

ATTACHMENT THREE

Street Committee - Paving Review Sheet for Avondale Project 1

Project Name:	McDowell Road, Avondale Blvd.to 107th Avenue
Description of Project:	Starting at a point 800 ft west of 107th Ave and ending at a point 2600 ft west of 107th Ave there exists approx 1800 ft (.34 miles) of insufficient unpaved shoulder where the exist paved shoulder is non-existent or it is does not meet the min width of 5 ft (MCDOT-Rdwy Design Manual). Due to exist lane widths, there are opportunities to re-stripe the roadway.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 20,434.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$177,878.00 Cost/Mi = \$523,170.59	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: None Months to Complete: None	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	McDowell Road, southside of McDowell starting at a point 800 feet west of 107th Avenue and ending at a point 2600 feet west of 107th Avenue	The existing pavement will be sawcut 2 feet and a paved shoulder (Minimum 5 feet per MCDOT Roadway Design Manual) will be constructed.	The paved shoulder's structural section will adhere to the approved City of Avondale's mix design for arterial road which consists of: 5-inches of AC on 12-inches of AB Hot Mix Design

Street Committee - Paving Review Sheet for Avondale Project 2

Project Name:	Dysart Rd & Indian School
Description of Project:	The Trinity Lutheran Church and the Litchfield Park Baptist Church experiences hundreds of cars turning into the exist driveway for a single event. Events can occur several times a week. Currently, vehicles drive on the dirt shoulder before entering. There is a need for additional pavement at the entrance within the public rights-of-way in order to control the dust.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 31,249.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$73,274.00 Cost/Mi = \$814,155.56	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: None Months to Complete: None	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Dysart Road starting 200 feet south of Indian School Road and ending at a point 700 feet south of Indian School Road	The existing pavement will be sawcut 2 feet and a decel lane (12 feet wide + 5 feet wide shoulder Total 17 feet) will be installed which will provide for a minimum storage of 300 feet (Minimum 5 feet shoulder per MCDOT Roadway Design Manual) will be constructed. Curb & Gutter will also be installed however this cost will be entirely on Avondale.	The paved area's structural section will adhere to the approved City of Avondale's mix design for arterial road which consists of: 5-inches of AC on 12-inches of AB Hot Mix Design

Street Committee - Paving Review Sheet for Avondale Project 3

Project Name:	Van Buren Street-99th Avenue to the Aqua Fria River
Description of Project:	Along Van Buren Street there are six segments of roadway (1.94 Miles) from 99th Avenue west to the Aqua Fria River of insufficient unpaved shoulder where the exist paved shoulder is non-existent or it is does not meet the min width of 5 ft (MCDOT-Rdwy Design Manual). Due to exist lane widths, there is no opportunity to re-stripe the roadway.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 9,909.94	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$825,542.50 Cost/Mi = \$421,195.15	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: None Months to Complete: None	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Northside of Van Buren Street starting at 99th Avenue and ending 1200 feet west of 99th Avenue	The existing pavement will be sawcut 2 feet and a paved shoulder (Minimum 5 feet per MCDOT Roadway Design Manual) will be constructed.	The paved shoulder's structural section will adhere to the approved City of Avondale's mix design for arterial road which consists of: 5-inches of AC on 12-inches of AB Hot Mix Design
2	Northside of Van Buren Street, Starting 1300 ft west off 99th Avenue and ending 2665 ft west of 99th Avenue	The existing pavement will be sawcut 2 feet and a a paved shoulder (Minimum 5 feet per MCDOT Roadway Design Manual) will be constructed	The paved shoulder's structural section will adhere to the approved City of Avondale's mix design for arterial road which consists of: 5-inches of AC on 12-inches of AB Hot Mix Design
3	Southside of Van Buren Street-Starting at 107th Avenue and ending 1350 feet east of 107th Avenue	The existing pavement will be sawcut 2 feet and a a paved shoulder (Minimum 5 feet per MCDOT Roadway Design Manual) will be constructed	The paved shoulder's structural section will adhere to the approved City of Avondale's mix design for arterial road which consists of: 5-inches of AC on 12-inches of AB Hot Mix Design
4	Northside of Van Buren Street, starting at 107th Avenue and ending at 111th Avenue	The existing pavement will be sawcut 2 feet and a a paved shoulder (Minimum 5 feet per MCDOT Roadway Design Manual) will be constructed	The paved shoulder's structural section will adhere to the approved City of Avondale's mix design for arterial road which consists of: 5-inches of AC on 12-inches of AB Hot Mix Design
5	Southside of Van Buren Street, starting at Avondale Blvd. and ending at 2435 feet east of Avondale Blvd	The existing pavement will be sawcut 2 feet and a a paved shoulder (Minimum 5 feet per MCDOT Roadway Design Manual) will be constructed	The paved shoulder's structural section will adhere to the approved City of Avondale's mix design for arterial road which consists of: 5-inches of AC on 12-inches of AB Hot Mix Design
6	Nothside of Van Buren Street, starting at El Mirage Road and ending 1300 feet east of El Mirage Road	The existing pavement will be sawcut 2 feet and a a paved shoulder (Minimum 5 feet per MCDOT Roadway Design Manual) will be constructed	The paved shoulder's structural section will adhere to the approved City of Avondale's mix design for arterial road which consists of: 5-inches of AC on 12-inches of AB Hot Mix Design

