

October 5, 2015

TO: Members of the MAG Street Committee

FROM: Maria Angelica Deeb, Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Tuesday, October 13, 2015 - 10:00 a.m.
MAG Office, Suite 200, Ironwood Room
302 North First Avenue, Phoenix

The next meeting of the MAG Street Committee will be held at the time and place noted above. Committee members or their proxies may attend in person, via video-conference or by telephone conference call. Those attending by video conference must notify the MAG site three business days prior to the meeting. Those attending by telephone conference please contact MAG offices for conference call instructions.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Jason Stephens at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

The next meeting of the MAG Street Committee will be held at the time and place noted above. If you have any questions or need additional information, please contact Teri Kennedy or Steve Tate at (602) 254-6300.

TENTATIVE AGENDA

	<u>COMMITTEE ACTION REQUESTED</u>
<p>1. <u>Call to Order</u></p> <p>For the October meeting, the quorum requirement is 13 committee members.</p>	
<p>2. <u>Introductions and Attendance</u></p> <p>An opportunity for new members to introduce themselves and record member attendance at the meeting will be provided.</p>	2. For information.
<p>3. <u>Approval of the September 9, 2015 Meeting Minutes</u></p>	3. Review and approve the minutes from the September 9, 2015 meeting.
<p>4. <u>Transportation Programming Manager's Report</u></p> <p>The MAG Transportation Programming Manager will review recent transportation programming and planning activities and upcoming agenda items for MAG Committees and other related regional transportation activities.</p> <p>The Manager will also provide a brief overview of the process and schedule for the review of projects addressed in agenda items #5, #6 and #7. Please see Attachment #1 for a schedule of presentations.</p>	4. For information and discussion.
<p>5. <u>Review of MAG PM-10 Certified Street Sweeper Applications for Federal Funding</u></p> <p>On September 21, 2015 applications for MAG federal Congestion Mitigation and Air Quality (CMAQ) funding for PM-10 street sweepers were due and nine applications were received. At the meeting, a presentation will be conducted by MAG staff generated from applications received and question and answer session for sweeper applications will be provided.</p> <p>Based on the June 24, 2015 Regional Council approved MAG Federal Fund Programming Guidelines & Procedures Competitive Project</p>	5. For information, discussion, and possible recommendation to forward the summary of the discussion from the meeting on the PM-10 Certified Street Sweeper applications evaluated by the Street Committee to the MAG Air Quality Technical Advisory Committee.

[Selection Process for MAG Federal Funds](#), the Street Committee will review and determine the following as appropriate, for each application:

1. Project definitional adequacy
2. Project feasibility
3. Schedule adequacy
4. Cost estimate adequacy
5. Performance data adequacy

Applications for review may be downloaded from the MAG website at:

<http://www.azmag.gov/Transportation/ModalApplications.asp>

A summary of application data is included in Attachment #2.

6. Review of Paving of Unpaved Roads Applications for Federal Funding

On September 21, 2015 applications for MAG Paving of Unpaved Roads to be funded from from Congestion Mitigation and Air Quality (CMAQ) funds were due, and 17 applications were received. Project selection and review for this funding is to be guided by the [MAG Federal Fund Programming Guidelines & Procedures Competitive Project Selection Process for MAG Federal Funds](#), approved by the MAG Regional Council on June 24, 2015.

Staff from each agency will present their paving project application at the meeting. MAG staff will provide a PowerPoint presentation for each application based on materials contained in the applications received. The Street Committee will review each application, and a question and answer session for each applicant will be provided.

As required by the Federal Fund Programming Guidelines, the Committee will determine the following for each application.

1. Project definitional adequacy
2. Project feasibility

6. For information, discussion, and possible recommendation to forward the summary of the discussion from the meeting on Paving of Unpaved Road applications evaluated by the Street Committee, to the MAG Air Quality Technical Advisory Committee.

3. Schedule adequacy
4. Cost estimate adequacy
5. Performance data adequacy

Applications for review are available and may be downloaded from the MAG website at:

<http://www.azmag.gov/Transportation/ModalApplications.asp>.

Please see Attachment #3 for a summary table of application data received from member agencies.

7. MAG Arterial Road and Bridge Applications, Proposed to be Funded with Surface Transportation Program (STP) Funds for Projects in Pinal County Within the MAG Planning Area

On August 10, 2015, 2015, MAG released applications for agencies to submit project requests to use Pinal County STP funding. Projects applications were due on September 21, 2015, and three applications were received. Project selection and review for this funding is guided by the [MAG Federal Fund Programming Guidelines & Procedures Competitive Project Selection Process for MAG Federal Funds](#), approved by the MAG Regional Council on June 24, 2015.

At the meeting, a review of the application data received and the ranking of projects will occur. Applicants will be provided with an opportunity to present their applications and to respond to questions and comments of the Committee. If there are corrections to the data, updated data will be entered into the ranking tool.

If there are substantial issues to be addressed in an application or an applicant requests to correct data submitted cannot be addressed at the meeting, no action will be taken on this agenda item and the ranking of projects will be deferred to the November meeting of the Committee.

