Gila Bend Development Study

Full Buildout Report

Prepared for

Town of GILA BEND

MARICOPA ASSOCIATION of GOVERNMENTS

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1.0 Introduction

The Maricopa Association of Governments (MAG) is evaluating traffic conditions along Pima Street (also known as State Route Business 8) between Gila Boulevard and Dodson Street. As an ADOT facility, Pima Street serves as the primary arterial for the Town of Gila Bend and is a critical regional connection linking Interstate 8 (I-8) and State Route 85 (SR 85) and Maricopa Road. The study corridor, shown in **Figure 1,** faces existing challenges characterized by high speed through traffic and limited local access, contributing to operational and safety concerns for local drivers.

Figure 1 – Study Area

The Existing Conditions Report established a baseline assessment of traffic operations, access limitations, and capacity performance within the study corridor. Peak hour traffic volumes were analyzed at the designated intersections and driveways in the study corridor using delay-based Level of Service (LOS) metrics. Under current conditions, all access points operate within acceptable thresholds, with the worst reported LOS being "D" during the PM peak at Gila Boulevard. A sensitivity analysis was conducted to evaluate how the corridor responds to increased traffic volumes typical of regional detours, holidays, or events. This analysis identified the Pima Street intersections with Gila Boulevard and SR 85 as the most susceptible to operational decline under stressed conditions, due in part to limited lane capacity and geometric constraints.

These findings confirm that while the corridor currently operates within capacity, it lacks resilience under higher travel demand. The Phase 1 Conditions Report suggested actionable mitigation strategies addressing existing operational and safety challenges along the corridor. Immediate mitigation strategies considered include targeted traffic calming measures to address speeding concerns. These recommendations focus on feasible, lower-cost improvements intended to enhance corridor safety. Near term strategies to address intersection capacity were considered at the Pima Street intersections with Gila Boulevard and SR 85 as these were identified in the sensitivity analysis to have the least latent capacity.

The Phase 1 Conditions Report expanded upon these near-term strategies by evaluating the implementation of a Partial left-in/left-out (LILO) configuration at the Gila Boulevard intersection (partial because the eastbound left movement is restricted) and a Full LILO at the SR 85 intersection (full because all movements are allowed). These configurations were analyzed using the forecasted traffic volumes associated with Phase 1 of the GB Ranch development. The results of this analysis informed the preliminary understanding of intersection performance under moderate growth conditions.

The Full Buildout Report will build upon these findings by further evaluating and refining geometric mitigation strategies in response to the significant increase in traffic volumes anticipated under the full build-out of the GB Ranch development.

2.0 Full Buildout Condition Forecasts

2.1 Trip Generation

Traffic volumes associated with the Full Buildout condition of the GB Ranch development were estimated using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual. These rates were applied to the proposed land uses identified in the GB Ranch development plans for full buildout, which include an RV park, shopping plaza, supermarket, fast-food restaurant with a drive-through, single-family attached housing, and multifamily residential units. The land use codes are listed in the **Table 1**. The resulting trip estimates account for new external trips, internal capture between land uses, reductions for alternative travel modes, and pass-by traffic associated with commercial uses. Estimated inbound and outbound vehicle movements during the AM and PM peak hours were added to the baseline traffic volumes, which include existing traffic counts and the Phase 1 forecasted demand. Detailed documentation of the trip generation assumptions is included in **Appendix A**.

Table 1 – Forecasting Land Uses

Development Area*	4	1	1.1	2	3	8, 9 &10	7	5 & 6
Land Use	**Recreational**	**Retail**	**Super Market**	**Service**	**Retail**	**Residential**	**Residential**	**Residential**
Land Use Code	416	821	850	934	821	210	215	220
ITE Land Use Title	Campground/ RV Park	Shopping Plaza (40-150k) w/o Supermarket	Super Market	Fast-Food Restaurant w/ Drive-Thru Window	Shopping Plaza (40-150k) w/o Supermarket	Single-Family Attached Housing	Single-Family Attached Housing	Multifamily Housing (Low Rise)
Land Use Unit of Measurement (X)	Occupied Sites	1000 SF GLA	1000 SF GLA	1000 SF GLA	1000 SF GLA	Dwelling Units	Dwelling Units	Dwelling Units
Variable Amount	300	52	22	6	40	758	82	496
New Trips (AM)	53	76	42	115	58	448	33	167
New Trips (PM)	58	127	114	71	98	511	34	181