Street Committee - Paving Review Sheet for Avondale Project 4	
Project Name:	Vermeersch/127th Avenue
Description of Project:	Both shoulders of Vermeersch are non-existent or are broken up causing a dust problem which has been a source of complaints and which has been documented by the County's AIR Quality Unit. A large number of trucks from the local quarry is the mainpoint of the dust. Shoulders would be installed from Lower Buckeye to Broadway.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 1,220.00	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$931,665.50 Cost/Mi = \$776,387.92	- Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	- Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: None Months to Complete: None	- Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Vermeersch/127th Avenue	City will bear the costs of repairing the roadway. City requesting funding for the installation of the shoulders. The existing pavement will be sawcut 2 feet and a paved shoulder (Minimum 5 feet per MCDOT Roadway Design Manual) will be constructed	The paved shoulder's structural section will adhere to the approved City of Avondale's mix design for arterial road which consists of: 5-inches of AC on 12-inches of AB Hot Mix Design

Street Committee - Paving Review Sheet for Avondale Project 5

Project Name:	Avondale Blvd-McDowell Road to Encanto
Description of Project:	Starting at a McDowell Road and ending at Encanto there exists approximately 2600 ft (.49 miles) of insufficient unpaved shoulder on the westside of Avondale Blvd. where the exist paved shoulder is non-existent or it does not meet the min width of 5 ft (MCDOT-Rdwy Design Manual). Due to exist lane widths, there is no opportunity to re-stripe the roadway.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 10,302.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$229,755.00 Cost/Mi = \$468,887.76	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: None Months to Complete: None	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Starting at a McDowell Road and ending at Encanto there exists approximately 2600 ft (.49 miles) of insufficient unpaved shoulder on the westside of Avondale Blvd. where the exist paved shoulder is non-	The existing pavement will be sawcut 2 feet and a paved shoulder (Minimum 5 feet per MCDOT Roadway Design Manual) will be constructed	The paved shoulder's structural section will adhere to the approved City of Avondale's mix design for arterial road which consists of: 5-inches of AC on 12-inches of AB Hot Mix Design

Street Committee - Paving Review Sheet for Buckeye Project 1	
Project Name:	7th Street-Norton Drive from Beloit Road (South)
Description of Project:	This project proposes to pave two lanes of 3" thick asphalt concrete on 4" of crushed aggregate on 7th Street, ~ 0.5 mile in length south from Beloit avenue. This road feeds the Town Waste Water Treatment Plant and Fire Training Facility and future Police Training Facility.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 96.00	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$125,312.00 Cost/Mi = \$313,280.00	- Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	- Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2009 Months to Complete: 31	- Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	From Beloit Road to ~2200' South on 7th Street	Grading and reshaping of subgrade with compaction of upto 4" of crushed granular base. Placement of 2 lanes of 3" compacted asphaltic concrete.	Flexible pavement construction consisting of asphaltic cement concrete over crushed aggregate base course.

Street Committee - Paving Review Sheet for Buckeye Project 2

Project Name:	Shoulder Paving Beloat Road from Miller to Rainbow
Description of Project:	This project proposes to pave two shoulders of 2" thick asphalt concrete w/4" Aggregate base course on Beloat Road, ~ 3 miles in length (east-west).
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 2,873.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$503,712.00 Cost/Mi = \$167,904.00	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	From Miller Road to Apache Road ~5280' on Beloit	Grading and reshaping of subgrade with compaction of up to 4" of crushed granular base. Placement of shoulders on each side of road with 2" compacted asphaltic concrete on shoulder ways 6' wide.	Flexible pavement construction consisting of asphaltic cement concrete over crushed aggregate base course.
2	From Apache Road to Watson Road ~5280' on Beloit	Grading and reshaping of subgrade with compaction of up to 4" of crushed granular base. Placement of shoulders on each side of road with 2" compacted asphaltic concrete on shoulder ways 6' wide.	Flexible pavement construction consisting of asphaltic cement concrete over crushed aggregate base course.
3	From Watson Road to Rainbow Road ~5280' on Beloit	Grading and reshaping of subgrade with compaction of up to 4" of crushed granular base. Placement of shoulders on each side of road with 2" compacted asphaltic concrete on shoulder ways 6' wide.	Flexible pavement construction consisting of asphaltic cement concrete over crushed aggregate base course.