7. For information, discussion and possible recommendation to forward the project ranking tool to the Transportation Review Committee for project review and selection.

Project applications will be presented in the following order by sponsoring agency: Apache Junction, Gila River Indian Community, and Maricopa.

Applications for review may be downloaded from the MAG website at:

<http://www.azmag.gov/Transportation/ModalApplications.asp>

Please see attachment #4 for a summary of data received.

8. Next Meeting Date

The next regular Street Committee meeting will be scheduled for Tuesday, November 10, 2015 at 1:00 p.m. in the MAG Offices, Ironwood Room.

Adjournment

8. For Information

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

Tuesday September 9, 2015 1:00 p.m.
MAG Offices, Suite 300,
302 North First Avenue, Phoenix, Arizona 85003

MEMBERS ATTENDING

Maria Angelica Deeb, Mesa, Chair	Lee Jimenez, Maricopa County
Bryce Christo for Chris Hauser, El Mirage, Vice Chair	* Mike Gillespie for Julius Diogenes, Litchfield Park
Susan Anderson, ADOT	* James Shano, Paradise Valley
* Emile Schmid, Apache Junction	Jenny Grote, Phoenix
Paul Lopez, Avondale	# Scott Bender, Pinal County
Jose Heredia, Buckeye	* Ben Wilson, Peoria
Warren White for Dan Cook, Chandler	* Janet Martin, Queen Creek
* Aryan Lirange, FHWA	* Jennifer Jack, Salt River Pima-Maricopa Indian Community
# Morris Taylor for Wayne Costa, Florence	* Phil Kercher, Scottsdale
Tim Oliver, Gila River Indian Community	Dana Owsiany, Surprise
* Greg Smith, Gilbert	German Piedrahita, Tempe
Bob Darr, Glendale	* Jason Earp, Tolleson
Hugh Bigalk, Goodyear	# Grant Anderson, Youngtown
Bill Fay, City of Maricopa	

* Members neither present nor represented by Proxy

Members attending by phone

@Ex-officio member, non voting member

OTHERS PRESENT

Eric Boyles, ADOT	Vanessa Spartan, Wilson & Company
Mike Sabatini, Baker	Chau Hill, MAG
Kevin Lair, Chandler	Teri Kennedy, MAG
Brendan Barrett, Eagle LIFT, Inc.	David Massey, MAG
Dan Marum, Wilson & Company	Stephen Tate, MAG

1. Call to Order

Chair Maria Deeb called the meeting to order at 1:01 p.m.

2. Introductions and Attendance

A roll call of members attending the meeting was conducted. The following member agencies were not represented at the meeting: Apache Junction, Gilbert, Litchfield Park, Paradise Valley, Peoria, Queen Creek, SRPMIC, Scottsdale and Tolleson.

3. Approval of the August 11, 2015 Meeting Minutes

A revised set of minutes were provided to members at the meeting.

Ms. Jenny Grote moved the approval of the revised minutes. Mr. Warren White seconded the motion. The motion carried unanimously.

4. Call to the Audience

No member of the audience requested to speak before the Committee.

5. Transportation Programming Manager's Report

Ms. Teri Kennedy briefed the Committee. She noted that MAG had established a website for the Project Initiation Pool (PIP) and that MAG would post a list of eligible projects on the website. Agencies may start using the PIP on October 1.

She went on to indicate that MAG would be holding an application workshop a week from next Monday. Federal fund applications are due at 10:00 a.m., Monday, September 21, 2015. MAG does not accept late applications.

6. Presentation by Eagle Lift

Mr. Brendan Barrett of Eagle Lift gave a brief presentation. He began by noting that Eagle Lift is a general contracting firm with offices in California, Nevada and Arizona and that it specializes in lifting and stabilizing soils and structures. The product he briefed the committee on is a foam inject process that expands up to 20 times its liquid volume to lift and stabilize structures. It operates very rapidly to fill voids and can lift structures as much as fourteen inches above grade. Because it expands very rapidly it is possible to adjust the process to avoid over lifting structures, but this can be a problem in rare cases. He noted that his firm has used the process to lift structures to tolerances of a tenth of an inch or less.

In response to a question, he noted that the material is environmentally benign and should an agency need to replace a section where the product had been used, it would not cause a significant problem for the agency. An agency would be able to readily dig through soil affected by the product.

7. Call for Vice Chair Nominations

Ms. Kennedy briefed the Committee. She noted that in January, Mr. Chris Hauser would be replacing Ms. Deeb as the Chair of the Committee. With Mr. Hauser's ascension the Vice Chair position will become vacant.

As required by MAG policy, MAG will be sending out next week a letter soliciting nominations for the Vice Chair position and a sample letter to be used by agencies who wish to nominate a person for the position. The Executive Committee of the Regional Council will make a decision on the Vice Chair position in November or December.

8. Multimodal Level of Service Study (MMLOS) Update

Mr. David Massey of MAG staff introduced the item. He noted that he was filling in for Ms. Alice Chen, the MAG staff project Manager for the project. The agenda item will be relatively brief and non technical. A workshop on the item will be held on October 13, 2015.

