



TRANSPORTATION ADVISORY COMMITTEE AGENDA (11/20/25)

Date:	November 20, 2025
Time:	10 a.m.
Location:	Microsoft Teams Meeting Only
Teams Link:	See Teams Meeting Link attached to Meeting Invite

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

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

Voting TAC Members	Abbie Johnson– Benson (Chair) Lance Henrie – Safford Ruth Garcia – ADOT MPD Matthew Gurney – Bisbee Cindy Blackmore– Clifton Jackie Watkins – Cochise County Eric Angle– Graham County	Karl Rockwell – Douglas Terry Hinton – Duncan Reed Larson - Greenlee County Juan Guerra – Nogales Vernon Batty – Pima Barney Bigman – SCAT Leonard Fontes – Santa Cruz County	Tom Palmer - Thatcher (Vice Chair) Robert Kirschmann – Willcox Regina Duran - Tombstone Ronald Robinson –Patagonia
Guests, Staff, and Other Expected Attendees	Chris Vertrees, SEAGO Angelica Novoa, SEAGO Todd Emery, ADOT Brian Jervas, ADOT Heather Gleen, SEAGO Mark Henige-ADOT LPA	Brad Simmons, Cochise County Lizzie George, Kalibrate	

Shaded areas indicate items for possible action.

ITEM	SUBJECT	PRESENTER	PAGE
1.	Call to Order and Introductions	Abbie	N/A
2.	Call to the Public	Abbie	N/A
3.	Approval of Minutes for 9/18/25	Abbie	3-4
4.	On-Demand Traffic Count Project – Kalibrate Product Demonstration	Lizzie George	5
5.	District Engineers' Report <ul style="list-style-type: none"> Status of State Highway Projects Quarterly Project Report 	Todd Emery or Brian Jervas	N/A
6.	STBG Ledger Report	Chris	6
7.	TIP Report <ul style="list-style-type: none"> Possible TIP Amendment(s) Possible Administrative Amendments 	Chris	7-13
8.	Approval of 2026 Meeting Calendar	Chris	14
9.	Pavement Assessment Project Discussion	Chris	15
10.	Off-System Bridge (OSB) Program – Call for Projects	Chris/Mark	16-36
11.	ADOT LPA Section Updates	Mark	N/A
12.	Regional Local Program Reports <ul style="list-style-type: none"> Status of Local Projects <ul style="list-style-type: none"> STBG Projects Update on Enhancement Projects Update on HSIP Projects MPD update on all Planning Studies/Projects 	Towns, Cities, Counties, & ADOT	N/A
13.	Items for General Discussion	All	N/A

13.	Next Meeting Date: 1/15/26	Abbie	N/A
14.	Adjourn	Abbie	N/A

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



SEAGO TRANSPORTATION ADVISORY COMMITTEE DRAFT MEETING MINUTES FOR SEPTEMBER 18, 2025

Date:	September 18, 2025		
Time:	10 a.m.		
Location:	TEAMS		
Voting TAC Members Present	Abbie Johnson (Chair) - Benson Lance Henrie - Safford Ruth Garcia – ADOT MPD Matt Gurney - Bisbee Cindy Blackmore – Clifton Bradley Simmons – Cochise County Eric Angle – Graham County Karl Rockwell – Douglas Terry Hinton - Duncan Reed Larson – Greenlee County	Juan Guerra – Nogales Vernon Batty – Pima Lance Henrie - Safford Barney Bigman – San Carlos Apache Tribe (SCAT) Leonard Fontes - Santa Cruz County Tom Palmer (Vice-Chair) -Thatcher Robert Kirschmann – Wilcox Regina Duran – Tombstone Ronald Robinson - Patagonia	
Guests, Staff, and Other Attendees	Chris Vertrees - SEAGO Angelica Novoa - SEAGO Mark Henige – ADOT Emanuel Stuart - Bisbee		

1. Call to Order and Introductions

Chair Abbie Johnson called the meeting to order at 10:03 a.m. Chris Vertrees welcomed participants and confirmed a quorum for the meeting. Cindy Blackmore introduced herself as the interim town manager for Clifton, sharing her extensive experience in municipal government. Ruth Garcia also introduced herself as the new planner for ADOT MPD, expressing her excitement about joining the TAC.

2. Call to the Public

No one from the public was present.

3. Approval of Minutes for 7/17/25

Chair Abbie Johnson asked the TAC to review the minutes from the July 17, 2025 meeting for needed corrections. She then called for a motion to approve and requested a second.

MOTION: Leonard Fontes

SECOND: Robert Kirschmann

ACTION: APPROVED UNANIMOUSLY

4. District Engineers' Report

No District Engineer was present to provide the report.

5. STBG Ledger Report

Chris Vertrees reviewed the STBG Ledger and highlighted the Chino Road realignment project, highlighting secured loans

totaling over \$845,000 to fund the \$1.8 million project. He indicated that there would be TIP amendments for right-of-way projects in November and noted the implementation of new project procedures for FY28 to streamline future projects.

6. TIP Report

Chris Vertrees highlighted the Administrative Amendments that were made to the FY 26-30 TIP since the last TAC meeting which included CCH 25-01 – Cochise County (Davis Road Central Highway to US 191 Roadway Improvements) and DUN 26-01 – Town of Duncan (Pedestrian Pathway: Main and High Street to High School Buildings).

7. SEAGO FY 27 RTAC Project List Update

Chris Vertrees discussed the RTAC project booklet intended for legislators at the Rural Transportation Summit, noting that over 24 legislators have committed to attend. He stressed the importance of ensuring project details are accurate and highlighted the significant funding available from the legislature. Chris will send a copy of the project page to all participants on the RTAC list and request corrections by the 25th. He urged everyone to encourage their legislators to attend the Summit since they are ones who determine RTAC project priority.

8. Arizona Transportation Policy Summit

Chris Vertrees stated that the Arizona Transportation Policy Summit is scheduled for October 15th and 16th in Sierra Vista, with a registration fee of \$325.

9. Rural and Tribal Assistance Pilot Program

Chris Vertrees highlighted a funding opportunity for planning and design work, particularly aimed at supporting smaller jurisdictions that struggle to access engineering services. He intends to pursue a grant to establish an engineering services program, which would provide necessary support for these agencies. Vertrees will be reaching out for letters of support to strengthen the application.

10. ADOT LPA Section Updates

Ruth Garcia from ADOT MPD shared updates regarding the P2P workshops for the FY27-31 construction program, with specific dates for the Southeast and South Central District Workshops. She noted that all TA awards for FY26 projects have been sent out and highlighted the upcoming TAC meeting for reviewing FY27 and 28 projects. Additionally, she mentioned the initiation of the ADOT 2055 Long Range Transportation Plan and the planned listening tour with Arizona MPOs and tribes.

11. Regional Local Programs Reports

Those in attendance reported their current status of local projects and issues. Chris Vertrees highlighted the lack of business in September and outlined plans for a potential in-person hybrid meeting in November. He also discussed the need to revisit the transportation policy statement and introduced an on-demand traffic count project that will be demonstrated in the next meeting.

12. Items for General Discussion

Chris Vertrees will send a copy of the project page to all participants on the RTAC list and request corrections by the 25th. He will also reach out to smaller jurisdictions for letters of support for the Rural and Tribal Assistant Pilot Program grant application. Ruth Garcia will provide an updated agenda for the Arizona Transportation Policy Summit after the meeting.

13. Next Meeting Date: 11/20/25, 10:00 a.m.

14. Meeting Adjourned at 10:45 a.m.



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, TRANSPORTATION PROGRAM ADMINISTRATOR
DATE: NOVEMBER 10, 2025
RE: SEAGO FY26 ON-DEMAND TRAFFIC COUNTING PILOT PROJECT

As discussed at our May and July TAC meetings, SEAGO has added an On-Demand Traffic Counting Pilot Project to our FY26 ADOT Work Program. This pilot project will utilize a traffic counting subscription service that collects and combines data from multiple publicly available sources as well as vehicles connected with embedded smart devices to provide real time traffic count data. In July, SEAGO selected Kalibrate as the vendor for the project.

Lizzie George from Kalibrate Account Management will be at our November TAC meeting to demonstrate the Kalibrate product.

SEAGO
STBG Ledger 2026-2030
November 2025

OA rate from ADOT		94.9% *		Projected Fed Funds *		Cumulative Balance	
Action	OA Rate	Apportionment	OA	Apportionment	OA	Apportionment	OA
FY 2026 Allocation*	94.9%	\$982,050	\$931,965.45	\$982,050	\$931,965	\$982,050	\$931,965
ADOT Loan Repayment		\$160,185	\$160,185	\$1,142,235	\$1,092,150	\$1,142,235	\$1,092,150
Loan From SVMPO for Chino Road Project		\$103,345	\$103,345	\$1,245,580	\$1,195,495	\$1,245,580	\$1,195,495
Loan from NACOG for Chino Road Project (Pending)		\$749,250	\$749,250	\$1,994,830	\$1,944,745	\$1,994,830	\$1,944,745
Chino Road Realignment		-\$1,800,000	-\$1,800,000	\$194,830	\$144,745	\$194,830	\$144,745
SPR OA Adjustment		-\$6,478	-\$6,478	\$188,352	\$138,267	\$188,352	\$138,267
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$178,352	\$128,267	\$178,352	\$128,267
FY 2026 Balance				\$178,352	\$128,267	\$178,352	\$128,267
FY 2027 Allocation	94.9%	\$982,050	\$931,965	\$982,050	\$931,965	\$982,050	\$931,965
Carry Over (Loan to ADOT) - Pending		\$178,352	\$128,267	\$1,160,402	\$1,060,233	\$1,160,402	\$1,060,233
Loan Repayment - SVMPO		-\$103,345	-\$103,245	\$1,057,057	\$956,988	\$1,057,057	\$956,988
Loan Repayment - NACOG		-\$749,250	-\$749,250	\$307,807	\$207,738	\$307,807	\$207,738
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$297,807	\$197,738	\$297,807	\$197,738
FY 2027 Balance				\$297,807	\$197,738	\$297,807	\$197,738
FY 2028 Allocation	94.9%	\$982,050	\$931,965	\$982,050	\$931,965	\$982,050	\$931,965
Carry Over (Loan to ADOT)		\$304,285	\$204,215	\$1,286,335	\$1,136,180	\$1,286,335	\$1,136,180
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$1,276,335	\$1,126,180	\$1,276,335	\$1,126,180
FY 2028 Balance				\$1,276,335	\$1,126,180	\$1,276,335	\$1,126,180
FY 2029 Allocation	94.9%	\$982,050	\$931,965	\$982,050	\$931,965	\$982,050	\$931,965
Projected - Carry Forward from FY28 through a Loan Agreement		\$1,276,335	\$1,126,180	\$2,258,385	\$2,058,146	\$2,258,385	\$2,058,146
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$2,248,385	\$2,048,146	\$2,248,385	\$2,048,146
FY 2029 Balance				\$2,248,385	\$2,048,146	\$2,248,385	\$2,048,146
FY2030 Allocation	94.9%	\$982,050	\$931,965	\$982,050	\$931,965	\$982,050	\$931,965
Projected - Carry Forward from FY28 through a Loan Agreement		\$2,248,385	\$2,048,146	\$3,230,435	\$2,980,111	\$3,230,435	\$2,980,111
Tech Transfer (LTAP)		-\$10,000	-\$10,000	\$3,220,435	\$2,970,111	\$3,220,435	\$2,970,111
FY 2030 Balance				\$3,220,435	\$2,970,111	\$3,220,435	\$2,970,111

