



Gila County

TRANSPORTATION STUDY
PUBLIC MEETING

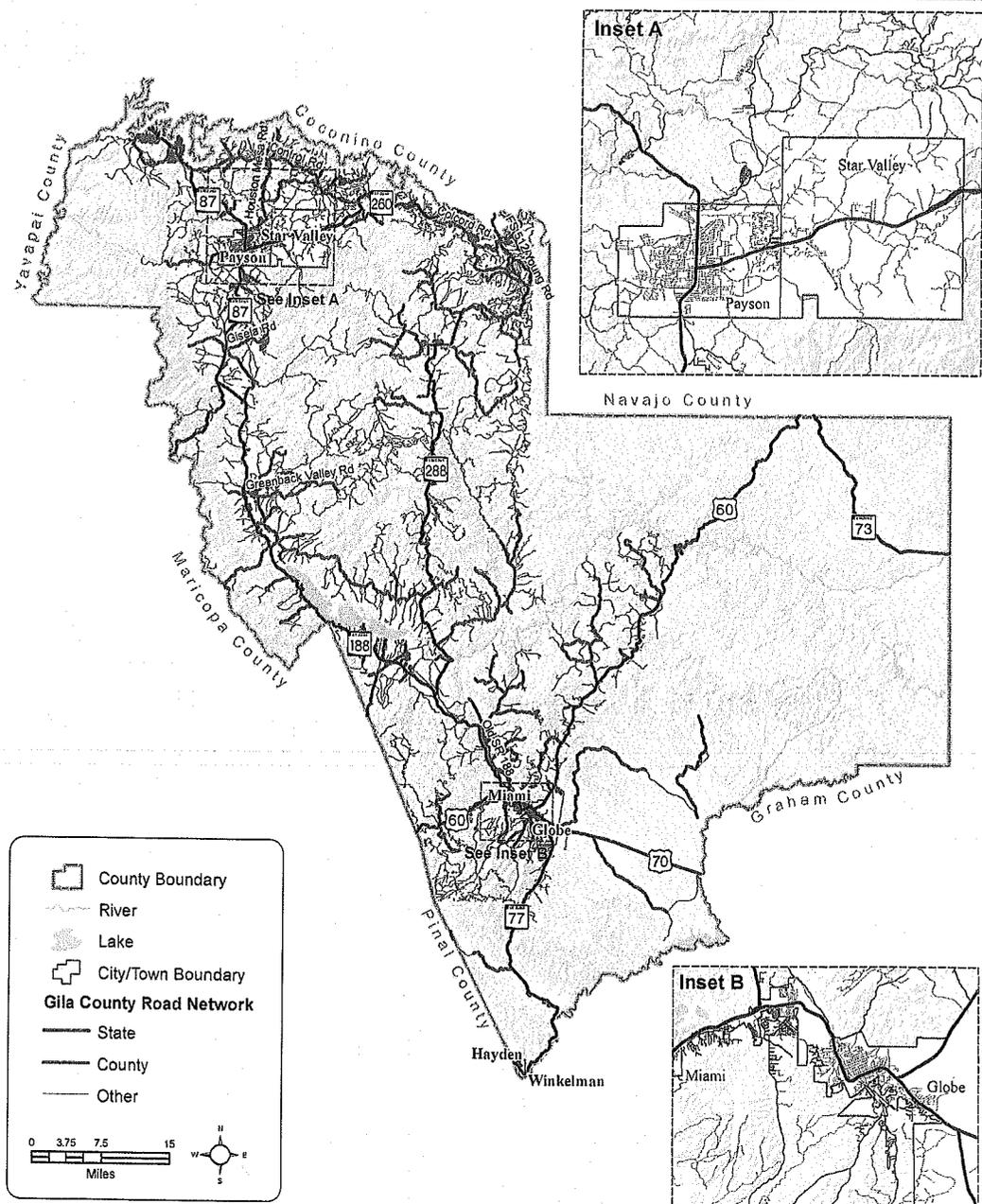
Welcome

Study Objectives

- ❖ Compile current and projected future conditions data to identify transportation needs for:
 - Roadway
 - Safety
 - Pavement management
 - Bicycle and pedestrian facilities
 - Transportation finance
- ❖ Recommend and prioritize specific projects and implementation strategies over the next 5, 10, and 20 years on County owned/maintained roadways

