

ARIZONA TRANSPORTATION ENHANCEMENT PROGRAM



GRAHAM COUNTY SHARED USE PATH LOCAL PROJECT

Sponsored by
Arizona Department of Transportation

with support from

U.S. Department of Transportation
Federal Highway Administration

Round Fifteen

For projects anticipating construction in 36 months

PLEASE NOTE:

DUE TO THE LARGE NUMBER OF APPLICATIONS SUBMITTED, COMPLETED APPLICATIONS CAN NOT BE MORE THEN TWENTY (20) (SINGLE SIDED) PAGES TOTAL (local government resolution does not count as a page; cost estimate counts as one page).

DO NOT CHANGE APPLICATION FORMAT

**Twenty (20) copies of each application are due to ADOT by each MPO/COG (or sponsor for statewide applications)
August 31, 2007 12:00 pm**

IMPORTANT!!

ROUND 15 APPLICATION NOTICES

Application Limits per Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs):

Each MPO/COG may submit to ADOT no more than \$8,000,000 total in local application federal aid requests and no more than \$4,000,000 total in state application federal aid requests.

Note Round 15 Application Changes:

- Page 10, Appendix – Resolution: new bulleted information and Optional Items: before and after photos
- Separate Cost Estimate Spreadsheet – page 2 added a line item for Soil Stabilization of MUP surfaces
- Research costs thoroughly, some resources are: local government public works departments, ADOT project managers, ADOT district engineers and materials suppliers.

Statewide Applications:

Project applications which propose a statewide project shall be submitted directly to ADOT (not through a MPO/COG) and shall be presented by ADOT staff at the annual TERC ranking meeting.

Federal Real Estate Uniform Act of 1970:

The Federal Real Estate Uniform Act must be followed for all real estate purchases (past or future).

ARIZONA TEA-21
TRANSPORTATION ENHANCEMENT APPLICATION

1. Please list the applicants applying for funding. All applications must be sponsored by a government agency. All projects which are 75% or more contained on the State Highway System right-of-way must have the ADOT District Engineers written support and ADOT is considered the sponsor.
2. List date application was completed.
3. List the project name or facility name. **The project must be transportation related.** If on a State Highway, list the route number and beginning milepost.
4. List mailing address of sponsoring agency.
5. List county where project is located. If there are additional counties, list starting county first.
6. List the Congressional District number. No name is required.
7. List contact person for project. This person must be from the sponsoring agency. The appropriate District will sponsor projects on the State system. (No exceptions).
8. List alternate contact person for the project. This person must be from the sponsoring agency.

APPLICANT INFORMATION

1. APPLICANT AND SPONSOR (Must be ADOT if on ADOT right of way) Graham County	MPO / COG SEAGO	2. DATE August 8, 2007
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3. PROJECT NAME & LIMITS (IF ON STATE SYSTEM, PLEASE BEGIN NAME WITH ROUTE NUMBER) Graham County Multi-Use Path
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4. MAILING ADDRESS 921 Thatcher Blvd.,

CITY Safford	ZIP CODE 85546	5. COUNTY Graham County	6. CONGRESSIONAL DISTRICT Five (#5)
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7. CONTACT PERSON Will Wright	TITLE Community Development Director	PHONE NO: (928) 428-0410 FAX NO: (928) 428-8825
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8. ALTERNATE PERSON Terry Cooper	TITLE Graham County Manager	PHONE NO: (928) 428-3250 FAX NO: (928) 428-5951
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- 9. List the eligible transportation enhancement activity –**
 #1. Facilities for Pedestrian and Bicycles
 #5. Landscaping and Other Scenic Beautifications

10. List the requested amount of federal funds needed for the project **\$ 200, 000**

11. List the total cost of the project (federal plus other) **\$ 213,571**

THE ELEVEN ELIGIBLE TRANSPORTATION ENHANCEMENT ACTIVITIES

(The term 'Transportation Enhancement activities' means, with respect to any project or the area to be served by the project, any of the following activities if such activity relates to surface transportation)

- 1.) **PROVISION OF FACILITIES FOR PEDESTRIANS AND BICYCLES.**
This does not include typical construction elements of a roadway such as; travel lanes, traffic signals, crosswalks, etc.
- 2.) **PROVISION OF SAFETY AND EDUCATIONAL ACTIVITIES FOR PEDESTRIANS AND BICYCLISTS**
Activities must have a broad and preferably regional target audience.
- 3.) **ACQUISITION OF SCENIC EASEMENTS OR HISTORIC SITES - NOT ELIGIBLE IN ARIZONA**
- 4.) **SCENIC OR HISTORIC HIGHWAY PROGRAMS (INCLUDING THE PROVISION OF TOURIST AND WELCOME CENTER FACILITIES)**
ADOT does have in place a Parkways, Historic, and Scenic Roads Program. This program does have a separate grant program for projects on those routes that have been designated by the State/ADOT. Must be on or within 2 miles of a State designated Scenic or Historic road.
- 5.) **LANDSCAPING AND OTHER SCENIC BEAUTIFICATION**
This is for primarily plant landscaping activities. You can include site furniture such as benches, trash receptacles, etc. Stand-alone public art is not considered scenic beautification. You can include some art as part of a project but it is not eligible as a separate category under Transportation Enhancements. Public art has been included in the new Transit Enhancements funding program under the new TEA-21 legislation. Maintenance of landscaping does not qualify under this program.
- 6.) **HISTORIC PRESERVATION**
Any work under this category must have a **strong** transportation link either past, present or future.
- 7.) **REHABILITATION OF HISTORIC TRANSPORTATION BUILDINGS, STRUCTURES, OR FACILITIES (INCLUDING HISTORIC RAILROAD FACILITIES AND BRIDGES)**
- 8.) **PRESERVATION OF ABANDONED RAILWAY CORRIDORS (INCLUDING THE CONVERSION AND USE THEREOF FOR PEDESTRIAN OR BICYCLE TRAILS)**
- 9.) **CONTROL AND REMOVAL OF OUTDOOR ADVERTISING**
- 10.) **ARCHEOLOGICAL PLANNING AND RESEARCH**
- 11.) **ENVIRONMENTAL MITIGATION TO ADDRESS WATER POLLUTION DUE TO HIGHWAY RUNOFF OR REDUCE VEHICLE-CAUSED WILDLIFE MORTALITY WHILE MAINTAINING HABITAT CONNECTIVITY**
- 12.) **ESTABLISHMENT OF TRANSPORTATION MUSEUMS**
Please be aware that there are specific requirements for this category. Please contact your MPO, COG representative or ADOT TE Section staff for additional information.

