of Preliminary Scoping (Pre-Scoping) is to more accurately develop a project's Scope of Work (SOW), Schedule, and Itemized Cost Estimate prior to programming a project in a Transportation Improvement Program (TIP). This process will help to streamline project design by reducing upfront work, scope changes, project delays, and TIP Amendments.

The information gathered from the Pre-Scoping Field Review Report will be used to develop the project's SOW, Schedule, and Itemized Cost Estimate, which will be summarized in the Pre-Scoping Report.

Pre-Scoping Field Review Forms are to be completed by functional groups responsible for each area as needed (based on the project scope). Not all projects will require all Field Review Forms to be filled out.

Field Review Form	Name	Date Completed
Background Data	Mark Hoffman/Rick Powers/Vamshi Yellisetty	12/12/2017
Local Government	Ian McGaughey/Larry Barela/Leonard Morales/ Phil Ronnerud	12/12/2017
Bridge – Design	Xuefan Xu	
Bridge – Hydraulics / Drainage	Sirous Naghshineh	1/17/2018
District – Constructability	Bill Harmon/Tom Engle	12/12/2017
District – Maintenance		
Environmental	Nancy Shelton/Glennda Luhnow/Beth Defend	1/3/2018
Geotechnical	Patrice Brun	1/18/2018
Pavement / Materials		
Right-of-Way	Don Solon	
Roadway / Drainage		
Traffic / Safety		
Utilities		

The below 23 USC 409 disclaimer is to be included in the Final Pre-Scoping Report and Field Review Report:

23 USC 409 Disclaimer:
Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or rail-way-highway crossings, pursuant to sections 130, 144, and 148 [152] of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

BACKGROUND DATA
(To be completed prior to KOM and Field Review)

Previous Projects

ADOT / LPA / Tribal Project Number	Begin Milepost / Cross Street	End Milepost / Cross Street	Length (miles)	As-Built Date	Description
N/A					No Previous projects were completed.

To 'check' boxes, double click and select 'checked' in the Default value box

ITEM	YES	NO	If Yes, Describe (or see below)
Past Study Completed?	☐	☒	No previous studies.
Project included in TIP?	☐	☒	Current Design FY: To be determined. Current Construction FY: To be determined.
Is AADT available?	☒	☐	Per Structure & Inventory report, AADT=300.
Is crash data available?	☒	☐	No crashes occurred in the last five year period.
Known Transit needs?	☐	☒	
Known Freight needs?	☐	☒	
Known Railroad needs?	☐	☒	
Known Airport needs?	☐	☒	
Known Bike needs?	☐	☒	
Known Pedestrian / ADA needs?	☒	☐	Pedestrian access across is provided through a separate bridge. After the field review it was determined not to alter the pedestrian bridge due to the historic nature and the water line running adjacent to the bridge.
Other needs?	☐	☐	This is a historic bridge built in 1901. The railroad bridge is dated back 19th century.

BRIDGE DESIGN FIELD REVIEW FORM

BRIDGE NO._ (Structure Number 04 8536)

To 'check' boxes, double click and select 'checked' in the Default value box

ITEM	ITEM NEEDED			LOCATION / QUANTITY / NOTES
	YES	NO	MAYBE	
Replace Bridge	☒	☐	☐	Due to the low Bridge rating (23.4 S) and the poor condition of the superstructure, bridge replacement appears to be the best option.
Span Bridge	☒	☐	☐	
Box Culvert	☐	☒	☐	
Unique Structure	☐	☒	☐	
Replace Bridge Deck	☐	☐	☒	
Widen	☐	☒	☐	
Rail/Sidewalk Barrier	☐	☐	☒	If bridge is widened the adjacent historic RR bridge and several other utilities will be affected. May need a design exception as the bridge width is deficient. Bridge rails will be included per design standards.
Corrosion Protection	☐	☒	☐	Not anticipated.
Structural Repairs	☐	☐	☒	Bridge replacement is recommended due to the severe delamination of the bridge beams of this structure. Maybe able to repair abutments and channel walls, they appear to be in good condition..
Deck	☐	☒	☐	
Superstructure	☐	☒	☐	
Substructure	☐	☐	☒	
Concrete Wearing Course	☐	☒	☐	N/A
Expansion Joints	☐	☒	☐	No expansions joints are anticipated.
Approach Panels	☐	☒	☐	No approach slabs were found, this is not uncommon for bridges build during this period.
Erosion/Scour Protection	☐	☒	☐	Not anticipated.
Painting	☐	☒	☐	Not anticipated
Over Water?	☒	☐	☐	Over Chase Creek, normally a dry wash.
Utility accommodation	☒	☐	☐	Sewer pipe adjacent to the bridge; gas line along the western edge and an unknown pipe under the bridge. Waterline and unknown pipe (assume abandoned waterline between bridges).
Need Asbestos Assessed?	☐	☐	☒	Check type of pipe under the bridge.
Removals	☐	☐	☒	If bridge is replaced, existing structure will need to be removed.
Br Inventory Sheet indicates that Accelerated Bridge Construction (ABC) should be considered?	☐	☒	☐	If yes, Project Manager should complete Stage 2 ABC selection process.
Other	☐	☐	☐	

Comments and Risk Identification:

The pedestrian bridge adjacent to Chase Creek Bridge is most likely the original AZ & NM RR bridge manufactured by Pencoyd Iron Works (Philadelphia PA). The original fabrication and installation dates are not known. This bridge is a riveted steel plate girder bridge. It is recommended that the proposed improvements not impact this existing historic structure. The roadway bridge is performing well for its age; the beams are experiencing hairline cracks and delamination, re-bar exposure on the bottom. The exterior beams have severe delamination showing the stirrups. The masonry abutments and channelization retaining walls are in fair condition.

