



# Transportation Technical Advisory Committee

August 13, 2020 Meeting Minutes

**DATE:** August 13, 2020

**TIME:** 10:00 AM

**LOCATION:** ZOOM Webinar

## **MEMBERS PRESENT:**

Scott Warren - *Chair*  
(Gila County)

Larry Halberstadt  
(Payson)

Jason Bottjen  
(Pinal County)

Rick Powers  
(Globe)

Jason James  
(ADOT - MPD)

## **MEMBERS ABSENT:**

Tim Grier  
(Star Valley)

Don Jones  
(Mammoth)

Sandra Shade  
(Ak-Chin Indian Community)

VACANT  
(Hayden)

Jeff McCormick  
(Kearny)

Joe Heatherly  
(Miami)

Charles Russell  
(San Carlos Apache Tribe)

Sylvia Kerlock  
(Winkelman)

Tara Chief  
(White Mountain Apache Tribe)

Lana Clark  
(Superior)

## **GUESTS PRESENT:**

Kurt Harris  
(ADOT SE District)

Mark Henige  
(ADOT LPA)

Jennifer Henderson  
(ADOT LPA)

Jothan Samuelson  
(Works Consulting)

Adam Langford  
(Works Consulting)

Brittanie Hambrick  
(Works Consulting)

Sage Donaldson  
(ADOT)

## **CAG Staff:**

Travis Ashbaugh  
(Transportation Planning Manager)

### **I. Call to Order**

Chair Warren called the meeting to order at 10:00 AM.

### **II. Pledge of Allegiance**

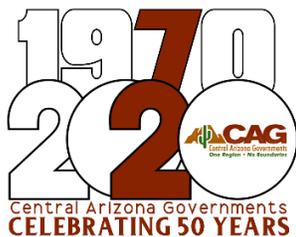
Chair Warren led the Committee in the Pledge of Allegiance.

### **III. Roll Call**

Roll call was taken. Five (5) voting members were present, constituting a quorum as established by the CAG TTAC Bylaws.

### **IV. Introductions & Title VI Notice**

Introductions were made individually on the Webinar. Mr. Ashbaugh, at this time, read a state of where and how to file a complaint with regard to Title VI violations.



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## V. Approval Of Minutes – (May 14, 2020 & May 28, 2020)

Chair Warren stated there was a correction needed on the May 14, 2020 minutes under section “VII(D) – Standing Reports/CAG Transportation Planning Update,” under number one. The sentence should state “100 percent” instead of “1,000 percent” as written.

Mr. Halberstadt stated there was a correction on the May 14, 2020 minutes, under the update for the Town of Payson in section “VII(A) – Standing Reports/Member Jurisdictions,” for the “Granite Dells Road” project. He said the current statement of the design being “almost completed” was inaccurate and should simply state that design is “underway.”

Mr. Powers made the motion to approve the May 14, 2020 minutes as corrected and the May 28, 2020 as presented. Chair Warren seconded the motion. The motion passed unanimously.

## VI. Call to the Public

No one answered to the call to the public.

## VII. Standing Reports

### A. Member Jurisdictions

#### Gila County

Chair Warren had two (2) items to report:

1. The construction for the “Colcord Road” project (**Project # GIL 20-01C / TRACTS # T008701C**) is underway. Haydon Building Corporation is the contractor and is moving on sight on Monday, August 17, 2020. The first sequence of events will be working on the detours.
2. Began to acquire “Temporary Construction Easements,” (TCEs) for the “Golden Hill Rd” sidewalk project (**Project # GIL 22-01C / TRACTS # T009001C**).

#### Globe

Mr. Powers had two (2) items to report:

1. The “Broad Street” rehabilitation and upgrades project (**Project # GLB 18-01C / TRACTS # SZ15101C**) was completed last July 2019. However, the City is still working on the change order for the culvert repair that collapsed during construction. Mr. Powers stated that the City has been working on the price agreement. The City had to escalate this issue to Bill Harmon and Kurt Harris within ADOT’s Southeast District to get a more accurate price in the change order. The IGA was also revised and construction will hopefully begin soon. Mr. Powers also stated that the City have received the rebar plans and grading plans for the drainage.
2. The “Cottonwood Bridge” project is kicking-off soon.