- * 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 new Federal Authorization (IIJA).
 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. STBG 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.
 7. Reconciled with the ADOT Federal Aid Transaction Ledger (September 2025)

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, EXECUTIVE DIRECTOR
DATE: NOVEMBER 12, 2025
RE: NOVEMBER TIP REPORT

The following STBG requests are pending your approval:

THR 24-01 – Town of Thatcher (1st Avenue Widening -Quail Ridge Drive to Eagle Drive): In FY24, the Town of Thatcher was awarded Transportation Alternatives Program (TAP) funding for design. The design award did not include right-of-way funding (ROW). To proceed to 100% plans and begin the ROW acquisition process an environmental clearance is required. The ADOT Project Manager has advised that to issue the environmental clearance, a future phase of the project needs to be funded and programmed. Adding a ROW phase to the TIP would meet this requirement. If approved, this phase would be added in the following manner:

Project Year: 2026
Project Phase: Design - ROW
Funding Source: STBG
Federal Funds: \$30,000
Local Match: \$1,813
Project Cost: \$31,813

DUN 26-01 – Town of Duncan (Pedestrian Pathway: Main and High Street to High School Buildings): In FY26, the Town of Duncan was awarded Transportation Alternatives Program (TAP) funding for construction. No design funds were awarded. In FY23, Duncan was awarded an AZ SMART Grant for design. Those funds have been exhausted. Additional funds are needed to finalize 100% plans, obtain required environmental clearances, and begin the ROW acquisition process. If approved, this phase would be added in the following manner:

Project Year: 2026
Project Phase: Design - ROW
Funding Source: STBG
Federal Funds: \$60,000
Local Match: \$3,627
Project Cost: \$63,627

In addition, the following Administrative Additions were added to the TIP.

NOG 26-01 – City of Nogales (Elgin Broom Bear Street Sweeper & 2,000 Gallon Water Truck): Nogales was awarded CMAQ funding to purchase a street sweeper and water truck. The project was added to the TIP in the following manner:
Project Year: 2026

Project Phase: Equipment Purchase
Funding Source: CMAQ
Federal Funds: \$565,800
Local Match: \$34,200
Local: \$33,847
Project Cost: \$633,847

NOG 26-02 – City of Nogales (Nogales Bicycle/Pedestrian improvement - Phase II): Nogales was awarded CMAQ funding for their Nogales Bicycle/Pedestrian Improvement - Phase II project. The project was added to the TIP in the following manner:

Project Year: 2027
Project Phase: Design
Funding Source: CMAQ
Federal Funds: \$178,290
Local Match: \$10,777
Project Cost: \$189,067

Project Year: 2029
Project Phase: Construction
Funding Source: CMAQ
Federal Funds: \$420,000
Local Match: \$25,387
Project Cost: \$445,387

NOG 26-03 – City of Nogales (Nogales Traffic Flow Improvements): Nogales was awarded CMAQ funding for their Nogales Traffic Flow Improvements project. The project was added to the TIP in the following manner:

Project Year: 2027
Project Phase: Design
Funding Source: CMAQ
Federal Funds: \$200,000
Local Match: \$12,089
Project Cost: \$212,089

Project Year: 2029
Project Phase: Construction
Funding Source: CMAQ
Federal Funds: \$759,487
Local Match: \$45,907
Local: \$194,606
Project Cost: \$1,000,000

SCC 26-01 – Santa Cruz County (Santa Cruz County Complex EV Charging Stations): Santa Cruz County was awarded CMAQ funding for their Santa Cruz County Complex EV Charging Stations project. The project was added to the TIP in the following manner:

Project Year: 2027
Project Phase: Design
Funding Source: CMAQ

Federal Funds: \$136,531
Local Match: \$8,253
Project Cost: \$144,784

Project Year: 2028
Project Phase: Construction
Funding Source: CMAQ
Federal Funds: \$455,105
Local Match: \$27,509
Project Cost: \$482,614

The SEAGO Draft 2026- 2030 TIP Amendment #4 is attached for your review.

SEAGO REGION
2026- 2030 TIP Amendment #4
Approved By: TAC - Executive Committee -