NOTE: THESE ARE THE ONLY ITEMS ELIGIBLE FOR TRANSPORTATION ENHANCEMENT FUNDING. INCLUDING ELEMENTS NOT LISTED ABOVE MAY RESULT IN THE DISQUALIFICATION OF THE ENTIRE APPLICATION. OTHER ELEMENTS MAY BE INCORPORATED INTO THE PROJECT IF THEY ARE IDENTIFIED AS SEPARATE FUNDING IN THE COST ESTIMATE. IF ITEMS THAT ARE ELIGIBLE FOR OTHER FUNDING SOURCES ARE TO BE INCLUDED IN THIS PROJECT APPLICATION, THEN THOSE SOURCE FUNDS MUST BE IDENTIFIED AND USED FOR THOSE ITEMS. FINAL DETERMINATION OF QUALIFICATION WILL BE DEFINED IN THE PROJECT SCOPING PHASE.

12. PROJECT CATEGORY - Check all boxes that apply. Circle primary category in which you wish to be evaluated.

<ul style="list-style-type: none"> <input checked="" type="checkbox"/> 1. Provision of Facilities for Pedestrians and Bicycles. <input type="checkbox"/> 2. Provision of Safety and Educational Activities for Pedestrians and Bicyclists <input type="checkbox"/> 3. NOT ELIGIBLE IN ARIZONA <input type="checkbox"/> 4. Scenic Highway Programs Including the Provision of Tourist and Welcome Center Facilities <input checked="" type="checkbox"/> 5. Landscaping and Other Scenic Beautification <input type="checkbox"/> 6. Historic Preservation 	<ul style="list-style-type: none"> <input type="checkbox"/> 7. Rehabilitation of Historic Transportation Buildings, Structures, or Facilities (including historic railroad facilities and bridges) <input type="checkbox"/> 8. Preservation of Abandoned Railway Corridors (including the conversion and use thereof for pedestrian or bicycle trails) <input type="checkbox"/> 9. Control and Removal of Outdoor Advertising <input type="checkbox"/> 10. Archeological Planning and Research. <input type="checkbox"/> 11. Environmental Mitigation to Address Water Pollution Due to Highway Runoff or Reduce Vehicle-caused Wildlife Mortality While Maintaining Habitat Connectivity <input type="checkbox"/> 12. Establishment of Transportation Museums
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13. PROJECT GENERAL DESCRIPTION: INCLUDE PROJECT CONCEPT, LENGTH, MILEPOSTS, NUMBER OF ACRES. LIST ALL KEY ELEMENTS OF THE PROJECT SCOPE. Please limit the description to 200 words or less.

The proposed shared-use path will be located along a section of Golf Course Road and connect Safford and Thatcher's trail systems with the idea of providing continuity between the communities.

This proposed path will begin at the City of Safford's boundary (about 2,650 feet west of 20th Avenue on Golf Course Road) and will run west to Reay Lane. It will be about 7,400 linear feet and consist of an eight to ten foot wide asphalt path to be used for all modes of non-motorized travel, including pedestrians, joggers, bicycles, skates, skateboards, and wheelchairs, et cetera. This construction will consist of a detached asphalt concrete over compacted aggregate base course (abc).

The City of Safford has been successful in developing and constructing shared-use paths. The new proposed pathway for Graham County will tie into the City of Safford's existing shared-use pathway, as shown on the Figure 1 attachment. It is important to note, that this trail or path alignment was identified in the 1998 Graham County Transportation Plan, and was accepted by the Graham County Board of Supervisors. The County has been actively working on all the projects outlined in the adopted plan.

14. Describe the project. Please answer all questions using the format outlined below.

A) Where is the project located? (Must attach map in appendix)

The proposed project will be constructed along a section of Golf Course Road that lies within the jurisdiction of Graham County. This section actually adjoins both the City of Safford with the Town of Thatcher local government limits.

B) Is the project on a planned, existing, or under construction transportation corridor?

If on a planned corridor under construction, what is the approximate or scheduled completion date for the corridor?

The section along Golf Course Road is an existing roadway in Graham County.

C) What major construction, design, and right-of-way work does the project entail?

Describe any need for major land modification, retaining walls, etc. and include in cost estimate.

The project will require design and engineering as well as the actual construction of the pathway.

D) Can the project be constructed entirely within the project right-of-way (ROW)?

Who owns the proposed project ROW?

Are there any private landowners involved? If so please list.

What percent of the project area is on ADOT ROW?

It is expected that the pathway can be constructed entirely within the existing right-of-way, that has been dedicated to the local governments.

E) Are there drainage issues to consider? Describe any potential impacts to Waters of the U.S

There are no drainage issues to address along this section of the roadway.

F) Are utility relocations necessary?

There are no utility relocations required for this project.

G) What is the proposed time frame for completion of the project?

After the County enters into the agreement with ADOT for this funding, the environmental and cultural review will take about 4 months, the design and engineering is expected to take no longer than 8 months to complete, and another 12 months would be needed to construct the multi-use path.

H) Will the project be ADA accessible?

The project will be designed and engineered to conform with ADA requirements.

PLEASE LIMIT RESPONSES TO THE FOLLOWING QUESTIONS TO **200 WORDS OR LESS**

15. How will the project be maintained? All projects will require a signed Joint Project Agreement (JPA) prior to project construction. The following information is required for completing the JPA. Please answer all questions listed by describing how the project will be maintained and repaired after completion.