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	From Tonopah-Salome Highway to ~1230' north on Miller	Fill embankment to fill washed out segments and bring roadbed upto lines and grades that allow roadway use. Pave surface with 2" of asphaltic concrete and construct drainage channels on each side of road. Improvements needed to realign existing roadway off of private property and within right-of-way proper.	Flexible pavement construction consisting of asphaltic cement concrete over crushed aggregate base course.
2	From Tonopah-Salome Highway ~1230' north to 3220' North on Miller	Fill embankment to fill washed out segments and bring roadbed upto lines and grades that allow roadway use. Pave surface with 2" of asphaltic concrete and construct drainage channels on each side of road. Improvements needed to realign existing roadway off of private property and within right-of-way proper.	Flexible pavement construction consisting of asphaltic cement concrete over crushed aggregate base course.
3	From Tonopah-Salome Highway ~3220 north to 4540' North on Miller	Fill embankment to fill washed out segments and bring roadbed upto lines and grades that allow roadway use. Pave surface with 2" of asphaltic concrete and construct drainage channels on each side of road. Improvements needed to realign existing roadway off of private property and within right-of-way proper.	Flexible pavement construction consisting of asphaltic cement concrete over crushed aggregate base course.

Street Committee - Paving Review Sheet for Buckeye Project 4	
Project Name:	North Watson Road and MC85 Phase I and Phase II
Description of Project:	This project proposes to pave two lanes of 3" thick asphalt concrete on 4" of crushed aggregate North Watson Road, ~ 0.25 mile in length north. Phase II will be a continuation of the phase I project where Phase I is the environmental, utility and right of way clearance and Phase II is the construction and implementation of the plan.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 289.00	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$68,352.00 Cost/Mi = \$310,690.91	- Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	- Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2009 Months to Complete: 31	- Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	From MC85 to ~1240' North on Watson Road	Grading and reshaping of subgrade with compaction of upto 4" of crushed granular base. Placement of 2 lanes of 3" compacted asphaltic concrete.	Flexible pavement construction consisting of asphaltic cement concrete over crushed aggregate base course.

Street Committee - Paving Review Sheet for Buckeye Project 5	
Project Name:	Yuma-Tonopah Salome Highway Phase II
Description of Project:	This project proposes to pave two lanes of 4" thick asphalt concrete on 6" crushed aggregate base on Yuma-Tonopah Salome Highway, ~ 3/4 mile west of Miller Road. Phase II continuation of a project submitted in Sept 2007 for dust mitigation. Phase II is the construction and implementation of the plan.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 148.00	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$239,184.00 Cost/Mi = \$318,912.00	- Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	- Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2009 Months to Complete: 31	- Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Miller Road Section Line west ~1320'	Grading and reshaping of subgrade with compaction of upto 6" of crushed granular base. Placement of 2 lanes of 4" compacted asphaltic concrete.	Flexible pavement construction consisting of asphaltic cement concrete over crushed aggregate base course.
2	Miller Road Section Line west ~from 1320' to 3960' west	Grading and reshaping of subgrade with compaction of upto 4" of crushed granular base. Placement of 2 lanes of 6" compacted asphaltic concrete.	Flexible pavement construction consisting of asphaltic cement concrete over crushed aggregate base course.

Street Committee - Paving Review Sheet for El Mirage Project 1

Project Name:	Eastside Downtown Alley Paving Project
Description of Project:	Paving existing unpaved alleys in the east side of the downtown area (East of El Mirage Road). The project termini is generally Grand Ave to the north, Thunderbird Avenue to the south, El Mirage Road to the west, and El Frio Street to the east. Alleys to be 16' edge to edge chip and seal with dust proof surface (millings) to edge of alley ROW.
Year of Requested Funds (2011 or 2012):	2012

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 66.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$441,144.00 Cost/Mi = \$204,233.33	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2011 Months to Complete: 24	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: None Months to Complete: None	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Generally begins at Thunderbird Road and continues north to Grand Avenue along all alleys with uniform cross section.	See standard cross section attached. Work to included; minor excavation/grading, subgrade preperation, utility adjustments, Aggregate Base &/or Millings, and a paved chip and seal surface.	Base Course construction and chip and seal surface

Street Committee - Paving Review Sheet for El Mirage Project 2	
Project Name:	Westside Downtown Alley Paving Project
Description of Project:	Paving existing unpaved alleys in the west side of the downtown area (West of El Mirage Road). The project termini is generally Santa Fe Lane to the north, Thunderbird Avenue to the south, 5th Avenue to the west, and El Mirage Road to the east. Alleys to be 16' edge to edge chip and seal with dust proof surface (millings) to edge of alley ROW.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 66.00	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$347,940.00 Cost/Mi = \$204,670.59	- Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2010 Months to Complete: 24	- Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: None Months to Complete: None	- Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Generally begins 450' south of Ventura St and continues north to Santa Fe Ln along all alleys with uniform cross section.	See standard cross section attached. Work to included; minor excavation/grading, subgrade preperation, utility adjustments, Aggregate Base &/or Millings, and a paved chip and seal surface.	Base Course construction and chip and seal surface