TIP YEAR Project ID	PROJECT SPONSOR	PROJECT NAME	PROJECT LOCATION	LENGTH	TYPE OF IMP - WK - STRU	Functional Classifications	LANES BEFORE	LANES AFTER	FUNDING TYPE	FEDERAL FUNDS	HURF EXCHANGE	LOCAL MATCH	OTHER FUNDS	TOTAL COST
2026														
SCC 22-01	Santa Cruz County	Ruby Road Bridge Over Potrero Creek and the UPRR	Ruby Road- 1500 feet east of I19	.27 miles	Bridge Replacement - Construction	Minor Arterial	2	2	AZ Smart Fund			\$2,851,710		\$2,851,710
DGS 24-01	Douglas	Commercial Port of Entry Connector Road	City of Douglas from new Commercial POE to SR80	1.5 miles	Construction	N/A	0	2	AZ SB 1722				\$5,770,000	\$5,770,000
DGS 25-02	City of Douglas	City of Douglas Safety Action Plan & Complete Streets Study	City Wide-Variou Streets	N/A	Study	Various	2	2	SS4A	\$440,000		\$110,000		\$550,000
NOG 26-01	City of Nogales	Elgin Broom Bear Street Sweeper & 2,000 Gallon Water Truck	City Wide	N/A	Equipment Purchase	N/A	N/A	N/A	CMAQ	\$565,800		\$34,200	\$33,847	\$633,847
DUN 26-01	Town of Duncan	Pedestrian Pathway: Main and High Street to High School Buildings	Main and High Street to High School Buildings in Duncan	4,060 feet	Design - ROW	Rural Major Collector	2	2	STBG	\$50,000		\$3,022		\$53,022
THR 24-01	Town of Thatcher	1st Avenue Widening -Quail ridge Drive to Eagle Drive	1st Avenue from Quail Ridge Drive to Eagle Drive	1.26 miles	Design -ROW	Rural Major Collector	2	3	TAP	\$30,000		\$1,813		\$31,813
SCC 22-01	Santa Cruz County	Ruby Road Bridge Over Potrero Creek and the UPRR	Ruby Road- 1500 feet east of I19	.27 miles	Bridge Replacement - Construction	Minor Arterial	2	2	AZ HB 2558				\$2,980,000	\$2,980,000
SCC 22-01	Santa Cruz County	Ruby Road Bridge Over Potrero Creek and the UPRR	Ruby Road- 1500 feet east of I19	.27 miles	Bridge Replacement - Construction	Minor Arterial	2	2	Local-SCC				\$341,225	\$341,225
DGS 25-03	City of Douglas	Downtown Street Improvements; City of Douglas	City of Douglas (9-streets): 10th Street, Pan American, 16th Street, Washington Ave, 3rd Street, Chino Road, G Avenue, F Avenue , 1st street	7.8 miles	ADOT Review/PDA Fees	Various	2	2	RAISE	\$150,000		\$0		\$150,000
DGS 25-03	City of Douglas	Downtown Street Improvements; City of Douglas	City of Douglas (9-streets): 10th Street, Pan American, 16th Street, Washington Ave, 3rd Street, Chino Road, G Avenue, F Avenue , 1st street	7.8 miles	Design	Various	2	2	RAISE	\$2,700,000		\$0		\$2,700,000
CCH 26-01	Cochise County	Leslie Canyon Bridge Replacement	Road between MM 16.7 and MM 17.0	.3 miles	Scoping	Local	1	2	STBG-OSB	\$132,020		\$7,980		\$140,000
CCH 26-02	Cochise County	Middle March Creek Bridge Replacement	Structure # 8087 on Pearce Road between MM 4.7 and MM 4.9	.2 miles	Scoping	Local	1	2	STBG-OSB	\$113,160		\$6,840		\$120,000
CCH 26-02	Cochise County	Middle March Creek Bridge Replacement	Structure # 8087 on Pearce Road between MM 4.7 and MM 4.9	.2 miles	ADOT PDA Fees	Local	1	2	STBG-OSB	\$14,093		\$907		\$15,000
DUN 26-01	Town of Duncan	Pedestrian Pathway: Main and High Street to High School Buildings	Main and High Street to High School Buildings in Duncan	4,060 feet	Replace Sidewalks	Rural Major Collector	2	2	TAP	\$2,145,040		\$129,658		\$2,274,698
CCH 23-01	Cochise County	Davis Road Rehabilitation, MP 5 & 13	Davis Road MP 5 & 13	1.61 miles	Construction	Rural Major Collector	2	2	CDS	\$2,893,000		\$174,869		\$3,067,869
SCC 22-01	Santa Cruz County	Ruby Road Bridge Over Potrero Creek and the UPRR	Ruby Road- 1500 feet east of I19	.27 miles	Bridge Replacement - Construction	Minor Arterial	2	2	RCN	\$5,703,290				\$5,703,290
BIS 24-03	City of Bisbee	City of Bisbee SUP West Segment	SR 80 MP 341.45 to MP 341.53	425 feet	Construction	Urban Principal Arterial	4	3	CDS	\$3,393,000		\$205,091		\$3,598,091
CCH 25-01	Cochise County	Davis Road -Central Highway to US191 Roadway Improvements	Davis Road -Central Highway to US 191 from MP22 to MP24.3	2.3	ADOT Review/PDA Fees	Rural Major Collector	2	2	Local-CC	\$0		\$0	\$30,000	\$30,000
CCH 25-01	Cochise County	Davis Road -Central Highway to US191 Roadway Improvements	Davis Road -Central Highway to US 191 from MP22 to MP24.3	2.3	Design	Rural Major Collector	2	2	Local-CC	\$0		\$0	\$79,582	\$79,582
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR80	.85 miles	Realign Chino Road: Construction	Urban Minor Arterial	2	2	STP	\$1,800,000		\$108,802		\$1,908,802
	LTAP								STP	\$10,000		\$0		\$10,000
		TOTAL FOR 2026								\$14,196,290		\$3,634,892	\$9,121,225	\$33,008,949
2027														
DGS 25-03	City of Douglas	Downtown Street Improvements; City of Douglas	City of Douglas (9-streets): 10th Street, Pan American, 16th Street, Washington Ave, 3rd Street, Chino Road, G Avenue, F Avenue , 1st street	7.8 miles	Construction	Various	2	2	RAISE	\$20,668,381		\$0		\$20,668,381
NOG 26-02	City of Nogales	Nogales Bicycle/Pedestrian Improvement - Phase II	South side of Old palagonia Highway (SR82) in Nogales, AZ		Design	N/A	N/A	N/A	CMAQ	\$178,290		\$10,777		\$189,067
NOG 26-03	City of Nogales	Nogales Traffic Flow Improvements	Mastick Way and White Park in Nogales AZ		Design	Major Collector	2	2	CMAQ	\$200,000		\$12,089		\$212,089
SCC 26-01	Santa Cruz County	Santa Cruz County Complex EV Charging Stations	Santa Cruz County Complex, 2150 N. Congress dr in Nogales, AZ	N/A	Design	N/A	N/A	N/A	CMAQ	\$136,531		\$8,253		\$144,784
GGH 24-03	Graham County	Gila River Linear Park and Trail	Linear Park along Gila River between Safford and Thatcher in Graham County	4.5 miles	Construction	N/A	N/A	N/A	HUD	\$1,300,000		\$0		\$1,300,000
	LTAP								STP	\$10,000		\$0		\$10,000
		TOTAL FOR 2027								\$20,678,381		\$0		\$21,978,381
2028														
SCC 26-01	Santa Cruz County	Santa Cruz County Complex EV Charging Stations	Santa Cruz County Complex, 2150 N. Congress dr in Nogales, AZ	N/A	Construction	N/A	N/A	N/A	CMAQ	\$455,105		\$27,509		\$482,614
	LTAP								STP	\$10,000		\$0		\$10,000
		TOTAL FOR 2028								\$10,000		\$0		\$10,000
2029														
NOG 26-02	City of Nogales	Nogales Bicycle/Pedestrian Improvement - Phase II	South side of Old palagonia Highway (SR82) in Nogales, AZ		Construction	N/A	N/A	N/A	CMAQ	\$420,000		\$25,387		\$445,387
NOG 26-03	City of Nogales	Nogales Traffic Flow Improvements	Mastick Way and White Park in Nogales AZ		Construction	Major Collector	2	2	CMAQ	\$759,487		\$45,907	\$194,606	\$1,000,000
	LTAP								STP	\$10,000		\$0		\$10,000
		TOTAL FOR 2029								\$10,000		\$0		\$10,000
2030														
	LTAP								STP	\$10,000		\$0		\$10,000
		TOTAL FOR 20230								\$10,000		\$0		\$10,000
		5-YEAR TOTALS								\$34,904,671		\$3,634,892		\$38,539,563
		FUNDING OBLIGATED IN 2024												

SEAGO REGION
2026-2030 TIP Amendment #4
Approved By: TAC - Executive Committee -

DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR80	.85 miles	Realign Chino Road: Design	Urban Minor Arterial	2	2	CDS	\$238,912		\$14,441		\$253,353
DGS17-01	City of Douglas	Chino Road Extension Phase 2	Chino Road: 9th Street to SR80	.85 miles	Realign Chino Road: ADOT Review/PDA Fees	Urban Minor Arterial	2	2	CDS	\$28,290		\$1,710		\$30,000
CCH 23-01	Cochise County	Davis Road Rehabilitation, MP 5 & 13	Davis Road MP 5 & 13	1.61 miles	Construction	Rural Major Collector	2	2	CDS	\$2,893,000		\$174,869		\$3,067,869
CCH 23-01	Cochise County	Davis Road Rehabilitation, MP 5 & 13	Davis Road MP 5 & 13	1.61 miles	Design	Rural Major Collector	2	2	N/A	\$0		\$0	\$100,000	\$100,000
GEH-BR-07	Greenlee County	Soapbox Canyon Bridge Replacement	Soapbox Canyon Bridge (Structure 8149)	.10 miles	Bridge Replacement: Design	Major Collector	2	2	CDS	\$288,000		\$47,410		\$335,410
DGS 24-01	Douglas	Commercial Port of Entry Connector Road	City of Douglas from new Commercial POE to SR80	1.5 miles	Design	N/A	0	2	AZ SB 1722				\$400,000	\$400,000
DGS 24-01	Douglas	Commercial Port of Entry Connector Road	City of Douglas from new Commercial POE to SR80	1.5 miles	Design	N/A	0	2	Local				\$100,000	\$100,000
DGS 24-01	Cochise County	Commercial Port of Entry Connector Road	City of Douglas from new Commercial POE to SR80	1.5 miles	Design	N/A	0	2	AZ Smart Fund			\$100,000	\$4,400,000	\$4,500,000
GGH 24-01	Graham County	Norton Road & Reay Lane Intersection Reconstruction	Graham County - Norton Road & Reay Lane Intersection	300 feet	Construction	Rural Major Collector	2	2	N/A				\$500,000	\$500,000
GGH 24-02	Graham County	Safford Bryce Road - Talley Creek Crossing Improvements	Graham County - Safford Bryce Road at Talley Creek Crossing	400 feet	Construction	Rural Major Collector	2	2	N/A				\$1,781,500	\$1,781,500
THR 24-01	Town of Thatcher	8th Street Improvements	8th Street between 1st Avenue and 20th Avenue		Construction	Rural Major Collector	2	2	N/A				\$4,526,400	\$4,526,400
BEN 24-01	City of Benson	Replacement Route Bus 0687	Benson	N/A	Capital	N/A	N/A	N/A	FTA Section 5339	\$194,472		\$34,319		\$228,791
BEN 24-02	City of Benson	Replacement Route Bus 0695	Benson	N/A	Capital	N/A	N/A	N/A	FTA Section 5339	\$194,472		\$34,319		\$228,791
BEN 24-03	City of Benson	Dispatching Software and Tablets	Benson	N/A	Capital	N/A	N/A	N/A	FTA Section 5339	\$17,600		\$4,400		\$22,000
DGS 24-02	City of Douglas	New 32 Passenger Transit Bus	Douglas	N/A	Capital	N/A	N/A	N/A	FTA Section 5339	\$312,626		\$55,169		\$367,795
GGH 24-03	Graham County	Gila River Linear Park and Trail	Linear Park along Gila River between Safford and Thatcher in Graham County	4.5 miles	Design	N/A	N/A	N/A	TAP	\$498,166		\$30,112		\$528,278
BIS 24-02	Bisbee Bikeways	Bisbee Community Connections Feasibility Study	Bisbee - Various	N/A	Design	N/A	N/A	N	TAP	\$601,560		\$36,361		\$637,921
THR 24-01	Town of Thatcher	1st Avenue Widening -Quail ridge Drive to Eagle Drive	1st Avenue from Quail ridge drive to Eagle Drive	1.26 miles	Design	Rural Major Collector	2	3	TAP	\$623,619		\$37,695		\$661,314
THR 24-02	Town of Thatcher	Union Canal Multi Use Path	Union Canal from N Stadium Avenue to 8th street	1.8 miles	Design	N/A	N/A	N/A	TAP	\$149,449		\$9,034		\$158,483
DGS 24-03	Douglas	Douglas Downtown Revitalization Streetscape Project	City of Douglas - G Avenue from 2nd Street to 14th Street	1 mile	Design	Major Collector	2	2	AZ Smart Fund				\$214,000	\$214,000
CCH-24-02	Cochise County	Cochise EV Infrastructure Improvements	Various (Bisbee, Sierra Vista, Wilcox)	N/A	Installation	N/A	N/A	N/A	Electric Vehicle Fueling Infrastructure	\$500,000		\$125,000		\$625,000
SCC 24-01	Santa Cruz County	I-19 Interchange Improvements at Rio Rico Drive & Ruby Road	Interchange on I 19 at Rio Rico Dr and Ruby Rd	0.93	Design/Engineering Services	Rural Major Collector	2	2	AZ Smart Fund				\$3,200,000	\$3,200,000
SCC 24-01	Santa Cruz County	I-19 Interchange Improvements at Rio Rico Drive & Ruby Road	Interchange on I 19 at Rio Rico Dr and Ruby Rd	0.93	Grant Development & Submission (GDS)	Rural Major Collector	2	2	AZ Smart Fund				\$50,000	\$50,000
SCC 24-01	Santa Cruz County	I-19 Interchange Improvements at Rio Rico Drive & Ruby Road	Santa Cruz County at Rio Rico Drive and Ruby Road	.93 miles	Construction	Rural Major Collector	2	2	N/A				\$8,600,000	\$8,600,000
	LTAP								STP	\$10,000				\$10,000
		TOTAL FOR 2024								\$6,550,166		\$704,839	\$23,871,900	\$31,126,905
		FUNDING OBLIGATED IN 2025												
BIS 23-01	City of Bisbee	City of Bisbee Shared Use Path	SR80 from Downtown Bisbee to Erie Street	1.43 miles	Construction	Urban Principal Arterial	4	3	EDA	\$3,375,000		\$36,899		\$3,411,899
BIS 24-03	City of Bisbee	City of Bisbee SUP West Segment	SR 80 MP 341.45 to MP 341.53	425 feet	Design	Urban Principal Arterial	4	3	CDS	\$447,000		\$27,019		\$474,019
CCH 24-04	Cochise County	Davis Road Planning Project	Davis Road -SR191 to SR80	22.3 miles	PE/Design	Rural Major Collector	2	2	RAISE	\$2,057,500				\$2,057,500
SEA 22-01	SEAGO	SEAGO Regional Road Pavement Assessment Project Extension	Region-wide	2,000	Planning	N/A	N/A	N/A	STBG	\$94,375		\$5,705		\$100,080
BIS 24-03	City of Bisbee	City of Bisbee SUP West Segment	SR 80 MP 341.45 to MP 341.53	425 feet	ROW	Urban Principal Arterial	4	3	CDS	\$160,000		\$9,671		\$169,671
DGS 24-01	Douglas	Commercial Port of Entry Connector Road	City of Douglas from new Commercial POE to SR80	1.5 miles	Design	N/A	0	2	AZ SB 1722				\$2,000,000	\$2,000,000
DGS 24-03	Douglas	Douglas Downtown Revitalization Streetscape Project	City of Douglas - G Avenue from 2nd Street to 14th Street	1 mile	Construction	Major Collector	2	2	CDS/HUD	\$2,900,000		\$175,292		\$3,075,292
CCH 24-03	Cochise County	Whitewater Draw Bridge, Str #68109	Rucker Canyon Rd, MP15.7- MP15.8	.1 mile	Bridge Replacement Scoping/Admin Costs	Local	1	2	OSB	\$127,305		\$7,695		\$135,000
SCC 24-02	Santa Cruz County	Babocomari Creek Bridge Replacement	Elgin Canelo Road to Upper Elgin Road	64 feet	Design	Rural Minor Collector	2	2	OSB	\$595,000		\$0		\$595,000
SCC 22-01	Santa Cruz County	Ruby Road Bridge Over Potrero Creek and the UPRR	Ruby Road- 1500 feet east of I19	.27 miles	Bridge Replacement Design	Minor Arterial	2	2	RCN	\$866,710				\$866,710
SCC 22-01	Santa Cruz County	Ruby Road Bridge Over Potrero Creek and the UPRR	Ruby Road- 1500 feet east of I19	.27 miles	Bridge Replacement Design	Minor Arterial	2	2	AZ SMART			\$433,290		\$433,290
SCC 22-01	Santa Cruz County	Ruby Road Bridge Over Potrero Creek and the UPRR	Ruby Road- 1500 feet east of I19	.27 miles	Bridge Replacement ADOT Review/PDA Fees	Minor Arterial	2	2	RCN	\$30,000				\$30,000
SCC 22-01	Santa Cruz County	Ruby Road Bridge Over Potrero Creek and the UPRR	Ruby Road- 1500 feet east of I19	.27 miles	Bridge Replacement ADOT Review/PDA Fees	Minor Arterial	2	2	AZ SMART			\$15,000		\$15,000
SCC 22-01	Santa Cruz County	Ruby Road Bridge Over Potrero Creek and the UPRR	Ruby Road- 1500 feet east of I19	.27 miles	Bridge Replacement - ROW	Minor Arterial	2	2	AZ HB 2558			\$20,000		\$20,000
BIS-24-01	City of Bisbee	Moon Canyon Bridge Rehabilitation	Moon Canyon at Tombstone Canyon Road	.10mile	Construction	Local	2	2	OSB	\$750,000		\$0		\$750,000
	LTAP								STP	\$10,000		\$0		\$10,000
		TOTAL FOR 2025								\$11,412,890		\$710,571	\$0	\$14,143,461
		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	TBD	\$924,560		\$55,885		\$980,445
PMA 24-02	Town of Pima	New High School Access Road	New High School at Intersection of 200S and US70	400 feet	Construction	N/A	2	2	HUD	\$2,389,594		\$144,440		\$2,534,034