Roadway Network

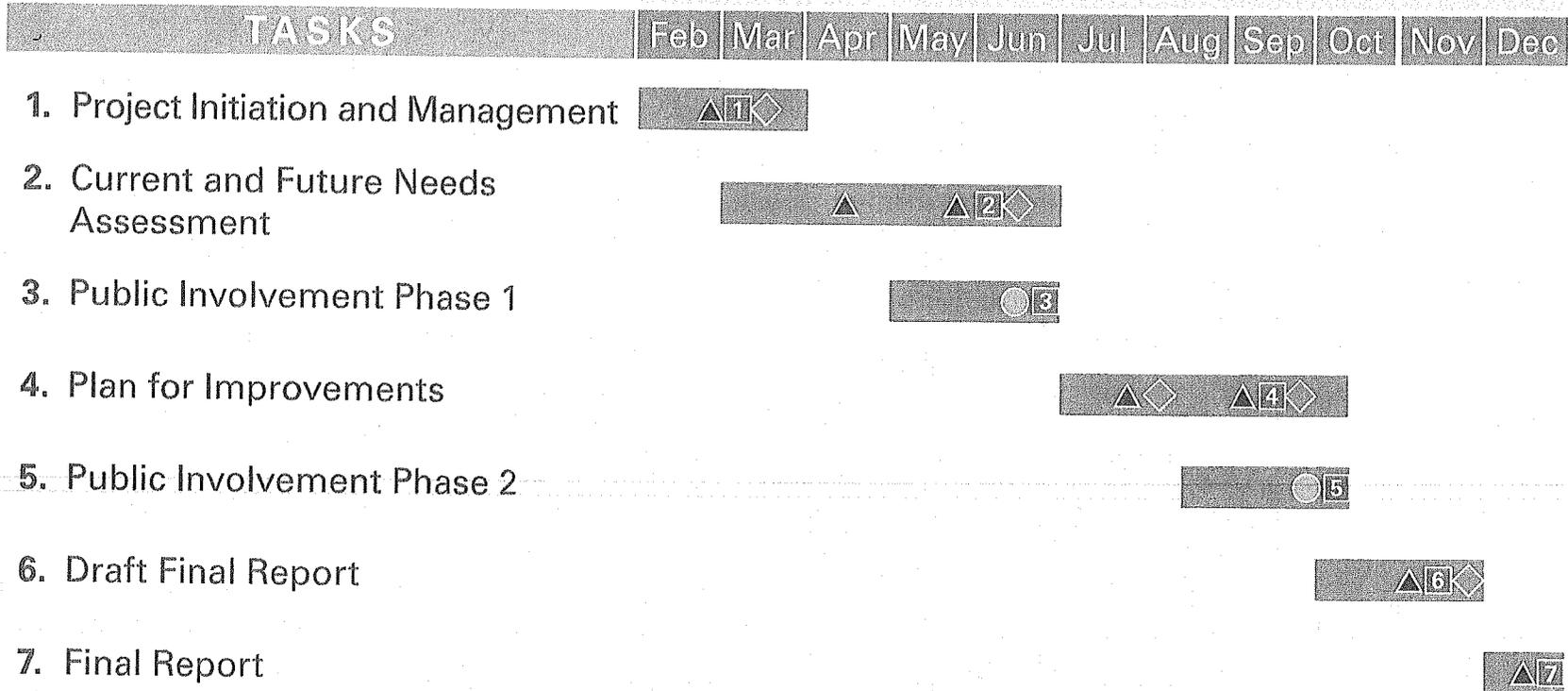
- ❖ State = highways owned or maintained by ADOT
- ❖ County = roads owned or maintained by Gila County
- ❖ Other = roads owned or maintained by local jurisdictions or other entities



