

SPECIAL NOTICE REGARDING PUBLIC MEETINGS

Due to the risks to public health caused by the possible spread of the COVID-19 virus at public gatherings, the Maricopa Association of Governments has determined that public meetings will be indefinitely held through technological means. Meetings will be open to the public through technological means. In reliance on, and compliance with, the March 13, 2020, Opinion issued by Attorney General Mark Brnovich, the Maricopa Association of Governments provides this special advance notice of the technological means through which public meetings may be accessed. While this special notice is in effect, public comment at meetings will only be accepted through written submissions, which may or may not be read aloud during meetings.

To attend the meeting noticed below by technological means, members the public may follow the steps below:

1. To watch a live video stream of the meeting, [click here to go to MAG's YouTube channel](#).
2. Members of the public may submit written comments relating to this meeting to azmag.gov/comment. Comments may be sent at any time leading up to the meeting, but must be received at least one hour prior to the posted start time for the meeting.

If any member of the public has difficulty connecting to the meeting, please contact MAG at (602) 254-6300 for support.

October 6, 2020

TO: Members of the MAG Street Committee

FROM: Maria Angelica Deeb, Mesa, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA
Tuesday, October 13, 2020 - 1:00 p.m.
VIRTUAL MEETING

The MAG Street Committee meeting has been scheduled at the time noted above. The meeting will be held as a virtual meeting only, with no in-person attendance options available at this time. Instructions on how to participate will be provided via email to members of the committee. Members of the public will be able to view and listen to the meeting by going to the committee page, <https://azmag.gov/Event/25742>, on the day of the meeting and clicking on the "View and Listen" link provided under the Related Links section. Public comments can be provided in written format through the MAG website at <http://azmag.gov/comment>. If you have questions, please contact the MAG office at (602) 254-6300.

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 the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

If you have any questions or need additional information, please contact Kristin Myers or Stephen Tate at (602) 254-6300.

cc: MAG Intergovernmental Representatives



MAG Street Committee

TENTATIVE AGENDA

October 13, 2020

1. Call to Order

2. Call to the Audience

An opportunity will be provided to members of the public to provide input through written comment to the Street Committee on items that are not on the agenda that are within the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Members of the public are asked to submit written comments related to this meeting through the MAG website at azmag.gov/comment, and indicate for which meeting the comment is intended. Comments may be sent at any time leading up to the meeting, but must be received at least one hour prior to the posted start time for the meeting. Comments received prior to the deadline will be read aloud during the meeting. Comments must not exceed three minutes in length. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Street Committee requests an exception to this limit. Please note that comments received for agenda items posted for action will be read at the time the item is heard.

Action Requested:

Information.

3. Introductions and Attendance

An opportunity for new members to introduce themselves and record member attendance at the meeting will be provided.

Action Requested:

Information.

4. Approval of the July 14, 2020, Meeting Minutes

Action Requested:

Approval.

5. Transportation Staff Report

The MAG staff will review recent transportation planning activities and upcoming agenda items for MAG Committees and other related regional transportation activities.

Action Requested:

Information and discussion.

6. Review of PM-10 Paving of Unpaved Roads Applications for Federal Funding

On September 10, 2020, applications for MAG Paving of Unpaved Roads to be funded from Congestion Mitigation and Air Quality (CMAQ) funds were due, and six eligible applications were received. Project selection and review for this funding is to be guided by the 'MAG Federal Fund Programming Guidelines & Procedures' as approved by the MAG Regional Council on June 24, 2015. A copy of the Guidelines may be downloaded from the MAG website at:

[MAG Programming Guidelines](#)

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 occur.

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

1. that the project is defined in sufficient detail to allow technical review,

2. that the project is free from fatal flaws that would prevent it from being implemented,
3. that the schedule laid out for the project, including locally funded work phases is reasonable and adequate for the year the project is requested to be authorized,
4. that cost estimates for the project are reasonable, accurate and account for all work phases and fees necessary to complete the project, and
5. that performance data (e.g. ADT, miles of sweeping) or surrogate measures used to determine performance (e.g. number of trip generators along a bicycle route) is reasonable and well documented.

