



TRANSPORTATION ADVISORY COMMITTEE AGENDA

Date:	November 18, 2021
Time:	10 a.m.
Location:	Zoom Meeting
Call-in No.	https://us02web.zoom.us/j/82389180485?pwd=UGtuNTMrbEtBQy9JTUFUM1ltVTF2UT09
Meeting ID: 823 8918 0485 Passcode: 717141	

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) Lance Henrie – Safford Mark Hoffman – ADOT MPD Michelle Johnson – Benson Matthew Gurney – Bisbee Rudy Perez – Clifton Jackie Watkins – Cochise County	Dave Swietanski – Douglas Vacant – Duncan Reed Larson - Greenlee County Juan Guerra – Nogales Vernon Batty – Pima Barney Bigman – San Carlos Apache Tribe (SCAT) Leonard Fontes – Santa Cruz County	Tom Palmer - Thatcher (Vice Chair) William Teeters – Willcox Regina Duran - Tombstone Ronald Robinson –Patagonia
Guests, Staff, and Other Expected Attendees	Chris Vertrees, SEAGO John Merideth, SEAGO Jennifer Henderson – ADOT Mark Henige - ADOT		

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 September 16, 2021	Michael	3-4
4.	State Highway Rail Grade Crossing Action Plan - Presentation	Heidi Yaqub	N/A
5.	STBG Ledger Report	Chris	5
6.	TIP Report <ul style="list-style-type: none"> • Possible TIP Amendment(s) • Possible Administrative Amendments 	Chris	6-29
7.	Regional Road Pavement Assessment Project Update	Chris	30
8.	ADOT Traffic Count Data Request	Chris	31
8.	ADOT LPA Section Updates	Jennifer Mark	N/A
9.	District Engineers' Report <ul style="list-style-type: none"> • Status of State Highway Projects • Quarterly Project Report 	TBD	N/A

10.	Regional Local Program Reports <ul style="list-style-type: none"> • Status of Local Projects <ul style="list-style-type: none"> ○ STP Projects ○ Update on Enhancement Projects ○ Update on HSIP Projects ○ Update on all Planning Studies 	Towns, Cities, Counties, & ADOT	N/A
11.	Items for General Discussion	All	N/A
12.	Next Meeting Date: 1/20/22	Michael	N/A
14.	Adjourn	Michael	N/A

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



SEAGO TRANSPORTATION ADVISORY COMMITTEE

DRAFT MEETING MINUTES FOR SEPTEMBER 16, 2021

Date:	September 16, 2021		
Time:	10 a.m.		
Location:	Zoom Conference		
Voting TAC Members Present	Jesus Valdez, Santa Cruz County (Chair Pro Tem) Michael Bryce, Graham County Michelle Johnson, Benson Mark Hoffman, ADOT Brad Simmons, Cochise County	Lance Henrie, Safford Juan Guerra, Nogales Barney Bigman, SCAT Dave Swietanski, Douglas Jesus Haro, Bisbee	
Guests, Staff, and Other Attendees	Chris Vertrees, SEAGO John Merideth, SEAGO Mark Henige, ADOT Jennifer Fuller, Cochise County		

1. Call to Order and Introductions

Chris Vertrees called the meeting to order at 10:04 a.m. Chris Vertrees conducted a roll call of members and guests that were participating in the meeting.

Chris advised the TAC that Chair Michael Bryce had advised that he was on vacation and may not have reliable service so someone else should probably conduct the meeting. Chris also advised that Vice-Chair Tom Palmer would not be available for this meeting. Chris advised the TAC that Robert's Rules of Order allows for the selection of a Chair Pro Tem to Chair the meeting.

Chris advised the TAC that he a spoken with Jesus Valdez/Santa Cruz County. He has previously held the Chair position and is willing to chair this meeting.

Chris Vertrees asked for a motion to approve making Jesus Valdez Chair Pro Tem.

MOTION: Michelle Johnson moved to approve

SECOND: Dave Swietanski

ACTION: APPROVED UNANIMOUSLY

2. Call to the Public

Chairman Pro Tem Valdez made a Call to the Public and no one spoke.

3. Approval of July 15, 2021 Meeting Minutes

Chair Pro Tem Valdez asked the TAC to review the minutes for needed corrections. Chair Pro Tem Valdez asked for a motion to approve the July 15, 2021, Meeting Minutes.

MOTION: Juan Guerra moved to approve

SECOND: Mark Hoffman

ACTION: APPROVED UNANIMOUSLY

4. STBG Ledger Report

Chris Vertrees referred the TAC to the STBG Ledger Report located on pages 7 of their packet. Chris advised the TAC that the Ledger reflects the \$198,554 approved at the July TAC meeting for the SEAGO Region Road Pavement Assessment Project. Chris indicated that we have \$93,837 in STBG OA available for the year. If not needed, he will loan it out in March.

5. TIP Report

Chris advised the TAC that the SEAGO received no TIP amendment requests since our last meeting. Chris advised that the SEAGO Region 22-26 TIP was included on page 9 for their records.

6. Regional Road Pavement assessment Project

Chris referred the TAC to page 10-11 of their packet for an update on the Road Pavement Assessment Project.

7. RTAC Regional Project List

Chris referred the TAC to pages 12-16 of their packet for an update on the RTAC Regional Project List.

8. LPA Section Updates

Mark Henige provided updates for the ADOT LPA section.

9. District Engineer's Report

There was no staff present from the Southeast and Southcentral Districts to provide project updates.

10. Regional Program Reports

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

11. Items for General Discussion

Chris Vertrees stated that he anticipates that a majority of the next TAC meeting to focus on reviewing and ranking the RFP for the Road Pavement Assessment Project.