Study Schedule

STUDY SCHEDULE

2013



■ = Deliverable

▲ = PMT Meeting

◆ = TAC Meeting

● = Public Meeting

1 Technical Memorandum 1

2 Working Paper 1

3 Summary Report 1

4 Working Paper 2

5 Summary Report 2

6 Draft Final Report

7 Final Report

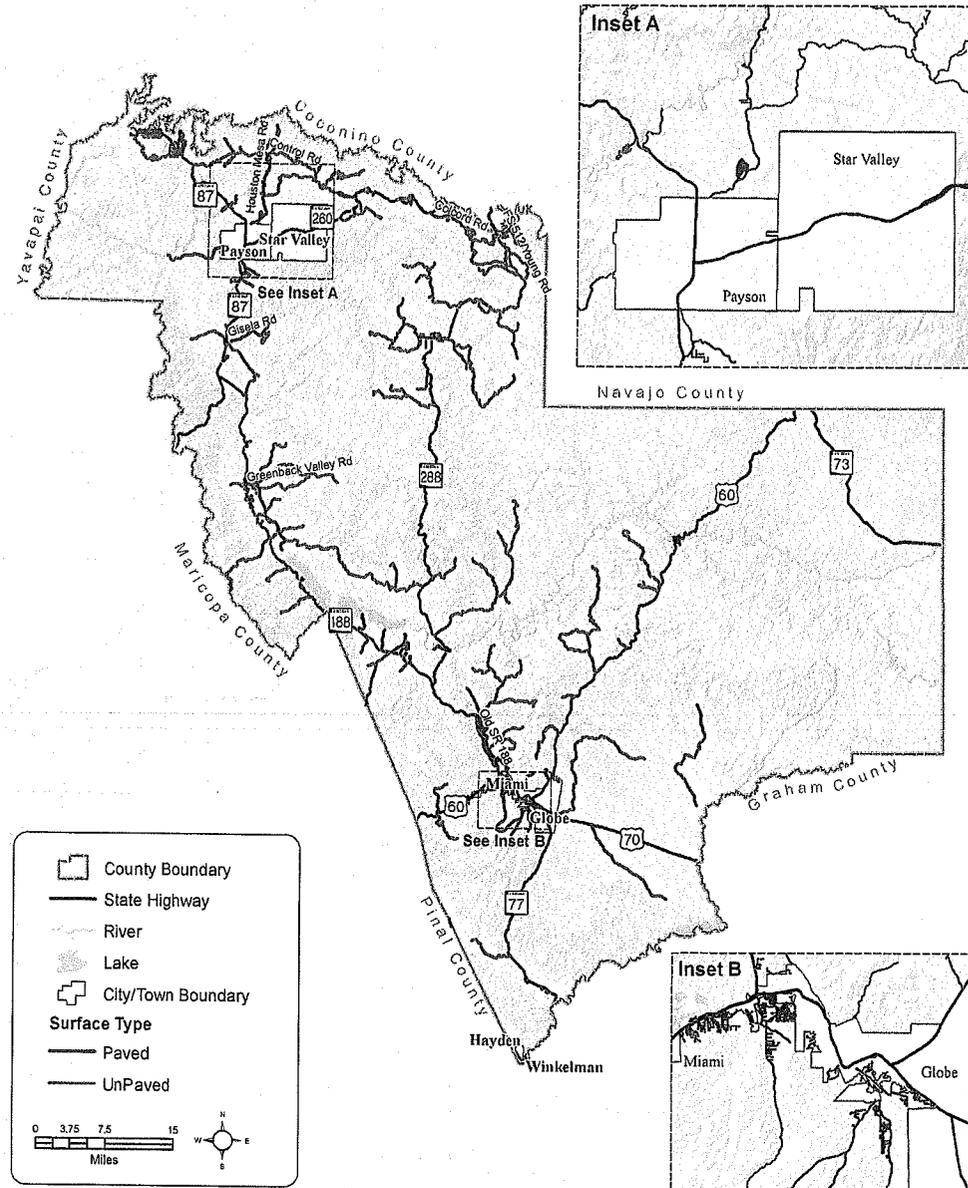


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TRANSPORTATION STUDY

Roadway Surface Type

- ❖ County owns or maintains ~ 765 miles of roadway
 - ~176 paved miles
 - ~ 589 unpaved miles
- ❖ Almost all two-lane roadways
- ❖ No current capacity/ congestion issues



Identified Needs

❖ Roadway needs

- Pave higher-volume unpaved roads
- Address bridges with low sufficiency ratings
- Construct Tonto Creek and Oak Creek bridges

❖ Safety needs

- Improve driver education for motorcycle/ATV riders
- Improve enforcement regarding speeding and alcohol
- Conduct detailed road safety assessments at four locations
- Improve crash data reporting procedures

Identified Needs

❖ Pavement management needs

- Rehabilitate 61 miles of roadway with pavement condition rated as Failed or Poor
- Develop pavement management plan for Gila County roadway network