Should the Committee not be able to make one or more of these deadlines for an application, the applicant will have two working days to revise the application and resubmit it for Committee review.

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

[Project Call \(9.10.2020\)](#)

Please see the summary of paving projects included in the agenda packet for more information.

Action Requested:

Information, discussion and possible action to refer the PM-10 Paving of Unpaved Road Projects for air quality scoring.

7. Review of MAG PM-10 Certified Street Sweeper Applications for Federal Funding

At the meeting, the Committee will review PM-10 Certified Street Sweeper Applications. At a minimum, this review will include an opportunity for the Committee to ask questions about each application and for applicants to respond to questions from the Committee and those received prior to the meeting.

The Committee will then need to make the following determinations as defined in MAG policy guidelines about applications as follows:

1. that the project is defined in sufficient detail to allow technical review,
2. that the project is free from fatal flaws that would prevent it from being implemented,
3. that the schedule laid out for the project, including locally funded work phases is reasonable and adequate for the year the project is requested to be authorized,
4. that cost estimates for the project are reasonable, accurate and account for all work phases and fees necessary to complete the project, and
5. that performance data (e.g. ADT, miles of sweeping) or surrogate measures used to determine performance (e.g. number of trip generators along a bicycle route) is reasonable and well documented.

Should the Committee not be able to make one or more of these determinations for an application, the applicant will have two working days to revise the application and resubmit it for Committee review.

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

[Project Call \(9.10.2020\)](#)

Action Requested:

Information, discussion and possible action to refer PM-10 Certified Street Sweepers for air quality scoring.

8. Review of Pinal County Arterial-Bridge Program Applications

On July 30, 2020, MAG released applications for agencies to submit project requests to use Pinal County Surface Transportation Block Grant Program funding. Projects applications were due on September 10, 2020, and one application was received. Project selection and review for this funding is guided by the 'Federal Fund Programming Guidelines' as approved by the MAG Regional Council on June 24, 2015 and the updated Pinal County Arterial Bridge Program guidelines approved by Regional Council on September 27, 2017.

At the meeting, a review of the application data received will occur. The applicant will be provided with an opportunity to present its application and to respond to questions and comments from the Committee.

If there are substantial issues to be addressed in an application or the applicant requests to correct data submitted the applicant will have until the next meeting to correct the data.

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

[Project Call \(9.10.2020\)](#)

Action Requested:

Information and discussion.

9. Request for Future Agenda Items

Topics or issues of interest that the Street Committee would like to have considered for discussion at a future meeting will be requested.

Action Requested:

Information.

10. Updates from Member Agencies

An opportunity will be provided for Street Committee members to present a brief summary of current events. The Street Committee is not allowed to propose, discuss, deliberate or take action at the meeting on any matter in the summary, unless the specific matter is properly noticed for legal action.

Action Requested:

Information.

11. Next Meeting Date

The next Street Committee meeting is scheduled for Tuesday, November 10, 2020, at 1:00 p.m. via teleconference.

Action Requested:
Information.

Adjournment

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
STREET COMMITTEE

Tuesday, July 14, 2020, 1:00 pm
MAG Offices, Suite 200,
302 North First Avenue, Phoenix, Arizona 85003

MEMBERS ATTENDING

- # Mesa: Maria Angelica Deeb, Chair
 - # Maricopa County: Angela Horn, Vice Chair
 - * ADOT: Steve O'Brien
 - # Apache Junction, Emile Schmid
 - # Avondale: David Janover
 - # Buckeye: Paul Lopez
 - # Chandler: Kevin Lair
 - # El Mirage: Bryce Christo
 - @ FHWA: Eunice Chen for Aryan Lirange
 - # Florence: Dan Cisco for Christopher Salas
 - # Gila River Indian Community: Tim Oliver
 - # Gilbert: David Fabiano
 - # Glendale: Patrick Sage
 - # Goodyear: Hugh Bigalk
 - * Litchfield Park: Brandon Squire
 - * Paradise Valley: Brent Skoglund
 - * Pinal County: Scott Bender
 - * Peoria: Charles Andrews
 - # Phoenix: Leticia Vargas
 - # Queen Creek: Mohamed Youssef
 - # Salt River Pima-Maricopa Indian Community: Jennifer Jack
 - # Scottsdale: David R. Smith
 - # Surprise: Dana Owsiany
 - # Tempe: German Piedrahita
 - # Tolleson: Gabriel Elias for Jamie McCracken
 - # Youngtown: Grant Anderson
- * Members neither present nor represented by Proxy
Members attending by Zoom
@ Ex-officio member, non-voting member