Mr. Dan Marum of Wilson and Company then briefed the Committee on the Study. He noted a multimodal level of service measure is a set of measures by mode. It differs from traditional level of service measures by taking into account user perception of the desirability of the facility. It has been used successfully in the Los Angeles and San Francisco areas. It helps to address challenges in developing and implementing projects by addressing the needs of all users and stakeholders, including institutional stakeholders in making decisions to implement a project.

He noted that at the upcoming workshop, a MMLOS tool will be used to examine existing and planned multimodal corridors and their relationships with activity centers. The tool incorporates numerous layers of data. The end product of the workshop will be to define multimodal corridors for additional review. A major product of the MMLOS study is to develop a guidebook and a MMLOS tool for use by member agencies.

He strongly urged members to send representatives to the workshop to be held on October 13. He stressed that critical input from the MAG member agencies is essential to the successful use and development of the MMLOS tool.

Ms. Jenny Grote noted that at a meeting held earlier in the day on transportation and infrastructure, that City staff had been asked to develop the City's planned complete streets policies so that they are rare less prescriptive and provide a flexible way that allow the input and expressed needs of neighborhoods to be readily addressed. She went on to note that at the meeting, that elected officials felt that some modes such as the equestrian mode and neighborhood electronic vehicles have been short changed. She concluded by noting that it would be good to expand participation in the workshop beyond city staff.

Mr. Marum noted that it was up to the member agency to determine who would attend. He added that the inclusion of elected officials or citizens is encouraged. Ms. Kennedy noted that there is more than enough space in the meeting room to include all parties that member agencies want to send.

Mr. Massey noted that other MAG Committees will be briefed on the MMLOS study and that a major objective of the study is the MMLOS tool. He concluded by noting that there are flyers available on the workshop.

9. MAG Project Selection Process

Ms. Kennedy briefed the Committee. She noted that at the October meeting the Committee would consider up to \$16 million in applications. Funding will be provided for the purchase of PM-10 certified street sweepers, paving unpaved roads and Pinal County STP projects.

She noted that the paving unpaved roads application that were distributed to member agencies was missing questions 8, 9 and 10. Members were requested to either use the corrected application or if they had already completed substantial work on the application, to complete an addendum that includes the missing questions.

The schedule for the process is as follows:

- September 9th, MAG will host an open working group for applicants to discuss their applications with MAG staff.
- September 21 at 10:00 am., applications are due to MAG. Late applications will not be accepted.
- September 23, MAG will post applications for Committee Members to review
- October 9, members are to submit questions concerning applications. These questions will be posted and set to applicants.
- October 13, 10:00 a.m., the Committee will meet to review the applications.
- November 10, the Committee will meet if necessary to address any outstanding issues and recommend a ranking of projects.
- January, 2016, it is anticipated that the Regional Council will rank projects for federal funding.

She noted that at the October meeting of the Street Committee that the meeting would begin at 10:00 a.m. and that MAG would serve lunch. The review of applications would start with street sweeper applications and then proceed to paving applications with Pinal County STP applications being the last set of applications to be considered.

Presentations will be in alphabetical order by member agency name. Presentations on applications will be limited to 10 minutes with a 10 minute question and answer session. Except for cases where consultants serve as staff for agencies, presentations are to be given by Committee staff.

10. Request for Future Agenda Items

Ms. Grote noted that voters in the City of Phoenix had approved increased transportation funding for the City and that the City was working on plans to detail how the funding would be used. She offered to provide a presentation on the City's plans.

11. Member Agency Update

No members provided updates.

12. Next Meeting Date

The Chair indicated that the next meeting of the Street Committee will be on Tuesday, October 13, 2015 at 10:00 a.m in the MAG Offices, Ironwood Room.

Adjournment

The meeting adjourned at 2:05 PM.

Transportation Street Committee: Applications Presentation Schedule
Subject to Change

Presenters: Please plan to arrive and be ready to present at least 30 minutes prior to the proposed schedule.