- A) Organization(s) responsible for on-going maintenance and repairs of the TE project.
- B) Proposed on-going maintenance and repair program
- C) Source of funds for on-going maintenance and repairs

- A) Graham County will assume all ongoing maintenance of this shared-use path utilizing the County's Highway Department, who already have maintenance responsibility for the streets, roads and other facilities within the County's right-of-way (ROW). Further, this proposed improvement will occur within the ROW of a street that is already dedicated to the County.**
- B) Graham County already maintains existing pavement for this street and will maintain this proposed path along with these responsibilities, including: use of any seal coats, any reconstruction required, and keeping the weeds, and debris from off of path.**
- C) The funding for road and street maintenance comes from HURF funds, which would be used for these operations. Additionally, the Board can use General Fund revenues for the maintenance costs associated with this shared-use path.**

16. If you are a local government, do you anticipate requesting self bid and administration based on the FHWA guidelines? (See TE Handbook, revised 2006, for clarification).

Graham County plans to self bid and administer this project in accordance with ADOT's requirements. Graham County has had some experience with these processes of administration of previous ADOT projects.

17. Is the proposed project listed on or does it meet criteria for any local, state, or federal, historic or scenic designations? If so, please identify the specific designation(s) and limits and briefly describe why the proposed project qualifies. If this is a rail corridor project is the corridor "rail banked" or is the abandonment authorized by or proceeding before the Interstate Rail Commission?

It is not anticipated that this roadway or anything affiliated with it could be considered anything of historical significance.

18. Describe how the community was or will be involved in this project. Please include the following: Community involvement in the planning, scoping process, design process, or implementation. Is the project listed in any planning documents that had extensive public participation?

Graham County, in conjunction with the other local government entities, cooperated with ADOT to conduct a Regional Transportation Study in 1998. This Study completed by Lima & Associates included a Bicycle Element along with a map that showed this alignment for a shared-use path. This Study was presented at a couple of public meetings with Graham County officials as well as presented to representatives of the other three local governments who participated in this study. Each entity's presentation was conducted in public meetings forum giving the citizens throughout Graham County considerable input into this planning process. The Bicycle Element was included in each of these discussions so participants and interested parties could provide input as to the alignment of this path system. This project represents a coordinated effort by officials of the County, City of Safford and Town of Thatcher to develop a safe, effective shared-use path for the citizenry of our region.

19. Describe why the project is an enhancement and how it relates to the transportation infrastructure of the community, region and/or state. Describe how this project will benefit the community and improve existing conditions. Why should this project be funded? (Answer all three parts in detail).

Graham County, in cooperation with the City of Safford and the Town of Thatcher, has worked to develop a comprehensive shared-use path that would enhance the quality of life in this region of Arizona. The 1.4 mile section of pathway provides a safe route and facility for pedestrians, joggers, skaters, and bicyclists to access important centers throughout our communities. Providing this pedestrian and bicycle route complements the communities existing transportation infrastructure, thereby fulfilling an important transportation need in our communities. This section of the multi-jurisdictional path also runs along what this area considers to be a future outer loop that provides a safe and efficient corridor connecting Highway 191 and US 70 effectively bypassing both Safford and Thatcher. A detached shared-use path would further enhance the safe use of this important corridor in our communities.

This shared-use path will benefit our communities by connecting two communities with a safe route to travel for pedestrians and other non-motorized travel. This type of travel will have the added benefit of improving the health and safety of those in our communities as well as provide an efficient route for transportation that decreases the use of gasoline or diesel, thereby improving the environmental health of our region. Connecting our communities with a shared-use path to key areas will increase the number of residents who walk, jog, and bicycle, thereby enhancing the healthy attributes of those who exercise in our communities.

The coordination of, and cooperation between all three communities to develop a shared-use path should be rewarded as a system is developed that will effectively serve the citizens of Graham County. This corridor connecting the communities with a safe route to important recreation, business and public centers will encourage exercise and meet an important transportation need in our area. Further, Graham County is not in the financial position to construct this amenity on its own and appreciates programs like this that enhance our ability to improve our community.

Important Basic Criteria for all TE Projects

- A. Project eligible under one or more of the 11 Transportation Enhancement activities
- B. Proposed project is related to Surface Transportation
- C. Project is over and above normal transportation project. (Typical mitigation type activities such as landscape restoration and permanent erosion control are a normal part of a transportation projects and are ineligible)
- D. Project is sponsored by a government entity
- E. Project is consistent with sponsoring agency's plans
- F. Project will be scheduled to go to bid within 3 years of acceptance
- G. Project matching funds are available (Minimum 5.7% hard cash)
- H. Project sponsor has the resources available to develop the project (Including local project management)
- I. Completed project will meet applicable Federal, state and local requirements
- J. The completed project will be open to the public during normal business hours at no charge and meet the accessibility standards of the Americans with Disabilities Act
- K. Project will improve air quality or have a neutral air quality impact
- L. Local project does not exceed \$500,000 in federal funds
- M. State project does not exceed \$1,000,000 in federal funds

20. Approval of Authorized Official (Sponsor)

This project has the concurrence of the sponsoring agency, is consistent with the agency's plans and meets all of the basic criteria listed above, which are required by the state of Arizona's Transportation Enhancement Program.

Sponsor Representative Mark C. Herrington, Chairman of the Board of Supervisors

Date August 3, 2007

State projects must be signed by the appropriate District Engineer.

NOTE:

Projects that involve historic buildings or structures, or which are within or adjacent to historic districts, should be reviewed by the State Historic Preservation Office (SHPO), preferably before the application is submitted to the MPO/COG.

Projects that involve public art sponsors are encouraged to contact the Arizona Commission on the Arts during the application phase.