OTHERS PRESENT

Sage Donaldson, ADOT	Dean Giles, MAG
Adam Langford, Works Consulting	Arminta Syed, MAG
Jothan Samuelson, Works Consulting	Stephen Tate, MAG
James Adamec, MAG	Audra Koester Thomas, MAG
John Bullen, MAG	

1. Call to Order

Chair Maria Angelica Deeb called the meeting to order at 1:00 pm.

2. Introductions and Attendance

A roster call was conducted and members identified themselves. Committee members representing ADOT, Litchfield Park, Paradise Valley, Pinal County and Peoria were neither present nor represented by proxy.

3. Approval of the February 11, 2020 Meeting Minutes

Mr. David Fabiano moved to approve the minutes from the February 11, 2020 meeting. Mr. Grant Anderson seconded the motion. The motion carried unanimously.

4. Call to the Audience

No members of the public expressed an interest to speak before the Committee.

5. Transportation Manager's Report

Mr. John Bullen briefed the Committee. He noted that several calls for projects are on the agenda for discussion. Later this year, the Intelligent Transportation Committee will issue a call for systems maintenance and operations projects.

Programming and finance at MAG has been consolidated into a single group. Ms. Teri Kennedy left MAG in March for a position in the State Engineer's office. Mr. Patrick Stone a long time ADOT employee, who has a wealth of experience in transportation, will replace Teri as the Transportation Improvement Program Supervisor.

6. Regional Transportation Plan Update

Audra Koester Thomas of MAG briefed the Committee. For the Plan update, MAG is branding the effort as 'Momentum' to capitalize on past transportation achievements, while looking forward to a future of continued achievement. A new website for the update is under development to inform and engage the public in the effort to develop a new Regional Transportation Plan.

Life-cycle programs for freeways, transit and arterial roadways dominate the current Regional Transportation Plan, however, there are significant, albeit less well funded, programs for safety, systems maintenance and operations, active transportation, air quality mitigation and others. MAG expects these programs to grow as the region matures.

The recent call for projects from member agencies, directed by the Regional Council, resulted in the submission of over 1300 individual projects. MAG staff has organized these into fifteen categories. Focusing on the roadway categories, the following key features are readily apparent.

- **Freeways:** Member agencies identified a strong need to maintain, modernize and expand the current system of controlled access facilities. In particular, member agencies submitted a large number of traffic interchange improvements for consideration.
- **Arterial Roadways:** Member agencies identified a similar need for arterial roadways.
- **Arterial Intersections:** Member agencies also submitted a number of arterial intersection projects. These include both capital improvements and intelligent transportation improvements. They also placed a strong focus on safety improvements.
- **Other Roadway:** Member agencies identified a number of other roadway improvements. These include improvements to minor roadways, bridges, railway crossing and other improvements.
- **Pavement Preservation:** Member agencies submitted a number of pavement preservation projects. This, in part, reflects the declining revenue yield of statewide fuel tax revenue for roadway maintenance and improvements.
- **Planning Support:** Member agencies showed continued support for planning studies, pilot projects and traffic data collection.
- **Other Infrastructure:** Member agencies also submitted a variety of minor improvements that do not fit well into other categories. These include sign and signal replacements, street lighting, landscaping and public art.

Few unpaved road paving, street sweeper and air quality project requests were received from member agencies. Because these kind of projects play a major role in meeting air quality requirements, these kinds of projects will be included in the Regional Transportation Plan.

MAG has developed sketch planning cost estimates to provide the magnitude of potential costs. These estimates reflect both ongoing operations costs and the cost of deferred projects from the current Regional Transportation Plan. Project costs from the submission are also included, but about half of all projects lacked cost estimates and cost estimates varied substantially.