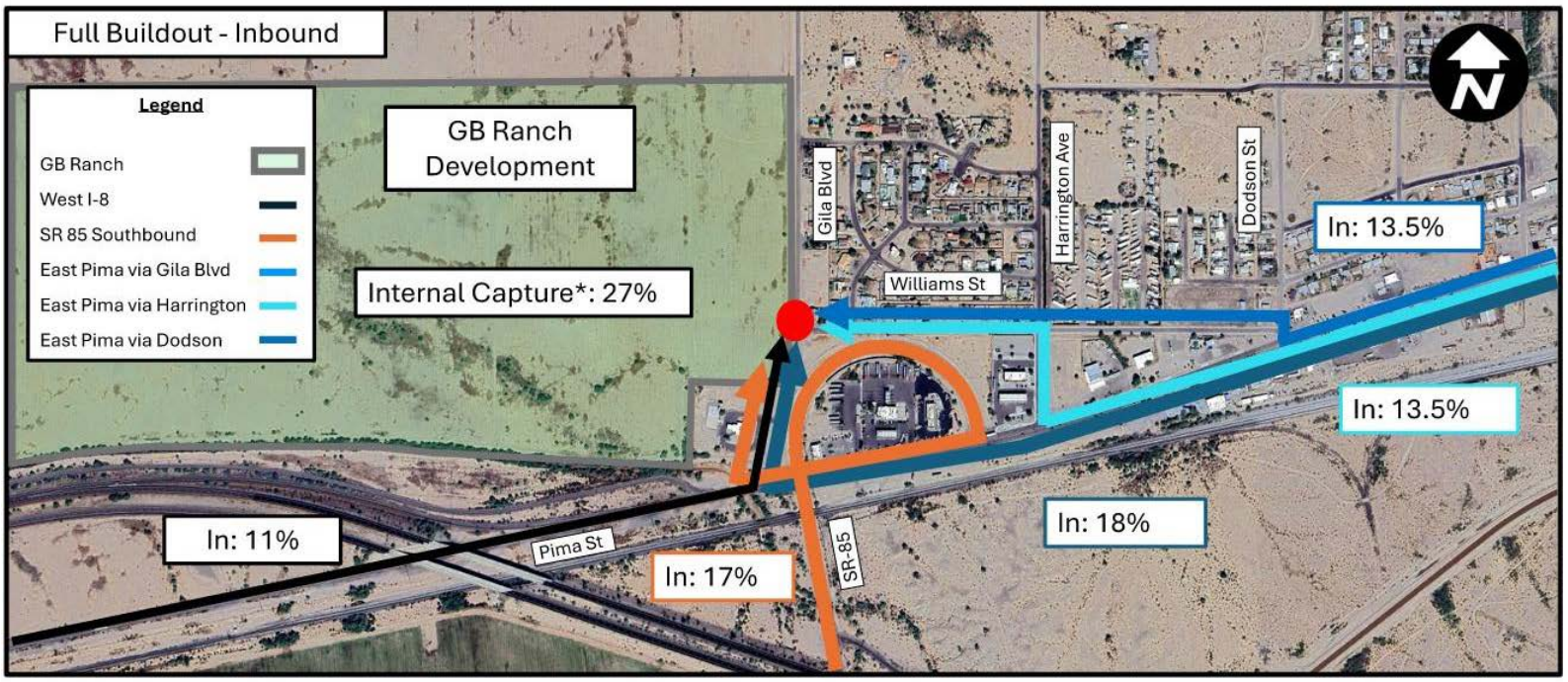
*Development Area as Defined in *GB Ranch Traffic Impact Analysis*, August 2023

2.2 Distribution

Trip distribution throughout the network was developed using a similar methodology to that used in the Phase 1 analysis, combining shortest-path routing with engineering judgment. Initial trip assignments were based on the most direct routes between origin and destination points. These base assumptions were then refined to account for anticipated driver behavior under varying traffic conditions, including a preference to avoid left turns onto Pima Street during peak periods due to limited gap availability at unsignalized access points. Where feasible, routing was adjusted to favor right turns to better reflect real driver decision making.

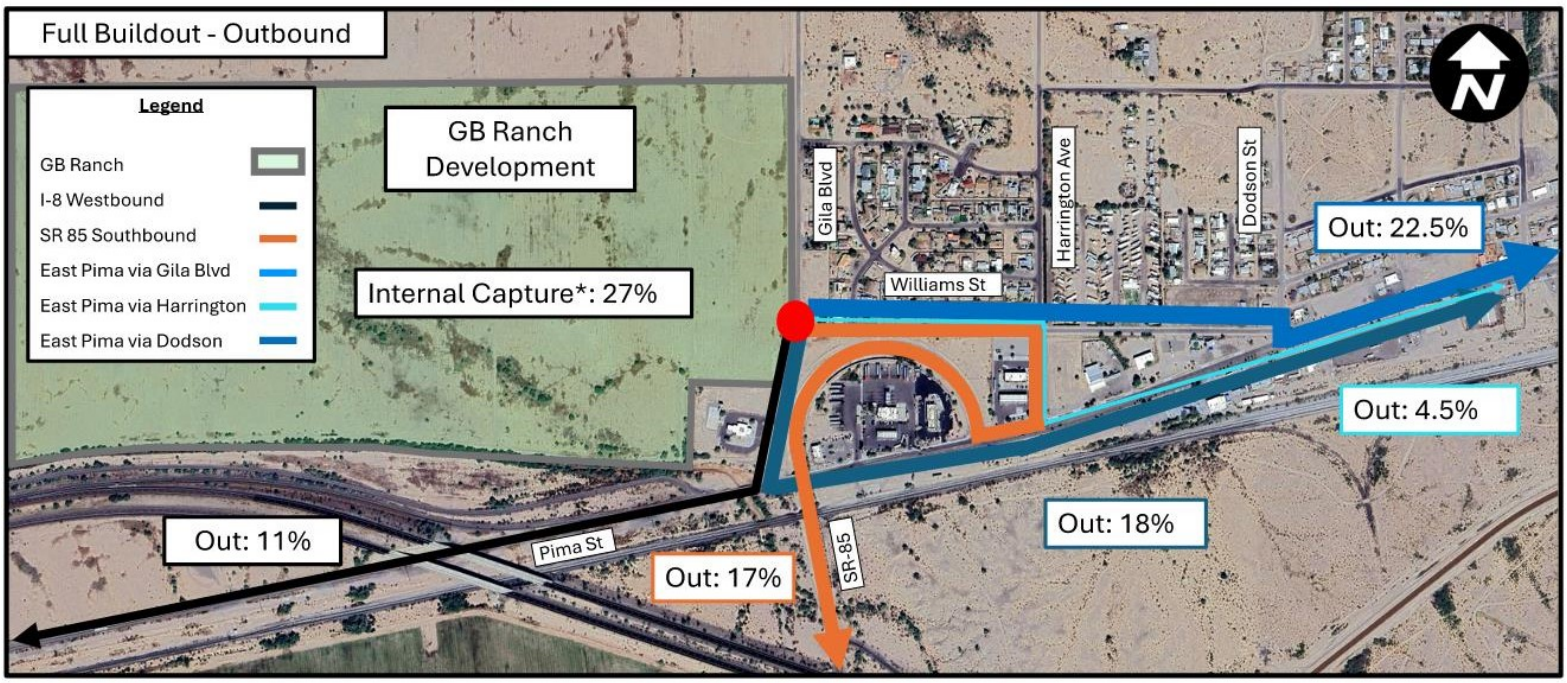
Under Full Buildout conditions, it is expected that a greater proportion of traffic will originate from within Gila Bend, as the development introduces residential land uses. This represents a shift from the primarily pass-through or destination-oriented travel patterns observed in earlier phases. As a result, the distribution model reflects increased local circulation associated with residents traveling to and from the site for daily activities such as commuting, shopping, and school trips. The inbound and outbound trip distributions are shown in **Figure 2** and **Figure 3**.