BRIDGE HYDRAULICS / DRAINAGE FIELD REVIEW FORM

To 'check' in the check boxes, double click and click on 'checked' in the Default value box

ITEM	ITEM NEEDED			Struc. # If any	RP	LOCATION / QUANTITY / NOTES
	YES	NO	MAYBE			
Mainline Culverts ☐ Repair ☐ Line ☐ Replace ☐ Extend	☐	☒	☐			N/A
Sideline Culverts ☐ Replace ☐ Extend	☐	☒	☐			No sideline culverts are located within the project limits.
Tile	☐	☒	☐			N/A
Storm Sewer	☐	☒	☐			N/A
Erosion Repairs	☐	☒	☐			Channel appears to be solid rock.
Waterway analysis	☐	☐	☒			Keep freeboard the same as the current condition.
Risk Assessment	☐	☒	☐			N/A
Ditch Hearing	☐	☒	☐			N/A
Special Structures	☐	☒	☐			N/A
Weirs	☐	☒	☐			N/A
Vortex	☐	☒	☐			N/A
Fish Passage	☐	☒	☐			N/A
Ponds	☐	☒	☐			N/A
Other:	☐	☐	☐			

Comments and Risk Identification:

DISTRICT - CONSTRUCTION FIELD REVIEW FORM

To 'check' boxes, double click and select 'checked' in the Default value box

ITEM	ITEM NEEDED			LOCATION / QUANTITY / NOTES
	YES	NO	MAYBE	
Detour[a]	☐	☐	☒	The bridge is the only way in and out of the north Clifton area. There is a potential detour across private property.
Temporary Construction[a]	☐	☐	☒	May need to provide access while bridge is replaced.
Staging[a]	☐	☐	☒	May be required to maintain access.
Stockpiling	☐	☒	☐	Not anticipated due to tight work space.
Innovative Contracting	☐	☒	☐	Not anticipated.
Traffic Control	☒	☐	☐	Will be required during construction.
Other	☐	☐	☐	

Comments and Risk Identification:

The bridge is the only way in and out of the north Clifton area. This area consists of a large municipal RV park, the neighborhood of Oakie Town, access to the Polly Rosenbaum Bridge and the recreational amenities beyond, including public restrooms and access to the San Francisco River. Try to work with land owners to allow a temporary detour so we can demolish the old bridge and reconstruct it more quickly and easily than if we have to reconstruct the bridge in halves. Try methods to work around the presence of utilities as they would be difficult and expensive to relocate Proximity of pedestrian bridge may pose construction/constructability challenges.

DISTRICT - MAINTENANCE FIELD REVIEW FORM

To 'check' boxes, double click and select 'checked' in the Default value box

ITEM	ITEM NEEDED			LOCATION / QUANTITY / NOTES
	YES	NO	MAYBE	
Striping	☒	☐	☐	Stripe reconstructed area.
Signing	☒	☐	☐	Bridge delineation, object markers, weight limit signs will be required.
Lighting	☐	☒	☐	Not anticipated.
Curb & Gutter	☐	☒	☐	
Low gravel shoulder correction	☐	☒	☐	
Guard Rail Repair	☐	☒	☐	
Fencing	☐	☒	☐	
Noisewall	☐	☒	☐	
Drainage Repair	☐	☐	☒	Minor repair may be needed.
Erosion Area Correction	☐	☒	☐	
Flooding Area Correction	☐	☒	☐	
Snow Trap, Storage, Icing Correction	☐	☒	☐	
RWIS	☐	☒	☐	
Anti-Icing System	☐	☒	☐	
Frost Heave Correction	☐	☒	☐	
Rest Area Work	☐	☒	☐	
Landscaping	☐	☐	☒	Seeding of disturbed areas may be required.
Millings needed	☐	☒	☐	
Other salvage items	☐	☒	☐	
Other:	☐	☐	☐	

Comments and Risk Identification:

Design a bridge type that requires minimal maintenance.