❖ Bicycle and pedestrian needs

- Consider paved shoulders on higher volume and higher speed roadways
- Eliminate gaps in sidewalk network
- Expand coverage of sidewalk network

Identified Needs

❖ Transportation finance needs

- Expiration of 1/2 cent excise tax at end of 2014 will reduce available transportation funding by nearly 50% (from ~\$6 million to ~\$3 million annually)
- Need extension of 1/2 cent excise tax or new funding sources to maintain current funding levels
- Cost of addressing needs exceeds projected available funding – additional funding sources needed

Evaluation and Prioritization

- ❖ Priorities reflect the degree to which projects meet performance criteria:
 - Already programmed or designed
 - Promotes safety
 - Preserves existing infrastructure
 - Improves system continuity and efficiency
 - Encourages multimodal travel
 - Improves air quality
 - Design is not overly complex
 - Functionally classified as a collector or arterial

Recommended Near-Term (FY2015-FY2019) Improvement Projects

Project Name	Description	Project Cost Estimate
Roadway Improvements - Paving and Improving Existing Unpaved Roadways		
Pine Creek Canyon Dr: Pine Ln to campground entrance	Paving	\$1,550,000
Icehouse Canyon Rd: Six Shooter Canyon Rd to end of pavement	Paving	\$300,000
Roadway Improvements - Bridges		
Bridge Load Rating Study	Study	\$100,000
Rim Trail Bridge	Replacement	\$195,000
Tonto Village Bridge	Replacement	\$265,000
Bloody Tanks Wash Bridge	Replacement	\$205,000
Oak Creek Bridge (assumed \$150k per year of \$2M total cost)	New construction	\$750,000
Tonto Creek Bridge (assumed \$100k per year of total \$1.14M for 5.7% share of \$20M total cost)	New construction	\$500,000
Roadway Improvements - Other		
SR 260: Lion Springs Section	Widen to 4-lane highway	\$2,200,000
Monroe St. Reconstruction: 7th St to Gila County Courthouse	Road realignment	\$890,000
Cemetery Rd: SR 87 to end of pavement	Road realignment & paving	\$150,000
Safety Improvements		
Driver Education Campaign	Outreach	\$25,000
Broadway St/EI Camino St Intersection RSA	Modifications per RSA	\$100,000
Young Rd (FS 512) RSA – 0.7-mile segment east of FS 202	Modifications per RSA	\$150,000
Russell Rd (FS 55) RSA – 2.4-mile segment from Roberts Dr to Kellner Canyon Rd	Modifications per RSA	\$200,000
Houston Mesa Rd RSA – 9.64-mile segment from SR 87 to Control Rd	Modifications per RSA	\$250,000
Bicycle Facility Improvements		
Christopher Creek Loop: SR 260 to SR 260	Add paved shoulder	\$45,000
Houston Mesa Rd: SR 87 to Control Rd	Add paved shoulder or shared use path	\$160,000
Pavement Maintenance Improvements		
Chip seal projects	Chip seal - Priority #1	\$230,000
Resurface projects	Resurface - Priority #1 and #2	\$12,925,000
Preventive maintenance and equipment	Assumes \$2.25M per year	\$11,250,000
Total Near-term (FY2015-FY2019) Improvement Project Costs		\$32,440,000