21. Endorsement of Metropolitan Planning Organization/Council of Governments

This project has been reviewed and endorsed by:

MPO/COG _____ Date: _____

Sharon Mitchell, SEAGO Transportation

APPENDIX

The following items are required and must be folded to 8 ½" X 11"

Local government resolution **MUST** include the following:

- Commitment to 5.7% match and any overmatch
- Commitment that the project will be ready for advertisement in three years
- Commitment to pay for all cost overruns
- Commitment to reimburse ADOT/FHWA for all federal funds used, if the project is cancelled by the sponsor.

1 MAP OF PROJECT AREA (REQUIRED)

LETTERS OF SUPPORT (REQUIRED) At least one letter from the sponsoring agency and one from the District Engineer (if a state project). Total of five letters is maximum allowed.

OPTIONAL ITEMS

- Site Plan (and or profile)
- Before and after photos
- Artistic Renderings
- Newspaper Articles
- Other

PLEASE SUBMIT NO MORE THAN SIX (6) COLOR PHOTOS WITH CAPTIONS OF THE EXISTING PROJECT SITE. (COPIES ARE ACCEPTABLE. ALL PHOTOS SHOULD FIT ON NO MORE THAN THREE (3) PAGES. PHOTOS SHOULD BE A MINIMUM OF 3" X 5", MAXIMUM OF 4" X 6".)

Estimated Project Costs

INSTRUCTIONS: Local County TEA Necessary to develop and construct your project. The applicant is responsible for verifying all costs and their accuracy. Construction cost overruns will be the responsibility of the sponsoring agency.

Enter values into GREEN CELLS.

The program will automatically calculate the Totals and Federal Share at 94.3%

LOCAL PROJECTS: Please note that the Stage I Costs shown below are to be funded by the sponsoring agency and are not eligible for Federal Reimbursement.

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE 1 – SCOPING (15% Preliminary Design)						
SCOPING COSTS						
Costs cannot be applied toward the federal participation or local match						
SITE TOPOGRAPHIC SURVEY (2%-5% of constr. cost) <i>(Enter \$0 in Unit Price column if none required)</i>	LS	1	\$4,500.00	\$4,500.00	NO ENTRY	
SCOPING DOCUMENT (Scoping Letter, Project Assessment or DCR)	LS	1	\$0.00	\$0.00		
ENVIRONMENTAL DETERMINATION (Including technical supporting documents)	LS	1	\$5,000.00	\$5,000.00		
HAZARDOUS MATERIALS ASSESSMENT Including heavy metals & asbestos (If an assessment is necessary, anticipate \$1,500. <i>Enter \$0 in Unit Price column if none required</i>)	LS	1	\$0.00	\$0.00		
SUBTOTAL – PROJECT SCOPING COSTS				\$ 9,500		
STAGES II, III, IV - DESIGN (30%, 60%, 95%-100% Design)						
DESIGN COSTS						
Note: The use of federal funds for design is optional and subject to authorization. Design should not go beyond Stage II (30%) without environmental approval.						
PS&E's - Plans, Special Provisions, Cost Estimates & Schedules (10%-20% of construction cost.) (Shall be refunded if project is not constructed)	LS	1	\$15,000.00	\$15,000.00	NO ENTRY	
GEOTECHNICAL INVESTIGATION (If a report is necessary, anticipate 5% of construction cost) Includes testing, Geotech Report, Materials & Pavement Design Report) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	\$0.00	\$0.00		
DRAINAGE REPORT (If a report is necessary, anticipate 5% of construction cost) <i>Enter \$0 in Unit Price column if none required</i>	LS	1	\$0.00	\$0.00		
STORM WATER POLLUTION PREVENTION PLAN (Required if there is over 1 acre of total disturbance, 1% of construction cost) <i>Enter \$0 in Unit Price column if none required.</i>	LS	1	\$0.00	\$0.00		
SUBTOTAL – PROJECT DESIGN COSTS				\$ 15,000		\$14,145
Federal Funds for design are calculated at 94.3% of the total design cost. If requesting less than 94.3% Federal Funds for design, enter new total or 0 in the Federal column.						

ITEM DESCRIPTION	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
STAGE V – CONSTRUCTION						
SITE ACQUISITION & HARDSCAPE CONSTRUCTION						
RIGHT-OF-WAY ACQUISITION (if necessary)	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
INSTALLATION OF STORMWATER POLLUTION PREVENTION MEASURES (If over 1 acre of disturbance, 5% of constr. costs) Enter \$0 in Unit Price column if area of disturbance is less than one acre.	LS	1	\$7,500.00	\$7,500.00	\$7,072.50	\$427.50
SITE PREPARATION (Clearing and grubbing, plant salvage)	LS	1	\$7,500.00	\$7,500.00	\$7,072.50	\$427.50
DEMOLITION						
Sawcut	LF		\$0.00	\$0.00	\$0.00	\$0.00
Remove Structures and Obstructions	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
Remove Fencing	LF		\$0.00	\$0.00	\$0.00	\$0.00
Remove Structural Concrete			\$0.00	\$0.00	\$0.00	\$0.00
Remove Asphaltic Concrete Pavement	CY		\$0.00	\$0.00	\$0.00	\$0.00
Remove Concrete Sidewalks, Slabs			\$0.00	\$0.00	\$0.00	\$0.00
HAZARDOUS MATERIALS ABATEMENT (If applicable; include heavy metals & asbestos; 5% of construction cost) Enter \$0 in Unit Price column if none required.	LS	1	\$0.00	\$0.00	\$0.00	\$0.00
UTILITY RELOCATION (If necessary) Only the cost of utilities needing relocation as a direct result of the enhancement project are eligible for federal reimbursement. Because of the costs involved, the undergrounding of overhead utilities is not eligible	LS	1	\$2,500.00	\$2,500.00	\$2,357.50	\$142.50
RETAINING WALL (Concrete; SF of face above the footing)	SFF		\$0.00	\$0.00	\$0.00	\$0.00
EARTHWORK						
General Excavation		660	\$20.00	\$13,200.00	\$12,447.60	\$752.40
Drainage Excavation			\$0.00	\$0.00	\$0.00	\$0.00
Structural Excavation			\$0.00	\$0.00	\$0.00	\$0.00
Structural Backfill			\$0.00	\$0.00	\$0.00	\$0.00
Borrow (In Place)			\$0.00	\$0.00	\$0.00	\$0.00
CURB & GUTTER	LF		\$0.00	\$0.00	\$0.00	\$0.00
AGGREGATE BASE	CY	1,365	\$50.00	\$68,250.00	\$64,359.75	\$3,890.25
PATHWAY OR SIDEWALK MATERIALS						
Concrete			\$0.00	\$0.00	\$0.00	\$0.00
Colored Concrete			\$0.00	\$0.00	\$0.00	\$0.00
Stamped Color Concrete			\$0.00	\$0.00	\$0.00	\$0.00
Precast Concrete Pavers			\$0.00	\$0.00	\$0.00	\$0.00
Asphaltic Concrete or Chip Seal	Ton	685	\$75.00	\$51,375.00	\$48,446.63	\$2,928.38
Polymer or Resin Stabilized Surface	SF		\$0.00	\$0.00	\$0.00	\$0.00
CROSSWALK ENHANCEMENT						
Concrete Pavers			\$0.00	\$0.00	\$0.00	\$0.00
Stamped Asphalt			\$0.00	\$0.00	\$0.00	\$0.00
Stamped Concrete			\$0.00	\$0.00	\$0.00	\$0.00
Concrete			\$0.00	\$0.00	\$0.00	\$0.00
Integral Color Concrete			\$0.00	\$0.00	\$0.00	\$0.00
PEDESTRIAN ADA RAMP	SF		\$0.00	\$0.00	\$0.00	\$0.00