Figure 2 – Full Buildout Inbound Distribution Makeup



* Internal capture refers to trips starting and ending within GB Ranch Development

Figure 3 – Full Buildout Outbound Distribution Makeup

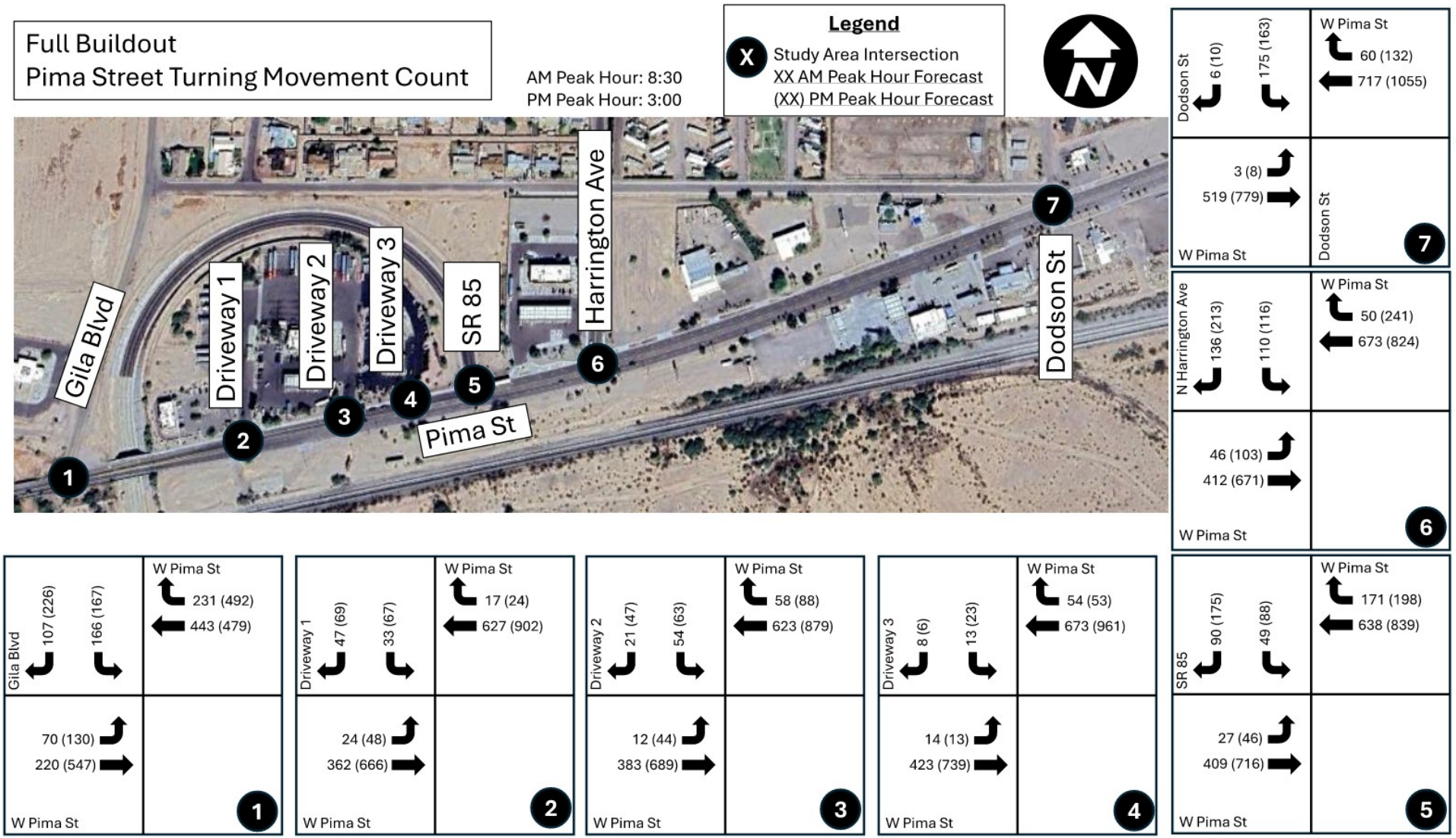


* Internal capture refers to trips starting and ending within GB Ranch Development

2.3 Volumes

Forecast Volumes were established by combining existing traffic count data collected in November 2024 with the trip generation and distribution methodology discussed in **Sections 2.1** and **2.2**. These forecasted volumes serve as the basis for evaluating intersection performance under future conditions. This baseline scenario, referred to as the "No Build" scenario, represents projected network operations following the Full Buildout completion of GB Ranch development, assuming no intersection improvements are implemented within the study area. The forecasted volumes are displayed in **Figure 4** as turning movement counts.

Figure 4 – Full Buildout Forecasted Peak Hour Turning Movement Volumes



3.0 Traffic Analysis Methodology

Intersections and driveways along Pima Street were evaluated using forecasted AM and PM peak-hour volumes to assess control delay, queue lengths, and LOS. The analysis incorporated key operational factors at each access point, including driver gap acceptance, prevailing vehicle speeds, and the number of through lanes to be crossed when entering Pima Street. LOS was determined based on control delay thresholds defined in the Highway Capacity Manual (HCM), with unsignalized intersections (including roundabouts) evaluated using **Table 2** and signalized alternatives assessed according to **Table 3**. For this study, a LOS of "D" or better is considered acceptable. Reported performance metrics reflect minor street and driveway approach operations, as through movements along Pima Street remain unsignalized.