#### Payson

Mr. Halberstadt reported that Design for the “Granite Dells Road” project (**Project # PAY 19-01D / TRACTS # T021101D**) is about 15 percent complete. There are challenges with trying to fit sidewalks within the narrow Right-of-Ways of the project area. He also stated that he still owes Jennifer Henderson from ADOT LPA paperwork on the drawdowns.



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## B. Multi-Modal Planning Division, ADOT

Mr. James had six (6) items to report:

1. The call for project nominations for the FY22 to FY26 “Planning to Programming” (P2P) process that occurred earlier in the year has resulted in two new modernization projects within the CAG region. The projects are for both phases of SR-87/SR-260 intersection project for signal interconnectivity and phasing changes, and includes the additional continuous right turn and receiving lanes. The project was nominated for the P2P List by ADOT TSMO group and was identified in the SR 87/SR 260/SR 377 Corridor Profile Study, under the Payson Area Safety and Freight Improvements Projects (Appendix K-29 to K-31 within the study). AECOM is the consultant and is working on the technical and policy score updates for Pavement Preservation and Bridge projects. The P2P workshops will take place in October 2020 and the final list will be completed by mid-November 2020. Planning Level Scoping & Finalized Project List to Programming will be available by the end of February 2021. Funding is not guaranteed at this point.
2. Advertisement for the State Freight Plan update is scheduled for October 2020. The project kick-off meeting is tentatively scheduled for January 2021. ADOT is currently preparing on the Scope of Work.
3. The COG/MPO Planners manual is being updated by the consultant WSP. The internal review by ADOT an FHWA on the manual should be wrapping up within the next few weeks. On August 19, 2020, the draft manual should be sent out to all the COG/MPO planners for comment and review for two weeks. The final plan should be presented by late September or early October at the next COG/MPO Planners meetings.
4. The Wildlife Crossing State Study, being conducted by Michael Baker consulting team, is being updated to analyze crash data to assess wildlife-vehicle conflict hot spots throughout the state. The end result of the update will list a number of mitigation projects with cost estimates.
5. The “ROUTES Applicant Toolkit” that was recently sent out by Transportation Secretary Elaine Chao. The toolkit provides information and resources to enhance rural applicant’s familiarity with the transportation’s discretionary grant programs and the funding process.
6. Updates to the Corridor Profile studies from ADOT’s corridor planning group will be advertising an RFP shortly. It’s anticipated the kick-off for the updates will begin late 2020. The purpose of the studies is to evaluate the corridors’ performance in five different categories: 1) Pavement; 2) Bridge; 3) Safety; 4) Mobility; and 5) Freight. Upon the evaluations, projects are proposed to meet a corridor’s needs and then submitted within ADOT’s P2P process. The corridors that will be looked at within the CAG region will be 1) US 60/US 70/US 191 – Florence Junction to Douglas; 2) SR 87/SR 260/SR 377 – Junction SR 202L to Junction 1-40; and 3) I-10 East – SR 202L to New Mexico State Line.

## C. Local Public Agency, ADOT

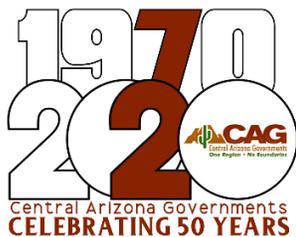
Ms. Henderson and Mr. Henige had two (2) items to report:

1. Crash data from ACIS would need to be uploaded soon if you are planning to apply for the next round of Highway Safety Improvement Program (HSIP) funding that is anticipated in sent out soon and due in July 2021. The Crash data can take approximately six months to be entered into the system once received.
2. The next “Every Day Counts” (EDC) meeting that is scheduled for September 10, 2020 is going to be conducted virtually. The meeting will be training on how to do a planning level cost estimate. There will be two 30-minute sessions with Q&A afterwards. The first session is with ADOT sharing with local agencies how to pull up historical unit prices among other items. The second session is by Pima County will share their methodology before doing their planning level estimates. Meeting information will be sent out approximately two weeks prior.