ITEM DESCRIPTION <small>Graphia County TFA</small>	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%
CULVERT EXTENSIONS	LF		\$0.00	\$0.00	\$0.00	\$0.00
PEDESTRIAN LIGHTING (Includes conduit and trenching) Street lighting is not eligible for federal reimbursement.	Each		\$0.00	\$0.00	\$0.00	\$0.00
HANDRAIL						
Standard	LF		\$0.00	\$0.00	\$0.00	\$0.00
Decorative			\$0.00	\$0.00	\$0.00	\$0.00
				\$ 150,325	\$141,756	\$8,569
LANDSCAPING & IRRIGATION ITEMS						
TREES (Above 15 gallon in size as required per local code or special design requirements)	Each		\$0.00	\$0.00	\$0.00	\$0.00
TREES (15 GALLON SIZE)	Each		\$0.00	\$0.00	\$0.00	\$0.00
TREES (5 GALLON SIZE)	Each		\$0.00	\$0.00	\$0.00	\$0.00
SHRUBS (5 GALLON SIZE)	Each		\$0.00	\$0.00	\$0.00	\$0.00
SHRUBS (1 GALLON SIZE)	Each		\$0.00	\$0.00	\$0.00	\$0.00
CACTUS (5 GALLON SIZE)	Each		\$0.00	\$0.00	\$0.00	\$0.00
MULCH						
Decomposed Granite	CY		\$0.00	\$0.00	\$0.00	\$0.00
Organic			\$0.00	\$0.00	\$0.00	\$0.00
TOPSOIL	CY		\$0.00	\$0.00	\$0.00	\$0.00
SEEDING	Acre		\$0.00	\$0.00	\$0.00	\$0.00
TURF SOD	SY		\$0.00	\$0.00	\$0.00	\$0.00
BOULDERS	Each		\$0.00	\$0.00	\$0.00	\$0.00
IRRIGATION SYSTEM						
Drip	SF		\$0.00	\$0.00	\$0.00	\$0.00
Turf			\$0.00	\$0.00	\$0.00	\$0.00
SLEEVING FOR IRRIGATION SYSTEM						
Directional Bore	LF		\$0.00	\$0.00	\$0.00	\$0.00
Cut and Patch			\$0.00	\$0.00	\$0.00	\$0.00
LANDSCAPE HEADER CURB	LF		\$0.00	\$0.00	\$0.00	\$0.00
LANDSCAPE ESTABLISHMENT (Typically 4.5% of the cost of landscaping)	LS		\$0.00	\$0.00	\$0.00	\$0.00
SUBTOTAL – LANDSCAPING & IRRIGATION ITEMS				\$ -	\$0	\$0
SITE FURNISHINGS						
BENCHES	Each	2	\$250.00	\$500.00	\$471.50	\$28.50
SEATWALLS	LF		\$0.00	\$0.00	\$0.00	\$0.00
BIKE RACKS	Each		\$0.00	\$0.00	\$0.00	\$0.00
TRASH RECEPTACLES	Each		\$0.00	\$0.00	\$0.00	\$0.00
DRINKING FOUNTAINS	Each		\$0.00	\$0.00	\$0.00	\$0.00
SIGNAGE (Standard Traffic Control)	Each		\$0.00	\$0.00	\$0.00	\$0.00
TREE GRATES	Each		\$0.00	\$0.00	\$0.00	\$0.00
SUBTOTAL – SITE FURNISHINGS				\$ 500	\$472	\$29