ENVIRONMENTAL FIELD REVIEW FORM

To 'check' boxes, double click and select 'checked' in the Default value box

ITEM	YES	NO	MAYBE	LOCATION / NOTES / BUDGET-SCHEDULE IMPACTS
4(f) / 6(f) sites	☐	☐	☒	Historic features (bridges)/Historic District, Riverside Park; review area again when design and full scope of work are available to determine Section 4(f) documentation requirements.
Extensive Cultural/Historical Work	☐	☐	☒	Bridge is of historic age and may require documentation as a form of mitigation; bridge is within the Clifton Townsite Historic District and additional research is needed to determine if the bridge is a contributing element to the District; the study area has not been previously surveyed and may require that a new survey be conducted.
Title VI/Environmental Justice Populations	☐	☒	☐	The project is not anticipated to result in disproportionate impacts – all populations will be equally affected during construction and benefit equally after construction. Review potential impacts again when design and full scope of work area available.
Noise Concerns	☐	☒	☐	Sensitive receivers are potentially present. Minor noise impacts would be expected during construction but return to existing levels following construction.
Jurisdictional Waters or Wetlands	☒	☐	☐	Chase Creek is potentially jurisdictional and the San Francisco River would be jurisdictional. Any work occurring in either of these would be subject to regulation by the Corps and require an appropriate Clean Water Act permit. A Pre-JD would be needed to determine if they are jurisdictional. During design, the area of permanent impact will need to be quantified. Since Endangered Species Act species and critical habitat have the potential to be present, the level of permit may not depend only on the area of disturbance. If a species will be jeopardized or if critical habitat may be affected, an Individual Permit would be needed.
Floodplain	☒	☐	☐	Bridges are within Zone AE (Floodway) – FEMA FIRM Panel 04011C0616D (effective 9/28/2007)
State/Federal T&E Species	☒	☐	☐	Within 2 miles, there are known occurrences for Federally listed threatened and endangered species, species of concern, and designated and proposed critical habitat according to the AGFD Online Environmental Review Tool. Eagles could also occur. Section 7 Consultation may be needed.
Wildlife Crossing Concerns	☐	☐	☒	Project is within a potential linkage zone. Coordination with AGFD should be undertaken during the planning of this project.
Hazmat or Contaminated site	☐	☐	☒	Downstream of a large mining operation. PISA will be needed at a minimum.

Prime or Unique Farmland	☐	☒	☐	No prime or unique farmland is present (Farmland Classification—Gila-Duncan Area, parts of Graham and Greenlee Counties, Arizona)
Air Quality Nonattainment or Maintenance Area	☐	☒	☐	Formerly was in non-attainment of the sulfur dioxide criterion, but is in attainment of the 2010 standard; the EPA green book does not include Morenci or Greenlee County as a maintenance area.
Noxious or Invasive Species	☐	☐	☒	If noxious or invasive species are present, they should be treated to prevent their spread.
Visual Quality Concerns	☐	☒	☐	The area is developed. Proposed improvements are consistent with the existing development in the area and, as a result, the corridor would retain its existing character.
Public Involvement Required	☐	☐	☒	With regard to NEPA, public outreach is at the agency's discretion for a CE. Agency scoping is typically conducted.
Significant Environmental Impacts	☐	☐	☒	Once the scope and project area are defined, potential impacts to endangered species should be conducted. Consultation with the USFWS is anticipated to be needed.
Avoidance Areas	☐	☒	☐	
Other	☐	☐	☐	

Anticipated NEPA Clearance Type	Categorical Exclusion (CE) ☒	Environmental Assessment (EA) ☐	Environmental Impact Statement (EIS) ☐	N/A (No federal funds anticipated) ☐

Anticipated Permits Needed	Section 404 Permit: Nationwide Permit ☒ Individual Permit ☐	Individual Section 401 Certification ☐	Section 402 Permit: AZPDES ☒ NPDES ☐

Comments and Risk Identification:

There is a mine tailings dam upstream that may contribute to contamination concerns. There is a potential for Endangered Species Act listed species and critical habitat to be present or close by. Section 7 consultation with USFWS may be needed, and the potential for impact could affect the type of 404 permit that would be necessary. Based on acreage, if less than 0.1 acre of permanent disturbance, a NWP would be appropriate. The potential effects on protected species may trigger the need for a preconstruction notification (PCN) or Individual Permit. An Individual Permit can take 9 months to a year to obtain once sufficient design plans are available (60 or 95 percent). Formal Section 7 Consultation takes 135 days from when the biological document is provided to USFWS and it is determined that they have all the information they need.

GEOTECHNICAL FIELD REVIEW FORM

To 'check' in the check boxes, double click and click on 'checked' in the Default value box

ITEM	YES	NO	MAYBE	LOCATION / NOTES / BUDGET-SCHEDULE IMPACTS
Will geotechnical borings be required?	☐	☐	☒	Est Drilling/Excavation Depth: TBD
Will rock coring be required?	☐	☐	☒	Determine during design.
Will test pits be required?	☐	☐	☒	Est Drilling/Excavation Depth: TBD
Is site accessible by a 4-wheel vehicle, backhoe, or track hoe?	☒	☐	☐	
Will a seismic refraction survey be required?	☐	☒	☐	
Will geologic mapping be required?	☐	☒	☐	
Will soil/rock lab testing be required?	☐	☐	☒	
Will geotechnical investigation require a separate Environmental Clearance?	☐	☐	☒	
Other:	☐	☐	☐	

Comments and Risk Identification:

A geotechnical report will be required for the project to determine the bridge foundation type and depth to the foundation. This will most likely be completed during final design. If drilling will occur in a Waters of the US, additional time may be needed to obtain clearance for the geotech since there are potentially endangered species and critical habitat present/nearby. The type and depth of drilling/excavation will be determined during design.