Proposed Presentation Schedule for the Street Committee				Single Day	Split Meeting Review	
Agenda Item	Temporary ID assigned	Applicant City	Name of Project	October 13, 2015 Presentation Time Option A	October 13, 2015 Presentation Time Option B	November 10, 2015 Presentation Time Option B
Call To Order: #1, 2				10:00 AM	10:00 AM	1:00 PM
Public Comments/ Manager's Report: #3, 4				10:10	10:10	1:15 PM
#5: Street Sweepers	17 applications	Chandler, El Mirage, Fountain Hills, City of Maricopa, Maricopa County, Mesa, Phoenix, Pinal County, and Salt River Pima Maricopa Indian Community	PM-10 Certified Street Sweepers	10:20	10:25	
#6: Paving of Unpaved Roads	CHN-18-PAV-001	Chandler	Alleyway PM-10 Stabilization: See attachment 2, FMA 16	10:50	11:15	
	CHN-19-PAV-002	Chandler	Alleyway PM-10 Stabilization: See attachment 2, FMA 24	11:00	11:30	
	CHN-20-PAV-003	Chandler	Alleyway PM-10 Stabilization: See attachment 2, FMA 02	11:10	11:45	
					12:00 Lunch	
	ELM-18-PAV-001	El Mirage	Alley between A Street, Pablo Street, Thunderbird Road, and River Road	11:20	12:45	
	FTM-18-PAV-001	Fort McDowell Indian Community	U Nee Way: Fort McDowell Road to 0.25 miles west	10:50	1:00	
	MAR-18-PAV-001 (Porter Rd)	City of Maricopa	Porter Road Paving	11:30	1:15	
	MAR-18-PAV-002 (Farrell & Hartman, Ph2)	City of Maricopa	Farrell and Hartman Intersection Paving Phase 2	11:40	1:30	
	MAR-18-PAV-003 (Farrell Rd, Ph 1)	City of Maricopa	Farrell Road Paving Phase 1	11:50	1:45	
				12:00 Lunch		
	MMA-19-PAV-001	MCDOT	Miller Road, Tonopah-Salome Highway to Van Buren Street.	12:50	2:15	
	PHX-18-PAV-001	Phoenix	2018 CMAQ Alley Dust Proofing	1:00	2:30	
	PHX-19-PAV-002	Phoenix	2019 CMAQ Alley Dust Proofing	1:10	2:45	
	PHX-20-PAV-003	Phoenix	2020 CMAQ Alley Dust Proofing	1:20	3:00	
					Break 3:15	
	PNL-18-PAV-001	Pinal County	Midway Road from 0.5 mi South of SR84 to Cornman Road	1:30	3:30	
	PNL-19-PAV-001 (Stanfield Rd)	Pinal County	Pave Stanfield Road from Talla Rd to Miller Rd (3.5 mi)	1:40	3:45	
	PNL-19-PAV-002 (Barns)	Pinal County	Pave Barnes Road from Fuqua Rd to Stanfield Rd (1.0 mi)	1:50	4:00	
	SRP-19-PAV-001	Salt River Pima Maricopa Indian Community	Montebello Avenue, 92nd Street to Dobson Road	2:00	4:15	
	Action.				2:10	4:30

Transportation Street Committee: Applications Presentation Schedule

Subject to Change

Agenda Item	Temporary ID assigned	Applicant City	Name of Project	October 13, 2015 Presentation Time Option A	October 13, 2015 Presentation Time Option B	November 10, 2015 Presentation Time Option B
				Break 2:20		
#7 Pinal County STP Arterial and Bridge	APJ-20-PC-001	Apache Junction	Southern Avenue from Delaware Drive to Ironwood Drive, 1/2 mile from city boundary.	2:30		1:30 PM
	GRC-20-PC-001	GRIC	Gilbert Road, From Hunt Highway to SR 87	2:50		1:50
	MAR-20-PC-001	City of Maricopa	Bowlin Road Paving	3:10		2:10
	Action.			3:30		2:30
Total Applications				29	26	3

Street Sweeper Summary Data

Project ID	Type of Improvement			Sweeper Service Description																Is sweeper service within 4 miles of a PM10 monitor?	Requested CMAQ Funding
				Arterials Roadways				Collector Roadways				Residential Roadways				Other Roadways					
	Sweeper Replacement	Coverage Expansion	Increased Sweeper Frequency	Days between sweeping	Miles Swept per Cycle	ADT per Ln	Service Area (miles)	Days between sweeping	Miles Swept per Cycle	ADT per Ln	Service Area (miles)	Days between sweeping	Miles Swept per Cycle	ADT per Ln	Service Area (miles)	Days between sweeping	Miles Swept per Cycle	ADT per Ln	Service Area (miles)		
APJ-16-SS-002	Yes	No	No	7	12	4191		30	22	1436		30	98	110		14	44	7148		Yes, the monitor titled "Apache Junction fire" (#17 on map).	\$270,636.29
CHN-16-SS-001	Yes			14	39	5757														Monitor # 13	\$228,748.94
GLN-16-SS-001	No	No	Yes	30	148	7500		60	77	2500		60	232	####		0	0	0		Yes. Map ID #3, Site ID #40132001, Address: 6001 W. Olive Avenue, Glendale, Maricopa Co. AQD	\$241,043.43
MES-16-SS-001	No	Yes	No	20	64	6504	14	20	20	413	20	20	50	42	50	20	6	79	6	Yes, monitor #14	\$166,755.59
PEO-16-SS-001	Yes	No	No	33	430	6657		84	231	1732		84	844	200		19	42	3525		Yes, the sweeper to be replaced is part of a fleet that sweeps Peoria. It is within four miles of PM-10 Monitors 2, 3 and 4.	\$259,844.59
PEO-16-SS-002	No	No	Yes	28	430	6657		56	231	1732		56	844	200		10	42	3525		Yes, the expansion sweeper will be incorporated into the fleet that sweeps Peoria. It is within four miles of PM-10 Monitors 2, 3 and 4.	\$259,844.59
PHX-16-SS-001	Yes	No	No	14	32	8800		14	25	5000		90	20	500						Yes, The sweeper to be replaced is part of a fleet that sweeps in our Southwest sweeping area. {see attached map} It is within four miles of PM-10 monitors. 1,5,7,11,15, & 17.	\$232,850.28
PHX-16-SS-002	Yes	No	No	14	32	8800		14	25	5000		90	20	500						Yes, The sweeper to be replaced is part of a fleet that sweeps in our Southwest sweeping area. {see attached map} It is within four miles of PM-10 monitors. 10, 8, 11, 3, 5 and 7.	\$232,850.28
SCT-16-SS-002	Yes	No	No	15	45	8967		15	21	5978		30	280	598		30	4			Yes, Monitor #13 South Scottsdale (Miller & Thomas)	\$214,853.12