12. Next Meeting Date: November 18, 2021.

Meeting adjourned at 12:10 p.m.

SEAGO
STBG Ledger 2022-2026
November 10, 2021

Action	94.9% * OA Rate	Projected Fed Funds *		Cumulative Balance	
		Apportionment	OA	Apportionment	OA
STBGP Carry Forward FY 2021	94.9%	\$0	\$0	\$0	\$0
FY 2022 Allocation*	94.9%	\$909,856	\$857,078	\$909,856	\$857,078
STBG ADOT Loan Repayments (IN)		\$416,709	\$416,709	\$1,326,565	\$1,273,787
SEAGO Region Road Pavement Assessment Project		-\$198,554	-\$198,554	\$1,128,011	\$1,075,233
Safford: 20th Avenue-Partial Loan Repament		-\$971,396	-\$971,396	\$156,615	\$103,837
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$146,615	\$93,837
FY 2022 Balance				\$146,615	\$93,837
FY 2023 Allocation	94.9%	\$909,856	\$857,078	\$909,856	\$857,078
Repay SVMPO (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
FY 2024 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
FY 2025 Allocation	94.9%	\$909,856	\$857,078	\$909,856	\$857,078
Final Repayment Safford 20th Ave. Loan (OUT)		-\$529,435	-\$529,435	\$380,421	\$327,643
City of Douglas - Chino Road - Design		-\$75,440	-\$75,440	\$304,981	\$252,203
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$294,981	\$242,203
FY 2025 Balance				\$294,981	\$232,203
FY2026 Allocation	94.9%	\$909,856	\$857,078	\$909,856	\$857,078
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$899,856	\$847,078
FY 2026 Balance				\$899,856	\$847,078

- * 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. 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 STBG funds for a five year period.



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR
DATE: NOVEMBER 10, 2021
RE: SEAGO TIP REPORT

SEAGO did not receive any amendment requests for this meeting. However, SEAGO has received a request from Santa Cruz County to add the Ruby Road Bridge at Potrero Creek Replacement Project to the Future Project Section of our FY22-26 TIP. Santa Cruz is applying for CMAQ funding for the project. Inclusion in the Future Project Section of the TIP will provide support for their application.

The SEAGO Region Future Project Programming Procedures were reviewed and approved by the SEAGO TAC on November 20, 2014, and by the SEAGO Executive Board on February 27, 2015. The procedures allow for member agencies to submit a request to include a project in the Future Project Section of the TIP.

The procedures require that the SEAGO TAC review and approve the placement of a project on the list. Placement on the list does not indicate any commitment involving the use of Regional funds.

This project was reviewed and ranked by the SEAGO TAC in July through the development of our RTAC Priority Project List. I have attached a copy of the DCR submitted in July for this project. The project was ranked #1 during the RTAC List selection process and the TAC recommended the use of State Surplus Funding in the amount of \$1,517,304. The project estimate is currently \$13,631,315. Santa Cruz has indicated a local commitment of \$4,500,000.

If approved, the project will be added to the Future Project Section of the TIP in the following manner:

Federal: TBD
Local Match: \$4,500,000
Other Funds: \$1,517,304

Our SEAGO 2022-2026 TIP is attached for your records.

PUBLIC WORKS DEPARTMENT
SANTA CRUZ COUNTY
JESUS VALDEZ, P.E.
COUNTY ENGINEER

7/6/2021

SouthEastern Arizona Governments Organization
1403 W. Highway 92
Bisbee, AZ 85603

Re: Ruby Road Bridge over Potrero Creek and the Union Pacific Railroad
Surface Transportation Block Grant Program

Dear Transportation Advisory Committee,

We are very interested in being selected for the SEAGO Surface Transportation Block Grant Program. As you will see in the attached Mini DCR, we have done a significant amount of upfront design of the Ruby Road Bridge over Potrero Creek and the Union Pacific Railroad. The scope of work, project risks and construction cost estimate for the project have been well defined. We feel that this project is worthy of consideration and will eliminate an at-grade railroad crossing that has a history of crashes as well as mitigate the existing scour issues at the bridge.

We appreciate the opportunity to apply for this grant and look forward to hearing from you. If you have any questions, please feel free to contact me at 520-375-7830.

Sincerely,

Jesus J. Valdez

Jesus J. Valdez, PE
Santa Cruz County
County Engineer

Enclosure

MINI DESIGN CONCEPT REPORT
FOR
Ruby Road Bridge at Potrero Creek

July 6, 2021

Sponsored By:



Santa Cruz County Public Works Department
275 Rio Rico Drive
Rio Rico, AZ 85648

Prepared For:



**South Eastern Arizona
Governments Organization**

Prepared By:

P S O M A S

333 E. Wetmore Road, Suite 450
Tucson, Arizona 85705
(520) 292-2300

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1.0 INTRODUCTION

Project: Ruby Road Bridge at Potrero Creek
Local Contact: Jesus Valdez, PE
Santa Cruz County Public Works Department
Ph. 520-375-7830
jvaldez@santacruzcountyaz.gov

This project assessment document has been prepared to present pertinent information related to the Ruby Road Bridge at Potrero Creek project, located in Santa Cruz County, Arizona (See State Location Map, Appendix A). East Ruby Road currently spans Potrero Creek and crosses the Union Pacific Railroad (UPRR) at grade. The project would replace the existing bridge on East Ruby Road with a new bridge spanning both Potrero Creek and the UPRR. East Ruby Road would be reconstructed from the eastern edge of the I-19 ADOT right-of-way to approximately 1500 feet east, a total length of 0.27 miles. East Ruby Road in the project area is classified as a minor arterial and is not located on the National Highway System.