Costs range from approximately \$60 billion to \$90 billion. Revenues range from approximately \$30 billion to \$35 billion. A significant funding gap is apparent.

The next step is to develop goals and objectives. The draft vision for the Regional Transportation Plan 'is to establish a sustainable, resilient, multimodal transportation investment program that connects people with opportunities to prosper and thrive' with a commitment to build a world-class transportation system. Draft goals for the Regional Transportation Plan focus on key areas such as safety, prosperity, responsiveness, livability, preservation and mobility. These conform well with federal performance goals.

Member agencies have asked MAG to provide criteria to identify projects that are regional in character. MAG reviewed federal guidance, peer agencies information, considered agency project proposals and past MAG plans. The result is the following two definitions:

A **regionally significant project** is one that substantially contributes to the regional transportation system, benefitting the movement of people and goods across jurisdictions and connecting communities, activity centers, and destinations. The benefits of a regionally significant project should be as high for users outside the jurisdiction for which it is located as it is for those that reside within that jurisdiction. Projects are often high capacity (e.g., freeway, highway, rail, BRT) or contribute to a system network (e.g., regional bus network, grid arterial network, bridge/connect a gap).

A **regionally significant program** is one that is consistent with the regions values/vision and achieves unique or distinct priorities shared across the region.

The next steps in the process are:

- to launch the Regional Transportation Plan website,
- to continue working through member project submissions to identify needs,
- to develop a performance-based evaluation framework, and
- to develop improved revenue projections.

A question and answer session followed. Mr. Fabiano asked about the funding mix for the Regional Transportation Plan.

Ms. Audra Koester-Thomas and Mr. John Bullen responded. The mix of funding for the Regional Transportation Plan has been a source of confusion with many parties focusing entirely on the regional half-cent sales tax. In fact, the Regional Transportation Plan draws from federal, state and half-cent sales tax revenues.

The decline in revenue yield to the High User Revenue Fund (HURF) is a major funding issue. It underfunds transportation in Arizona at time when the state is facing increased need to both expand capacity, and rehabilitate and maintain a large transportation system. This lack

of funding is also increasing demand for regional funding by member agencies to address the HURF shortfall.

The previous Arizona legislative session did see a strong movement to address the shortfall, but this effort fell short. The current session has been disrupted by the COVID-19 pandemic.

It was also noted that MAG needs to refine its cost and revenue analysis to better identify where funding shortfalls are occurring. This will be a major work effort in future Regional Transportation Plan development.

7. Financial Impacts of Covid-19 Recession on Member Agency Capital Improvement Programs

This item was deferred to a future meeting.

8. Arterial Life Cycle Program Report: January 2020 – June 2020

Ms. Armintha Syed of MAG presented to the Committee. The Arterial Life Cycle Program Report serves as the main financial tool for the Arterial Life Cycle Program. It reports on program funding, project costs, reimbursements and other items. In FY 2020, half-cent sales tax revenues were up by approximately five percent over the previous year, but somewhat below forecast due to the pandemic.

In FY 2020, member agencies received half-cent reimbursements for forty-seven projects. Thirty-one million in half-cent funds were disbursed in FY 2020, however, one hundred thirty-four million in half-cent funds had been scheduled for reimbursement. Thirty-seven million in federal funding reimbursements was scheduled for FY 2020 and thirty-four million was reimbursed.

The half-cent sales tax will expire on December 31, 2025 – roughly four years and six months from the date of the meeting. If local funding is used to advance a project, it takes 4.5 years to complete a project. If nothing is done to accelerate projects and reimbursements, approximately \$124 million in half-cent funding will not have been expended by the expiration of the tax.

Ms. Syed concluded by noting that the Arterial Life Cycle Program Report now includes a new section that displays the mix of funding for the program. Close to fifty percent of regional funding for the program comes from federal sources.

Mr. Bullen concluded the presentation by stressing that the program is nearing its close and that members should expedite project delivery.