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WLX 23-01	Willcox	Capital - Minin-Van with Lift	Willcox/Pearce/Bowie	N/A	Capital	N/A	N/A	N/A	TBD	\$65,000		\$13,000		\$78,000
CCH 22-01	Cochise County	Davis Road -Central Highway to SR80 Roadway Improvements	Davis Road -Central Highway to SR80	22.3 miles	PE/Design	Rural Major Collector	2	2	TBD	\$6,320,641		\$382,054		\$6,702,695
SCC 25-01	Santa Cruz County	West Frontage Road and Peck Canyon Roundabout Enhancement Project	West Frontage Road and Peck Canyon Intersection	.5miles	Construction	Rural Major Collector	2	2	TBD	\$2,900,000		\$175,292		\$3,075,292
DGS 23-01	Douglas	Bicycle and Pedestrian Shared Use Path	City of Douglas	N/A	Feasibility/Design	N/A	N/A	N/A	TBD	\$1,000,000		\$60,445		\$1,060,445
DGS 24-03	Douglas	Douglas Downtown Revitalization Streetscape Project	City of Douglas - G Avenue from 2nd Street to 14th Street.	1 mile	Construction	Major Collector	2	2	TBD	\$8,148,676		TBD		\$8,148,676
DGS 24-04	City of Douglas	Bus Storage Facility	TBD	N/A	Construction	N/A	N/A	N/A	TBD	\$3,500,000		\$700,000		\$4,200,000
CCH 25-01	Cochise County	Davis Road -Central Highway to SR80 Roadway Improvements	Davis Road -Central Highway to US 191 from MP22 to MP24.3	2.3	Construction	Rural Major Collector	2	2	TBD	\$8,597,174		\$519,660		\$9,116,834
SCC 23-01	Santa Cruz County	West Frontage Road at Camino Ramanote Roudabout	Santa Cruz County-West Frontage Road at Camino Ramanote Roudabout	25 miles	Construction	Rural Arterial/Rural Major Collector	2	2	TBD	\$1,200,000		\$72,534		\$1,272,534
THR 24-03	Thatcher	20th Avenue Safety Improvements	20th Avenue - 8th Street to US 70	.30 miles	Design	Major Collector	4	4	HSIP	\$195,762		\$11,832		\$207,594
THR 24-03	Thatcher	20th Avenue Safety Improvements	20th Avenue - 8th Street to US 70	.30 miles	Construction	Major Collector	4	4	HSIP	\$1,301,132		\$78,648		\$1,379,780
GEH 24-01	Greenlee County	Ward Canyon Road at Mares Bluff Realignment	WardCanyon Road 1,400 feet east of US Highway 191.	835 feet	Design	Major Collector	2	2	TBD	\$328,164		\$19,836		\$348,000
GEH 24-01	Greenlee County	Ward Canyon Road at Loma Linda Wash Realignment	Ward canyon Road from Skyline View Road on the southeast and US Highway 191	1,400 feet	Design	Major Collector	2	2	TBD	\$612,950		\$37,050		\$650,000
SCC 24-03	Santa Cruz County	West Frontage Road & Yavapai Drive Traffic Control Improvements	West Frontage Road & Yavapai Drive Intersection at I-19	TBD	Design/Construction	Major Collectors	2	2	TBD	\$3,750,000		\$213,750		\$3,963,750
DUN 24-01	Duncan	High and Main Street Improvements	High & Main streets at US 70	4,060 feet	Construction	Major Collectors	2	2	TBD	\$2,263,142		\$128,569		\$2,391,711
CCH15-01	Cochise County	Davis Rd. Improvements	Davis Road MP 5	0.61 miles	Drainage Improvements	Rural Major Collector	2	2	TBD	\$1,045,000		\$63,165		\$1,108,165