Street Committee - Paving Review Sheet for Fort McDowell Yavapai Nation Project 1	
Project Name:	Fort McDowell Yavapai Nation Pave Dirt Road Program, Phase 3 of 6
Description of Project:	Building on the pre-design, design and construction portions being carried out under phase 1 and the design and construction portion to be completed as part of phase 2, continue the design and the paving of approximately 3 miles of the original total of 19 miles of dirt roads identified as part of the Fort McDowell Yavapai Nation Pave Dirt Road Program.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 635.00	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$890,000.00 Cost/Mi = \$296,666.67	- Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	- Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2010 Months to Complete: 24	- Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Hiawatha Hood Rd: SR-87 to 3 miles north	Depending on the geotechnical report, the current roadway will be partially excavated, sub-grade will be added and an appropriate depth of AC will be applied	A minimum 4 inches of AC is anticipated to be necessary

Street Committee - Paving Review Sheet for Fort McDowell Yavapai Nation Project 2

Project Name:	Fort McDowell Yavapai Nation Pave Dirt Road Program, Phase 4 of 6
Description of Project:	Building on the pre-design, design and construction portions being carried out under phase 1 and the design and construction portion to be completed as part of phase 2, continue the design and the paving of approximately 4 miles of the original total of 19 miles of dirt roads identified as part of the Fort McDowell Yavapai Nation Pave Dirt Road Program.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 307.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$940,000.00 Cost/Mi = \$235,000.00	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2010 Months to Complete: 24	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Mustang Way	Depending on the geotechnical report, the current roadway will be partially excavated, sub-grade will be added and an appropriate depth of asphalt will be applied	A minimum 3 inches of AC is anticipated to be necessary

Street Committee - Paving Review Sheet for Fort McDowell Yavapai Nation Project 3

Project Name:	Fort McDowell Yavapai Nation Pave Dirt Road Program, Phase 5 of 6
Description of Project:	Building on the pre-design, design and construction portions being carried out under phase 1 and the design and construction portion to be completed as part of phase 2, continue the design and the paving of approximately 3.6 miles of the original total of 19 miles of dirt roads identified as part of the Fort McDowell Yavapai Nation Pave Dirt Road Program.
Year of Requested Funds (2011 or 2012):	2012

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 43.89	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$920,000.00 Cost/Mi = \$255,555.56	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2010 Months to Complete: 36	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2011 Months to Complete: 24	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Sandtrap Road	Depending on the geotechnical report, the current roadway will be graded as part of the bi-annual courtesy grading cycle, sub-grade may be added and an appropriate depth of asphalt will be applied	A minimum 3 inches of AC is anticipated to be necessary
2	Ironwood Road	Depending on the geotechnical report, the current roadway will be graded as part of the bi-annual courtesy grading cycle, sub-grade may be added and an appropriate depth of asphalt will be applied	A minimum 3 inches of AC is anticipated to be necessary
3	Harquahala Rd	Depending on the geotechnical report, the current roadway will be graded as part of the bi-annual courtesy grading cycle, sub-grade may be added and an appropriate depth of asphalt will be applied	A minimum 3 inches of AC is anticipated to be necessary

Street Committee - Paving Review Sheet for Fort McDowell Yavapai Nation Project 4	
Project Name:	Fort McDowell Yavapai Nation Pave Dirt Road Program, Phase 6 of 6
Description of Project:	Building on the pre-design, design and construction portions being carried out under phase 1 and the design and construction portion to be completed as part of phase 2, continue the design and the paving of approximately 4 miles of the original total of 19 miles of dirt roads identified as part of the Fort McDowell Yavapai Nation Pave Dirt Road Program.
Year of Requested Funds (2011 or 2012):	2012

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 50.00	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$940,000.00 Cost/Mi = \$235,000.00	- Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2010 Months to Complete: 36	- Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2011 Months to Complete: 24	- Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Hiawatha Hood Road: from 3 miles north of SR-87 to 7 miles north	Depending on the geotechnical report, the current roadway will be graded as part of the bi-annual courtesy grading cycle, sub-grade may be added and an appropriate depth of asphalt will be applied	A minimum 3 inches of AC is anticipated to be necessary

Street Committee - Paving Review Sheet for Gilbert Project 1	
Project Name:	Bonanza Road Pavement Project
Description of Project:	The Town of Gilbert plans to pave Bonanza Road between 156th Street and 157th Street (approximately 730 feet).
Year of Requested Funds (2011 or 2012):	2012

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 120.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$38,900.00 Cost/Mi = \$259,333.33	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2011 Months to Complete: 24	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: None Months to Complete: None	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Bonanza Road between 156th Street and 157th Street	The Town plans to pave this segment.	2.5" of asphalt over 8" of ABC

Street Committee - Paving Review Sheet for Gilbert Project 2	
Project Name:	Ryan Road Pavement Project
Description of Project:	The Town of Gilbert plans to pave Ryan Road between Greenfield Road and 164th Street (approximately 2,580 feet).
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 360.00	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$137,600.00 Cost/Mi = \$275,200.00	- Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2010 Months to Complete: 24	- Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: None Months to Complete: None	- Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Ryan Road between Greenfield Road and 164th Street	The Town plans to pave this segment.	2.5" of asphalt over 8" of ABC