9. Statewide Traffic Program

Ms. Sage Donaldson of ADOT introduced Mr. Jothan Samuelson to present on the subject. It was noted that the presentation was pursuant to ADOT efforts to update and revamp statewide traffic collection.

Viewing a map of the region, Mr. Samuelson noted that a large number of federal-aid highways lack a current traffic count. He requested that where member agencies have counts, that they upload the traffic count data to the ADOT traffic count website. Turning to two slides that show changes in the size of the federal-aid highways, he noted that the gap has increased due to the addition of roughly 4000 mile of federal-aid highways. Most of this increase is due to the reclassification of local roadways to minor collector in the MAG planning area.

ADOT's effort to improve the traffic count program include increased effort to collaborate with local governments on traffic data collection, the development of traffic collection guidance and inventorying local agency traffic counting activities.

Focusing on the last, Mr. Adam Langford noted that ADOT will send a short survey to member agencies to collect information on local agency traffic counting practices, so that ADOT may coordinate better with local agencies and identify best practices in traffic data collection. In particular, he noted that the survey will help ADOT avoid duplicating local agency collections efforts.

10. 2020 Call for Federally Funded Projects

Mr. Stephen Tate of MAG briefed the Committee. He noted that on July 30, 2020, MAG would release a call for projects for five types of projects. The types of projects are as follows:

- PM-10 Certified Street Sweepers
- PM-10 Paving Unpaved Road
- Roadway Safety Program (RSP)
- Transportation Alternatives Non-Infrastructure Safe Routes to School
- Pinal County Arterial-Bridge Program

He then provided some detail on each program. He noted \$1,422,300 is available for PM-10 Certified Street Sweepers for FY 2021. The sweepers must serve a non attainment area for particulate matter and if a replacement sweeper is requested, the replaced sweeper must be eight years or older. It is anticipated that ADOT will handle the procurement process and use gas tax funding rather than federal funding due to Buy America requirements.

Approximately \$10,985,859 in CMAQ funding over FY 2023 and FY 2024 is available for the Paving Unpaved Road program. Projects eligible for this funding must be located in a non attainment area for particulate matter and accomplish one of the following:

- pave an unpaved road,
- pave a shoulder,
- pave an alley or
- pave access points.

This year an online application form will be used to apply for paving projects.

The Roadway Safety Program (RSP) provides HURF funding for low cost, quickly implementable projects. Approximately \$1,876,245 is available for FY 2021. To be eligible a project must stem from a study, be on a HURF eligible facility and be compatible with the state and regional transportation safety plans.

The Transportation Alternatives Non-Infrastructure Safe Routes to School program provides a total \$694,817 in federal funding for FY 2023 and FY 2024. The funding is used to provide schools with crossing guard and related equipment, and to pursue safety studies.

The last program is the Pinal County Arterial-Bridge Program. A total of \$1,348,389 in federal funding is available for FY 2023 and FY 2024. To be eligible, a project must be located in the Pinal County portion of the MAG planning area and be located on a federal-aid highway. The funding for this program was inherited from the Central Arizona Association of Governments when the MAG planning area expanded.

Mr. Tate then went over the schedule for the call for projects. He reiterated that the applications would be released on July 30th and went on to note that MAG would hold a workshop on the call on August 4th. Applications for paving, sweepers and Pinal County Arterial-Bridge Program projects will be due on September 10th at 10:00 am. The other applications will be due on October 1st at 10:00. No late applications will be accepted by MAG. Final approval of projects for funding is expected to occur at the January 2021 meeting of the Regional Council

Mr. Bullen concluded the presentation by noting that in the previous call for paving projects that there was low demand. He encouraged members to apply for paving project funding as paving projects are important to meet air quality requirements.

11. Online Forms for Applications

Mr. James Adamec of MAG briefed the Committee. He noted that the new paving application mirrored the spreadsheet application, but now allows agencies to create sections with unique names supplied by applicants. The application now includes a cost estimate form similar to the spreadsheet form used previously.

It was noted that the form does allow an agency to identify itself as a certification accepted agency.