Table 2 – Unsignalized Intersection Capacity Analysis

Level of Service	Control Delay (s)
A	≤10
B	10 to 15
C	15 to 25
D	25 to 35
E	35 to 50
F	> 50

Table 3 – Signalized Capacity Analysis Thresholds

Level of Service	Control Delay (s)
A	≤10
B	10 to 20
C	20 to 35
D	35 to 55
E	55 to 80
F	> 80

4.0 Traffic Analysis

Synchro software was used for traffic modeling, and SIDRA was utilized to evaluate roundabout alternatives. Detailed Synchro reports and SIDRA reports are documented in **Appendix B** and **Appendix C**, respectively. The No Build analysis results establish a baseline for assessing the effectiveness of proposed alternatives in subsequent analyses. **Table 4** shows the LOS of each access point in a No Build, Full Buildout scenario for both AM and PM peak hours. **Table 5** further expands on these LOS values with a breakdown by movement at each access point for both the AM and PM peak hours.

Table 4 – Full Buildout Condition No Build Operational Analysis

Full Build Condition No Build	AM LOS	PM LOS
Gila Boulevard	E	F
Driveway 1 (Carl's Jr)	C	F
Driveway 2 (Love's)	C	E
Driveway3 (McDonalds)	B	C
SR 85	C	F
Harrington Avenue	D	F
Dodson Street	F	F

Table 5 – Full Buildout Condition No Build Intersection Performance

Full Buildout No Build		AM			PM		
		EB L	SB L	SB R	EB L	SB L	SB R
Gila Blvd and Pima St	Max Queue (ft)	7.5	182.5	182.5	20.0	855.0	855.0
	Delay (s)	9.5	48.1	48.1	11.9	612.4	612.4
	LOS	A	E	E	B	F	F
Driveway 1 (Carl's Jr.) and Pima St	Max Queue (ft)	2.5	22.5	22.5	7.5	110.0	110.0
	Delay (s)	9.9	18.3	18.3	11.9	52.6	52.6
	LOS	A	C	C	B	F	F
Driveway 2 (Love's) and Pima St	Max Queue (ft)	2.5	22.5	22.5	7.5	70.0	70.0
	Delay (s)	10.2	18.3	18.3	12.5	37.0	37.0
	LOS	B	C	C	B	E	E
Driveway 3 (McDonald's) and Pima St	Max Queue (ft)	2.5	5.0	5.0	2.5	10.0	10.0
	Delay (s)	9.4	14.8	14.8	10.8	21.3	21.3
	LOS	A	B	B	B	C	C
SR 85 and Pima St	Max Queue (ft)	2.5	60	60	7.5	452.5	452.5
	Delay (s)	10.5	25.8	25.8	12.3	304.8	304.8
	LOS	B	D	D	B	F	F
Harrington Ave and Pima St	Max Queue (ft)	5.0	777.5	777.5	20.0	457.5	457.5
	Delay (s)	10.2	76.5	76.5	13.7	743.2	743.2
	LOS	B	F	F	B	F	F
Dodson St and Pima St	Max Queue (ft)	0	195.0	195.0	0.0	410.0	410.0
	Delay (s)	9.6	94.2	94.2	11.9	590.7	590.7
	LOS	A	F	F	B	F	F

4.1 No Build

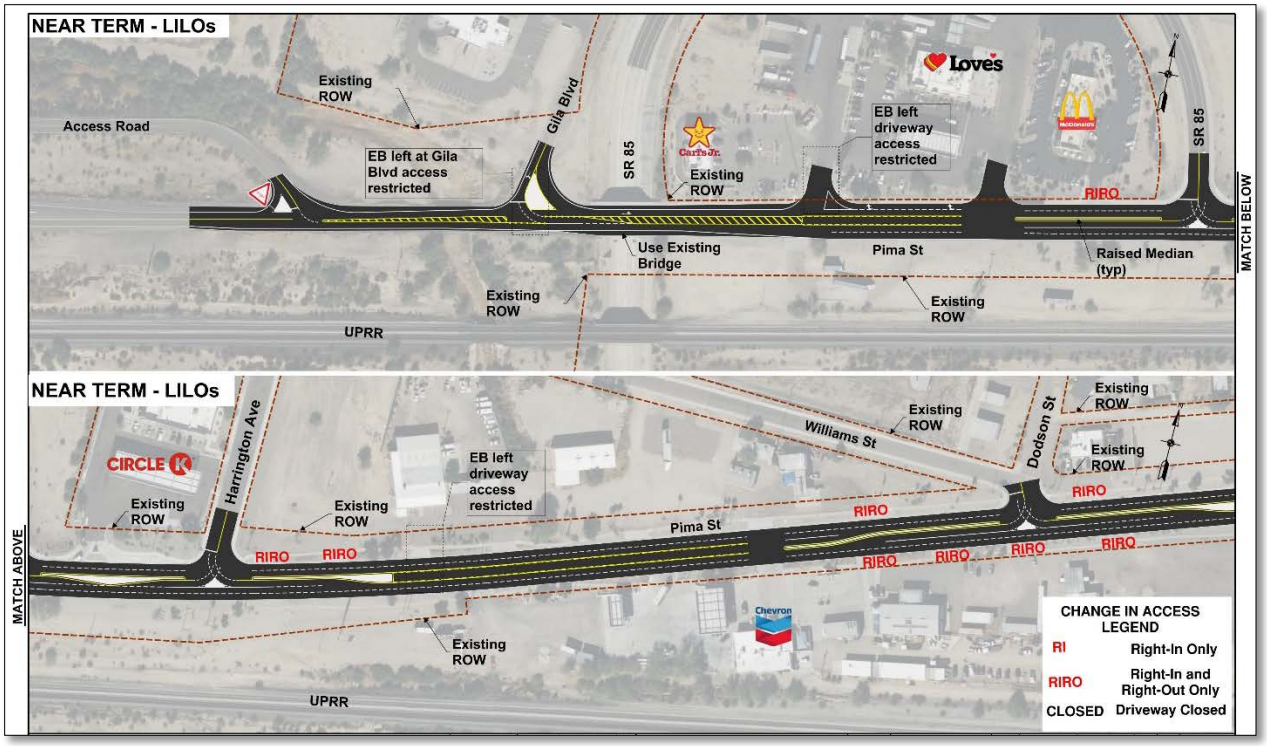
During the PM peak hour, six out of the seven evaluated access points exhibit at least one movement operating at an unacceptable Level of Service (LOS). The only access point without a failing movement is Driveway 3. Notably, the intersections at Gila Boulevard, SR 85, Harrington Avenue, and Dodson Street perform at levels well below acceptable thresholds, even among failing conditions. In response to these deficiencies, a range of intersection improvement alternatives, including left-in/left-out (LILO) configurations, roundabouts, and signalization, were evaluated to address operational challenges and enhance corridor performance.