ITEM DESCRIPTION Crawford County TFA	UNIT	QUAN.	UNIT PRICE	TOTAL	FEDERAL TE FUNDS @ 94.3%	SPONSOR MATCHING FUNDS @ 5.7%	
OTHER CONSTRUCTION ITEMS (List line items)							
				\$0.00	\$0.00	\$0.00	
				\$0.00	\$0.00	\$0.00	
				\$0.00	\$0.00	\$0.00	
				\$0.00	\$0.00	\$0.00	
				\$0.00	\$0.00	\$0.00	
				\$0.00	\$0.00	\$0.00	
				\$0.00	\$0.00	\$0.00	
SUBTOTAL - OTHER CONSTRUCTION LINE ITEMS				\$ -	\$0	\$0	
MOBILIZATION AND ADMINISTRATION COSTS							
CONTRACTOR MOBILIZATION (Typically 8% of construction cost)	LS	1	\$14,690.00	\$14,690.00	\$13,852.67	\$837.33	
TRAFFIC CONTROL (0-8% of construction cost)	LS	1	\$3,673.00	\$3,673.00	\$3,463.64	\$209.36	
CONSTRUCTION SURVEY & LAYOUT (Typically 1% of construction cost)	LS	1	\$1,836.00	\$1,836.00	\$1,731.35	\$104.65	
CONSTRUCTION CONTINGENCIES (Typically 5% of construction cost)	LS	1	\$9,181.00	\$9,181.00	\$8,657.68	\$523.32	
CONSTRUCTION ADMINISTRATION (Averaging 18% of construction cost)	LS	1	\$18,366.00	\$18,366.00	\$17,319.14	\$1,046.86	
SUBTOTAL – MOBILIZATION & ADMINISTRATION COSTS				\$ 47,746	\$45,024.48	\$2,721.52	
TOTAL STAGE V COSTS (CONSTRUCTION) (Enter this amount in Box A below.)				\$ 198,571	\$187,252.45	\$11,318.55	
ADOT REVIEW FEES (Cannot be applied to the federal participation or the local match. On local Certification Acceptance or Self-administration projects, change to \$3,000)	LS	1	\$3,000.00	\$3,000.00	NO ENTRY		
TOTAL PROJECT COST (All <u>subtotals</u> + ADOT review fee)				\$ 226,071	NO ENTRY		
SUMMARY OF FEDERAL AND LOCAL FUNDS							
TOTAL STAGE V COSTS (CONSTRUCTION) FROM THE ESTIMATE ABOVE, AND DESIGN COSTS IF REQUESTING FEDERAL FUNDS FOR DESIGN.						BOX A	\$ 213,571
Include design costs (Stages II thru IV) if federal funds are requested for design as shown under Design Costs in the federal column above.							
TOTAL FEDERAL FUNDS CAPPED @ 94.3% (.943 x amount shown in Box A above). <i>Note: For local projects, the maximum federal funds that can be requested is \$500,000 (\$1,000,000 for state projects).</i>						BOX B	\$ 200,000
TOTAL SPONSOR MATCHING FUNDS (.057 x cost shown in Box A above). <i>Note: The maximum amount that should be shown on this line is \$30,223 for local projects (\$60,445 for state projects).</i>						BOX C	\$ 11,500
TOTAL SPONSOR ADDITIONAL FUNDS (OVERMATCH). Enter the amount in Box A in excess, if any, of \$530,223 for local projects or \$1,060,445 for state projects.						BOX D	\$ 2,071
TOTAL SPONSOR FUNDS (Sum of Box C and Box D).						BOX E	\$ 13,571

RESOLUTION 2007-12

A RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY OF GRAHAM, ARIZONA TO SUBMIT AN APPLICATION TO THE STATE OF ARIZONA, DEPARTMENT OF TRANSPORTATION, FOR THE TRANSPORTATION ENHANCEMENT PROJECT FUNDS FOR THE CONSTRUCTION AND IMPROVEMENT OF A MULTI - USE PATH.

WHEREAS, Graham County desires to construct a multi-use path improvement using County and Federal funds for the safety and benefit of the residents of Graham County;

WHEREAS, the Arizona Department of Transportation has requested applications for funding of a transportation enhancement project;

WHEREAS, Graham County has sufficient funds to provide at least the required matching funds for multi-use path improvements and to maintain the completed path;

WHEREAS, Graham County has prepared an application for funding the Golf Course Road segment of the Graham County Multi-Use Path System and is requesting federal funds in the amount of \$200,000 with the County matching \$11,500;

WHEREAS, Graham County will commit to a 5.7% match and any overmatch;

WHEREAS, Graham County will commit that the project will be ready for advertisement in three years;

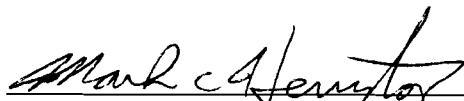
WHEREAS, Graham County will commit to pay for all cost overruns;

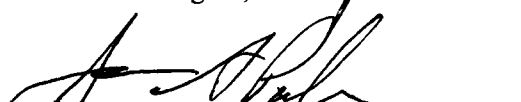
WHEREAS, Graham County will commit to reimburse ADOT/FHWA for all federal funds used, if the project is cancelled by the sponsor; and

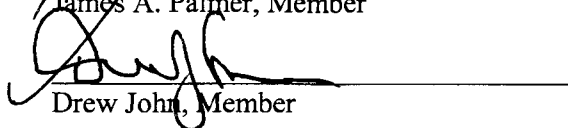
NOW, THEREFORE, BE IT RESOLVED, that the Graham County Board of Supervisors authorizes the County Manager to submit an application for funding the State of Arizona, Department of Transportation, for federal funds in the amount of \$200,000 with a County matching amount of \$11,500, or for amounts in close for a transportation enhancement project for the construction and improvement of the Graham County Multi-Use Path.

PASSED, ADOPTED AND APPROVED by the Graham County Board of Supervisors on this 23rd day of July, 2007.

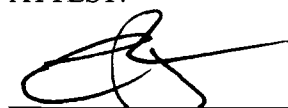
GRAHAM COUNTY BOARD OF SUPERVISORS


Mark C. Herrington, Chairman


James A. Palmer, Member


Drew John, Member

ATTEST:


Terry Cooper, Clerk of the Board

APPROVED AS TO FORM:

Kenneth A. Angle, County Attorney

Rural Street Element

Figure 8-2 shows the Street Plan for the rural portion of southern Graham County. US 70 and south US 191 are designated as principal arterials. East US 191, SR 266, and Fort Grant Road have been designated as minor arterials. SR 366, Klondyke Road, and Klondyke-Bonita Road have been designated as major collectors.