Street Committee - Paving Review Sheet for Gilbert Project 3

Project Name:	Walnut Road Pavement Project
Description of Project:	The Town of Gilbert plans to pave Walnut Road between 162nd Street and 164th Street (approximately 1,290 feet).
Year of Requested Funds (2011 or 2012):	2012

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 180.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$68,800.00 Cost/Mi = \$275,200.00	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2011 Months to Complete: 24	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: None Months to Complete: None	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Walnut Road between 162nd Street and 164th Street	The Town plans to pave this segment.	2.5" of asphalt over 8" of ABC

Street Committee - Paving Review Sheet for Goodyear Project 1	
Project Name:	Paving Dirt Shoulder - 165th Avenue
Description of Project:	This segment lies on the border of City and County ROW. The specific road segment is from Watkins Road to Durango Street and stretches approximately .25 of a mile. The paved portion of this road is only 18 feet wide which forces traffic onto the dirt shoulder of the roadway causing a safety and dust compliance issue.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 192.00	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$125,000.00 Cost/Mi = \$500,000.00	- Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2010 Months to Complete: 24	- Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: None Months to Complete: None	- Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	165th Ave from Durango St to Watkins Rd	This segment is currently 17' wide, we proposed to pave 9' of shoulder on the west half of the road to provide two 12' lanes preventing vehicles from driving on the dirt shoulder causing dust.	Segment will be treated with 9" of aggregate base compacted and then topped with 3" of asphalt.

Street Committee - Paving Review Sheet for Maricopa County Project 1

Project Name:	17th Avenue, Maddock Road to Joy Ranch Road
Description of Project:	Paving of an unpaved road in the PM-10 nonattainment area. Dust mitigation, including: Application of 2 inches of asphaltic concrete pavement on compacted native soil; thickened edges as appropriate; and 20 to 24-foot roadway width.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 215.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$530,000.00 Cost/Mi = \$1,060,000.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$262,310.00 Cost/Mi = \$524,620.00	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	17th Avenue, from Maddock Road to Joy Ranch Road	Dust mitigation, including: Application of 2 inches of asphaltic concrete pavement on compacted native soil; thickened edges as appropriate; and 20 to 24-foot roadway width. We will expect to pave only the disturbed prism (working within the right-of-way).	Dust mitigation, including: Application of 2 inches of asphaltic concrete pavement on compacted native soil; thickened edges as appropriate; and 20 to 24-foot roadway width.

Street Committee - Paving Review Sheet for Maricopa County Project 2	
Project Name:	87th Avenue, Deer Valley Road to Peoria CL (Via Montoya Rd)
Description of Project:	Paving of an unpaved road in the PM-10 nonattainment area.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 164.00	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$19,008.00 Cost/Mi = \$76,032.00	- Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$161,330.00 Cost/Mi = \$645,320.00	- Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	- Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2010 Months to Complete: 24	- Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	87th Avenue, from Deer Valley Road to Peoria CL (Via Montoya Rd)	Dust mitigation, including: Application of 2 inches of asphaltic concrete pavement on compacted native soil; thickened edges as appropriate; and 20 to 24-foot roadway width. We will expect to pave only the disturbed prism (working within the right-of-way).	Dust mitigation, including: Application of 2 inches of asphaltic concrete pavement on compacted native soil; thickened edges as appropriate; and 20 to 24-foot roadway width.

Street Committee - Paving Review Sheet for Maricopa County Project 3	
Project Name:	88th Avenue, Deer Valley Road to Williams Road
Description of Project:	Paving of an unpaved road in the PM-10 nonattainment area.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 218.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$316,958.00 Cost/Mi = \$633,916.00	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	88th Avenue, from Deer Valley Road to Williams Road	Dust mitigation, including: Application of 2 inches of asphaltic concrete pavement on compacted native soil; thickened edges as appropriate; and 20 to 24-foot roadway width.	Dust mitigation, including: Application of 2 inches of asphaltic concrete pavement on compacted native soil; thickened edges as appropriate; and 20 to 24-foot roadway width.

Street Committee - Paving Review Sheet for Maricopa County Project 4	
Project Name:	Briles Road, Reems Road (155th Ave) to end of maintenance (151st Ave)
Description of Project:	Paving of an unpaved road in the PM-10 nonattainment area.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 85.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$23,761.00 Cost/Mi = \$47,522.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$276,820.00 Cost/Mi = \$553,640.00	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2010 Months to Complete: 24	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Briles Road, from Reems Rd (155th Ave) to end of maintenance (151st Ave)	Dust mitigation, including: Application of 2 inches of asphaltic concrete pavement on compacted native soil; thickened edges as appropriate; and 20 to 24-foot roadway width.	Dust mitigation, including: Application of 2 inches of asphaltic concrete pavement on compacted native soil; thickened edges as appropriate; and 20 to 24-foot roadway width.