SEAGO 5310 PRELIMINARY AWARD LIST 2025									
TIP ID	Subrecipient	Fund Type	Project Title	Federal Ratio	Federal Award	Local Match	Total Award	Service Area	
SEA-25-01	Douglas ARC	Capital	Douglas ARC Preventive Maintenance Year 1	80%	\$35,000	\$8,750	\$43,750	Rural	
SEA-25-02	Douglas ARC	Operating	Douglas ARC Operating Year 1	50%	\$17,500	\$17,500	\$35,000	Rural	
SEA-25-03	Easterseals Blake Foundation	Capital	Preventive Maintenance Year 1 SEAGO	80%	\$30,000	\$7,500	\$37,500	Rural	
SEA-25-04	Easterseals Blake Foundation	Capital	Day Service and Transportation SEAGO Van with lift Year 1	80%	\$92,652	\$26,132.62	\$118,784.62	Rural	
SEA-25-05	Easterseals Blake Foundation	Operating	Graham County Operating Year 1 SEAGO	50%	\$10,000	\$10,000	\$20,000	Rural	
SEA-25-06	Easterseals Blake Foundation	Operating	Graham/Greenlee Community Transportation SEAGO Operating Year 1	50%	\$60,000	\$60,000	\$120,000	Rural	
SEA-25-07	Easterseals Blake Foundation	Capital	Day Service Replacement Minivan Year 1	80%	\$90,287	\$25,465.56	\$115,752.56	Rural	
SEA-25-08	Easterseals Blake Foundation	Capital	Vehicle Capital- Day Service SEAGO Minivan Year 1	80%	\$90,287	\$25,465.56	\$115,752.56	Rural	
SEA-25-09	Green Valley Assistance Services	Operating	Operating - SEAGO-Transforming Lives through Rural Transportation	50%	\$25,000	\$25,000	\$50,000	Rural	
SEA-25-10	Helping Ourselves Pursue Enrichment Services	Capital	SEAGO/SVMP0 Preventive Maintenance Year 1	80%	\$15,000	\$3,750	\$18,750	Small Urban	
SEA-25-11	Helping Ourselves Pursue Enrichment Services	Operating	Operating - SEAGO/SVMP0 Operating Year 1	50%	\$60,000	\$60,000	\$120,000	Small Urban	
SEA-25-12	Santa Cruz Training Program, Inc.	Capital	Capital - Preventive Maintenance 2025	80%	\$60,000	\$15,000	\$75,000	Rural	
SEA-25-13	Santa Cruz Training Program, Inc.	Operating	Operating - Operating Expenses 2025	50%	\$60,000	\$60,000	\$120,000	Rural	
SEA-25-14	Santa Cruz Training Program, Inc.	Capital	Capital - Vehicle Request 2025	80%	\$90,287	\$24,456.56	\$115,752.56	Rural	
SEA-25-15	Senior Citizens of Patagonia	Capital	Capital - Preventive Maintenance Year 1	80%	\$12,000	\$3,000	\$15,000	Rural	
SEA-25-16	Senior Citizens of Patagonia	Operating	Operating - Operating Expenses Year 1	50%	\$34,815	\$34,815	\$69,630	Rural	
SEA-25-17	Volunteer Interfaith Caregiver Program	Operating	ViCaP- Rural Inter & Intracity Transportation Year 1	50%	\$70,000	\$70,000	\$140,000	Rural	
SEA-25-18	Volunteer Interfaith Caregiver Program	Capital	Capital - ViCaP Preventive Maintenance Year 1	80%	\$3,000	\$750	\$3,750	Rural	
SEA-25-19	Volunteer Interfaith Caregiver Program	Operating	ViCaP - Small Urban Inter & Intracity Trans Yr 1	50%	\$60,000	\$60,000	\$120,000	Small Urban	
SEA-25-20	Town of Huachuca City	Operating	Operating - Operation Year 1	50%	\$10,000	\$10,000	\$20,000	Small Urban	
SEA-25-21	Town of Huachuca City	Capital	Capital - Preventive Maintenance Year 1	80%	\$9,000	\$2,250	\$11,250	Small Urban	
SEA-25-22	SEAGO	Mobility Management	Regional Mobility Management Year 2	80%	\$135,000	\$33,750	\$168,750	Rural	
SEA-25-23	SEAGO	Mobility Management	SEAGO- Coordinated Mobility Training Year 2	80%	\$90,000	\$22,500	\$112,500	Rural	

SEAGO REGION FY25 FTA SECTION 5311 AWARDS - CITY OF BENSON					
TIP ID	Project Title	Match Ratio	Federal Award	Local Match	Total Award
BEN 25-01	Operating	58%	\$123,900	\$89,720.69	\$213,620.69
BEN 25-02	Preventive Maintenance	80%	\$16,000	\$4,000	\$20,000
BEN 25-03	Administration	80%	\$80,000	\$20,000	\$100,000
	Total		\$219,900	\$113,720.69	\$333,620.69

SEAGO REGION FY25 FTA SECTION 5311 AWARDS - CITY OF BISBEE					
TIP ID	Project Title	Match Ratio	Federal Award	Local Match	Total Award
BIS 25-01	Operating	58%	\$116,000.00	\$84,000.00	\$200,000.00
BIS 25-02	Preventive Maintenance	80%	\$20,000	\$5,000	\$25,000
BIS 25-03	Administration	80%	\$20,000	\$5,000	\$25,000
	Total		\$156,000.00	\$94,000.00	\$250,000.00

SEAGO REGION FY24 FTA SECTION 5311 AWARDS - CITY OF DOUGLAS					
TIP ID	Project Title	Match Ratio	Federal Award	Local Match	Total Award
DGS 25-04	Operating	58%	\$370,892	\$268,676.97	\$639,468.97
DGS 25-06	Preventive Maintenance	80%	\$40,000	\$10,000	\$50,000
DGS 25-07	Administration	80%	\$175,000	\$43,750	\$218,750

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	Total		\$585,892	\$322,326.97	\$908,218.97
	SEAGO REGION FY24 FTA SECTION 5311 AWARDS - CITY OF WILLCOX				
TIP ID	Project Title	Match Ratio	Federal Award	Local Match	Total Award
WLX 25-01	Operating	58%	\$100,492	\$72,770.07	\$173,262.07
WLX 25-02	Preventive Maintenance	80%	\$8,000	\$2,000	\$10,000
WLX 25-03	Administration	80%	\$62,705	\$15,676.25	\$78,381.25
	Total		\$171,197	\$90,446.32	\$261,643.32



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, EXECUTIVE DIRECTOR
DATE: NOVEMBER 12, 2025
RE: 12-MONTH TAC MEETING SCHEDULE

The SEAGO TAC is scheduled to meet on the third Thursday of every other month. Below for your approval is the TAC meeting calendar for the next 12 months:

Date	Scheduled Business	Location
January 15, 2026	Election of Officers, Possible Extension Vaisala Contract	Teams Meeting
March 19, 2026	2027-2031 Draft TIP, Final FY 26 STBG Project Status Reviews	Teams Meeting
May 21, 2026	General Business	TBD
July 16, 2026	RTAC Project List Review and Approval	TBD
September 17, 2026	General Business	TBD
November 19, 2026	Approval of the Annual Meeting Calendar	TBD



TAC PACKET

TO: SEAGO TAC
FROM: CHRIS VERTREES, EXECUTIVE DIRECTOR
DATE: NOVEMBER 10, 2025
RE: ROAD PAVEMENT ASSESSMENT PROJECT EXTENSION DISCUSSION

On April 1, 2022, after a procurement process, SEAGO entered into a contract with Vaisala to provide the technology needed for our **Regional Road Pavement Assessment Project**. The project has been successful. It has been used to support the projects in our Regional Safety Plan, our RTAC Priority Project list, and multiple agencies use the program to determine road maintenance priorities and specific road pavement conditions. The contract is set to expire on March 31, 2026.

At our November TAC meeting, I will be seeking direction from the TAC on how you wish to proceed with the project. I see 4 possible options:

1. Extend the current contract for 1,000 miles. This would be half the miles that we contracted last year. Approximate cost would be approximately \$85,000. This would include SEAGO labor to drive the roads and upload the data.
2. Maintain the portal access as it currently is and not add any new data. Approximate cost would be \$1,500 annually.
3. Member jurisdictions contract with Vaisala directly for just their roads. SEAGO would work with Vaisala to get cost estimates for any interested member agencies.
4. Close the program.

Once direction is received, I will pursue the selected option for further discussion and possible approval at our next TAC meeting.

Off System Bridge Program (OSB) Call for projects (FY27)

From Mark Henige <mhenige@azdot.gov>

Date Wed 10/29/2025 12:23 PM

To Patrick Stone <pstone@azmag.gov>; jderenne@pagregion.com <jderenne@pagregion.com>; Jamie Brown <JBrown@pagregion.com>; Chris Vertrees <cdvertrees@seago.org>; Crystal Figueroa <cfigueroa@ympo.org>; Fernando Villegas <fvillegas@ympo.org>; Sarah Lojewski <LojewskiS@lhcaz.gov>; Roland Hulse <Rolandh@wacog.com>; Karen Lamberton <karen.lamberton@sierravistaaz.gov>; Justin Hembree <Justin.Hembree@sierravistaaz.gov>; Tod Morris <tmorris@nacog.org>; Jennifer O'Connor <jjoconnor@nacog.org>; Vincent Gallegos <Vincent.Gallegos@yavapaiaz.gov>; David Wessel <david.wessel@metroplanflg.org>; Allison McCarthy <Allison.McCarthy@yavapai.us>; Irene Higgs <ihiggs@scmpo.org>; Jason Bottjen <JBottjen@scmpo.org>; arobles@cagaz.org <arobles@cagaz.org>; Steve Abraham <Sabraham@cagaz.org>; David Wostenberg <David.wostenberg@yumaaz.gov>; Shane Hemesath <shemesath@showlowaz.gov>; Frank Marbury <fmarbury@chinoaz.net>; Steven Latoski <Steven.Latoski@mohavecounty.us>; Watkins, Jackie <jwatkins@cochise.az.gov>; Rick Ellis <rellis@pagregion.com>; Mark Woodson <mark.woodson@ardurra.com>; Roger McCormick <Roger.McCormick@yavapaiaz.gov>; Sandra Phillips <SPhillips@sedonaaz.gov>; Madhav Mundle <madhav.mundle@navajocountyaz.gov>; Goodman, Thomas <tgoodman@gilacountyaz.gov>; Steve D'Amico@bullheadcityaz.gov <SteveD'Amico@bullheadcityaz.gov>; ajohnson@benzonaz.gov <ajohnson@benzonaz.gov>

Cc Bret Anderson <BAnderson@azdot.gov>; Matthew Moul <mmoul@azdot.gov>; David Benton <dbenton@azdot.gov>; Amjad Alzubi <aalzubi@azdot.gov>; Jason James <jjames6@azdot.gov>; Jennifer Hobert <jhobert@azdot.gov>; Ruth Garcia <rgarcia5@azdot.gov>; William Randolph <wrandolph@azdot.gov>; Anthony Brozich <abrozich@azdot.gov>; Randy Everett <REverett@azdot.gov>; Anthony Casselman <acasselman@azdot.gov>; Jeremy Moore <JMoore3@azdot.gov>; Paul Patane <ppatane@azdot.gov>; Todd Emery <TEmery@azdot.gov>; Steve O'Brien <SO'Brien@azdot.gov>; Elise Maza <emaza@azdot.gov>; Audra Merrick <AMerrick@azdot.gov>; Jeremy DeGeyter <jdegeyter@azdot.gov>; Carl Ericksen <cericksen@azdot.gov>

 3 attachments (536 KB)

2025 OSB Guidelines (Updated 09232025).pdf; OSB Scoring Criteria 2027.pdf; LPA OSB Application 2027.docx;

Please share this information with your staff, local, and tribal government partners (Project Sponsors).