12. Overview of the CMAQ Methodology for Evaluating Proposed PM-10 Certified Street Sweeper and PM-10 Paving Unpaved Road Applications

Mr. Dean Giles of MAG briefed the Committee on the methodologies MAG uses to evaluate the cost effectiveness of CMAQ funded projects. Federal regulations require that air quality cost effectiveness of projects be developed to guide the selection of CMAQ projects. The MAG methodology estimates emission reductions from projects and then divides the expected reductions by the federal cost of projects to produce a cost effectiveness score. The calculations take into account depreciation, distance to air quality monitors and other variables. These calculations rely heavily on data provided on project applications.

13. Request for Future Agenda Items

No member requested an agenda item.

14. Updates from Member Agencies

Mr. Fabiano indicated that Gilbert staff is preparing material to present to the Town's Council on a \$250 million bond. Ms. Deeb indicated that transportation staff in Mesa is working on materials for a November 2020 bond.

15. Next Meeting Date

Mr. David R. Smith announced that the City of Scottsdale had hired Mark Melnychenko as its Transportation Director.

Adjournment

Mr. David Fabiano moved to adjourn the meeting. Mr. Grant Anderson seconded the motion. The motion carried unanimously.

The meeting was adjourned at 2:18 p.m.

Paving Projects Summary

Appl ID	Appl Title	Project Description	ADT	Miles	Federal Cost	Total Cost	Seg #	Segment Location	Segment Work	Seg ADT	Seg Miles
CHN-23-PAVING-001	PM-10 PAVING UNPAVED ROAD PROJECT APPLICATION 2023	This project mitigates dust by replacing the top 4" to 6" of dirt/older ABC with asphalt millings material. The surfacing material utilized is discarded roadway asphalt milled material that will be recycled and used to create a more dust free driving surface on 10.31 miles of alleys. Alleys are used by homeowners, utility companies and garbage trucks to access backyards, utility boxes and garbage cans on a daily basis. This project will improve the alley surface, improve the air quality and reuse/recycle material that is considered discarded from other projects.	4	10.77	1,397,145	1,481,596	1	See Attached Maps FMA 25 Segment 1	The process will include removing the existing dirt surface to a depth of about 4" and replacing with the same amount of asphalt millings. The placed asphalt millings will be compacted and fog sealed to help bind the aggregates and reduce dust.	4	4.21
							2	See Attached Maps FMA 40 Segment 2	The process will include removing the existing dirt surface to a depth of about 4" and replacing with the same amount of asphalt millings. The placed asphalt millings will be compacted and fog sealed to help bind the aggregates and reduce dust.	4	4.70
							3	See Attached Maps FMA 16 Segment 3	The process will include removing the existing dirt surface to a depth of about 4" to 6" and replacing with the same amount of asphalt millings. The placed asphalt millings will be compacted and fog sealed to help bind the aggregates and reduce dust.	4	1.61
							4	See Attached Maps FMA 39 Segment 4	The process will include removing the existing dirt surface to a depth of about 4" to 6" and replacing with the same amount of asphalt millings. The placed asphalt millings will be compacted and fog sealed to help bind the aggregates and reduce dust.	4	0.25
CHN-23-PAVING-002	PM-10 PAVING UNPAVED ROAD PROJECT APPLICATION 2024	This project mitigates dust by replacing the top 4" to 6" of dirt/older ABC with asphalt millings material. The surfacing material utilized is discarded roadway asphalt milled material that will be recycled and used to create a more dust free driving surface on 19.99 miles of alleys. Alleys are used by homeowners, utility companies and garbage trucks to access backyards, utility boxes and garbage cans on a daily basis. This project will improve the alley surface, improve the air quality and reuse/recycle material that is considered discarded from other projects.	4	19.99	2,629,089	2,793,006	1	See Attached Maps FMA 26 Segment 1	The process will include removing the existing dirt surface to a depth of about 4" and replacing with the same amount of asphalt millings. The placed asphalt millings will be compacted and fog sealed to help bind the aggregates and reduce dust.	4	11.27