PAVEMENT / MATERIALS FIELD REVIEW FORM

To 'check' in the check boxes, double click and click on 'checked' in the Default value box

ITEM		ITEM NEEDED			LOCATION / QUANTITY / NOTES
		YES	NO	MAYBE	
Hot Mix Asphaltic Concrete Pavement	Minor Rehab/Preventative Maint (Chip Seal, Slurry Seal, etc.)	☐	☒	☐	
	Major Rehab (Mill & Replace Only)	☐	☒	☐	
	Major Rehab (Mill, Replace & Overlay)	☐	☒	☐	
	Major Rehab (Overlay Only)	☐	☒	☐	
	Reconstruction	☒	☐	☐	Approach roadway width ranges from 21 - 24'
	Widening/Adding Turn Lanes	☐	☒	☐	
	Pavement Core	☐	☐	☒	Pavement coring may be needed to verify the thickness of pavement on approaches.
	Falling Weight Deflectometer Test	☐	☒	☐	
Portland Cement Concrete Pavement	Joint Repairs	☐	☒	☐	No concrete pavement
	Dowel Bars	☐	☒	☐	
	Major CPR	☐	☒	☐	
	Minor CPR	☐	☒	☐	
	Widening/Turn Lanes	☐	☒	☐	
	Pavement Core	☐	☒	☐	
	Other:	☐	☐	☐	
Sub-surface	Aggregate Base Improvement	☐	☐	☒	Will be determined by the geotechnical report during design phase.
	Subgrade Improvement	☐	☐	☒	Will be determined by the geotechnical report during design phase.
	Other:	☐	☐	☐	
Shl-der	Shoulder Work	☐	☒	☐	
	Other:	☐	☐	☐	
Edge Drains	Edge Drain Video Insp	☐	☒	☐	
	Edge Drain Flushing	☐	☒	☐	
	New Edge Drains	☒	☐	☐	

Comments and Risk Identification:

The pavement will be reconstructed on both ends of the bridge; no change in vertical profile is anticipated; and approximately 50' of approach pavement reconstruction will be required.

RIGHT-OF-WAY FIELD REVIEW FORM

To 'check' boxes, double click and select 'checked' in the Default value box

Location	Existing ROW Width	Owner	Comments
Chase Creek Bridge # 1	Unknown	Freeport	ROW/easement width is yet to be determined.

List all adjacent land owners within the project limits	**Freeport**

ITEM	YES	NO	MAYBE	PARCEL # / LOCATION / QUANTITY / NOTES
Potential Full-Parcel ROW Take	☐	☒	☐	
Potential Partial-Parcel ROW Take	☐	☒	☐	
Access Issues	☐	☐	☒	Temporary access easement via adjacent private property may be needed during construction.
Temporary Construction Easement (TCE) required	☐	☐	☒	Temporary access easement via adjacent private property may be needed during construction.
Drainage Easement required	☐	☒	☐	
Access Easement required	☐	☐	☒	Temporary access easement via adjacent private property may be needed during construction.
Plats needed	☐	☒	☐	
Other	☐	☐	☐	

Comments and Risk Identification:

Ownership is Freeport McMoran. Freeport is 100% in favor of seeing the bridge upgraded. The easement process may take some time, but they're working on it.

ROADWAY / DRAINAGE FIELD REVIEW FORM

To 'check' boxes, double click and select 'checked' in the Default value box

ITEM	ITEM NEEDED			LOCATION / QUANTITY / NOTES
	YES	NO	MAYBE	
Design Exception	☐	☒	☐	
CSS Design Flexibility	☐	☒	☐	
Hor. Curve Correction	☐	☒	☐	
Vert. Curve Correction	☐	☒	☐	
Crown Correction	☐	☐	☒	
Super Correction	☐	☒	☐	Road on tangent.
Side Slope Correction	☐	☒	☐	
Shoulder slope correction	☐	☒	☐	
Flatten Entrance Slopes	☐	☒	☐	Flat approaches.
Sight-line Obstr. Correction	☐	☒	☐	
Guardrail	☐	☐	☒	Guardrail may be needed as the road transitions off the bridge.
Curb & Gutter	☐	☒	☐	
Retaining Walls	☐	☒	☐	
Spillway	☐	☒	☐	
Downdrain	☐	☒	☐	
Scuppers	☐	☒	☐	
69kV lines Steel Poles	☐	☒	☐	
Other:	☐	☐	☐	

Comments and Risk Identification:

No alterations in the drainage patterns are anticipated by this bridge replacement project. Maintain current alignment and profile of the roadway. However, crown correction may be needed and should be reviewed during final design.

TRAFFIC / SAFETY FIELD REVIEW FORM

To 'check' in the check boxes, double click and click on 'checked' in the Default value box

ITEM	ITEM NEEDED			LOCATION / QUANTITY / NOTES
	YES	NO	MAYBE	
Bicycle Countermeasures				
Bike Lane	☐	☒	☐	No bike lanes.
Pavement Markings / Signs	☒	☐	☐	
Shared Use Path	☐	☒	☐	
Other:	☐	☐	☐	
Curve Countermeasures				
Enhanced Delineation and Friction for Horizontal Curve	☐	☒	☐	No curves, section is on tangent.
Curve Warning Signs	☐	☒	☐	
Other:	☐	☐	☐	
Intersection Countermeasures				
Access Control	☐	☒	☐	No intersections.
Pedestrian Phasing	☐	☒	☐	
Pedestrian Signal/ Countdown Signal	☐	☒	☐	
Offset/lengthen turn lane	☐	☒	☐	
Phasing/protected left turn	☐	☒	☐	
Roundabout	☐	☒	☐	
Signal Backplates with Retroreflective Borders	☐	☒	☐	
Stop Bar	☐	☒	☐	
Other:	☐	☐	☐	
Lane / Roadway Departure Countermeasures				
Longitudinal Rumble Strips / Stripes on 2-Lane Roads (shoulder & centerline)	☐	☒	☐	
Raised Median Barrier	☐	☒	☐	
Safety Edge	☐	☒	☐	
Shoulder	☐	☒	☐	
Other:	☐	☐	☐	