4.2 Phase 1 Alternatives

As part of the Phase 1 Condition analysis, two geometric improvements were identified to enhance intersection safety and performance under increased traffic demand from the GB Ranch development. At Gila Boulevard, a partial LILO configuration was proposed to convert the southbound left-turn into a two-stage maneuver using a directional median and eastbound acceleration lane. This design improves safety by allowing drivers to complete the turn in two steps, reducing the need to find simultaneous gaps in both directions. Additionally, the raised median restricts eastbound left turns into Gila Boulevard, which are currently discouraged only by pavement markings and often result in conflict with westbound vehicles. The physical restriction redirects eastbound drivers to a safer, nearby access point.

At the SR 85 intersection, a full LILO configuration was recommended to facilitate both eastbound and southbound left turns through two-stage maneuvers. This channelization improves operational efficiency and safety by breaking difficult turning movements into manageable phases. The modification is especially important at SR 85, where high traffic volumes and projected growth from the GB Ranch development heighten the need for resilient and controlled intersection geometry. The partial LILO at Gila Boulevard and the full LILO at SR 85 are both shown in **Figure 5**. This graphic also depicts LILO improvements at Harrington Avenue and Dodson Street and RIRO conversions of private driveways. A larger version of the exhibit is included in **Appendix D**.

Figure 5 – Phase 1 Alternatives



5.0 Full Buildout Alternatives

This section presents the results of the intersection analyses, conducted using the appropriate LOS methodology for both signalized and unsignalized conditions. The evaluated alternatives target key access points and intersections that serve as critical connections between the external roadway network and the GB Ranch development. A summary of the analysis of these alternatives is shown in **Table 6**.

Given the substantial increase in traffic volumes anticipated under the Full Buildout condition, these geometric modifications are intended to preserve acceptable operational performance and ensure the network can accommodate future demand. The traffic forecasts are not static. If Gila Boulevard, Harrington Avenue, or Dodson Street received major investment through a signal or a roundabout then traffic patterns would be influenced, and more traffic would relocate to the higher capacity intersection relieving adjacent intersections.

This is to say that not all intersections necessarily need to be upgraded to a roundabout or signal to maintain acceptable operations but rather at least one of these intersections would need this level of improvement to handle the Full Buildout condition of the GB Ranch development. Once an intersection is selected for major improvement another analysis should be conducted redistributing volumes to the improved intersection based upon dynamic route selection methods to ensure the volumes will distribute in such a way that only one major intersection improvement is required.

Table 6 – Full Buildout Alternatives Analysis Summary

Full Buildout Alternatives	AM			PM		
	EB L	SB L	SB R	EB L	SB L	SB R
Pima Street & Gila Boulevard						
No Build	A	E	E	B	F	F
LILO	A	E	E	A	F	F
Roundabout	A	B	A	B	B	A
Signal	B	A	A	B	B	B
Pima Street & SR 85						
No Build	B	D	D	B	F	F
LILO	A	D	D	B	F	F
Roundabout	B	B	A	B	B	A
Signal	B	A	A	C	B	B
Pima Street & Harrington Street						
No Build	A	F	F	B	F	F
LILO	A	E	E	B	F	F
Roundabout	B	B	A	B	B	A
Pima Street & Dodson Street						
No Build	A	F	F	B	F	F
LILO	A	E	E	B	F	F
Roundabout	B	B	A	B	B	A

The remainder of **Section 5.0** introduces the geometric alternatives considered, including LILOs, roundabouts, and signalization, and then applies these alternatives to each key intersection along Pima Street with the corresponding operational analysis.