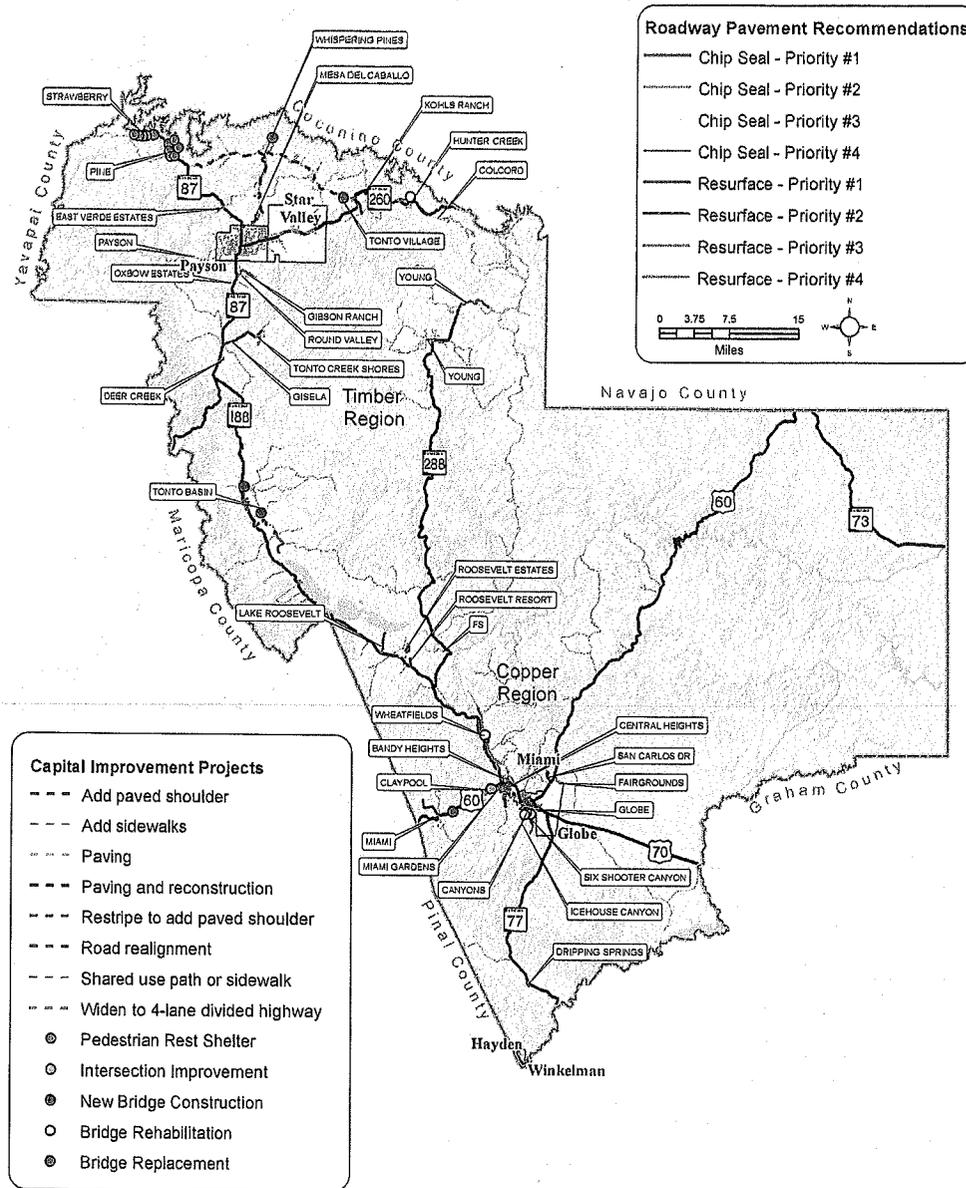
Recommended Mid-Term (FY2020-FY2024) Improvement Projects

Project Name	Description	Project Cost Estimate
Roadway Improvements - Paving and Improving Existing Unpaved Roadways		
Control Rd (FS 64): Houston Mesa Rd to FS 144	Paving and reconstruction	\$8,970,000
Young Rd (FS 512): Colcord Rd to FS 128	Paving	\$10,230,000
Roadway Improvements - Bridges		
Pinal Creek Reinforced Concrete Box Culvert	Rehabilitation	\$20,000
Pinal Creek Bridge	Rehabilitation	\$45,000
Christopher Creek Bridge	Rehabilitation	\$20,000
Icehouse Canyon Bridge 1	Rehabilitation	\$20,000
Icehouse Canyon Bridge 2	Rehabilitation	\$65,000
Oak Creek Bridge (assumed \$150k per year of \$2M total cost)	New construction	\$750,000
Tonto Creek Bridge (assumed \$100k per year of total \$1.14M for 5.7% share of \$20M total cost)	New construction	\$500,000
Bicycle Facility Improvements		
Six Shooter Canyon Rd: Cherokee Rd to Icehouse Canyon Rd	Add paved shoulder	\$335,000
Fossil Creek Rd: Rimwood Rd to SR 87	Add paved shoulder	\$595,000
Jesse Hayes Rd: Beer Tree Crossing to Oil Circle Rd	Add paved shoulder	\$1,245,000
Pedestrian Facility Improvements		
Jesse Hayes Rd: Beer Tree Crossing to Oil Circle Rd	Add sidewalks	\$105,000
Pavement Maintenance Improvements		
Chip seal projects	Chip seal - Priority #2, #3, and #4	\$2,030,000
Resurface projects	Resurface - Priority #3 and #4	\$8,040,000
Preventive maintenance and equipment	Assumes \$2.25M per year	\$11,250,000
Total Mid-term (FY2020-FY2024) Improvement Project Costs		\$44,220,000