ITEM	ITEM NEEDED			LOCATION / QUANTITY / NOTES
	YES	NO	MAYBE	
Pedestrian Countermeasures				
ADA Improvement	☐	☒	☐	Pedestrians may continue to use the existing pedestrian bridge (old railroad bridge).
Crosswalk	☐	☒	☐	
Median and Ped Xing Island (urban / suburban area)	☐	☒	☐	
Pedestrian Hybrid Beacon	☐	☒	☐	
Pedestrian Warning Sign (Ped Xing, No Right on Red, Yield to Peds)	☐	☒	☐	
Road Diet	☐	☒	☐	
Sidewalk	☐	☒	☐	
Traffic Calming	☐	☒	☐	
Widen Shoulder	☐	☒	☐	
Other:	☐	☐	☐	
Railroad Crossing Countermeasures				
Active Advanced Warning Sign	☐	☒	☐	No railroad crossing.
Flashing Light Signals	☐	☒	☐	
Gates (Automated, Channelized, Four-Quadrant)	☐	☒	☐	
Pavement Markings	☐	☒	☐	
Signage	☐	☒	☐	
Train Detection System	☐	☒	☐	
Traffic Signal	☐	☒	☐	
Warning Bell	☐	☒	☐	
Wayside Horn System	☐	☒	☐	
Other:	☐	☐	☐	

Comments and Risk Identification:

UTILITIES
FIELD REVIEW FORM

(1) Info Source	(2) FACILITY OWNER	(3) FACILITY TYPE	(4) LOCATION	(5) Impact	(6) ROW /TCE	(7) REMARKS/ REASON FOR CONFLICT
B	Freeport	Unknown Pipeline	Under bridge	Y	N	This abandoned pipeline is within the project limits under the bridge. Determine if this can be removed during final design.
B	Southwest Gas	Natural Gas line	Along the west side of the bridge.	Y	N	The pipe is located within the project limits and relocation will need to be accommodated during final design.
B	Town of Clifton	Sewer line	Adjacent to the bridge 10'+/- to west	N	N	Improvements are not anticipated to impact the sewer line.
B	Town of Clifton	Active Waterline	Between the two bridge structures – upper pipe	N	N	Improvements should not affect this waterline.
B	Freeport	Abandoned Waterline	Between the two bridge structures - Lower pipe	N	N	Improvements should not affect the abandoned line.
						Note: Try to avoid impacts to the utility lines. This may require a design exception for the structure width.

1) **Use A – Permit Log, B – Field Observation, C – Utility/Other**
2) **Facility Owner (company/agency) name and contact information. Note: this does not include drainage features located underground**
3) **Type and Size of facility**
4) **Use Milepost or Stationing. Last resort describe**
5) **Y – Likely to impact facility with project N – Not likely to impact facility**
6) **Y – If relocation, likely to need TCE or ROW N- No**
7) **Pertinent Information include potential relocation cost, schedule impacts, coring requirements, potential Utility Agreement notes, or other risks**

End Field Report

ARIZONA DEPARTMENT OF TRANSPORTATION

REVIEW COMMENTS SUMMARY

SUBMITTAL:	**Field Review Report**	***PROJECT NAME:***	**Town of Clifton – Chase Creek Bridge #1 (Pre-scoping)**
RETURN DATE:	**1-24-2018**	***PROJECT NO:***	**MPD0022-18**
JACOBS PROJECT MANAGER	**Rick Powers**	***ADOT PROJECT MANAGER***	**Mark Hoffman**

ACTION CODES:

A= WILL COMPLY ***B= CONSULTANT TO EVALUATE**
***C= TEAM TO EVALUATE** ***D= TEAM RECOMMENDS NO FURTHER ACTION**

- ***REQUIRES A <u>WRITTEN EXPLANATION</u> AND FINAL DISPOSITION BY CONSULTANT/DESIGNER***

ITEM NO.	DWG, SHT, PAGE NO.	COMMENT	DISPOSITION INIT.	FINAL
		Bill Harmon		
	Bridge Form	• We might want to consider an exception regarding the width of the new bridge; it could be less than two full lanes with shoulders due to: o Very low volume and speeds o Presence of utilities that will be difficult and expensive to relocate o Proximity of pedestrian bridge o Potential decrease cost to Town o Might make construction a little easier o Would take minor signing and hazard marker adjustments for a "narrow" bridge o This would probably work if the neighbor will allow a temporary detour through his/her property then we can demolish the old bridge and reconstruct it more quickly and easily than if we have to reconstruct the bridge in halves.	A	A
1.	Bridge Form	The team could not find any approach slabs which is not unusual for bridges of this age and service.	A	A
		Ian McGaughey (Town of Clifton)		
	Environmental Form	All signs point to Freeport being the owner. I just talked with Bill Cuthbertson (Sr. Resource Analyst, Land & Water for Freeport) and they will begin the process of preparing a roadway easement. He says that Freeport is 100% in favor of seeing the bridge upgraded. The easement process may take some time, but they're working on it.	A	A
		Provided photos of the pipes under and around Chase Creek Bridge #1 along with their current uses.	A	A
		What we're calling the pedestrian bridge was in fact a railroad bridge dating to the 19th century.	A	A
		Patrice Brun (ADOT Geotechnical)		
		No changes.	A	A
		Sirous Naghshineh		
		No comments from ADOT Predesign at this time.	N/A	N/A

Town of Clifton, Chase Creek Bridge #1
Pre-Scoping Meeting.
Sign-in Sheet. 12/12/2017.