Pavement Summary Data

PROJECT ID	PROJECT TITLE	CURRENT CONDITION		CURRENT TRAFFIC			PROPOSED IMPROVEMENTS		CHALLENGES			COST ESTIMATE							FUNDING REQUEST (CONSTRUCTION)		UNIT COSTS MEASURES	
		Facility Type	Current Pavement Condition	ADT	Count Methodology	Traffic Characteristics	Miles to be Paved	Proposed Paving	Environmental Issues	Right-of-way Issues	Utility conflicts	PE and Final Design	Right of way	Utilities	Construction	Total Cost w/o ADOT Review Fee	ADOT Review Fee	Total Cost with ADOT Review	Year	CMAQ	CMAQ Dollars per VMT	CMAQ Dollars per Mile Paved
CHN-18-PAV-001	Alleyway PM-10 Stabilization	Alley	The alleyway surface is a mixture of dirt and gravel which have built-up over the years. Rain storm events makes the alleys difficult and unsafe to drive due to the surface becoming muddy and slippery.	50	Estimate is based on known maintenance, utility, solid waste, and residential access.	The alleyways are used by homeowners, utility companies, and garbage trucks to access backyards, utility boxes, and garbage cans on a daily basis.	11.80	Paving is 4" to 6" of crushed asphalt millings placed with a paving laydown machine, rolled for compaction and fog sealed with ss-1h emulsion.	None	No right-of-way to be acquired	None	-	-	24,057	783,734	807,791	10,000	817,791	2018	761,747	1,291	64,555
CHN-19-PAV-002	Alleyway PM-10 Stabilization	Alley	The alleyway surface is a mixture of dirt and gravel which have built-up over the years. Rain storm events makes the alleys difficult and unsafe to drive due to the surface becoming muddy and slippery.	50	Estimate is based on known maintenance, utility, solid waste, and residential access.	The alleyways are used by homeowners, utility companies, and garbage trucks to access backyards, utility boxes, and garbage cans on a daily basis.	14.50	Paving is 4" to 6" of crushed asphalt millings placed with a paving laydown machine, rolled for compaction and fog sealed with ss-1h emulsion.	None	No right-of-way to be acquired	None	-	-	54,219	947,853	1,002,072	10,000	1,012,072	2019	944,954	1,303	65,169
CHN-20-PAV-003	Alleyway PM-10 Stabilization	Alley	The alleyway surface is a mixture of dirt and gravel which have built-up over the years. Rain storm events makes the alleys difficult and unsafe to drive due to the surface becoming muddy and slippery.	50	Estimate is based on known maintenance, utility, solid waste, and residential access.	The alleyways are used by homeowners, utility companies, and garbage trucks to access backyards, utility boxes, and garbage cans on a daily basis.	15.70	Paving is 4" to 6" of crushed asphalt millings placed with a paving laydown machine, rolled for compaction and fog sealed with ss-1h emulsion.	None	No right-of-way to be acquired	None	-	-	869	1,018,500	1,019,369	10,000	1,029,369	2020	961,265	1,225	61,227
ELM-18-PAV-001	Unpaved Streets & Alleys	Alley	Segments 1-4 - The surface is unkempt with gravel and dirt. Debris is accumulated in some areas. Segments 5-6 - The existing surface is unravelling, it may have been paved at one time but the surface is similar to millings.	40	Data was extrapolated from the ADT of adjacent roads	Segments 1,2,3,4 - less than 1% truck traffic, traffic is mostly residential with occasional trucks Segment 5, 6 - industrial and residential	0.60	Segments 1-4 - 2" AC on native, similar to other alley paving projects in the area Segments 5-6 - 3" AC on 9" AB	None	No right-of-way to be acquired	None	58,000	-	-	558,815	616,815	30,000	646,815	2018	526,963	21,957	878,272
FTM-18-PAV-001	FMYN Dirt Roads Paving Project	Rural Road	Segment 1 -The road is a dirt road Segment 2 The road was originally paved but has deteriorated to the point where complete repaving is necessary Segment 3 Starting at Fort McDowell Road, the first 400 feet of the roadway has two inches of asphalt on original and is deteriorating badly in places. The remaining roadway is a bladed dirt road surface.	50	Default value supported by the BIA roads database	Segment 1 - Primarily residential traffic with up to 15% trucks Segment 2 - Truck 15% Segment 3 - Residential traffic with a lot more trucks than anticipated due to the proximity of water lines (24% trucks)	0.80	The paving will be the standard 3 inches of AC on top of 4 inches of AB.	None	No right-of-way to be acquired	None	95,650	2,350	-	764,831	862,831	30,000	892,831	2018	841,940	21,048	1,052,425
MAR-18-PAV-001	Porter Road Paving	Rural Road	Road is currently a dirt road and is unpaved, no graveled surface or use of dust suppressants or palliatives.	523	The City of Maricopa utilized Field Data Services of Arizona/Veracity Traffic Group Project # 13-1074-045	Farm vehicles, residential traffic and hauling rigs.	1.90	Double chip seal over aggregate base course material.	None	No right-of-way to be acquired	Power Lines are within 33' easement however on the shoulder.	138,302	-	-	750,685	888,987	30,000	918,987	2018	707,896	712	372,577
MAR-18-PAV-002	Farrell and Hartman Intersection Paving Phase 2	Rural Road	Road is currently a dirt road and is unpaved, no graveled surface or use of dust suppressants or palliatives.	318.971	Segment 1 - The ADT is assumed based on the traffic data of arterial unpaved roadway in the area and intersects with Farrell Road, Source data was taken from Field Data Services of Arizona/Veracity Traffic Group Project # 13-1074-045 Segment 2 - The City of Maricopa utilizes CAAG Traffic Research and Analysis for data provided.	Farm vehicles, residential traffic and hauling rigs.	1.38	Segment 1 - Double chip seal over aggregate base course material. Segment 2 - Double Chip seal over 10" ABC. The section that passes through the wash will be concrete paving.	None	No right-of-way to be acquired	Segment 1 - Power Lines are within 33' easement however on the shoulder. Sewer manholes will be under pavement and require adjustment.	133,779	-	-	720,446	854,225	30,000	884,225	2018	679,381	1,543	492,305
MAR-18-PAV-003	Farrell Road Paving Phase 1	Rural Road	Road is currently a dirt road and is unpaved, no graveled surface or use of dust suppressants or palliatives.	117	The ADT is assumed based on the traffic data of arterial unpaved roadway in the area and intersects with Farrell Road, Source data was taken from Field Data Services of Arizona/Veracity Traffic Group Project # 13-1074-045	Farm vehicles, residential traffic and hauling rigs.	1.45	Double chip seal over aggregate base course material.	None	No right-of-way to be acquired	Power Lines are within 33' easement however on the shoulder. Sewer manholes will be under pavement and require adjustment.	133,779	-	-	720,446	854,225	30,000	884,225	2018	679,381	4,005	468,539