The proposed project is located in Section 13 of Township 23 South, Range 13 East and Section 18 of Township 23 South, Range 14 East, entirely within unincorporated Santa Cruz County.

The Project Assessment, Stage II (30%) Plans and various environmental documents have been completed. Legal descriptions and exhibits have been prepared and right-of-way acquisition has begun. Assuming funding is received in August 2021, then final design documents and ADOT approval would be completed in May 2022.

Within the project limits, East Ruby Road has a number of operational and safety issues due to the at-grade UPRR crossing just east of the bridge, and the subsequent 12% grade along East Ruby Road east of this crossing. Additionally, there is very little paved shoulder space for pedestrian or bicycle use.

The purpose of this project is to improve the operational and safety issues with the construction of a new bridge including pedestrian and bicycle facilities. This new bridge would span both the creek and the railroad crossing, removing the existing at-grade crossing. A new bridge at a higher elevation would also lead to a decrease in the grades along East Ruby Road east of the UPRR. The bridge would also include pedestrian and bicycle facilities.

The project future benefit will be to eliminate the at-grade crossing and associated safety concerns as well as eliminate a 3.6 mile detour should a train block the roadway crossing for any substantial amount of time. Scour concerns at the existing bridge would also be addressed and the new bridge would service the area for many years into the future.

2.0 BACKGROUND DATA

2.1 Original and Subsequent Construction Projects

Ruby Road and the Potrero Creek Bridge was originally constructed in 1979. The roadway and bridge have not received any upgrades since that time other than routine maintenance. Additionally, other construction projects in the project vicinity have been identified in Table 1.

Table 1. Original and Subsequent Construction Projects

Agency Responsible for Project	Project Number	Year Constructed	Project Description
ADOT	I-19-1(19)	1964	I-19 and Ruby Road TI
GAC Properties Inc. of Arizona	68040-022-43	1979	Ruby Road and Potrero Creek Bridge
ADOT	019 SC 007 H5163 01C	2005	Ruby Road on/off-Ramps
ADOT	019 SC 006 H4803 01C	2009	Mill, Replace and Overlay

East Ruby Road has two 12-foot lanes in each direction with two to three-foot paved shoulders on both sides of the roadway. On the north side of the existing bridge, there is an unprotected raised four-foot wide sidewalk, however no other pedestrian or bicycle facilities are located within the corridor.

2.2 Existing Drainage and Structures

Under existing conditions, runoff impacting East Ruby Road is generated from the southeast and flows to the northwest and west, typically being conveyed along East Ruby Road via roadside ditches towards Potrero Creek, which flows from south to north under the East Ruby Road Bridge. Existing ditches are inadequate for conveyance of the 100-year design storm peak discharge and overtop the road. The existing bridge pier and abutment countermeasures are showing signs of scour due to the channel migration and erosion. Downstream of East Ruby Road, Potrero Creek flows into the Santa Cruz River which runs east of the project area.

The project is located within Zone AE and Zone X of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Panel 04023C0462C, dated December 2, 2011. A Preliminary Jurisdictional Delineation will be completed for potential Waters of the U.S. in the project area, one of which is anticipated to be Potrero Creek. Potrero Creek, within the project limits, is designated as an Impaired Water by the Arizona Department of Environmental Quality.

The hydraulic analysis of the existing bridge results in a 100-Year water surface elevation (WSEL) of 3523.54, and a 500-year WSEL of 3533.50. The low chord elevation of the bridge is approximately 3525.50, indicating the 100-Year discharge will be conveyed under the existing bridge, with the 500-year overtopping the bridge.

The Potrero Creek bridge, ADOT Structure #8482, spans the Potrero Creek, located within the project area. The bridge was constructed in 1979. The bridge has three spans and a total length of 202-feet with a concrete deck over precast concrete girders. The 33-foot 6-inch width accommodates two 12-foot travel lanes and an unprotected pedestrian crossing with limited access. The two concrete piers are supported on steel piling. The abutments are high-cantilever seat abutments supported on steel piles.

According to the August 23, 2016 ADOT Bridge Inspection, the bridge element conditions are rated as good to satisfactory. The sufficiency rating is 70.1. No posting is required. There are narrow vertical cracks in the concrete abutments, with water stains on both abutment walls. At

the east abutment, the grouted rock slope protection is broken and the south-east corner of the abutment footing is undermined.

There is a USGS stream gaging station under Abutment 4. There are limited existing pedestrian and bicycle facilities within the corridor. Typically, two to three-foot paved shoulders are provided on both sides of East Ruby Road through the project limits. On the north side of the existing bridge, there is an unprotected raised four-foot wide sidewalk.

2.3 Existing Right-of-Way

The East Ruby Road right-of-way width is 120 feet, and the UPRR right-of-way width is 200 feet.

There is an existing 40-foot wide pipeline easement with undefined ownership that parallels the western edge of the UPRR right-of-way.

2.4 Posted Speed Limits

East Ruby Road has a posted speed of 25 mph eastbound through the railroad crossing, where it increases to 35 mph uphill. The westbound posted speed (downhill) speed is 25 mph throughout the project limits.