Name	Agency	Email
Vamshi Yellisetty	Jacobs	Vamshi.Yellisetty@jacobs.com
LEONARD MORALES	MW&E	LMORALES1@CFMI.COM
Ian McGaughey	Town of Clifton	ian@townofclifton.com
Casey Banale	Town of Clifton	public works@Townofclifton.com
Mark Hoffman	ADOT	mhoffman@azdot.gov
Rick Powers	JACOBS	rick.powers@jacobs.com
Bill Harman	ADOT SE DISTRICT	bharman@azdot.gov
Tom Engel	" " (Phone)	

Town of Clifton, Chase Creek Bridge #1, Pre-Scoping Project MPD0022-18
Kick-Off Meeting and Field Review
Date: Tuesday, December 12, 2017
Time: 1:00 – 3:00
Location: **Clifton Town Hall, 510 N Coronado Blvd, Clifton, AZ**
Call In Number: Access Number: 877.820.7831 Passcode: 774047#

MEETING AGENDA

1. **Welcome and Introductions**

2. **Scope of Work/Pre-Scoping Report**
   - Scoping document
   - Planning level cost estimate
   - Project schedule to complete design and construction

3. **Project Overview**

4. **Field Review Report**

   - Review and complete each applicable technical area checklist

5. **Conduct On-Site Field Review**

6. **Next Steps**

Town of Clifton – Chase Creek Bridge #1 (Pre-scoping)
Existing Conditions

Built in 1901 – Single 31’ span reinforced Integral concrete T-beam Bridge

SCOPE

- Review Proposed Improvements in Bridge Report
- Rehab Deck
- Rust Removal/Painting
- Environmental Impacts
- Estimate for replacement

DIMENSIONS	
N32:Appr Rdwy Width (feet):	20
N48-Max Span Length (feet):	31
N49-Structure Length (feet):	33
N50a-Lt Curb/Swlk Width (feet):	0.0
N50b-Rt Curb/Swlk Width (feet):	0.0
N51-Br Width Curb-Curb (feet):	20.8
N52-Deck Width Out-Out (feet):	21.8
N112-NBIS Br Length?	Y

SUFFICIENCY RATING		
Sufficiency Rating:	S	23.40

Ped Bridge/
(Historic RR Bridge)

CONDITION RATINGS	
N58-Deck:	6
N59-Superstructure:	4
N60-Substructure:	7
N61-Channel:	6
N62-Culvert:	N

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

Town of Clifton – Chase Creek Bridge #1 (Pre-scoping)
Photos from the field Review (12/12/2017)

Approach Roadway – Looking North.

Approach Roadway – Looking South.

Southwest Gas line – West side of Bridge (Not attached to the bridge).

In the distance, Clifton sewer line (active), roadway bridge with abandoned pipe, original railroad bridge closest.

Two pipes between the bridges – lower is abandoned water line upper is active water main.

Top view of the two pipes between bridges.

Condition of the bridge girders, showing abandon pipe under the roadway bridge.

TAC PACKET

TO: **SEAGO TAC**

FROM: **CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR**

DATE: **JANUARY 7, 2020**

RE: **ELECTION OF OFFICERS**

Article 6 of the ***SEAGO TAC Bylaws*** requires that a Chairperson and Vice-Chairperson be elected at the first meeting of the new calendar year. Our current officers are:

Chairperson: Michael Bryce – Graham County
Vice Chairperson: Randy Petty – City of Safford

The Bylaws provide no direction in regards to length of service limitations. Therefore, the TAC could elect to keep the current Chair and Vice-Chair in place or elect new officers.

Note: During the election of officer discussion last January, a recommendation was made that a rotation should be established in which the Vice-chair be elevated to the Chair position and a new Vice-chair be elected. There appeared to be support for this idea. However, no action was taken on this recommendation. After discussion, Randy Petty indicated his preference was to keep our current officers the same. The group concurred. However, this is a process that may want to be re-considered by the TAC.

From: Jennifer Catapano [mailto:jcatapano@azdot.gov]
Sent: Wednesday, January 8, 2020 2:59 PM
Subject: Arizona Crash Information System (ACIS) - Web Based Training

Good Afternoon,

This email is sent on behalf of Saroja Devarakonda, Safety Analysis Program Manager, ADOT. Please disseminate as needed to individuals within your organization and network.

About the ACIS Training

The Arizona Crash Information System (ACIS) is an internal web-based application that provides motor vehicle crash data initially compiled from traffic reports submitted to the Arizona Department of Transportation (ADOT). Arizona crash data is submitted by law enforcement agencies of the state, county, city, and tribal areas to ADOT's Traffic Safety Group. The primary function of ACIS is a query tool that allows users to analyze, sort, filter, and interact with crash related data. In addition to conducting analysis within the application, users may download the data, and may connect the data to alternate business intelligence software tools such as Tableau, ArcGIS, and Power BI for focused analysis and data visualization.

Training Purpose

This is the first of two web based trainings for our local agencies to learn how to access your own crash data on local roads using ACIS. The first training is January 29, 2020. Another invite will be sent for training offered on February 11, 2020.

Learn about ACIS and attend via remote access.

When	Wed Jan 29, 2020 10:00am – 11:30am Mountain Standard Time - Phoenix
Where	PHX-1611WJackson-1-ADOT-1611 Rm A - Slide Rock Conf Rm (16) [Projector, Speakerphone] (map)
Joining info	meet.google.com/rrr-kbcm-qit
Or dial	+1 601-935-4117 PIN: 974627# More phone numbers

If you have any questions or concerns regarding this training, contact Saroja Devarakonda, Safety Analysis Program Manager, ADOT at 602-712-8283 or sdevarakonda@azdot.gov.