Pavement Summary Data

PROJECT ID	PROJECT TITLE	CURRENT CONDITION		CURRENT TRAFFIC			PROPOSED IMPROVEMENTS		CHALLENGES			COST ESTIMATE						FUNDING REQUEST (CONSTRUCTION)		UNIT COSTS MEASURES		
		Facility Type	Current Pavement Condition	ADT	Count Methodology	Traffic Characteristics	Miles to be Paved	Proposed Paving	Environmental Issues	Right-of-way Issues	Utility conflicts	PE and Final Design	Right of way	Utilities	Construction	Total Cost w/o ADOT Review Fee	ADOT Review Fee	Total Cost with ADOT Review	Year	CMAQ	CMAQ Dollars per VMT	CMAQ Dollars per Mile Paved
MAR-19-PAV-001	Miller Road, Tonopah-Salome Highway to Van Buren Street.	Rural Road	This portion of Miller Road is currently a meandering dirt, rural local collector road with a speed limit of 15mph. The surface is dirt only with no gravel or dust suppressants.	505	A traffic study was performed by MCDOT, which is referred to as the Final Traffic Analysis Report Technical Memorandum #4, Dated 12/9/13.	There's a high percentage of class 3 and class 6 vehicles (3 and 5 axles, resp.) that generate a high amount of dust and air particulates by large truck traffic going to and from the Arizona Army National Guard and Army Reserve military facility.	1.00	The structural section will consist of 2.5" Asphalt Concrete Pavement on 6" Aggregated Base course with a subgrade of 10" Scarified & compacted Subgrade Material (compacted in 2 layers in approximatesd equal thickness).	None	It is anticipated that right of way, along with drainage and construction easements, will need to be acquired to facilitate construction of the proposed improvements. The criteria governing the amount of right of way to be acquired are detailed in the Scoping Assessment.	The key area of conflict will be the Overhead electricity and communication lines running parallel with Miller Road predominantly on the westside. At Approximately 1600feet south of the Arizona Army National Guard facility the lines cross over to the east side of Miller Road and then cross back at approximately600 feet south. At these two locations will be a conflictwith the new road.	376,500	36,229	-	1,038,527	1,451,256	10,000	1,461,256	2019	979,331	1,939	979,331
PHX-18-PAV-001	2018 CMAQ Alley Dust Proofing	Alley	Alleys are dirt with a traveled width of eleven feet that will be dust proofed.	10	Estimated ADT based on City's previous experience.	Traffic consists of trash pick-up, maintenance vehicles, and passenger vehicles.	23.90	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.	None	No right-of-way to be acquired	None	64,000	3,000	3,000	1,614,446	1,684,446	10,000	1,694,446	2018	1,532,375	6,412	64,116
PHX-19-PAV-002	2019 CMAQ Alley Dust Proofing	Alley	Alleys are dirt with a traveled width of eleven feet that will be dust proofed.	10	Estimated ADT based on City's previous experience.	Traffic consists of trash pick-up, maintenance vehicles, and passenger vehicles.	29.00	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.	None	No right-of-way to be acquired	None	64,000	3,000	3,000	1,707,963	1,777,963	10,000	1,787,963	2019	1,621,960	5,593	55,930
PHX-20-PAV-003	2020 CMAQ Alley Dust Proofing	Alley	Alleys are dirt with a traveled width of eleven feet that will be dust proofed.	10	Estimated ADT based on City's previous experience.	Traffic consists of trash pick-up, maintenance vehicles, and passenger vehicles.	25.70	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.	None	No right-of-way to be acquired	None	64,000	3,000	3,000	1,483,358	1,553,358	10,000	1,563,358	2020	1,414,500	5,504	55,039