2.5 Traffic Data

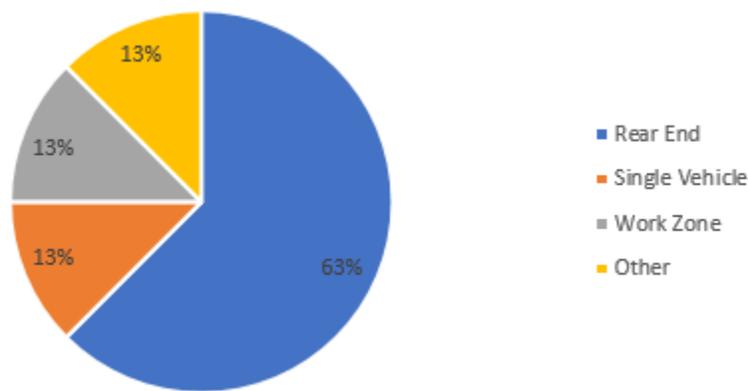
The 2020 estimated AADT in the project area is 7,291 vehicles per day per the online SEAGO Transportation Data Management System. Using baseline population growth projections from the Arizona Office of Economic Opportunity, it is anticipated that the Santa Cruz County population will grow 27% between 2020 and 2040. Using this population growth to estimate traffic growth, the Design Year (2040) AADT is estimated to be 8,750 vehicles per day.

2.6 Crash History

Crash data was obtained from Santa Cruz County for the five-year period from 2012 to 2016. During the five-year period, a total of eight crashes were reported within the project limits, including seven property damage only crashes and one possible injury crash. Seven of the eight crashes occurred in 2013 and 2014. Five crashes occurred during daylight conditions, and three happened at dusk; only one of the eight crashes happened between 2:00 AM and 2:00 PM.

Crashes within the project limits included rear end, single-vehicle, and work zone crashes. More than half of total collisions were rear end crashes, as seen in Figure 1.

Figure 1. Crash Manner



There were four crashes on Ruby Road directly related to the at-grade railroad crossing, including one single vehicle crash west of the crossing, and three rear end crashes approaching the railroad crossing. All four crashes occurred after 6 PM. Rear end crashes are most common at intersections, but on this segment of Ruby Road, risk of rear end crashes is potentially higher than other similar segments due to the existing railroad crossing.

The railroad crossing is located on a horizontal curve following a 14 percent downgrade (westbound), which limits visibility, especially at night. As illustrated in Figure 2, westbound vehicles sometimes suddenly brake at the railroad crossing, increasing the potential of rear end crashes. In addition, when braking too close to the railroad crossing, vehicles may not be able to

come to a complete stop and be involved in single vehicle crashes. This project would improve safety at the railroad crossing because it would eliminate the at-grade rail crossing and would reduce the severity of the vertical curves on Ruby Road east and west of the railroad crossing.

Figure 2. Westbound Vehicle Braking Near Railroad Crossing

(Source: Google Maps, 2011)



2.7 Existing Utilities

Existing utilities that may be found within the East Ruby Road corridor include roadway lighting, traffic signals, sewer, water, coaxial, fiber, electric, and gas. The International Outfall Interceptor is located to the west of the UPRR and passes underground, below the East Ruby Road Bridge. There are also overhead electric and communication lines crossing East Ruby Road and running parallel to the corridor on both the north and south sides. Utility companies that may be located within or near the project limits are as follows:

- ADOT
- CenturyLink
- Liberty Utilities
- MediaCom
- UniSource Energy Services
- United States International Boundary and Water Commission

- Valle Verde Water
- Valley Telephone Cooperative

3.0 PROJECT SCOPE

3.1 Description of Proposed Improvements

The proposed project would provide a new bridge over Potrero Creek and the UPRR. East Ruby Road would be reconstructed from the eastern edge of the I-19 ADOT right-of-way to approximately 1500 feet east. The roadway typical section would include one 12-foot lane and five-foot shoulder in each direction. Six-foot sidewalks would be included on each side of the bridge. Other major project elements include:

- Replace bridge over Potrero Creek with a new bridge over Potrero Creek and the UPRR
- Reconstruct East Ruby Road, I-19 to 1500 feet east
- Provide sidewalks on both sides of bridge
- Addition of retaining walls as needed
- Addition of roadway storm drainage facilities
- Replace guardrail as needed
- Evaluation of geotechnical conditions
- Potholing for utilities
- Relocation of utilities as needed
- Replacement of signage as needed

3.2 Pedestrian Facilities

Pedestrian facilities would be provided on both sides of the proposed bridge over Potrero Creek and the UPRR and connect to the existing travel center at the west end of the project limits.

3.3 Drainage Facilities

Offsite drainage would be conveyed in a similar fashion as under existing conditions; collecting and conveying runoff from the southeast side of East Ruby Road to Potrero Creek via sheet flow and/or curbed roadway. Discharge locations would remain the same, however the drainage structure sizes would be increased to provide conveyance without overtopping of the roadway. One new driveway culvert would be provided where existing flows are conveyed along the south side of Ruby Road and under a driveway that is being raised to match the grade of the roadway improvements. A storm drain system would be provided to collect the flows within Ruby Road west of the bridge and would discharge into Potrero Creek. Erosion protection would be provided at culvert outlets. A new bridge would be constructed to replace the existing Ruby Road Bridge. The bridge low chord would be set higher than the existing bridge to provide clearance over the UPRR tracks.

Impacts to the Potrero Creek base flood elevation resulting from the proposed improvements were modeled by updating the approved HEC-RAS model provided by the County. With the removal of the existing east bridge abutment and with the new bridge low-chord being set above the 500-year event there would be a reduction in the water surface elevation. A Letter of Map Revision (LOMR) will not be required to be submitted to FEMA to modify the effective mapping. All decreases would occur within privately owned property.