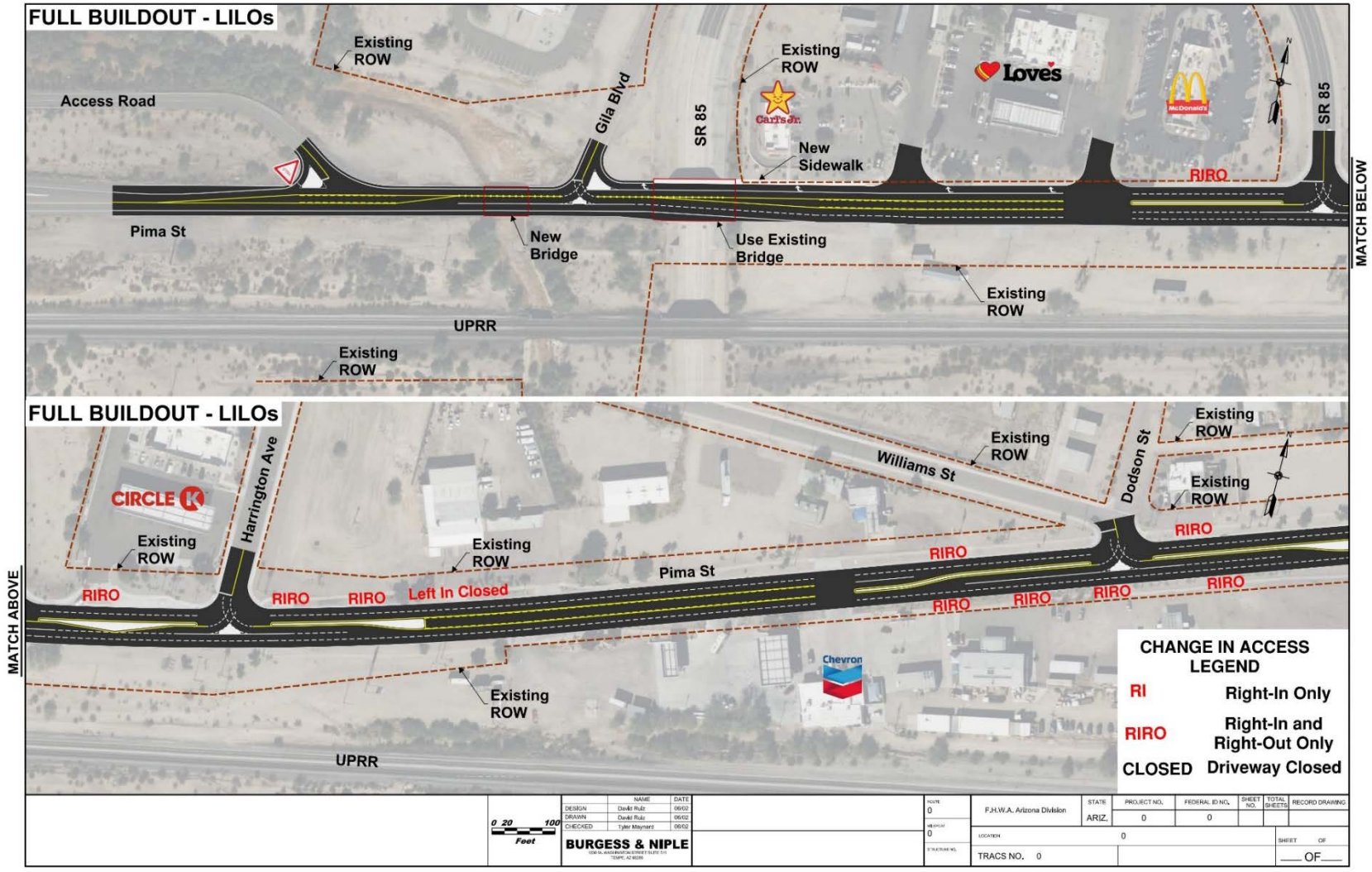
5.1 LILO

The proposed LILO configurations are intended to enhance operational safety and traffic flow under Full Build conditions by segmenting the left-turn maneuver into two distinct phases. In this design, drivers first cross one direction of traffic before merging into their desired travel lane via an acceleration lane. Full LILO treatments were evaluated at the intersections of Gila Boulevard, SR 85, Harington Avenue, and Dodson Street with Pima Street. At Gila Boulevard, this represents an upgrade from the partial LILO treatment examined in the Phase 1 analysis. Implementation of these improvements would require only minor modifications to existing infrastructure, primarily consisting of raised median installation and updated pavement striping. **Figure 6** shows the LILO configuration applied to the study corridor. Note the medians supporting the LILO at Dodson Street will impact accessibility to businesses south of Pima Street.

The construction of the raised medians inherent to LILOs converts the adjacent access points to RIROs (Right-In/Right-Out) when the raised median prohibits their left-turn movements. A RIRO is not considered an alternative in this study but a change of access impact due to raised medians associated with a LILO.

The Full LILO configuration proposed at Gila Boulevard requires widening of Pima Street to make space for the eastbound left-turn bay. The widening of Pima Street requires an extension of the box culvert west of Gila Boulevard. This box culvert impact is discussed in more detail in **Section 6.1.**

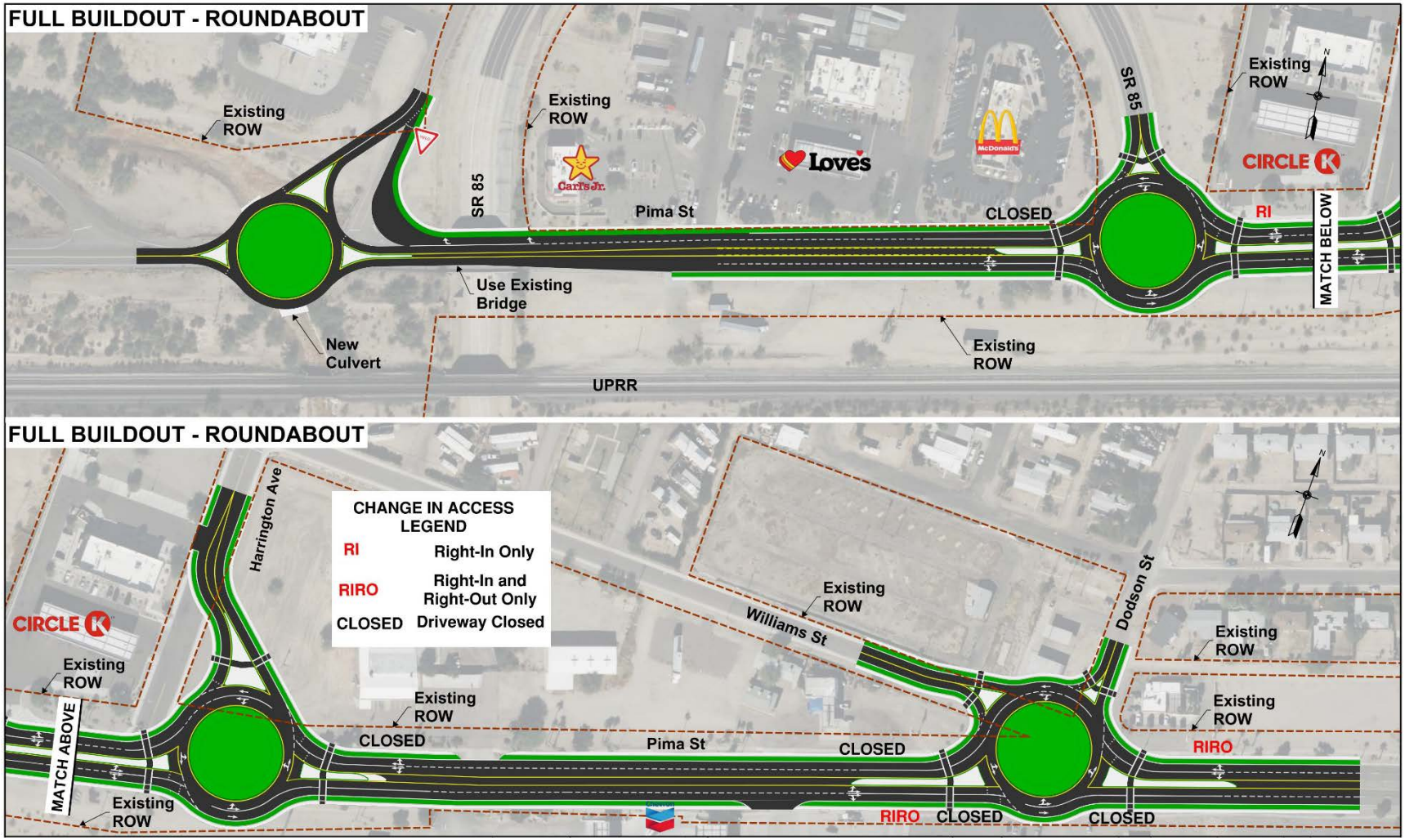
Figure 6 – Full Buildout LILO Alternatives