## D. District, Engineers, ADOT

Mr. Harris of the Southeast District had thirteen (13) items to report:

1. The “US 60/El Camino” intersection enhancement project within Claypool is in the close out phase as ADOT is awaiting Hatch Contracting for asphalt repairs.



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2. The **“SR 177 Mineral Creek Bridge Scour – MP 152”** retrofit and deck rehabilitation project is substantially complete.
3. The **“US 70 Ramboz Wash – MP 262”** eastbound passing lane extension project is substantially complete.
4. The **“US 60 Superior/Gila County Line – MP 226-236”** mill and fill and guardrail replacement project will be installing rumble strips, striping, remaining guardrails, and signing improvements. Paving has been completed. The Southeast District was successful in obtaining crash cushions on the ends of guardrails that noted high impacts as well as radar feedback signs to gather truck traffic speeds on the west side where the roadway downgrades.
5. The **“US 60 Pinto Creek Bridge – MP 237”** bridge replacement project is now being done offline and is about 55 percent complete. There is the need to escalate the redesign of retaining walls and abutment footing due to the changes in depth to bedrock findings. The escalation will take place the week of August 17, 2020.
6. The **“SR 77 Gila River Bridge – MP 134”** reconstruction project in Winkelman is approximately 57 percent complete. The deconstruct/reconstruct of one half of the bridge is completed. The demolition of the remaining half is continuing. New pier shaft are being drilled for the second half and will be done at night in phases.
7. The **“Bush Fire”** along SR 188 – MP 246-276, has tied up staff for a while regarding maintenance projects. There was a flash flood event on July 27, 2020. Contractors are going out to repair six-miles of guardrail and 20-miles of fence damage. Currently coordinating with Gila County and Emergency Responders to remove any obstructions and opening drainage inlets as much as possible, which includes cut cleaning.
8. There was a Fry’s Fuel Tanker crash spill remediation project on SR 77 – MP 158.2. Over 8,000 gallons of fuel was spilled and all the contaminated soil is currently being cleaned up. The remediation will take place for a while.
9. The **“US 60 Queen Creek Bridge”** project is being rushed through design so construction can begin in FY22. The design is approximately 30 percent complete. Geotechnical investigations are ongoing with drilling to begin shortly. The existing bridge will remain in-place and the new bridge construction will allow for potential use in the future. Cliff rock cuts will be required for the new roadway alignment, east of the planned bridge. Retaining walls will be required to accommodate the new bridge and roadway alignments near the west end of the structure. The project also includes signing and pavement markings. Phase I is underway with the alignment being set.
10. The Scope of Work is being finalized with design to begin on the proposed **“US 60 Waterfall Bridge – MP 229.4”** replacement project.
11. The proposed **“SR 88 All Weather Surface”** Federal Land Access Project (FLAP) from Roosevelt Dam to Apache Lake Marina is moving along.
12. The proposed **“SR 288 All Weather Surface”** FLAP is also moving along.
13. Other proposed projects mentioned included the new construction of the **“Gila County Tonto Creek Bridge”** and the **“US 70 HSIP Multi-Use Path”** project.

## E. CAG Transportation Planning Update

Mr. Ashbaugh had three (3) items to report:

1. The **“Pinal County Transit Governance Study”** is wrapping up. A presentation was made to the Pinal Regional Transportation Authority (PRTA) on June 9, 2020 and sought out if that Board would be the choice for consideration as the governing body for transit related activities. On July 8, 2020, two workshops were held in which all City/Town/County councilmembers/board of supervisors were invited to provide input in the study. The Hybrid model seem to be the consensus in which to further explore as it has the most flexibility in who provides the services out of the three governance models that were being proposed. A Technical Working Group meeting made the decision to move forward with the Hybrid model in which the consultant Nelson\Nygaard will further breakdown. A presentation is being given to Casa Grande on August 17, 2020 and one is being planned as a work session to the PRTA again with update information and input.