PNL-18-PAV-001	Design & Pave Midway Road from 0.5 mi south of SR 84 to Cornman Rd (2.5 mi)	Rural Road	dirt	200	Estimated ADT based traffic counts on similar roads in the vicinity of this project. An actual traffic count for this segment of Midway road is being requested to verify estimate.	Farm to Market traffic including local Farm/Dairy trucks, school buses and autos - estimate 40% Trucks	2.50	Type of pavement for this segment is estimated to be 3 inches of hot mix asphalt over 8 inches of aggregate base course over a prepared subgrade.	None	No right-of-way to be acquired	None	242,675	-	-	2,022,501	2,265,176	30,000	2,295,176	2019	1,907,219	3,814	762,888
PNL-19-PAV-001	Design & Pave Stanfield Road from Talla Rd to Miller Rd (3.5 mi)	Rural Road	dirt	200	Estimated ADT based traffic counts on similar roads in the vicinity of this project. An actual traffic count for this segment of Stanfield Road is being requested to verify estimate.	Farm to Market traffic including local Farm/Dairy trucks, school buses and autos - estimate 40% Trucks	3.50	Type of pavement for this segment is estimated to be double chip seal over 8 inches of aggregate base course over a prepared subgrade.	None	No right-of-way to be acquired	None	339,745	-	-	1,727,622	2,067,367	30,000	2,097,367	2019	1,578,226	2,255	450,922
PNL-19-PAV-002	Design & Pave Barnes Road from Fuqua Rd to Stanfield Rd (1.0 mi)	Rural Road	dirt	200	Estimated ADT based traffic counts on similar roads in the vicinity of this project. An actual traffic count for this segment of Barnes Road is being requested to verify estimate.	Farm to Market traffic including local Farm/Dairy trucks, school buses and autos - estimate 40% Trucks	1.00	Type of pavement for this segment is estimated to be double chip seal over 8 inches of aggregate base course over a prepared subgrade.	None	No right-of-way to be acquired	None	91,870	-	-	425,861	517,731	30,000	547,731	2019	386,970	1,935	386,970

Pavement Summary Data

PROJECT ID	PROJECT TITLE	CURRENT CONDITION		CURRENT TRAFFIC			PROPOSED IMPROVEMENTS		CHALLENGES			COST ESTIMATE						FUNDING REQUEST (CONSTRUCTION)		UNIT COSTS MEASURES		
		Facility Type	Current Pavement Condition	ADT	Count Methodology	Traffic Characteristics	Miles to be Paved	Proposed Paving	Environmental Issues	Right-of-way Issues	Utility conflicts	PE and Final Design	Right of way	Utilities	Construction	Total Cost w/o ADOT Review Fee	ADOT Review Fee	Total Cost with ADOT Review	Year	CMAQ	CMAQ Dollars per VMT	CMAQ Dollars per Mile Paved
SRP-19-PAV-001	Pave McDonald Drive Sub-division and Palm Lane	Rural Road	Segments 1,2,3,5,7 - Unpaved road in fair condition with gravel surface Segments 4,6,8 - Unpaved road in poor condition with gravel surface	30	Segments 1,3,4 & 8 - 24-hour bi-directional tube counts taken by United Civil Group using TimeMark counters Segment 2 - Counts taken by MAG	Segment 1 - weekday count taken 1/18/2012 with 3% heavy vehicles Segment 2 - Average of 2-day count taken 2/2/2011 Segment 3 - weekday count taken 1/25/2012 with 29% heavy vehicles Segment 4 - weekday count taken 1/25/2012 with 3% heavy vehicles Segment 5-7 -Local residential and sanitation truck traffic Segment 8 - weekday count taken 1/25/2012 with 41% heavy vehicles	2.13	Construct 2" AC on 6" ABC	None	Right-of-way will need to be acquired	None	131,000	1,486,000	-	1,195,000	2,812,000	30,000	2,842,000	2019	1,126,885	17,677	530,299

Pinal County Surface Transportation Program – Call for Projects Evaluation Reference Sheet