3.4 Bridge Structure

The proposed bridge would consist of a 48'-4" wide precast concrete girder bridge approximately 539 feet in length spanning both Potrero Creek and the UPRR. There would be one 12-foot lane, one 5-foot shoulder and one 6-foot sidewalk in each direction. A standard ADOT 1-foot wide pedestrian traffic bridge barrier rail (ADOT STD SD 1.04) would be used. The vertical alignment is controlled by the required 23'-4" clearance over the UPRR tracks.

3.5 Safety Improvements

In addition to bridge barrier, new concrete barrier would be added as necessary at the approaches to the proposed bridge replacing the existing guardrail. The existing at-grade crossing of the UPRR would be replaced with a grade separated bridge.

East Ruby Road, east of the UPRR crossing has an existing vertical grade of approximately 14 percent. The proposed vertical geometry for both alternatives would reduce the maximum vertical grade to five percent.

3.6 Right-of-Way Requirements

New real property interest rights would be acquired in the form of slope easements and temporary construction easements that are anticipated to be necessary for this project and will be further defined during final design.

4.0 ENVIRONMENTAL DEVELOPMENT CONSIDERATIONS

Based on the scope of the project, it is anticipated that the project meets the criteria of a Categorical Exclusion as defined in 40 CFR 1508.4 and 23 CFR 771.117(d) and administered under the 23 U.S.C 326 Categorical Exclusion Assignment Memorandum of Understanding, dated January 3, 2018. All relevant analyses and investigations will be subject to the 2018 FHWA/ADOT MOU for the environmental approval process. Associated technical reports will be prepared. All documents will be reviewed by ADOT Environmental Planning (EP).

The following sections summarize the environmental issues identified to date and the additional analysis and documentation that will be undertaken.

4.1 Hazardous Materials

A Preliminary Initial Site Assessment (PISA) has been prepared with the following findings:

- Commercial facilities, including the Pilot Travel Center, north-adjacent to the Project Area, are considered Low Risks.
- Electrical transformers on and adjacent to the Project Area were identified as Low Risks.
- A stream on and adjacent to the Project Area is considered a Low Risk.
- An environmental database listing for one UST facility in the Project Area vicinity is considered a Low Risk.
- De minimis soil staining observed on the northwest corner of the proposed construction staging area of the Project Area is considered a Low Risk.
- LBP was encountered in a sample of yellow roadway striping on the west side of the Ruby Road Bridge, as well as brown paint on the Ruby Road Bridge guardrail. Due to the large quantity of LBP found in the brown guardrail paint and LBP found in yellow roadway striping, these areas are considered to be a Medium Risk to the Project Area.

To mitigate the LBP risk, the contractor on this removal and replacement project will be notified of the presence of this limited ACM and LBP survey report. Any disturbance of the LBP will be performed by lead-trained workers with adequate work practices and personal protective equipment. Waste generated during the disturbance of this LBP will be tested for lead by the toxicity characteristic leaching procedure (TCLP), or assumed to be lead-hazardous waste for disposal purposes.

4.2 Section 401/404

The Potrero Creek crosses Ruby Road just west of the UPRR tracks and just east of the Pilot Travel Center. A Preliminary Jurisdictional Delineation has been prepared to identify the extent of Waters of the U.S. (Waters) associated with Potrero Creek. Data collection was through aerial photo review and field review and submittal will follow the current ADOT / Corps of Engineers guidance. It is expected that the Potrero Creek bridge will span and largely avoid

impacts to Waters and avoid any wetlands that may be present and therefore qualify under a non-notifying permit.

4.3 Section 4(f) Impacts

There are no existing recreation resources, schools, or wildlife refuges in the project area. The Coronado National Forest owns a parcel of land just south of Ruby Road, however no new right-of-way is anticipated from this parcel.

4.4 Section 6(f) Impacts

No parks or recreational facilities are located in the project area. The Coronado National Forest owns a parcel of land just south of Ruby Road, however no new right-of-way is anticipated from this parcel. Therefore there is no potential for impacts to facilities developed with Land and Water Conservation Fund money [Section 6(f)].

4.5 Floodplains

According to Federal Emergency Management Agency Flood Insurance Rate Map 04023C0462C (11/16/2011), the Potrero Creek and surrounding area is within a designated 100-year floodplain. The proposed improvements are not anticipated to increase the floodplain elevations and therefore no mapping revisions would be required. Coordination with Santa Cruz County Flood Control District staff will occur during the design and agency outreach phase of this project.

4.6 Wetland and Riparian Resources

Riparian habitat exists along the banks of the Potrero Creek. There will be minimal impacts to riparian areas as a result of this project. Perennial flow in this stream may support some fringe wetlands.

4.7 Scenic or Historic Route

This project is not located along an ADOT designated scenic or historic route.

4.8 Cultural Resource Investigation

A Class III (intensive pedestrian) cultural resources survey of the project area has been conducted. potential effects (APE) has been conducted. No new cultural resources were identified as a result of this survey.

Once cultural resource was identified in the background research. The New Mexico and Arizona Railroad, was located within the project area. The railroad is still in use and appears to have undergone regular maintenance and improvements. The project would not have an impact on the railroad. It is recommended that the project proceed with a finding of “no historic properties affected.”

4.9 Socioeconomic Impacts

No adverse social or economic impacts are expected from this project. The project is anticipated to require minor acquisition of commercial or residential property. No commercial or residential relocation or displacement are anticipated. Temporary construction easements and slope easements will also likely be required. There may be some temporary disruptions of access during construction. A traffic detour would be required for residents living on East Ruby Road. This detour would be up to 3.6 miles length and a possible duration of 9-12 months. Temporary traffic controls are anticipated. During active periods of construction, access to all properties will be maintained. Short-term access restrictions will be limited to less than one day, and impacted property owners will be notified one week prior to access restrictions.