Thank you.
Jennifer T. Catapano
LPA Liaison
Local Public Agency Section
MD EM11
Phoenix, Arizona 85007
O: 602-712-4873
www.azdot.gov
jcatapano@azdot.gov

Chris Vertrees

From: Jennifer Catapano <jcatapano@azdot.gov>
Sent: Thursday, January 09, 2020 9:28 AM
To: arobles@cagaz.org; tashbaugh@cagaz.org; Christopher Bridges; Daniel Harmonick; David Wessel; MInce@flagstaffaz.gov; Vinny Gallegos; BuckleyJ@lhcaz.gov; EAnderson@azmag.gov; TStrow@azmag.gov; VLivshits@azmag.gov; Chris Fetzer; Jason James; Farhad Moghimi; pcasertano@pagnet.org; Karen Lamberton; Randy Heiss; iHiggs@scmpo.org; Jason Hafner; Brian Babiars; Justin Hembree; Paul Ward; Charles Gutierrez; Christopher Vertrees
Cc: Jennifer Catapano; Mark Henige; Jennifer Henderson; David Do; Rolanda Smedley; Benjamin Robideau; Lisa Pounds; Velvet Mathew; Madhav Mundle; Steve O'Brien; Charla Glendening; Don Sneed; Donna Lewandowski; Ermalinda Gene; Daniel Gabiou; Jason Bottjen; John Wennes; Mark Hoffman; Kerry Wilcoxon; Saroja Devarakonda
Subject: Arizona Crash Information System (ACIS) - Web Based Training - February 11, 2020

Good Afternoon,
This email is sent on behalf of Saroja Devarakonda, Safety Analysis Program Manager, ADOT. Please disseminate as needed to individuals within your organization and network.

About the ACIS Training

The Arizona Crash Information System (ACIS) is an internal web-based application that provides motor vehicle crash data initially compiled from traffic reports submitted to the Arizona Department of Transportation (ADOT). Arizona crash data is submitted by law enforcement agencies of the state, county, city, and tribal areas to ADOT's Traffic Safety Group. The primary function of ACIS is a query tool that allows users to analyze, sort, filter, and interact with crash related data. In addition to conducting analysis within the application, users may download the data, and may connect the data to alternate business intelligence software tools such as Tableau, ArcGIS, and Power BI for focused analysis and data visualization.

Training Purpose

This is the second of two web based trainings offered to our local agencies. The first training is January 29, 2020.

Saroja will be encouraging the attendees to test the tool after the January training. At this February training, attendees are to report back any issues, questions or concerns they have with the system.

ACIS Training

When Tue Feb 11, 2020 10:00am – 11:30am Mountain Standard Time - Phoenix

Where PHX-1611WJackson-1-ADOT-1611 Rm A - Slide Rock Conf Rm (16) [Projector, Speakerphone] (map)

Joining info meet.google.com/ruk-xvuz-yfe

Or dial: +1 443-402-5724 PIN: 115258# More phone numbers

Who Saroja Devarakonda - Organizer

--
Jennifer T. Catapano
LPA Liaison
Local Public Agency Section
MD EM11
Phoenix, Arizona 85007
O: 602-712-4873
www.azdot.gov
jcatapano@azdot.gov

TAC PACKET

TO: **SEAGO TAC**

FROM: **CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR**

DATE: **JANUARY 9, 2020**

RE: **LTAP TRAINING QUESTIONNAIRE**

SEAGO annually programs $10,000 in STP funding to the Local Technical Assistance Program (LTAP). The $10,000 covers the membership costs for all of our member agencies. If we did not fund the program, the cost to each agency would be $100 per transportation employee. An agency with 12 employees dedicated to transportation would pay $1,200 per year to be a member of LTAP. As a member we have access to the following services:

1. No fee access to any LTAP training provided at any location in the State.
2. The ability to request localized on-demand training for any course offered by LTAP.
3. No fee access to their equipment loan program (retroreflectometer and turning movement counters).
4. No-fee access to their technical assistance program. Upon request, LTAP will provide a subject matter expert to assist local agencies with road construction, maintenance, and administrative issues.

LTAP offers two certificate programs:

Level I Road Scholar: Training courses are targeted for entry-level transportation employees or those with no or limited experience (i.e., up to five years' experience in the transportation field).

Level II Road Scholar: Training courses are targeted for employees working within transportation industry, motivated to advance their knowledge, skills and abilities to excel their career. Level II training is in the beginning supervisory level and management course work. (Up to 10 years field experience).

SEAGO and SVMPO are currently reviewing how to best combine resources to reduce training costs and improve access to training. **Please take a few minutes to complete the attached questionnaire concerning LTAP training.**

SEAGO
LTAP Questionnaire

Name: _____ Agency: _____

1) ***Did your agency attend LTAP training in 2019?*** Yes_____ No_____

2) Is your agency planning on using LTAP training resources in 2020?

Yes_____ No_____

3) Did your agency use any of the following LTP programs in 2019?