Bicycle Element

There are three types of bicyclists: those that use a bicycle as an alternative mode of transportation, those that use a bicycle for recreation, and those that use a bicycle for physical conditioning. Bicyclists using a bicycle as an alternative mode of transportation want to ride on all streets, the same as an automobile driver. The recreational bicyclist prefers routes that are separated from motor vehicle traffic, or at a minimum on low volume streets. The training bicyclist prefers long stretches of roadway with minimal stops.

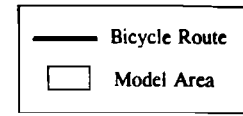
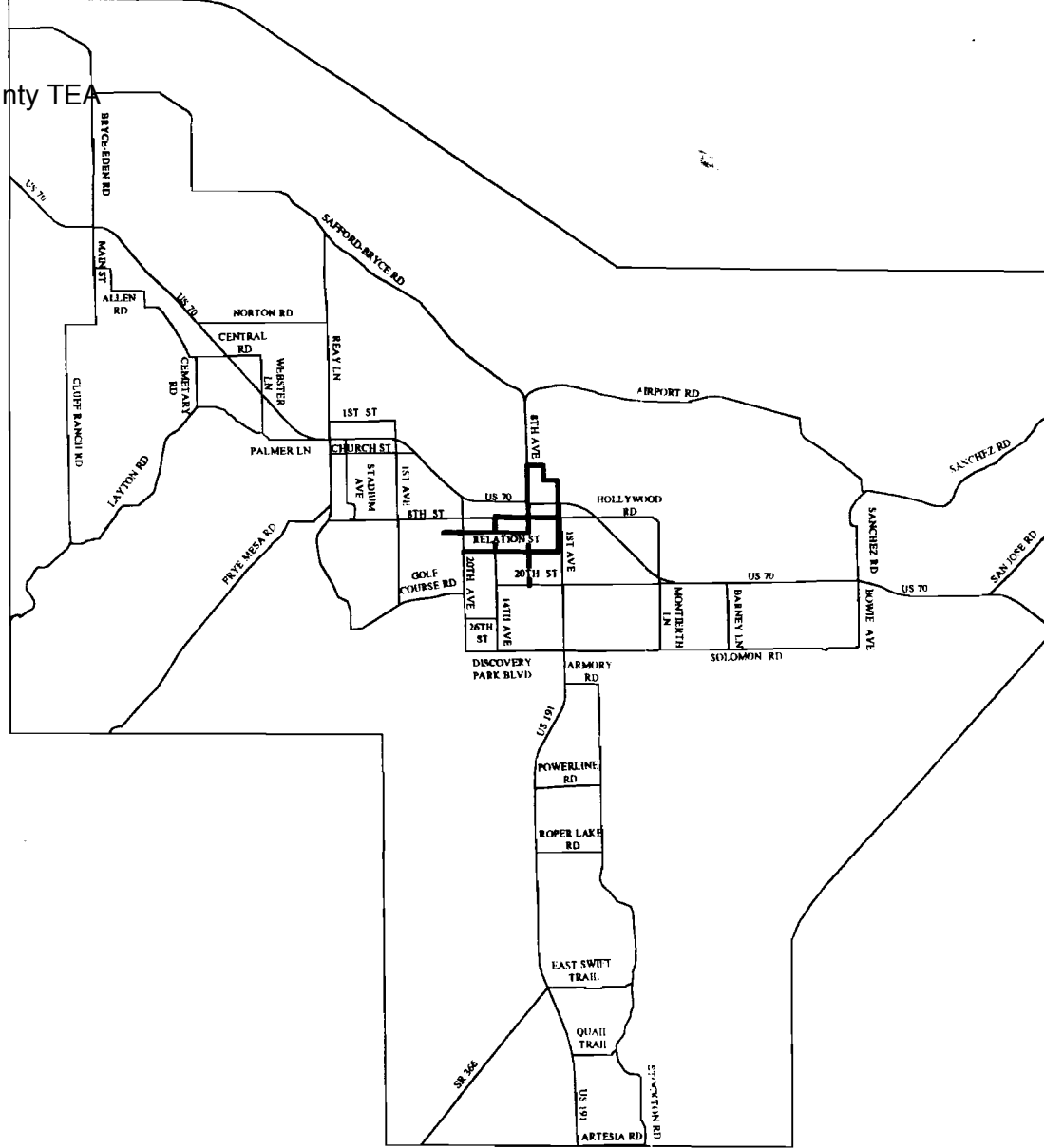
An on-street, striped bicycle lane needs to be four feet in width, measured from the edge of the gutter. Alternatively, a wide 14-foot, outside lane is acceptable for bicycle use. In fact, the wide outside lane concept is preferred by many bicyclists because the motor vehicle traffic tends to keep the outside edge of the roadway cleaner by pushing debris into the gutter pan or off the roadway rather than into a striped bicycle lane.

As new streets are constructed or old streets are widened, consideration should be given to providing adequate width for bicyclists. In addition, the provision of off-road multi-use paths should be considered. A minimum 12-foot width is preferable. The Eastern Arizona Railway Company is amenable to locating such a path within its right-of-way between Pima and Thatcher. Another option would be to develop a recreational path along the banks of the Gila River. Either of these projects would be eligible for Transportation Enhancement funds.