4.10 Species Investigation

The project area has been evaluated by a qualified biologist, and a Biological Evaluation (BE) has been prepared. The BE included a review and evaluation of the U.S. Fish and Wildlife

Service threatened and endangered species list for Santa Cruz County and the results of an Arizona Game and Fish Department (AGFD) Online Environmental Review Tool. The document also included the results of literature searches and the findings from agency staff interviews, as appropriate. The BE included detailed species evaluations with effect determinations with the results are shown in Table 2 below.

Table 2. ESA Species and Critical Habitat Analyzed in Detail and Determinations Made

Common Name	Scientific Name	Status/Critical Habitat	Determination
Yellow-billed cuckoo	<i>Coccyzus americanus</i>	Threatened	May affect, not likely to adversely affect
Northern Mexican gartersnake	<i>Thamnophis eques megalops</i>	Threatened	No effect
Chiricahua leopard frog	<i>Rana chiricahuensis</i>	Threatened	No effect
Gila topminnow	<i>Poeciliopsis occidentalis</i>	Endangered	May affect, not likely to adversely affect

The BE will be used in support of, and to initiate, section 7 consultation between the FHWA and the USFWS. Trees and vegetation that support nesting habitats for birds protected under the Migratory Bird Treaty Act (MBTA) will be affected by construction. Due to potential nesting birds, tree removal should occur during the non-breeding/nesting season of September 1 to February 28. Mitigation measures applicable to this project will be included, as needed.

4.11 Arizona Pollutant Discharge Elimination System Stormwater Permit

Any construction project that will disturb 1 or more acres of land will require an Arizona Pollutant Discharge Elimination Systems general permit. It is anticipated that this project will disturb greater than 1 acre. During design, the area of surface disturbance will be determined.

4.12 Sole Source Aquifer

The project falls within the Upper Santa Cruz & Avra Basin Sole Source Aquifer. Notification to Environmental Protection Agency Region 9 will occur as part of the environmental clearance.

4.13 Air Quality

The project is located within the nonattainment area for particulate matter (PM2.5 and P10). No additional analysis for CO is required. The project will not result in any roadway capacity increase or changes in use. Construction is subject Santa Cruz County Excavation and Grading Ordinance 2001-06, Dust and Erosion Control (3316.3).

4.14 Noise

There are sensitive noise receptors, primarily residences, within 1000 feet of the project limits. The project will not increase capacity or substantively shift traffic lanes closer to the receptors. No quantitative noise study is required. During construction the contractor shall comply with the Santa Cruz County noise ordinance (Santa Cruz County Code Chapter 8.30.010), which sets construction start and stop times to avoid nighttime noise disruptions. If nighttime work is required, the contractor shall obtain a permit from Santa Cruz County.

5.0 ESTIMATED COSTS

The total estimated project cost is as follows:

Project Phase/Type of Work	Estimated Cost
Preliminary Engineering-Design (Include ADOT Review Fees)	\$ 800,000
Right-of-Way	\$ 175,000
Utility Relocation	\$ 100,000
Other (UPRR Permitting)	\$ 250,000
Other (Construction Engineering)	\$ 1,600,000
Construction	\$10,706,315
Total Project Cost	\$13,631,315

Unit prices were determined using ADOT and local historical bid prices. For estimating purposes, the assumed structural section is six inches of asphaltic concrete over eight inches of aggregate base.

6.0 ITEMIZED ESTIMATE

ITEM NO.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
2010001	CLEARING AND GRUBBING	L.SUM	1	\$25,000.00	\$25,000
2020001	REMOVAL OF STRUCTURES AND OBSTRUCTIONS	L.SUM	1	\$25,000.00	\$25,000
2030301	ROADWAY EXCAVATION	CU.YD.	1,150	\$25.00	\$28,750
2030401	DRAINAGE EXCAVATION	CU.YD.	26	\$50.00	\$1,300
2030501	STRUCTURAL EXCAVATION	CU.YD.	1,706	\$60.00	\$102,360
2030506	STRUCTURE BACKFILL	CU.YD.	671	\$100.00	\$67,100
2030900	BORROW (IN PLACE)	CU.YD.	8,675	\$20.00	\$173,500
3030022	AGGREGATE BASE, CLASS 2	CU.YD.	1,158	\$80.00	\$92,640
4040111	BITUMINOUS TACK COAT	TON	1	\$1,500.00	\$1,500
4060004	ASPHALTIC CONCRETE (1/2" MIX)	TON	879	\$120.00	\$105,480
4060006	ASPHALTIC CONCRETE (3/4" MIX)	TON	879	\$120.00	\$105,480
5011033	PIPE, REINFORCED CONCRETE, CLASS III, 30"	L.FT.	42	\$200.00	\$8,400
5014030	FLARED END SECTION, 30" (C-13.25)	EACH	2	\$1,200.00	\$2,400
601XXXX	RETAINING WALL	SQ.FT.	13,000	\$80.00	\$1,040,000
607XXXX	SIGNING	L.SUM	1	\$6,000.00	\$6,000
7010001	MAINTENANCE AND PROTECTION OF TRAFFIC	L.SUM	1	\$1,200,000.00	\$1,200,000
704XXXX	PAVEMENT MARKINGS	L.SUM	1	\$6,000.00	\$6,000
9010001	MOBILIZATION	L.SUM	1	\$1,000,000.00	\$1,000,000
9080031	CONCRETE CURB (C-05.10) (TYPE G)	L.FT.	1,076	\$45.00	\$48,420
9080201	CONCRETE SIDEWALK (C-05.20)	SQ.FT.	2,530	\$12.00	\$30,360
9080401	CONCRETE HEADER	L.FT.	152	\$30.00	\$4,560
9100009	CONCRETE BARRIER (NON-BRIDGE AREAS)	L.FT.	598	\$200.00	\$119,600
9260004	ENGINEERS FIELD OFFICE	L.SUM	1	\$35,000.00	\$35,000
	ROADWAY SUBTOTAL				\$4,228,850
	RUBY ROAD BRIDGE				
2020002	REMOVE BRIDGE	L.SUM	1	\$250,000.00	\$250,000
2030501	STRUCTURAL EXCAVATION	CU.YD.	543	\$35.00	\$19,005
2030506	STRUCTURE BACKFILL	CU.YD.	271	\$75.00	\$20,325
5041901	DRAINAGE STRUCTURE (BRIDGE DRAINAGE)	EACH	1	\$25,000.00	\$25,000
6010004	STRUCTURAL CONCRETE (CLASS S) (F'C = 4,000)	CU.YD.	1,269	\$1,100.00	\$1,395,900
6014953	PRECAST, P/S MEMBER (AASHTO TYPE 5 GIRDER)	L.FT.	2,695	\$350.00	\$943,250
6011345	DECK JOINT ASSEMBLY (STRIP SEAL JOINT)	L.FT.	97	\$400.00	\$38,800
6011371	APPROACH SLAB (SD 2.01)	SQ.FT.	1,450	\$50.00	\$72,500