To All COG/MPO Partners:

The Arizona Department of Transportation (ADOT) Local Public Agency (LPA) Section is issuing a formal call for projects for the Off-System Bridge (OSB) Program for State Fiscal Year (SFY) 2027. Please distribute this message to your member agencies.

The Purpose of the Off-System Bridge Program is to fund the Design and/or Construction for replacement, rehabilitation, preservation and protection of roadway bridges over waterways, other topographical barriers, other roadways, railroads, canals, ferry landings, etc. on bridges that are not on the Federal-aid highway system (local roads or rural minor collectors).

There are **two** separate funding programs available for use on Off-System Bridge Projects. The program type and eligibility for each program are described below.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG)

764 - Off System Bridge with Match- STBGP-Off Sys Br

Eligible for Replacement, Rehabilitation and/or Strengthening:

The bridge must be classified as either “Poor” or “Fair” or having a load capacity rating that requires the bridge to be posted for weight restrictions based on the National Bridge Inspection Standards (NBIS).

Eligible for Preservation/Preventative Maintenance and Protection:

All bridges regardless of condition are eligible for Preservation/Preventative Maintenance or Protection measures.

BRIDGE FORMULA PROGRAM (BFP)

763 – Off System Bridge with 100% Federal-Bridge FP OSB

Eligible for Replacement, Rehabilitation and/or Strengthening:

The bridge must be classified as either “Poor” or “Fair” or having a load capacity rating that requires the bridge to be posted for weight restrictions based on the National Bridge Inspection Standards (NBIS).

Eligible for Preservation/Preventative Maintenance and Protection:

Protection activities as described above are also eligible to be funded under this program given that one of the above conditions or load capacity items are met.

Project Application:

- The application shall identify the requested Program Funding (STBG or BFP) the project sponsor wishes to apply for in the application form.
- Applications will require a description of work that includes purpose and need, scope of work, justification (system prioritization), schedule, and detailed cost estimates for Design and Construction phases. Entities submitting multiple applications will need to regionally prioritize projects and submit justification for the selected projects.

Funding:

- Under the STBG Program, eligible project costs will be funded at 94.3% federal share with a 5.7% local match.
- Under the Bridge Formula Program (BFP), eligible project costs will be funded with 100% federal share and no local match is required.

Timeline:

- OSB applications are due back to the ADOT LPA Section no later than **December 31, 2025**.
- ADOT Selection Committee will review and prioritize all projects based on submitted applications and established scoring criteria **January 2026**.
- Eligibility determination letters will be sent to applicants (with a copy to the Regional COG/MPO) **February 2026**.
- Project Sponsors with projects selected can start working with their Regional COG/MPO to program the project into the Regional TIP as soon as program eligibility determination letter is received.
- Project Sponsors with selected projects may start working with ADOT LPA Section to initiate the project and start the IGA process as soon as the project has been programmed in the Regional TIP.
- Funding for Development Activities such as consultant selection, Environmental, ROW, and Utility and Railroad consultations will not be available until **July 2026 (FY27)**.

Attached are the Off-System Bridge Guidelines, application, and scoring criteria. Ensure that all OSB applications submitted to ADOT are on the attached application form.

All Off-System Bridge applications must 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.

More information about the OSB Program can be found on the ADOT LPA Section website at <https://azdot.gov/business/programs-and-partnerships/local-public-agency/federal-aid-highway-programs-lpa>.

If you have questions or need further information please contact Mark Henige, ADOT LPA Program Manager at (602) 712-7132.

Thank you,



Mark Henige

LPA Program Manager

LOCAL PUBLIC AGENCY SECTION

**205 S. 17th Ave,
Phoenix, AZ 85007**

602.712.7132 | azdot.gov

OFF-SYSTEM BRIDGE PROGRAM



Guidelines

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PURPOSE

These Guidelines were developed in order to assist Local Agencies and Tribal Governments (Project Sponsors) with the ADOT process for federal funding of Off-System Bridge (OSB) structures.

The OSB Subprogram guidelines describe the basis of eligibility and project selection, which will follow a performance-based approach to project programming. Each project will be rated by the ADOT Bridge Group and a Selection Committee based on criteria and a prioritization method that are described within this document. Programming of selected projects will follow established ADOT policy and procedures.

The Purpose of the OSB Program is to fund the Design and/or Construction for replacement, rehabilitation, preservation and protection of roadway bridges over waterways, other topographical barriers, other roadways, railroads, canals, ferry landings, etc. on bridges that are not on the Federal-aid highway system (local roads or rural minor collectors).

FUNDING PROGRAMS

There are two separate funding programs available for use on OSB Projects.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

[764 - Off System Bridge with Match- STBGP-Off Sys Br](#)

On December 4, 2015, the President signed the FAST Act into law (Pub. L. 114-94). The FAST Act amended the Surface Transportation Program (STP) contained in 23 U.S.C. 133, and changed the program name to the Surface Transportation Block Grant Program (STBG). As part of the STBG program, a special set-aside was designated for the funding of the OSB Program.

As a result of updates to the STBG program under the Infrastructure Investment and Jobs Act (IIJA), the amount is to be not less than 20% of the State's FY 2009 Highway Bridge Program apportionment. The funding set aside in ADOT's construction program for each FY can be found in ADOT's Five Year Construction Program.

Under the STBG Program, eligible project costs will be funded at 94.3% federal share with a 5.7% local match.

BRIDGE FORMULA PROGRAM (BFP)

[763 – Off System Bridge with 100% Federal-Bridge FP OSB](#)

On November 15, 2021 the President signed into law the Infrastructure Investment and Jobs Act (IIJA) (Bipartisan Infrastructure Law), Public Law (Pub. L.) 117-58, which appropriated funding for Highway Infrastructure Programs (HIP) for FY 2022 thru FY 2026. The funding set aside in ADOT's construction program for each FY can be found in ADOT's Five Year Construction Program.

Under the Bridge Formula Program (BFP), eligible project costs will be funded with 100% federal share with no local match requirement.

CALL FOR PROJECTS APPLICATION PROCESS

Project selection for new proposed projects is competitive and done through a “Call for Projects” application process. Projects are selected by the OSB Selection Committee and approved through the State Transportation Board (Board). The application shall identify the requested program funding (STBG, BFP, or a combination thereof) the project sponsor wishes to apply for to fund the project.

A project that has already been selected for scoping under the STBG program in a previous year’s call, may submit an application for funding final design and construction, at any point during the year, once the scoping document has been completed. The applications will be reviewed and eligibility determined, based on available funding for the upcoming funding years.

The “Call for Projects” notice will be sent by the ADOT LPA Section through the Council of Governments (COG) and Metropolitan Planning Organizations (MPO). Entities submitting multiple applications will need to regionally prioritize projects and submit justification for the selected bridges

Types of applications include:

- **Scoping Preliminary Engineering (STBG Only):** If applying for scoping, the application must be for scoping only and include an anticipated plan to complete the project. Only STBG funding can be used for scoping only requests.
- **Design and Construction:** Applications for Design and Construction phases will require a minimum 15% level design plans and a scoping document that includes a detailed description of work that includes scope of work, justification (system prioritization), schedule, and detailed itemized cost estimates for both design costs and construction costs.
- **Construction:** If the application is for the Construction phase only, applications shall include preliminary or final design plans that are at or beyond 95% (Stage IV) and include an itemized construction costs estimate.

All applications will require a cost estimate. Cost estimates should include a year of expenditure and show a fully funded project including all local funding amounts. This includes the ADOT Development Administration (PDA) fees to complete compliance reviews, obtain clearances, and finalize bid packages as part of the ADOT Development Process.

ELIGIBILITY

Bridges are defined as any highway structure with an opening measured along the centerline of roadway of more than 20 feet (6.1 m) between under copings of abutments and spring lines of arches, or extreme ends of the openings of multiple boxes; it may include multiple pipes where the clear distance between openings is less than half of the smaller contiguous opening. Eligible bridges shall be inventoried as a National Bridge Inventory (NBI) structure with an assigned structure number in the National Bridge Inventory Database and be owned by a local public agency or federally recognized Tribe.

ELIGIBLE ACTIVITIES

- Replacement (including replacement with fill material)
- Rehabilitation and/or strengthening
- Preservation/Preventative Maintenance (As identified under FHWA’s Bridge Preservation Guide)
- Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events)
- Real Property Interest Rights for required access and permits or other uses as needed as part of the Right of Way requirements needed for the project

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

- **Replacement, Rehabilitation and/or Strengthening:** The Bridge must be classified as either “Poor” or “Fair” or having a load capacity rating that requires the bridge to be posted for weight restrictions based on the National Bridge Inspection Standards (NBIS).
- **Preservation/Preventative Maintenance and Protection:** All bridges regardless of condition are eligible for Preservation/Preventative Maintenance or Protection measures.

BRIDGE FORMULA PROGRAM (BFP)

- **Replacement, Rehabilitation and/or Strengthening:** The Bridge must be classified as either “Poor” or “Fair” or having a load capacity rating that requires the bridge to be posted for weight restrictions based on the National Bridge Inspection Standards (NBIS).
- **Preservation/Preventative Maintenance and Protection:** Protection activities as described above are also eligible to be funded under this program given that one of the above conditions or load capacity items are met.