Criteria		Southern Ave: Delaware Dr to Ironwood Dr	Gilbert Rd Reconstruction and Improvement Project	Bowlin Road Paving*
Overview	Type of Work	Roadway Widening	Roadway Improvement	Paving
	Segment Length	0.5 Miles	2.50 Miles	1 Mile
	Lanes Before	2	2	2
	Lanes After	4	2	2
Annual Average Daily Traffic (AADT)		19,475	6,115	2,200
Pavement/Bridge Condition (1-5 Scale)		2.50	2.75	N/A
Peak Period Speed Differential		1.111	1.182	0.88
Segment/Intersection Capacity (VPLPH)		4,114	25	1.02
Crash Rate per 100 million Vehicle-Miles of Travel		2,026	2,841	0
Number of Injuries/Fatalities (3-year average)		0	1	0
Does this project improve regional/multijurisdictional connectivity?		Yes	Yes	No
Distance from the nearest commercial/employment center		< 1 Mile	< 1 Mile	< 2 Miles
Does this project involve improvements that address throughput on an existing intersection?		Yes	Yes	Yes
Does this project involve improvements that address safety on an existing intersection?		Yes	Yes	Yes
Is this project identified in the jurisdiction General/Transportation Plan?		Yes	Yes	Yes
Has this project been requested through a neighborhood or community meeting or by council/board/commission outside of the budget process?		Yes	Yes	No

*Paving is not an eligible activity per the MAG Pinal County Surface Transportation Program (STP) Programming and Evaluation Policy, approved on February 25, 2015

MAG Pinal County Surface Transportation Program (STP) Programming and Evaluation Policy

I. Program Goals and Objectives

- A. The MAG Pinal County STP Program has six key goals and objectives:
1. Expand capacity on existing roadways or intersections of high demand
 2. Maintain and preserve the region's transportation system
 3. Address safety concerns in existing roadway/intersection conditions
 4. Promote connectivity between high demand/capacity roadways and activity centers to advance economic vitality
 5. Maintain consistency with stated jurisdiction policy
 6. Achieve a significant reduction in congestion on the region's transportation system

II. Eligibility

- A. Only projects within the Pinal County area of MAG are eligible for funding under the program.
- B. Roadways eligible for funding under the program include:
1. Parkways
 2. Principal arterials
 3. Minor arterials
 4. Major collectors
- C. Activities eligible for funding under the program include:
1. Capacity expansion
 2. Rehabilitation of existing infrastructure – roadways
 3. Rehabilitation of existing infrastructure – bridges
 4. Intersection improvements
 5. Drainage improvements
- D. Phases eligible for funding under the program include the ADOT design-review fee, design, and construction.
- E. Funding for the program may not be flexed to the Federal Transit Administration.
1. Projects can include transit-oriented improvements such as bus pullouts if they are part of a larger project (ancillary activities)

III. Funding Limits

- A. The MAG Pinal County sub-allocated STP contribution for a project's construction phase may not exceed \$2.00 million for a single-jurisdiction project and \$3.00 million for a joint or regional project.
1. A joint project has more than one agency financially contributing to the project. It is required that the application:

MAG Pinal County Surface Transportation Program (STP) Programming and Evaluation Policy

- a. Be submitted by the sponsoring agency that will be responsible for implementing the project and reporting to MAG
 - b. List the main contacts for all agencies involved
 - c. Document how the local cost component will be shared between the partnering agencies
 - d. Include signatures from each jurisdiction's manager(s), administrator(s), or designated representatives.
2. A regional project is a transportation project that is sponsored and funded by one or more MAG member agencies that impacts other jurisdictions besides those sponsoring the project and the project concept is consistent with an approved MAG plan.

IV. Application Process

- A. Project applications will be evaluated by the MAG Street Committee and a list of recommended projects will be forwarded through the committee process for review and approval.
1. Projects will be presented, reviewed, and ranked at the Streets Committee and then forwarded to TRC.
 - a. The Streets Committee will assess the application and data provided to determine its reasonableness and accuracy relative to the evaluation criteria
 - b. The Streets Committee cannot change the project scope, schedule, budget, or requested federal funds during the evaluation process. The Street Committee's purpose will be to rank order the projects as submitted in the application through an evaluation process.
 - c. The Transportation Review Committee will review the evaluation and analysis completed by the Streets Committee and recommend projects to be selected and programmed with federal funds based on the guidelines established for project selection.
 - d. The TRC can make recommendations to change the project scope, schedule, or budget during the project selection process.
- B. Projects shall be evaluated by the Street Committee using the following measures and weights:
1. Quantitative
 - a. Annual average daily traffic (AADT) – 13%
 - b. Pavement/bridge condition – 13%
 - c. Peak period speed – 13%
 - d. Segment/intersection capacity (VPLPH) – 13%
 - e. Crash rate – 9%
 - f. Number of injuries/fatalities – 9%

MAG Pinal County Surface Transportation Program (STP) Programming and Evaluation Policy

2. Qualitative

- a. Connectivity (regional) – 5%
- b. Proximity to activity centers – 5%
- c. Intersection improvement throughput – 5%
- d. Intersection improvement safety – 5%
- e. Jurisdictional policy – 5%
- f. Community involvement – 5%

C. MAG will try to provide at least 5 weeks for agencies to prepare applications during each call for projects.

V. **Other**

A. The Pinal County STP Program shall adhere to all of MAG's Federal Fund Programming Guidelines and Procedures