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2. The **“Gila County Transit Governance Study”** kicked-off on August 12, 2020. AECOM is the consulting team conducting the study. The study is very similar to the Pinal County Transit Governance Study in that a governance structure for transit within the County will be recommended.
3. The Arizona Rural Transportation Summit that was scheduled for October 2020 has been canceled and is being rescheduled for October 2021. CAG and the Sun Corridor will remain as the hosts for the upcoming year.

## VIII. Old Business

### Transportation Improvement Program

Mr. Ashbaugh stated that looking over the most recent ADOT ledger, another credit has been posted in the amount of **\$10,260.36**. Due to the timing of the credit, CAG loaned the funds to ADOT for FY20 with payback in FY21 for reprogramming.

Chair Warren mentioned a few minor administrative corrections to the TIP regarding the two Gila County HSIP projects for FY23 and FY24 under the “Highway Safety Improvement Projects” section. The Administrative changes are the following:

1. **Houston Mesa Road – (Paved Shoulders w/ EL & CL Rumble Strips) – DESIGN**
  - a. The “From” should be “SR 87” and not “SR 260”
2. **Houston Mesa Road – (Paved Shoulders w/ EL & CL Rumble Strips) – CONSTRUCTION**
  - a. The “From” should be “SR 87” and not “SR 260”
  - b. Project # should be “GIL 24-01C” and not “GIL 24-02D”
3. **Control Road – Segment 1 – (Paved Rd/Shoulders w/Rumble Strips) – CONSTRUCTION**
  - a. Project # should be “GIL 24-03C” and not “GIL 24-03D”

Mr. Powers also mentioned a few minor administrative corrections to the TIP. Those Administrative changes are the following:

1. **Pinal Creek Bridge (#9711) – (FY21) – (Project # GLB 21-01D) – DESIGN**
  - a. Change “Project Name” to **“Pinal Creek Bridge – Cottonwood Street (Structure #9711)”**
  - b. Change “To” location to “Cottonwood Street” instead of “S. Tebbs Street”
2. **Pinal Creek Bridge (#9711) – (FY22) – (Project # GLB 22-01C) – CONSTRUCTION**
  - a. Change “Project Name” to **“Pinal Creek Bridge – Cottonwood Street (Structure #9711)”**
  - b. Change “To” location to Cottonwood Street” instead of “S. Tebbs Street”

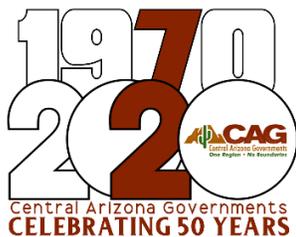
Chair Warren also stated the **“Colcord Rd”** pavement extension/bridge project, **(Project # GIL 17-01D / TRACTS # T008701D)** can be removed from the TIP under the “Bridge Replacement Program” and “FY 2017” sections as the design is 100 percent complete.

Chair Warren made the motion to remove the **“Colcord Rd”** project **(Project # GIL 17-01D / TRACTS # T008701D)** from the TIP. Mr. Bottjen seconded the motion. The motion passed unanimously.

## IX. New Business

### A. CAG/Sun Corridor MPO Joint Project Agreement for Mobility Management Services.

Mr. Ashbaugh stated the Joint Project Agreement (JPA) for Mobility Management Services with the Sun Corridor MPO is an annual agreement that is renewed pending a successful grant application. He stated the only changes that occurred from the previous year are the dates within. He said he receive a few emails regarding a correction of one of those dates on page two was incorrect and has since been corrected from what’s in the packet. The date was corrected to be “September 30, 2021” instead of “September 30, 2020.”



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Mr. Powers made the motion to approve the CAG/Sun Corridor MPO Joint Project Agreement for Mobility Management Services as amended. Chair Warren seconded the motion. The motion passed unanimously.