5.2 Roundabouts

A roundabout configuration was evaluated at the Pima Street intersections with Gila Boulevard, SR 85, Harrington Avenue, and Dodson Street. Each roundabout concept was designed to work within the existing lane configurations at the approaches. The roundabouts are anticipated to improve operational performance by reducing delays and enhancing traffic flow at the access points within the study area. Roundabouts provide excellent traffic calming as vehicles are forced to slow down at the approaches to navigate around the intersection. The traffic calming characteristics of a roundabout is particularly useful at the Gila Boulevard location as this will be the first intersection for eastbound traffic after exiting the interstate and will help slow traffic entering the town. **Figure 7** shows the roundabout concept applied to the study corridor.

Figure 7 – Full Buildout Roundabouts Alternatives



5.3 Signalization

Signalization was evaluated as a potential improvement at the SR 85 and Pima Street intersection due to its central location within the corridor and its function as the primary junction between two highways. These characteristics make the intersection a strong candidate for signal control. The proposed configuration features a standard three-phase timing plan, offering increased operational flexibility to accommodate future changes in traffic volumes and patterns. **Figure 8** shows where traffic signals could be applied to the study corridor.

Signal control provides balanced operations during both peaks. Southbound delays and queues drop substantially in the PM and improve in the AM to within agency thresholds. The eastbound left experiences a modest delay increase typical of signalization but remains acceptable. Overall, this alternative delivers controllable operations at a key junction and can tie into corridor coordination if pursued. Signalization at SR 85 will also provide consistent breaks in westbound traffic which will help drivers exiting commercial properties to the west find gaps along Pima Street.

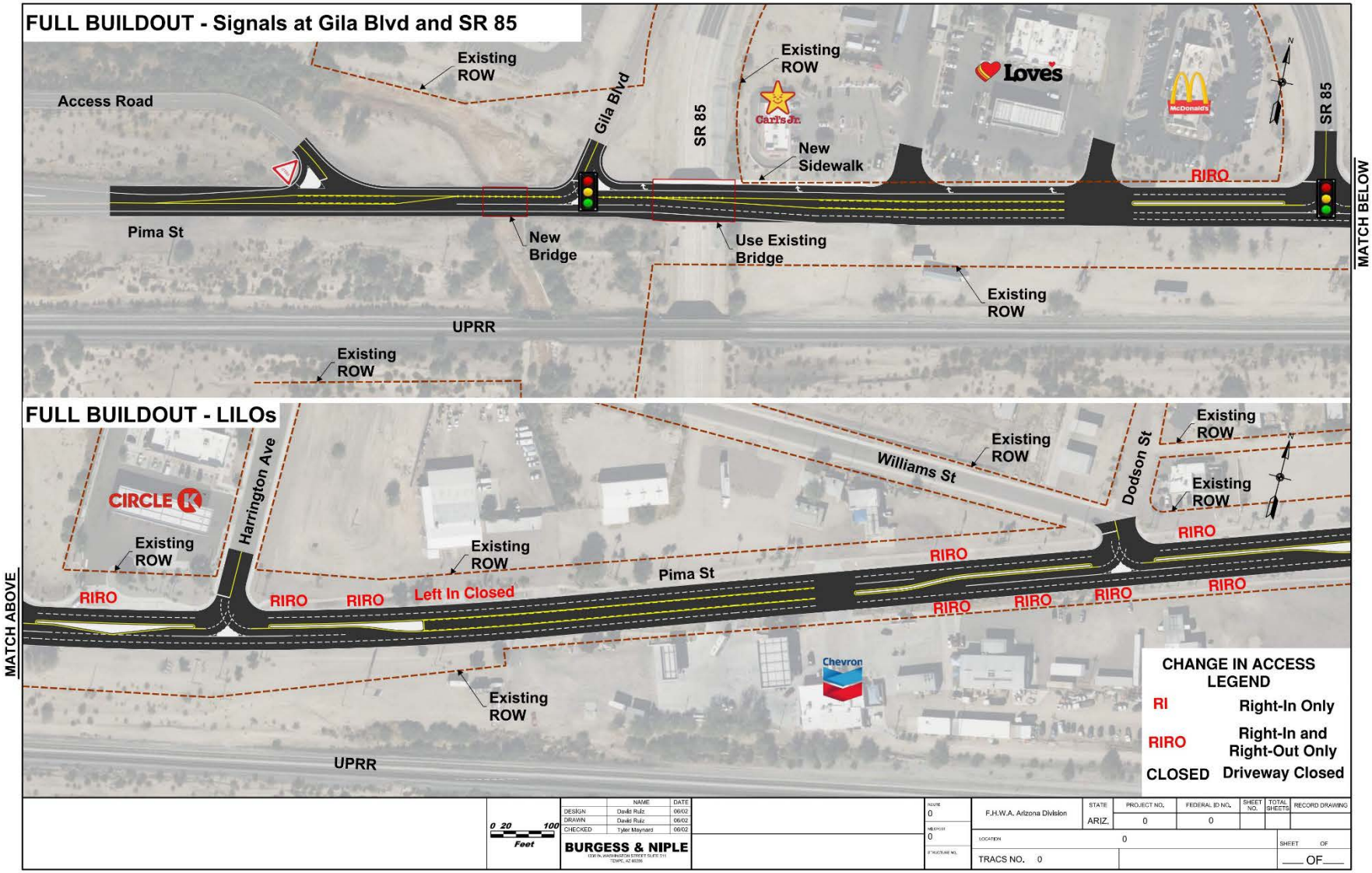
Signalization was also considered at the Gila Boulevard and Pima Street intersection due to its proximity to the proposed GB Ranch development site. A traffic signal here would provide controlled movements out of the GB Ranch development while providing speed calming for eastbound traffic coming off the I-8 as they enter Gila Bend. A signal is not as good as a roundabout for speed calming at this site as drivers may not be expecting a traffic signal after driving on the I-8 which will introduce the potential for red light running and rear-end crashes.