Street Committee - Paving Review Sheet for Maricopa County Project 5

Project Name:	White Wing Road, 171st Avenue (Cotton Lane) to 163rd Avenue (Sarival Avenue)
Description of Project:	Paving of an unpaved road in the PM-10 nonattainment area. Dust mitigation, including: Application of 2 inches of asphaltic concrete pavement on compacted native soil; thickened edges as appropriate; and 20 to 24-foot roadway width.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 205.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$607,888.00 Cost/Mi = \$607,888.00	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	White Wing Road, from 171st Avenue (Cotton Lane) to 163rd Avenue (Sarival Avenue)	Paving of an unpaved road in the PM-10 nonattainment area. Dust mitigation, including: Application of 2 inches of asphaltic concrete pavement on compacted native soil; thickened edges as appropriate; and 20 to 24-foot roadway width. We will expect to pave only the disturbed prism (working within the right-of-way).	Dust mitigation, including: Application of 2 inches of asphaltic concrete pavement on compacted native soil; thickened edges as appropriate; and 20 to 24-foot roadway width.

Street Committee - Paving Review Sheet for Phoenix Project 1

Project Name:	2011 CMAQ Alley Dust Proofing
Description of Project:	This project will dust proof approximately 41 miles of unstabilized alleys within the City of Phoenix using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 10.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$1,998,445.00 Cost/Mi = \$48,505.95	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2010 Months to Complete: 24	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: None Months to Complete: None	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Quarter Section 01-33	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
2	Quarter Section 02-33	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
3	Quarter Section 03-26	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
4	Quarter Section 03-27	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
5	Quarter Section 03-28	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.

6	Quarter Section 1-29	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
7	Quarter Section 1-37	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
8	Quarter Section 2-30	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
9	Quarter Section 10-29	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
10	Quarter Section 10-30	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.

11	Quarter Section 10-31	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
12	Quarter Section 10-32	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
13	Quarter Section 10-35	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
14	Quarter Section 11-24	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
15	Quarter Section 11-34	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.

16	Quarter Section 11-35	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
17	Quarter Section 11-36	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
18	Quarter Section 11-37	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
19	Quarter Section 11-40	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
20	Quarter Section 12-34	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.

21	Quarter Section 12-35	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
22	Quarter Section 12-37	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
23	Quarter Section 12-39	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
24	Quarter Section 13-13	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
25	Quarter Section 13-35	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.

26	Quarter Section 13-36	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
27	Quarter Section 14-13	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
28	Quarter Section 14-35	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
29	Quarter Section 14-36	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
30	Quarter Section 15-13	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.

31	Quarter Section 17-11	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
32	Quarter Section 17-12	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
33	Quarter Section 17-15	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.

Street Committee - Paving Review Sheet for Phoenix Project 2

Project Name:	2012 CMAQ Alley Dust Proofing
Description of Project:	This project will dust proof approximately 40 miles of unstabilized alleys within the City of Phoenix using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material.
Year of Requested Funds (2011 or 2012):	2012

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 10.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$1,999,471.00 Cost/Mi = \$50,619.52	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2011 Months to Complete: 24	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: None Months to Complete: None	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Quarter Section 2-31	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
2	Quarter Section 2-32	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
3	Quarter Section 9-25	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
4	Quarter Section 16-41	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
5	Quarter Section 16-42	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.

6	Quarter Section 17-39+	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
7	Quarter Section 17-41	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
8	Quarter Section 17-42	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
9	Quarter Section 18-34	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
10	Quarter Section 19-37	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.

11	Quarter Section 21-19	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
12	Quarter Section 21-20	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
13	Quarter Section 22-19	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
14	Quarter Section 22-20	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
15	Quarter Section 23-21	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.

16	Quarter Section 23-22	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
17	Quarter Section 24-21	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.
18	Quarter Section 31-22	The alley segments will be dust proofed using a 3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips to existing dirt alleys. Clearing, grubbing and subgrade preparation will be required for application of the material. Work will be done within the existing alleyway and ground disturbance will be minimal.	3/8" Fractured Aggregate Surface Treatment (FAST) which provides a single application of rubberized asphalt and precoated chips.

Street Committee - Paving Review Sheet for Salt River Pima-Maricopa Indian Community Project 1	
Project Name:	SRP-MIC Pave Dirt Roads Program, Phase 1
Description of Project:	Pre-design, design and construction portion of phase 1 of up to 7 miles of dirt roads within the Salt River Pima-Maricopa Indian Community boundaries.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 257.14	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$800,000.00 Cost/Mi = \$457,142.86	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2011 Months to Complete: 12	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	McDonald Road: Center to Olive Street	Depending on the results of the geotechnical investigation, the existing roadway prism will be excavated, up to 8 inches of base course will be introduced and up to 3 inches of AC will be provided.	Up to 3 inches of AC on 8 inches of base course
2	Mesa Dr: Chaparral Rd to McDonald Dr	Depending on the results of the geotechnical investigation, the existing roadway prism will be excavated, up to 8 inches of base course will be introduced and up to 3 inches of AC will be provided.	Up to 3 inches of AC on 8 inches of base course