6050002	REINFORCING STEEL	LB.	219,678	\$1.60	\$351,485
9100008	CONCRETE BARRIER (ADOT STD SD 1.04)	L.FT.	1,078	\$200.00	\$215,600
9999903	LUMP SUM STRUCTURE (TOTAL OF PRECEEDING STRUCTURE ITEMS)	L.SUM	1		\$3,331,865
6090036	DRILLED SHAFT FOUNDATION (36")	L.FT.	1,484	\$600.00	\$890,400
6090072	DRILLED SHAFT FOUNDATION (72")	L.FT.	468	\$1,400.00	\$655,200
	RUBY ROAD BRIDGE SUBTOTAL				\$4,877,465
	SUMMARY				
	ROADWAY				\$4,228,850
	RUBY ROAD BRIDGE				\$4,877,465
	CONTINGENCIES	15%			\$1,600,000
	CONSTRUCTION SUBTOTAL				\$10,706,315
	UPRR PERMITTING		1	\$250,000.00	\$250,000
	RIGHT-OF-WAY				\$175,000
	UTILITY RELOCATION				\$100,000
	FINAL DESIGN	7.5%			\$800,000
	CONSTRUCTION ENGINEERING	15%			\$1,600,000
	TOTAL ESTIMATED PROJECT COST				\$13,631,315

7.0 LOCAL MATCH

The local match will come from Santa Cruz County's portion of Single Trip Overweight Permit fees and Santa Cruz County has committed one-third of the estimated project cost (\$4.5M). Other funding sources being pursued include Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds, Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant funds, and a Union Pacific Railroad contribution for elimination of an at-grade crossing.

8.0 VICINITY MAP

State Location and Project Maps are shown in Appendix A.

9.0 TYPICAL SECTION SKETCH

Typical Sections are presented in Appendix B, Conceptual Plans.

10.0 SAFETY

Five years of crash history is presented in Section 2.6. As noted, the railroad crossing is located on a horizontal curve following a 14 percent downgrade (westbound), which limits visibility, especially at night. Westbound vehicles sometimes suddenly brake at the railroad crossing, increasing the potential of rear end crashes. In addition, when braking too close to the railroad crossing, vehicles may not be able to come to a complete stop and be involved in single vehicle crashes. This project would improve safety at the railroad crossing because it would eliminate the at-grade rail crossing and would reduce the severity of the vertical curves from 12 percent to a maximum of 4.5 percent on Ruby Road east and west of the railroad crossing.

11.0 FREIGHT MOVEMENT/ECONOMIC VITALITY

The project would result in improvements to access to I-19, the CANAMEX Corridor and employment/economic opportunities through the elimination of the at-grade crossing. The grade separated railroad crossing would also improve freight movement and reduce delays, particularly if there was an accident involving the railroad or if the existing bridge were to fail.

The majority of the businesses and schools are located west of the UPRR tracks, while most residences and the closet fire station are located east of the tracks. A Love's Travel Stop is currently being constructed south of the Pilot Travel Center at the west end of the project corridor.

This would be the first grade separated UPRR crossing in the County and would provide grade separated access to I-19 as well as direct benefits to emergency services, the UPRR and resident. In addition, the project design will accommodate the four additional tracks requested by the UPRR for future railroad expansion.

Finally, it is anticipated that the SR189 improvements will result in the Ruby Road TI becoming more of an economic/produce hub in the area.

12.0 SYSTEM PRESERVATION AND IMPROVEMENT

ADA compliant pedestrian facilities and shoulders suitable for bicycle use would be provided on both sides of the proposed bridge over Potrero Creek and the UPRR and connect to the existing travel center at the west end of the project limits. These facilities would increase multi-modal access to the commercial uses near I-19 for the residential areas east of I-19.

The existing bridge over Potrero Creek is more than 40 years old and nearing the end of its expected lifespan. The overall condition of the bridge is Fair with a sufficiency rating of 70.0; however, there is frequent maintenance needed following storm events due to scour and the lack of engineered abutment protection. This project would improve scour protection and provide a new bridge over both Potrero Creek and the UPRR.