## **B. ADOT Statewide Traffic Data Collection Program**

Mr. Ashbaugh introduced Mr. Samuelson, Mr. Langford, and Ms. Hambrick from Works Consulting. He stated that last TTAC meeting they presented on the reclassification efforts on the Federal Functional Classification system. The presentation provided was a follow up regarding the Statewide Traffic Data Collection Program as the reclassifications has resulted in potential new count locations for the future and that the state is trying to understand where the gaps are when it comes to the required counts for the Highway Performance Maintenance System program.

Mr. Samuelson stated that Works Consulting has been working with CAG since the early 2000s regarding traffic counting activities which led to the current program in which CAG has put in place. However, there is now a Statewide effort to develop a program that looks at traffic counting as a whole. He and Mr. Langford presented a PowerPoint presentation and is available upon request through CAG. The high level summary of the presentation consisted of:

1. Assessment of local data needs and state and federal requirements;
2. Recommended traffic counting cycle and schedule for all roadways;
3. Inventory of local traffic monitoring activities;
4. Existing traffic volume information assessment and GAP analysis;
5. Analysis of statewide traffic data assembly process and inadequacies;
6. Inventory of intersection traffic sensors
7. Linking continuous traffic sensors to MS2 TCDS and identifying locations for continuous counts.
8. Supporting stakeholder in addressing data collection/sharing gaps.

Mr. Langford discussed there were some gaps within the CAG region. However, discussion pursued whether or not CAG was responsible for counting those specific locations as many are BIA and privately owned road segments which account for approximately 10 additional count locations. Mr. Ashbaugh stated that we can look into adding them to our program to help out our region. He requested more specific information from Works Consulting before bringing the discussion back to the TTAC. He went into the history of why CAG does the minimum with regards to traffic count requirements so that the local agencies have more funds to apply towards their local projects.

During the discussion of identifying continuous count locations within the presentation, Mr. Ashbaugh stated this has been a goal of his to begin installing continuous counters where they would best be used. He said if the region can identify and prioritize those locations, perhaps it can be built within the next six-year traffic count program that will begin within the next few years. He also mentioned that questions regarding who's responsible for maintenance and ownership of the continuous count system will need to be addressed before any decisions can be made.

Links within the presentation were also provided for the following purposes:

1. Collection Information about local counting programs: <https://forms.gle/YpDMzYMc24qpKw2aA>
2. Gap Analysis Tool: <https://arcg.is/0b8auG>
3. Agency Traffic Counting & Intersection Sensor Inventory Survey: <https://forms.gle/zK7UQ654bqJr9Yer8>
4. Learn More: <https://azdot.gov/planning/transportation-analysis/data-analytics>

## **C. Round Table**

Mr. Powers provided an update on the "Jesse Hayes (Connie's) Bridge" replacement project that was funded through the FY19 State Budget. He stated that design is about 30 percent complete and two public meetings have been held to date. Currently the project team is trying to tie down the alignment based on the site selection with stakeholder approval by next week in order to take the recommendation to Globe City Council to begin the final design stages. The City is anticipating to begin construction in Summer 2021.



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Mr. Bottjen provided an update regarding the \$18 million (\$15.3 million Federal/ \$2.7 million Local Match) BUILD Grant that Pinal County was awarded. Since March, Pinal County has been working with the Office of the US Secretary of Transportation on the budget narrative and project agreement. They are working on their fourth round of comments. Once that has been completed they anticipate getting a Notice to Proceed and begin kicking off the project.

Chair Warren provided a general update for Gila County. He stated there have been monthly coordination meetings on scoping of the SR 260 Lion Springs widening project. The stakeholders will begin discussing construction documents soon and are anticipating the final construction documents in August 2021. The primary challenge is in finding the funding to construct the project, which has not been identified.

## **X. Scheduling of Next Meetings**

Mr. Ashbaugh stated that the committee should assume that CAG will be conducting all meetings via Zoom until CAG's travel restrictions are lifted due to COVID-19. There is currently no projected date for when the restrictions will be lifted. He then stated the next meeting will be held via Zoom on September 17, 2020.

## **XI. Adjournment**

Chair Warren adjourned the meeting at 11:44 AM.