Street Committee - Paving Review Sheet for Salt River Pima-Maricopa Indian Community Project 2	
Project Name:	SRP-MIC Pave Dirt Roads Program, Phase 2
Description of Project:	Design and construction portion of phase 2 of up to a total of 7 miles of dirt roads within the Salt River Pima-Maricopa Indian Community boundaries.
Year of Requested Funds (2011 or 2012):	2012

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 270.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$750,000.00 Cost/Mi = \$461,538.46	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2010 Months to Complete: 36	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2011 Months to Complete: 24	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	McDonald Road: Alma School Rd to Center	Depending on the results of the geotechnical investigation, the existing roadway prism will be excavated, up to 8 inches of base course will be introduced and up to 3 inches of AC will be provided.	Up to 3 inches of AC on 8 inches of base course
2	Alma School Rd: Arizona Canal to McDonald Dr	Depending on the results of the geotechnical investigation, the existing roadway prism will be excavated, up to 8 inches of base course will be introduced and up to 3 inches of AC will be provided.	Up to 3 inches of AC on 8 inches of base course

Street Committee - Paving Review Sheet for Salt River Pima-Maricopa Indian Community Project 3	
Project Name:	SRP-MIC Pave Dirt Roads Program, Phase 3
Description of Project:	Design and construction portion of phase 3 of up to a total of 7 miles of dirt roads within the Salt River Pima-Maricopa Indian Community boundaries.
Year of Requested Funds (2011 or 2012):	2012

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 271.43	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$795,000.00 Cost/Mi = \$454,285.71	- Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2010 Months to Complete: 36	- Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2011 Months to Complete: 24	- Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Dobson Road: Arizona Canal to Indian Bend Road	Depending on the results of the geotechnical investigation, the existing roadway prism will be excavated, up to 8 inches of base course will be introduced and up to 3 inches of AC will be provided. Curb and gutter will also be needed, as well as drainage facilities.	Up to 3 inches of AC on 8 inches of base course
2	Center: McDonald Dr to Indian Bend Rd	Depending on the results of the geotechnical investigation, the existing roadway prism will be excavated, up to 6 inches of base course will be introduced and up to 2 inches of AC will be provided.	Up to 2 inches of AC on 6 inches of base course

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Mesa Dr: McDonald Rd to Roadrunner Rd	Depending on the results of the geotechnical investigation, the existing roadway prism will be excavated, up to 6 inches of base course will be introduced and up to 2 inches of AC will be provided.	Up to 2 inches of AC on 6 inches of base course
2	Roadrunner Rd: Mesa Dr to 0.25 miles west	Depending on the results of the geotechnical investigation, the existing roadway prism will be excavated, up to 6 inches of base course will be introduced and up to 2 inches of AC will be provided.	Up to 2 inches of AC on 6 inches of base course

Street Committee - Paving Review Sheet for Surprise Project 1

Project Name:	Paving Dove Valley Road from 163rd Ave. to 179th Ave
Description of Project:	This project will consist of paving approximately two miles of Dove Valley Road located between 203rd Ave. to 187th Ave. The improvements will consist of constructing cut off walls for minor drainage purposes. This project will reduce dust emission in this area.
Year of Requested Funds (2011 or 2012):	2012

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 90.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$890,000.00 Cost/Mi = \$445,000.00	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2010 Months to Complete: 36	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2011 Months to Complete: 24	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Dove Valley Road from 163rd Ave. to 179th Ave	Excavate existing ground to 8 inches or deeper and replace with 3 inches of asphaltic concrete and 5 inches of aggregate base course or as dictated by the Geotechnical Engineering Report	3 inches of asphaltic concrete and 5 inches of aggregate base course

Street Committee - Paving Review Sheet for Surprise Project 2

Project Name:	Paving Dove Valley Road from 203rd Ave. to 187th Ave
Description of Project:	This project will consist of paving approximately two miles of Dove Valley Road located between 203rd Ave. to 187th Ave. The improvements will consist of constructing cut off walls for minor drainage purposes. This project will reduce dust emission in this area.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 90.00	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$890,000.00 Cost/Mi = \$445,000.00	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2010 Months to Complete: 24	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Dove Valley Road from 203rd Ave. to 187th Ave	Excavate existing ground to 8 inches or deeper and replace with 3 inches of asphaltic concrete and 5 inches of aggregate base course or as dictated by the Geotechnical Engineering Report	3 inches of asphaltic concrete and 5 inches of aggregate base course