Recommended Long-Term (FY2025-FY2034) Improvement Projects

Project Name	Description	Project Cost Estimate
Roadway Improvements - Paving and Improving Existing Unpaved Roadways		
Control Rd (FS 64): FS 144 to 2 miles west of SR 260	Paving and reconstruction	\$11,930,000
Control Road (FS 64): SR 87 to Houston Mesa Road	Paving and reconstruction	\$18,195,000
Young Rd (FS 512): FS 128 to FS 101	Paving	\$8,140,000
Young Rd (FS 512): FS 101 to Crouch Mesa Rd (FS 116)	Paving	\$9,100,000
Roadway Improvements - Bridges		
Oak Creek Bridge (assumed remaining \$500k of \$2M total cost)	New construction	\$500,000
Tonto Creek Bridge (assumed remaining \$140k of total \$1.14M for 5.7% share of \$20M total cost)	New construction	\$140,000
Bicycle Facility Improvements		
Russell Rd: Hospital Dr to Golden Hill Rd	Add paved shoulder	\$240,000
Old Oak St: Locomotive Dr to US 60	Add paved shoulder	\$170,000
Golden Hill Rd: Russell Rd to Main St	Add paved shoulder	\$450,000
Main St: Golden Hill Rd to Short Ave	Add paved shoulder	\$280,000
Pedestrian Facility Improvements		
Russell Rd: US 60 to Golden Hill Rd	Add sidewalks	\$100,000
Golden Hill Rd: Russell Rd to Main St	Add sidewalks	\$170,000
Old Oak St: US 60 to Railroad Ave, Railroad Ave to Maple St	Add sidewalks	\$65,000
Broadway St: Existing sidewalk to Old Oak St	Add sidewalks	\$55,000
Pavement Maintenance Improvements		
Chip seal and resurface projects for roadways that will need rehabilitation in 10-20 years	Assumes \$2.00M per year	\$20,000,000
Preventive maintenance and equipment	Assumes \$2.25M per year	\$22,500,000
Total Long-term (FY2025-FY2034) Improvement Project Costs		\$92,035,000

Recommended Improvement Projects in Implementation Plan



Revenue Projections

Revenue Source	Scenario 1 Revenues (Excise Tax + HURF)	Scenario 2 Revenues (1/2 Excise Tax + HURF)	Scenario 3 Revenues (HURF Only)	Total Cost of Recommended Improvement Projects	Projected Revenue Shortfall
Near-term (FY2015-FY2019)					
Excise Tax Revenues	\$15,120,000	\$7,560,000	\$0		
HURF Revenues	\$17,080,000	\$17,080,000	\$17,080,000		
Total Near-term Revenues	\$32,200,000	\$24,640,000	\$17,080,000	\$32,440,000	Scenario 1: \$240,000 Scenario 2: \$7,800,000 Scenario 3: \$15,360,000
Mid-term (FY2020-FY2024)					
Excise Tax Revenues	\$15,890,000	\$7,945,000	\$0		
HURF Revenues	\$17,950,000	\$17,950,000	\$17,950,000		
Total Mid-term Revenues	\$33,840,000	\$25,895,000	\$17,950,000	\$44,220,000	Scenario 1: \$10,380,000 Scenario 2: \$18,325,000 Scenario 3: \$26,270,000
Long-term (FY2025-FY2034)					
Excise Tax Revenues	\$34,240,000	\$17,120,000	\$0		
HURF Revenues	\$38,700,000	\$38,700,000	\$38,700,000		
Total Long-term Revenues	\$72,940,000	\$55,820,000	\$38,700,000	\$92,035,000	Scenario 1: \$19,095,000 Scenario 2: \$36,215,000 Scenario 3: \$53,335,000
Total Revenues (FY2015-FY2034)	\$138,980,000	\$106,355,000	\$73,730,000	\$168,695,000	Scenario 1: \$29,715,000 Scenario 2: \$62,340,000 Scenario 3: \$94,965,000