SEAGO REGION
2022- 2026 TIP

Approved By: TAC 3/18/21 Administrative Committee- 4/1/21 Executive Committee - 4/1/21

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	
2022															
SCC 21-01	Santa Cruz County	Pendleton Drive - Roadway Dip Elimination	Pendleton Drive Dip at Sonoita Creek Wash	.25 miles	Construction	Minor Arterial	2	2	HSIP	\$424,350		\$25,650		\$450,000	
CLF21-01	Town of Clifton	Chase Creek Bridge #1 Replacement	Structure# 08536 Frisco Avenue - 0.1 mile north of Junction with Park Avenue	.01 mile	Construction	Rural Local	2	2	Off System Bridge	\$726,821		\$43,933		\$770,754	
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	\$1,992,408		\$112,797		\$2,105,205	
GGH-BR-02	Graham County	Ft. Thomas River Structure	Ft. Thomas River Road @ Gila River		Construction	Minor Collector	2	2	Off System Bridge	\$602,011		\$36,389		\$638,400	
	LTAP	No. 8131 Phase 3							STP	\$10,000				\$10,000	
	TOTAL FOR 2022										\$3,755,590	\$218,769		\$3,974,359	
2023															
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	
NOG 20-02	City of Nogales	to Nogales High School	Baffert Drive to Country Club	3 miles	Construction	N/A	N/A	N/A	CMAQ	\$891,135		\$53,865		\$945,000	
	LTAP								STP	\$10,000		\$0		\$10,000	
	TOTAL FOR 2023										\$901,135	\$53,865		\$955,000	
2024															
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	
	LTAP								STP	\$10,000		\$0		\$10,000	
	TOTAL FOR 2023										\$10,000	\$0		\$10,000	
2025															
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	
	LTAP								STP	\$10,000		\$0		\$10,000	
	TOTAL FOR 2024										\$85,440	\$4,560	\$0	\$90,000	
2026															
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		\$0		\$10,000	
	TOTAL FOR 2025										\$10,000	\$0		\$10,000	
	5-YEAR TOTALS										\$3,861,030	\$277,194		\$4,138,224	
FUNDING OBLIGATED IN 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	\$3,653,581		\$220,842		\$3,874,423	
SCC 21-01	Santa Cruz County	Pendleton Drive - Roadway Dip Elimination	Pendleton Drive Dip at Sonoita Creek Wash	.25 miles	Design/PDA	Minor Arterial	2	2	HSIP	\$241,408		\$14,592		\$256,000	
CLF21-01	Town of Clifton	Chase Creek Bridge #1 Replacement	Structure# 08536 Frisco Avenue - 0.1 mile north of Junction with Park Avenue	.01 mile	Design/PDA	Rural Local	2	2	Off System Bridge	\$273,179		\$16,512		\$289,691	
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	\$212,945		\$12,055		\$225,000	
	LTAP								STP	\$10,000		\$0		\$10,000	
	TOTAL FOR 2021										\$4,391,113	\$0	\$264,002	\$0	\$4,655,115
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	



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR
DATE: NOVEMBER 12, 2021
RE: REGIONAL ROAD PAVEMENT ASSESSMENT PROJECT - UPDATE

I had anticipated that we would be reviewing and ranking the RFP for the Regional Road Pavement Assessment Project at this meeting. We have had a delay with the RFP. SEAGO is currently working with the ADOT Business Engagement and Compliance (BECO) to establish a Disadvantaged Business Enterprise (DBE) goal for the project.

SEAGO expects to publish the RFP by the end of the month. The RFP will be open for 30 days. Once the RFP closes, the RFP and an electronic score form will be forwarded to our TAC members for scoring. I will have the scores available at our January meeting for vendor selection.

Chris Vertrees

From: Sage Donaldson <sdonaldson@azdot.gov>
Sent: Wednesday, November 10, 2021 10:14 AM
To: Chris Vertrees
Cc: Mark Hoffman
Subject: 2021 Call for Traffic Counts

Dear local and regional agency partners,

Each year, traffic count data collected by local and regional agencies is requested to help the state to comply with the Federal Highway Administration's Highway Performance Monitoring System (HPMS) requirements, which in turn, enables Arizona to receive federal aid funds for eligible roads.

- ADOT is respectfully requesting **all 2021 traffic count data** collected by your agency. Where possible, data should be **imported to the MS2 TCDS web portal** (<https://seago.ms2soft.com>). Other data formats may be accepted where agencies are not sufficiently familiar with the MS2 TCDS.
- To be included in the 2021 HPMS report, 2021 traffic counts should be loaded by **February 1, 2022. Please reply** (or request individual jurisdictions reply) indicating where 2021 count data is available and whether that data has been shared.
- Technical assistance and training may be provided to agencies that need support in the data import process. Tutorial Story Maps on uploading traffic data is available on the ADOT Data Analytics website, [here](#). Please reach out to me, by email or phone (sdonaldson@azdot.gov, 602.712.7870), for support.



As part of ADOT's recent Statewide Traffic Data Management Program, a statewide [traffic count status dashboard](#) has been produced to allow local agencies to view where traffic counting efforts are needed. ADOT is encouraging local public agencies to use this dashboard as a tool to plan their yearly traffic count programs in accordance with ADOT federal reporting requirements. Visit the ADOT Data Analytics website to view this, or the link here: <https://arcg.is/eLjPD>

For any questions or technical assistance, please contact ADOT's Data Analytics and HPMS Manager Sage Donaldson, or ADOT's consultant, Jothan Samuelson (jsamuelson@worksconsulting.com, 480.648.5007).

ADOT appreciates your continued partnership in coordinating HPMS related transportation data.

Thank you,

--

Sage Donaldson
Data Analytics Section Manager
HPMS Program Manager
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Work: 602.712.7870
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