Street Committee - Paving Review Sheet for Tempe Project 1	
Project Name:	Alley Stabilization
Description of Project:	The city of Tempe has an ongoing alley reconstruction program which includes removing soil fines and old soil material and replacing with recycled asphalt (RAP). Approximately 130 miles of unpaved alleys remain. Funding this project will allow the city of Tempe to accelerate its stabilization program in order to reduce PM 10 emissions.
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 10.00	- Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	- Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$2,690,674.00 Cost/Mi = \$107,626.96	- Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: None Months to Complete: None	- Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: None Months to Complete: None	- Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	Holdeman school area	removal of all loose soil fines, dirt, and old material that sits on top of good base material. This is done from wall to wall in the alley. A 1"-2" layer of recycled asphalt is applied as a final surface treatment.	A surface treatment of recycled asphalt
2	North Tempe	removal of all loose soil fines, dirt, and old material that sits on top of good base material. This is done from wall to wall in the alley. A 1"-2" layer of recycled asphalt is applied as a final surface treatment.	A surface treatment of recycled asphalt
3	Optimist Park area	removal of all loose soil fines, dirt, and old material that sits on top of good base material. This is done from wall to wall in the alley. A 1"-2" layer of recycled asphalt is applied as a final surface treatment.	A surface treatment of recycled asphalt

Street Committee - Paving Review Sheet for Youngtown Project 1	
Project Name:	Youngtown Pave Dirt Alleys, Phase 1
Description of Project:	Pre-design, design, acquire right of way and pave approximately 3.8 miles of dirt alleys within the Town of Youngtown
Year of Requested Funds (2011 or 2012):	2011

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 29.56	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$858,912.00 Cost/Mi = \$183,136.89	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2009 Months to Complete: 31	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2010 Months to Complete: 24	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	North Youngtown (Alley Numbers 1 through 7)	Temporarily remove trash cans, courtesy grading (as part of a bi-annual process operated by the Town), zero or minimal sub-grade and up to four inches of AC	Minimum 2-inch penetration and chip seal, maximum 4 inches base and 2 inches of AC, but this will be totally dependent on conditions in the different alleys
2	Central North Youngtown (Alley Numbers 8 through 19)	Temporarily remove trash cans, courtesy grading (as part of a bi-annual process operated by the Town), zero or minimal sub-grade and up to four inches of AC	Minimum 2-inch penetration and chip seal, maximum 4 inches base and 2 inches of AC, but this will be totally dependent on conditions in the different alleys

Street Committee - Paving Review Sheet for Youngtown Project 2

Project Name:	Youngtown Pave Dirt Alleys, Phase 2
Description of Project:	Pre-design, design, acquire right of way and pave approximately 3.2 miles of dirt alleys within the Town of Youngtown
Year of Requested Funds (2011 or 2012):	2012

	Category	Project Data	SAMPLE Data Adequacy Questions
1	Average Daily Traffic	ADT: 22.35	<ul style="list-style-type: none"> - Is the ADT estimate based on a sound methodology? - Does the ADT estimate seem reasonable?
2	Right-of-Way Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the purchase of ROW? - Is the ROW cost estimate reasonable? Per mile? - Does the ROW cost estimate appear to be complete? - Does ROW cost estimate reflect the project description in the application?
3	Utilities Cost	Cost: \$0.00 Cost/Mi = \$0.00	<ul style="list-style-type: none"> - Does the project require the relocation of utilities? - Is cost for utilities reasonable? Per mile? - Does the cost to relocate utilities reflect the project description in the application? - Have all the utilities in the project been addressed?
4	Construction Cost	Cost: \$699,008.00 Cost/Mi = \$183,466.67	<ul style="list-style-type: none"> - Is the construction cost estimate reasonable? Per mile? - Does the construction cost estimate appear to be complete? - Does construction cost estimate reflect the project description in the application?
5	Design Schedule	Programmed: FY 2010 Months to Complete: 36	<ul style="list-style-type: none"> - Are there any special features or challenges with the project that would require longer then average lead time for design - Does the design phase begin early enough to ensure the construction phase of the project will be obligated in the year
6	ROW Schedule	Programmed: FY 2011 Months to Complete: 24	<ul style="list-style-type: none"> - Does the project need to include a ROW phase? - Are there any special features or challenges with the project that would require longer then average lead time to complete - Does the ROW phase begin early enough to ensure the construction phase of the project will be obligated in the year

Deficiency, Problem to be Addressed, Clarification, or Suggested Improvements by the Street Committee

Comments and Responses from the Applicant

	Segment Location	Segment Work Description	Type of Paving For the Segment
1	South Central Youngtown (Alley Numbers 20 through 30)	Temporarily remove trash cans, courtesy grading (as part of an bi-annual process operated by the Town), zero or minimal sub-grade and up to four inches of AC	Minimum 2-inch penetration and chip seal, maximum 4 inches base and 2 inches of AC, but this will be totally dependent on conditions in the different alleys
2	South Youngtown (Alley Numbers 31 through 47)	Temporarily remove trash cans, courtesy grading (as part of an bi-annual process operated by the Town), zero or minimal sub-grade and up to four inches of AC	Minimum 2-inch penetration and chip seal, maximum 4 inches base and 2 inches of AC, but this will be totally dependent on conditions in the different alleys