On Demand Training: Yes_____ No_____

Heavy Equipment Certification: Yes_____ No_____

Road Scholar Program: Yes_____ No_____

Technical Assistance Program: Yes_____ No_____

Equipment Loan Program: Yes_____ No_____

LTAP Resource Library: Yes_____ No_____

4) ***How many dedicated transportation employees does you agency have?***

Chris Vertrees

From: AZ Local Technical Assistance Program (LTAP) <azltap@info.azdot.gov>
Sent: Tuesday, January 07, 2020 1:24 PM
To: jrussell@seago.org
Subject: Tapping In! - News and Announcements for AZ LTAP
Attachments: Pavement_Preservation_Workshop_2-18-2020_(3).pdf; AZ_LTAP_Enrollment_Request_Form_(2).pdf

One of the core functions of the LTAP program is to provide On-Demand technical training for the local communities. AZ LTAP does not schedule classes on a regular or cyclical basis. On-Demand training is scheduled when specifically requested by Contributing Member Agencies.

AZ LTAP Training Schedule

Contributing Member Agency Employees are Free unless noted
LG = Local Government (Not From A Contributing Member Agency)
P = Private Sector, Non-Local Government, etc.

TCH1168 ATSSA Traffic Control Technician: ADOT $0; LG $85; Private and Consultants; $170; the fee is charged for Private/Consultants whether on an ADOT job or not; IDO Tech will invoice your employer.

Please Note: TCH1167 ATSSA Traffic Control Supervisor requires that TCH1168 has been satisfactorily taken prior to enrolling in TCH1167.

TCH1167 ATSSA Traffic Control Supervisor: ADOT $0; LG $150; Private and Consultants; $300; the fee is charged for Private/Consultants whether on an ADOT job or not; IDO Tech will invoice your employer. Thank you! ****Please be sure to pre-register for these trainings, no walk-ins or substitutes will be allowed. Thank you!****

If there are no seats available you may still register which places you on the waiting list. Seats fill occurs on a first-come, first-served basis as they become available. Wait lists help determine additional training demand. All training is scheduled On-Demand when requested by Contributing Member Agencies. To see if your agency is a Contributing Member Agencies, visit the AZ LTAP web site. To register for any class please fax your Enrollment Form to (602) 712-3007.

LTP0012BWTC/ Flagger1/9/20201/9/2020Scottsdale2ADOT $0; LG $35; P $70

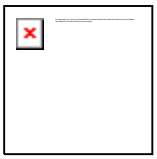
Course Code	Class Name	Start Date	End Date	Location	Avail. Seats	Registration Fees/Notes
TCH1168	ATSSA - Workzone Traffic Control Technician	1/15/2020	1/15/2020	Yuma	6	ADOT $0; LG $85; P $170

TCH1167	ATSSA - Workzone Traffic Control Supervisor	1/22/2020	1/23/2020	Phoenix	3	ADOT $0; LG $150; P $300
TCH1167	ATSSA - Workzone Traffic Control Supervisor	2/5/2020	2/6/2020	Yuma	8	ADOT $0; LG $150; P $300
LTP0118	Drainage Course	2/6/2020	2/6/2020	Tucson	15	ADOT $0; LG $35; P $35
TCH3046	Certified Payroll Workshop	2/13/2020	2/13/2020	Phoenix	10	No Fee
GEN5004	CPR/AED/First Aid	2/26/2020	2/26/2020	Phoenix	9	ADOT $0; LG $55; P $55
GEN5004	CPR/AED/First Aid	3/3/2020	3/3/2020	Phoenix	11	ADOT $0; LG $55; P $55
GEN5004	CPR/AED/First Aid	3/4/2020	3/4/2020	Phoenix	12	ADOT $0; LG $55; P $55
TCH3046	Certified Payroll Workshop	3/19/2020	3/19/2020	Phoenix	10	No Fee
TCH3046	Certified Payroll Workshop	4/16/2020	4/16/2020	Phoenix	10	No Fee
GEN5004	CPR/AED/First Aid	4/21/2020	4/21/2020	Phoenix	12	ADOT $0; LG $55; P $55
GEN5004	CPR/AED/First Aid	4/22/2020	4/22/2020	Phoenix	8	ADOT $0; LG $55; P $55
TCH3046	Certified Payroll Workshop	5/14/2020	5/14/2020	Phoenix	10	No Fee
TCH3046	Certified Payroll Workshop	6/11/2020	6/11/2020	Phoenix	10	No Fee
TCH3046	Certified Payroll Workshop	7/9/2020	7/9/2020	Phoenix	10	No Fee
TCH3046	Certified Payroll Workshop	8/13/2020	8/13/2020	Phoenix	10	No Fee
TCH3046	Certified Payroll Workshop	9/10/2020	9/10/2020	Phoenix	10	No Fee

TCH3046	Certified Payroll Workshop	10/8/2020	10/8/2020	Phoenix	10	No Fee
TCH3046	Certified Payroll Workshop	11/12/2020	11/12/2020	Phoenix	10	No Fee
TCH3046	Certified Payroll Workshop	12/10/2020	12/10/2020	Phoenix	10	No Fee

View the entire schedule, pricing and course descriptions at http://www.azltap.org/training-events/class-schedule.

AZLTAP now accepts Visa, MasterCard, American Express and Discover for payments. Please call (602) 712-4050 for more information.



Other Transportation News:

- Transportation Board Research Board News
- ECD News

Forms and Info:

Please remember to use the newest OnDemand and enrollment forms. Thank you!

- Pavement Preservation Workshop 2-18-2020 (3).pdf
- AZ LTAP Enrollment Request Form (2).pdf