							2	See Attached Maps FMA 27 Segment 2	The process will include removing the existing dirt surface to a depth of about 4" and replacing with the same amount of asphalt millings. The placed asphalt millings will be compacted and fog sealed to help bind the aggregates and reduce dust.	4	5.12
							3	See Attached Maps FMA 24 Segment 3	The process will include removing the existing dirt surface to a depth of about 4" and replacing with the same amount of asphalt millings. The placed asphalt millings will be compacted and fog sealed to help bind the aggregates and reduce dust.	4	1.90
							4	See Attached Maps FMA 6 Segment 4	The process will include removing the existing dirt surface to a depth of about 4" and replacing with the same amount of asphalt millings. The placed asphalt millings will be compacted and fog sealed to help bind the aggregates and reduce dust.	4	1.70
GLB-23-PAVING-001	ST1790 - Mews Road PM-10 Paving	Mews Road is an unimproved road in the southern limits of the Town of Gilbert. There are 24 existing residences/businesses whose only means of ingress and egress are Mews Road to Higley Road. There is 84 acres of land in 40 parcels of land, with several larger parcels.	500	0.49	2,469,706	2,618,989	1	Mews Road beginning at Higley Road and continuing approximately 1/2 mile east. Mews Road is south of Riggs Road and north of Hunt Highway in the Town of Gilbert. Mews only means of ingress and egress is onto Higley Road. There are no alternate outlets.	Beginning at the upstream east end of Mews Road from Sta 35+00 to 23+20, the street will have a full width 2% cross slope from north to south with a concrete ribbon curb on the north side and a concrete curb and gutter on the south side. 10-year design flows will cover approximately 14-feet of the south portion of the roadway at the east end of Mews Road and increase to the entire 24-foot pavement width at Sta 23+20. There will be no impact to the existing block wall or citrus trees. At Sta 23+20 the roadway will transition to a crowned 2% section with concrete ribbon curb on both sides. Street flows will be directed into a 22-foot wide shotcrete lined drainage channel on the south side of the road. Near the Higley Road intersection, flows in the 22-foot wide drainage channel will be conveyed to a sump catch basin and storm drain that will outfall at the existing Higley Road regional drainage channel north of the Mews Road. A culvert will be required for (1) driveway that crosses the new shotcrete lined drainage channel.	500	0.49
SRP-23-PAVING-001	Palm Lane and Westwood Street	The SRPMIC will pave approximately 0.6 miles of dirt roads along Palm Lane and Westwood Street.	50	6	588,889	4,281,985	1	Palm Lane from Extension Road to Beverly Road	Grade and pave the unpaved roadway.	50	0.35
							2	Westwood Street from Oak Street to Palm Lane	Grade and pave the unpaved roadway.	50	0.25
SRP-23-PAVING-002	Stapley Drive	The SRPMIC will pave approximately 0.25 miles of dirt road along Stapley Drive north of the SR87 Beeline Highway.	240	0.25	323,532	534,088	1	Stapley Drive from SR 87 Beeline Highway to Montecito Avenue	Clear and grub new horizontal alignment and construct new paved roadway.	240	0.25
SCT-23-PAVING-001	Scottsdale - Unpaved Roads	Pave 28,798 SY of unpaved roads (2.95 miles) in northern Scottsdale. The six segments have been receiving	58	2.95	3,856,569	4,728,731	1	Via Dona - Hayden Road to Pima Road	Pave to match existing grade and alignment	65	1.00

Paving Projects Summary

Appl ID	Appl Title	Project Description	ADT	Miles	Federal Cost	Total Cost	Seg #	Segment Location	Segment Work	Seg ADT	Seg Miles
	for Paving PM 10	temporary dust palliative treatments, but they must be retreated twice per year to remain effective.					2	Black Cross Road - Lone Mountain Road to 32198	Pave to match existing grade and alignment	43	0.55
							3	Granite Reef Road - Lone Mountain Road to Ranch	Pave to match existing grade and alignment	35	0.58
							4	Ranch Road - Granite Reef Road to Pima Road	Pave to match existing grade and alignment	12	0.18
							5	Smokehouse Trail - 81st Street to 83rd Street	Pave to match existing grade and alignment	39	0.26
							6	Peak View Road - 66th Street to 69th Street	Pave to match existing grade and alignment	134	0.38