ADDITIONAL ITEMS UNDER BOTH PROGRAMS

- Reasonable touchdown points for bridge projects are recommended in order to keep the total length of approach work at less than 1,200 feet, not to exceed 15% of the total project cost. However, if the local agency determines that the required approach work total would exceed 1,200 feet, but all elements of the project were designed to the operating speed of the roadway (not exceeding the posted or statutory speed), a waiver request can be submitted, through the Department. Requests should be initiated through the ADOT LPA Section, and directed to the Bridge Group within ADOT.
- Long approach fills, connecting roadways, interchanges, ramps, and other extensive structures, when constructed beyond the attainable touchdown point are, in general, ineligible for program participation in the OSB program.
- An exception can be accepted to use program funds for more roadway work if FHWA representatives concur that the bridge replacement or rehabilitation project is an isolated project without any roadway improvement proposed in the vicinity of the project area. In order to satisfy AASHTO Design Criteria to current design standards for roadway and bridge requirements, the proposed roadway and bridge work may be paid fully by program funds.

DETERMINING BRIDGE STRUCTURE ELIGIBILITY

The ADOT Bridge Group maintains a bridge inventory list of local agencies on its website <https://azdot.gov/business/engineering-and-construction/bridge/bridge-tunnel-inventory>. Coding based on the NBIS inspection that defines a bridge as Good, Fair and Poor and if they are on or off the federal-aid-system are provided in the list for reference.

A “Poor” bridge is defined as having one or more main bridge elements of the deck, superstructure, substructure or culvert with a condition rating of 4 or less based on the rating criteria defined in the National Bridge Inspection Standards (NBIS).

A “Fair” bridge is defined as having one or more main bridge elements of the deck, superstructure, substructure or culvert with a condition rating of 5 or 6, with no other of these elements with a rating of 4 or less, based on the rating criteria defined in the National Bridge Inspection Standards (NBIS).

Under both funding programs the decision to rehabilitate versus replace should be based on a study of alternatives considering cost, safety, service life, and level of service. Rehabilitation alternatives are necessary only when considered feasible. All deficiencies must be corrected including safety features; for example, bridge rail, approach rail, and transitions. (This requirement does not apply to projects which include only Preservation/Preventative Maintenance or Protection activities such as scour countermeasures, seismic retrofit, or structural steel painting, although FHWA recommends safety defects be corrected, if possible.)

The standards by which deficiencies are determined depend on the system.

- National Highway System (NHS) - State Standards (Meets or exceeds the American Association of State Highway and Transportation Officials (AASHTO) Standards)
- Other State Highways - State Standards (Meets or exceeds AASHTO)
- Local Agency Roads - AASHTO or ADOT approved Local Standards

Geometric and structural features must meet current standards for replacement or rehabilitation, or deviations must be documented for variance of current standards using performance based practical design methods. Whenever a bridge is replaced or alleviated by a new bridge, the existing bridge shall either be dismantled or demolished, or its use limited to the type and volume of traffic the structure can safely service over its remaining life.

FUNCTIONAL CLASSIFICATIONS

Bridges are classified as "On" and "Off" the Federal-aid system by their functional classification. Local roads (National Bridge Inspection code 09 or 19) and rural minor collectors (NBI code 08) are "Off-System".

The functional classification of a road is the class or group of roads to which the road belongs. There are three main functional classes as defined by the United States Federal Highway Administration: arterial, collector, and local.

If an applicant has a dispute over the identified functional classification of a bridge within their jurisdiction, please refer to <https://azdot.gov/maps> and contact the ADOT LPA Section or ADOT Bridge Group for further guidance or clarification.

FUNCTIONAL CLASSIFICATION TYPES

Arterial:

Arterial roads generally provide the fastest method of travel and typically have low accessibility from neighboring roads. They are usually designed with long-distance travel in mind and are not as common as the other two functional classes of roads.

Codes and Definitions:

- | | |
|----|--|
| 01 | Rural-Principal Arterial, Interstate |
| 02 | Rural-Principal Arterial, Other Freeways & Expressways |
| 06 | Rural-Minor Arterial |
| 11 | Principal Arterial, Interstate |
| 12 | Principal Arterial, Other Freeways or Expressways |
| 14 | Other Principal Arterial |
| 16 | Minor Arterial |

Collector:

Collector roads are the second most common and are used as a connection between local roads and arterial roads. They provide a balance between access and mobility.

Codes and Definitions:

07	Rural-Major Collector
08	Rural-Minor Collector
17	Urban-Collector

Local:

Local roads are the most common roads by far, but are also the slowest for travel. They are designed specifically to have high accessibility and to connect to collector and arterial roads, and are typically not used for through traffic.

Codes and Definitions:

09	Local Rural
19	Local Urban

FUNCTIONAL CLASSIFICATION TABLES

Classification Code:	01	02	06	07	08	09	11	12	14	16	17	19
On-System:	X	X	X	X			X	X	X	X	X	
Off-System:					X	X						X

PROJECT SELECTION

SELECTION COMMITTEE PRIORITIZATION

The Selection Committee will review and prioritize all OSB projects based on the submitted applications and recommend projects based on scoring of each project application according to the rating factors that are described below. The prioritized projects are reviewed by the Priority Planning Advisory Committee and then presented to the Board for approval.

Projects are programmed according to rankings given to them by the Selection Committee, and available funding with the year identified in the application. Based on funding availability, certain phases of a project may have to move between fiscal years. Project Sponsors will be notified whether or not their project is selected for funding. Projects that are not selected may reapply for the program in a future "Call for Projects".

Projects will be prioritized (ranked) statewide by ADOT Bridge Group based on:

- Overall condition of the bridge (bridge inspection reports)
- Amount of traffic
- Accident rates
- Vertical clearance
- Bridge geometry
- Load carrying capacity
- Age of bridge
- Weight restriction

EVALUATION OF CANDIDATE BRIDGES

The ADOT Bridge Group performs an initial review of the bridge data and ratings, the project prospectus and the preliminary estimate to resolve any insufficient and inconsistent data.

The Selection Committee will perform a preliminary ranking and review, and may perform an on-site review of selected bridges as necessary. The review consists of evaluating the project scoping document which identifies the replacement or rehabilitation needs of the project and recommended action.

The Selection Committee consists of bridge engineers from ADOT Bridge Group Administration, Bridge Design, Preservation, and Geotechnical services, and any others as appropriate.

PRIORITY RANKING OF CANDIDATE BRIDGES

For local agencies, the bridge projects to be included in the annual program are to be selected in accordance with FHWA's "Guidelines for Administration of Local Government Federal Aid Improvement Programs".

The program consists of the following selection process and criteria:

Concurrently with updates to the five-year Federal Aid Program, each COG/MPO should notify its local jurisdictions of the current bridge listing and request which bridge(s) a project sponsor intends to nominate and submit an application. The listing will reflect ADOT file data by each summer with eligibility subject to cooperative confirmation by the FHWA.

A Project Sponsor submitting candidate projects to a COG/MPO for program inclusion will need to select from one of the two funding programs available (STBG or BFP).

Bridge needs are determined by program objectives; these objectives, in turn, form the basis of a priority ranking system. If objectives are not specifically stated, they are implied by the factors and methods used in determining needs and priorities.

These actions could be:

- Evaluating bridge problems
- Selecting bridge improvement projects
- Programming and initiating projects
- Inventorying and inspecting bridges
- Evaluating priorities
- Selecting and programming projects
- Improving bridges

PROJECT SELECTION FOR EMERGENCY SITUATIONS

In the event a bridge has been destroyed or substantially damaged, causing an emergency situation, and no other state or federal funds are available for its replacement or restoration; the agency may apply to have the bridge replaced or restored with program funds.

The ADOT Bridge Group will conduct an on-site inspection of the Bridge and determine:

- That no reasonable alternate detours are available
- That the structure had a valid inspection in the last two years
- That the structure failed or received a three-ton or less load rating causing closure and barricading

Emergency structures will take priority over other projects. If the emergency request is approved, another project may have to be delayed.

PROGRAMMING

The OSB funding programs are part of the ADOT Five Year Construction Program and will follow the federal-aid process. All awarded projects must be obligated by the end of the State Fiscal Year for each project phase programmed. Application must include a fiscally constrained program year for each phase of the project.

Selected projects require approval by the Board. Upon award by the Board, an eligibility letter will be sent to the Project Sponsor, COG/MPO, and ADOT Technical Groups letting them know that the project has been selected for funding. The Project Sponsor will need to work with their Regional COG/MPO to have the project programmed into a fiscally constrained program year in the Regional TIP.

Once the Regional TIP has been amended and submitted through ADOT and FHWA for approval, the Project Sponsor will need to work with the ADOT LPA Section to initiate the project within 30 days of being programmed in the regional TIP to begin the ADOT Development Process.

All design projects selected must complete construction within 3 years of selection.

PROJECT DEVELOPMENT PROCESS

Once a project has been submitted and selected for OSB funding and programmed in the Regional COG/MPO TIP, Project Sponsors will need to follow the ADOT Project Development Process for federal-aid programs as outlined in the ADOT LPA Manual. You can find the ADOT LPA Manual, along with other OSB resources on the ADOT LPA Section's webpage <https://azdot.gov/business/programs-and-partnerships/local-public-agency>.

For more information about the BFP and other federal-aid programs included in the IIJA Bill, please visit the FHWA Website <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/bridges.cfm>.

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

SCOPING DOCUMENT: A scoping document that includes scope of work, justification, schedule, and detailed cost estimates for Design and Construction phases are required as part of the documentation needed for the project review and selection process. Guidance on preparing appropriate scoping documents for ADOT administered projects can be found on Roadway Engineering Group's Predesign webpage <https://azdot.gov/business/engineering-and-construction/roadway-engineering/roadway-predesign>.