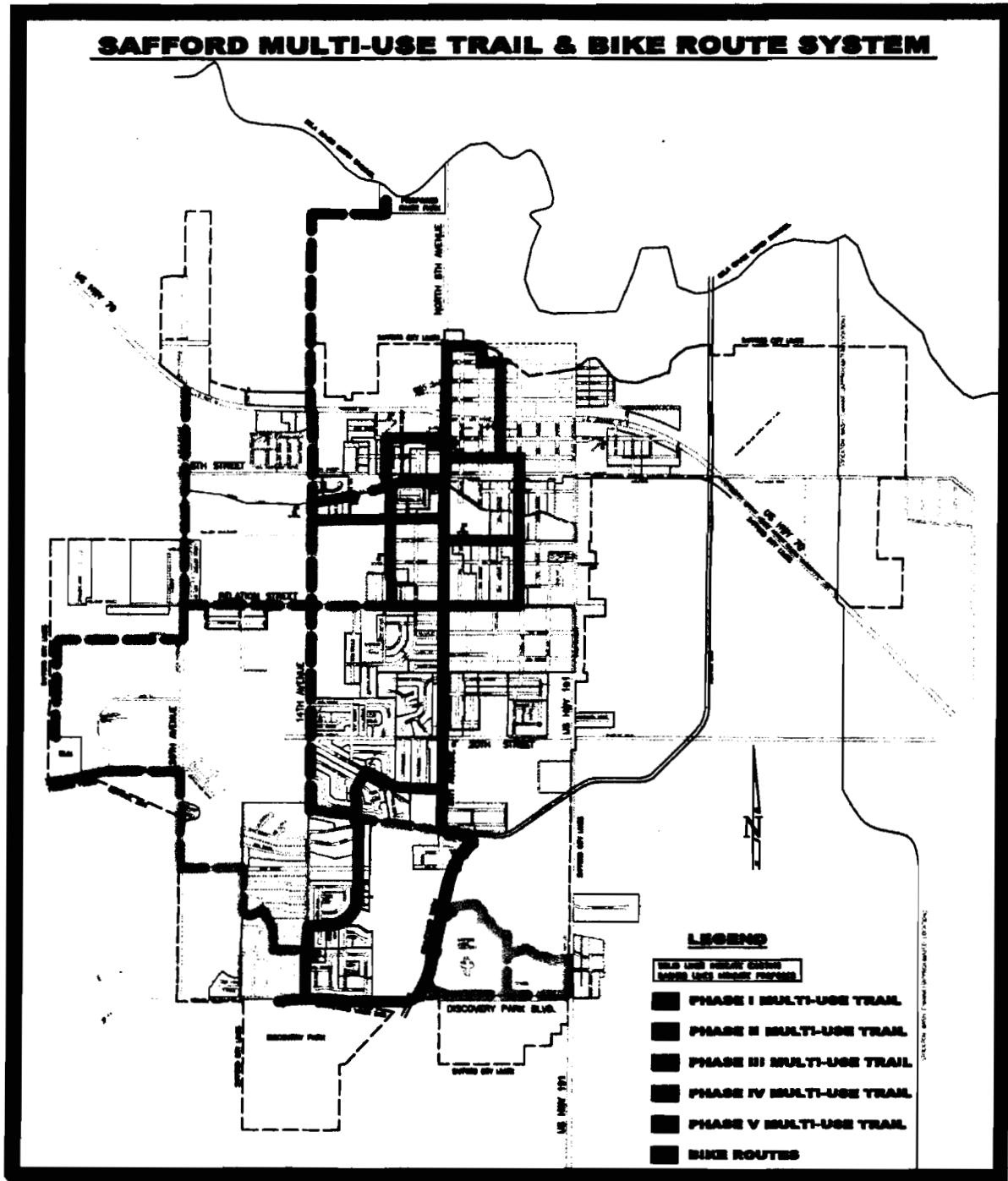
The Bicycle Element is presented in Figure 8-3. It includes a number of existing and proposed streets designated as bicycle routes and multi-use paths within the Eastern Arizona Railway right-of-way between Pima and Thatcher and along the Gila River between Pima and Safford. No location work has been completed for either of the proposed paths. Roadway improvements to accommodate bicyclists should not be limited to those streets shown on the map. Provision for bicyclists should be considered on all roadway improvements.

Transit Element

Specialized bus service is currently the only transit service provided within southern Graham County. This service is important and needs to be continued. As the area grows, a general dial-a-ride service would probably be more efficient than fixed route service.



**FIGURE 3-1
1992 TRANSPORTATION PLAN
BICYCLE ROUTES**



GRAHAM COUNTY
GILA VALLEY TRAILS SYSTEM

Introduction

Graham County, in conjunction with the City of Safford and the Towns of Pima and Thatcher, cooperated with the Arizona Department of Transportation (ADOT) to conduct a regional transportation study in 1992 to identify issues and recommendations that were incorporated in this study of the local government street system. At that time a limited bicycle plan was produced, initiating discussions on that mode of travel in the Gila Valley. The local governments again in cooperation with ADOT updated this Regional Transportation Plan in 1998 that produced a number of suggested improvements and further expanded the Bicycle Element with a shared-use path system.

The 1998 study presented a number of recommendations to improve safe and efficient transportation throughout the county. This report was reviewed by local officials as well as the general public in a number of presentations conducted by each local government in open meetings. The Bicycle Element spurred greater thought and discussion on the need for a comprehensive path system throughout the various communities of the Gila Valley.

Attached are the routes developed for both bicycle and shared-use paths that meet, in some respects, the transportation needs of a number of our residents interested in various non-motorized uses, which establishes a comprehensive trail or path system. This plan was, therefore, the work of a number of agencies and governments as well as the general public to provide a safe, efficient system of travel throughout this region for non-motorized means of travel.

The Gila Valley Trails System

The City of Safford has demonstrated the most ambition in obtaining grant funding to build those trails and paths within their jurisdiction. Graham County is desirous to see that those sections of this plan in their jurisdiction are constructed to connect the various communities in our region. A comprehensive trail or path plan takes considerable resolve to focus the cooperative efforts of a number of agencies as well as the resources needed over a long period of time in order to construct such an extensive non-motorized transportation system.

A comprehensive regional bicycle and shared-use trail system will benefit everyone as more residents will have a safe route to participate in healthy activities such as walking, jogging, bicycling, skating, et cetera, thereby encouraging exercising among all ages of residents of our region. In addition, some citizens will begin to utilize these non-motorized modes of travel to get to work, school and shopping, which change will not only increase their health, but is considered more environmentally friendly. For these reasons, Graham County respectfully requests ADOT to fund this request for \$200,000 for a Transportation Enhancement Grant so that another section of this regional shared-use path or comprehensive trail system can be completed.