PROJECT INITIATION: Project Sponsor will prepare and submit a Project Initiation request to the ADOT LPA Section to request an ADOT Project and Federal ID numbers. Project Initiation request forms and supporting documentation forms can be found on the ADOT LPA Section's webpage <https://azdot.gov/business/programs-and-partnerships/local-public-agency/project-initiation>.

INTERGOVERNMENTAL AGREEMENT (IGA): Execute Intergovernmental Agreement. ADOT will prepare an Intergovernmental Agreement which outlines the funding for the project based on the final cost estimate.

PROJECT DEVELOPMENT ADMINISTRATION (PDA) FEES: All local governments will have an executed IGA with ADOT that outlines procedures for ADOT to recover the design review and bid package preparation costs by ADOT to administer the development and advertisement for bid of local construction projects.

ENVIRONMENTAL ANALYSIS: An Environmental Determination will be made by ADOT regarding the type of Environmental Analysis required for the project. All federal-aid projects require an environmental analysis and an environmental clearance certification.

DESIGN MEMORANDUM: A Design Memorandum letter will be prepared and submitted by the Project Sponsor to the ADOT Project Manager after Environmental Clearance has been given for the project. After the Design Memorandum has been signed, final design work on the project can begin.

STAGE SUBMITTALS: Submit 30%, 60%, and 95%, Plans, Specifications, and Estimate: If the Project Sponsor is designing the project, requirements for the 30%, 60%, and 95% projects submittals are described in ADOT's Project Development Process.

RIGHT OF WAY (ROW) CLEARANCE: The Project Sponsor will provide the ADOT ROW Group with a Real Property Interest Certification upon completion for environmental clearance and completion of 95% plan submittal. All federal-aid projects regardless of new rights of way or not require a ROW clearance.

FINAL PLANS PACKAGE: Special Provisions shall be prepared in accordance with ADOT format and be submitted electronically. The ADOT Contracts and Specifications Section will prepare a PS&E package. Environmental Clearance, Right of Way Clearance and Utility Clearance letters should be submitted as part of the final plan package to ensure that the approval process will not delay bid advertisement.

CONSTRUCTION MATCHING FUNDS: The matching funds required for a local government project will be the amount shown on the project estimate recapitulation sheet provided by Contracts and Specifications Section in the project PS&E bid package plus a surcharge amount (for change order use).

PROJECT BID ADVERTISEMENT AND AWARD: Projects will be advertised for bid when Environmental Clearance, Right of Way and Utility Clearances are approved, PS&E package is approved and matching funds have been provided. Project is advertised, bid open, bids reviewed and certified and the project awarded by the Board. This process requires a minimum of 2 months.

PROJECT CONSTRUCTION, POST DESIGN SERVICES: A local jurisdiction who has hired a consultant engineering firm to prepare plans, specifications, and estimate for their federal-aid highway construction project must retain the firm for post design work that may be required during the construction phase of the project.

CONSTRUCTION ADMINISTRATION CHANGE ORDERS: During the administration of the construction project, change orders may be required due to unforeseen circumstances or changes in field conditions that require a change order to be processed and move the project forward. In the event contingency funding is exhausted to complete the project, a Local Agency may submit a request to fund the increase in construction costs through LPA Section from the eligible programs to supplement the increased costs. The Department will determine if program funds can be used in these instances and the Intergovernmental Agreement will require an amendment if deemed eligible.

FINAL PROJECT COST ACCOUNTING: At the conclusion of the construction phase of the project, a final accounting of project costs will be made. The local agency will be informed by the letter from ADOT Accounts Receivable Section, of the final construction costs for the project.

OSB RANKING CRITERIA				
CATEGORY	CRITERIA	DEFINITIONS	POSSIBLE POINTS	SCORE
PROJECT WORK DESCRIPTION	Purpose and Need	Does the purpose and need address the bridge deficiencies? How will the project improve the overall condition and/or extend the service life of the bridge?	15	
BRIDGE/CULVERT CONDITIONS & CRITERIA	Bridge Component Condition Ratings	Deck Condition Rating (NBI #58) ≤ 4 (25pts) Deck Condition Rating (NBI #58) = 5 (15pts) Deck Condition Rating (NBI #58) = 6 (5pts)	25	
		Superstructure Condition Rating (NBI #59) ≤ 4 (25pts) Superstructure Condition Rating (NBI #59) = 5 (15pts) Superstructure Condition Rating (NBI #59) = 6 (5pts)	25	
		Substructure Condition Rating (NBI #60) ≤ 4 (25pts) Substructure Condition Rating (NBI #60) = 5 (15pts) Substructure Condition Rating (NBI #60) = 6 (5pts)	25	
	Culvert Condition Only (if applicable)	Culvert Condition Rating (NBI #62) ≤ 4 (60pts) Culvert Condition Rating (NBI #60) = 5 (30pts) Culvert Condition Rating (NBI #60) = 6 (15pts)	60	
	Other Bridge Criteria	Bridge Posted for Loads Less than Legal (NBI #70 ≤ 4) (15pts)	15	
		Scour Critical Rating (NBI #113) ≤ 3 (10pts) Scour Critical Rating (NBI #113) ≥ 4 (0pts)	10	
		Minimum Vertical Clearance (NBI #54) Less Than 14ft over Roadway = 5 pts Less Than 20ft over Railroad = 5pts	5	
		Detour Length (NBI #09) > 10mi (10pts) Detour Length (NBI #09) ≤ 10mi (5pts) Detour Length (NBI #09) ≤ 5mi (0pts)	10	
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	
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 exceeding a minimum of 10% over local match (5pts) Cost Estimates appear to be reasonable based on all provided information for the project. (5pts)	15	
TOTAL SCORE:				

OFF-SYSTEM BRIDGE (OSB) PROGRAM APPLICATION

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

GENERAL PROJECT INFORMATION

SPONSORING AGENCY: (AGENCY NAME & ADDRESS)		DATE SUBMITTED:	
CONTACT NAME:		TITLE:	
EMAIL ADDRESS:		PHONE #:	
PROJECT LOCATION	Bridge Name:		
	Bridge Structure #:		
	Road Name:		
	County:		
	COG/MPO/TMA:		
	ADOT District:		
	Starting Location:		
	Ending Location:		
	Length (to the 0.1 of a mile):		
TYPE OF WORK	# of Lanes (Before & After):	Before:	After:
	<input type="checkbox"/> Rehabilitation/Strengthening	Bridge Structure Condition	
	<input type="checkbox"/> Replacement	<input type="checkbox"/> Good	<input type="checkbox"/> Fair
	<input type="checkbox"/> Preservation/Preventative Maintenance/Protection	<input type="checkbox"/> Poor	<input type="checkbox"/> Weight Restricted
PROJECT INCLUDED IN LOCAL CAPITAL IMPROVEMENT PLAN (CIP)		<input type="checkbox"/> Yes	<input type="checkbox"/> No
FEDERAL FUNCTIONAL CLASSIFICATION – (LINK: FEDERAL FUNCTIONAL CLASSIFICATION MAPS) :			
AVERAGE ANNUAL DAILY TRAFFIC (AADT) COUNT (LINK: AADT COUNTS) :		DATE OF AADT COUNT:	
Crash Data (5 Years):			

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

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

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

COST ESTIMATE & PROJECT PROGRAMMING

		Total Project Estimated Cost (Include ADOT PDA Fee, Scoping, Design, ROW, & Construction):	\$
<input type="checkbox"/>	ADOT PROJECT DELIVERY ADMINISTRATION (PDA) FEE	Bridge Formula Program: Federal Share (100%)	\$
		STBG Program Federal Share (94.3%) (Complete if using federal STBG funds for PDA Fee)	\$
		STBG Local Match (5.7%): (Complete if using federal STBG funds for PDA Fee)	\$
		Additional/100% Local Funding: (Complete if using only local funds for PDA Fee):	\$
		Total ADOT Project Delivery Administration (PDA) Fee (\$30,000 Non-CA/\$10,000 for scoping only or if CA):	\$
<input type="checkbox"/>	SCOPING	FY Program Year:	
		Bridge Formula Program: Federal Share (100%)	\$
		STGB Program: Federal Share (94.3%)	\$
		Local Match (5.7%):	\$
		Additional/100% Local Funding:	\$
		Total Cost for Scoping	\$
<input type="checkbox"/>	DESIGN	FY Program Year:	
		Bridge Formula Program: Federal Share (100%)	\$
		STGB Program: Federal Share (94.3%)	\$
		Local Match (5.7%):	\$
		Additional/100% Local Funding:	\$
		Total Cost for Project Development	\$
<input type="checkbox"/>	ROW	FY Program Year:	
		Bridge Formula Program: Federal Share (100%)	\$
		STGB Program: Federal Share (94.3%)	\$
		Local Match (5.7%):	\$
		Additional/100% Local Funding:	\$
		Total Cost for ROW	\$
<input type="checkbox"/>	CONSTRUCTION	FY Program Year:	
		Bridge Formula Program: Federal Share (100%)	\$
		STGB Program: Federal Share (94.3%)	\$
		Local Match (5.7%):	\$
		Additional/100% Local Funding:	\$
		Total Cost for Construction (including CE, CC, PDS)	\$

PROJECT WORK DESCRIPTION

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

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.)

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*

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.	
ENVIRONMENTAL	Are there any potential environmental impacts or challenges of the project that you can foresee? <i>(e.g. endangered species, cultural resources, hazardous materials sites, Section 4(f) properties, Title VI populations, significant community opposition, wetlands that would be affected, etc.)</i>	
RIGHT-OF-WAY (ROW)	Please describe any ROW items associated with this project. <i>(e.g. Will ROW be required? How much ROW? Is the State Land Department involved? Consider Right of Way requirements associated with Traffic Control/Detour Requirements; Access, Construction Area Needs and on-going Maintenance Requirements.</i>	
UTILITIES & RAILROAD	Please describe any Utilities and/or Railroad items associated with this project. <i>(e.g. Will the project include/require any utility relocation(s) by the project sponsor? What utilities may be impacted? Are there prior rights? If Yes, please explain.)</i>	