5.4 Alternative Summary

The full traffic volume associated with the complete development of the GB Ranch property will require major improvements at both the Gila Boulevard and the SR 85 intersections. The major improvements could be either a roundabout, a traffic signal, or a combination of both.

The distribution of GB Ranch development generated traffic through the street grid is discussed in **Section 2.2**. During the next steps of project development, traffic operations analysis including dynamic traffic assignment is necessary to evaluate the alternative where the major intersection improvements are isolated to the Gila Boulevard and SR 85 intersections. This will distribute the development traffic demand to the intersections of Harrington Avenue and Dodson Street accounting for the improved operations at the Gila Boulevard and SR 85 intersections. The resulting forecasted performance at Harrington Avenue and Dodson Street will inform the need for additional improvements to be considered at those locations up to and including major improvements. Note that a traffic signal at the SR 85 intersection will disqualify Harrington Avenue from having a traffic signal due to the proximity; a roundabout option could still be considered at Harrington Avenue in this scenario.

Figure 8 – Full Buildout Signalization Alternative



6.0 Alternative Analysis

6.1 Gila Boulevard Analysis

Three Full Buildout alternatives were evaluated at the Gila Boulevard and Pima Street intersection: a LILO, a roundabout, and a traffic signal. In all three alternatives at Gila Boulevard, the cross section of Pima Street will need to be widened requiring the lengthening of the box culvert to the west. The LILO and Signal alternatives require the same amount of lengthening (approximately 20 feet); the Roundabout requires approximately 140 feet of lengthening. These box culvert widenings were factored into the cost estimates described in **Section 7.0**.

The LILO configuration reduces queues and delays for both southbound movements in the AM and PM peak hours. The southbound movements improve to an acceptable LOS D in the AM period. In the PM period the southbound movements remain at an LOS F. Despite not improving the LOS the PM peak hour shows an approximate 60% reduction in queue length and an 80% reduction in delay after LILO implementation. The analysis results are shown in **Table 7**.

In the AM peak period, the roundabout improves the southbound left-turn movement from LOS E to LOS B and the southbound right-turn movement from LOS E to LOS A. In the PM peak period, southbound left and right movements improved from LOS F to LOS B and LOS A, respectively.

Implementing a traffic signal at the Gila Boulevard and Pima Street intersection improves AM southbound left and right movements from LOS E to LOS A. The eastbound movement experiences a delay increase but remains acceptable, shifting from LOS A to LOS B. In the PM period, southbound left and right movements improve from LOS F to LOS B, while the eastbound left degrades from LOS B to LOS C, maintaining operational acceptability while compensating for the demanding southbound movements.

Table 7 – Gila Boulevard and Pima Street Alternatives Analysis

Full Build Gila Boulevard & Pima Street		AM			PM		
		EB L	SB L	SB R	EB L	SB L	SB R
No Build	Max Queue (ft)	7.5	182.5	182.5	20.0	855.0	855.0
	Delay (s)	9.5	48.1	48.1	11.9	612.4	612.4
	LOS	A	E	E	B	F	F
LILO	Max Queue (ft)	5.0	110.0	110.0	12.5	342.5	342.5
	Delay (s)	8.6	25.3	25.3	9	86.6	86.6
	LOS	A	D	D	A	F	F
Roundabout	Max Queue (ft)	55.0	39.0	39.0	338.5	78.6	78.6
	Delay (s)	9.6	13.5	5.3	12.9	14.6	6.4
	LOS	A	B	A	B	B	A
Signal	Max Queue (ft)	40	61	21	100	73	36
	Delay (s)	19.5	11.3	12.9	19.5	11.3	12.9
	LOS	B	B	B	B	B	B

6.2 SR 85 Analysis

Three Full Buildout alternatives were evaluated at SR 85 and Pima Street intersection: a LILO, a roundabout, and a traffic signal. The alternatives analysis results are summarized in **Table 8**.

In the AM period, the LILO reduces southbound queues at SR 85 by approximately one-third while improving to LOS C. The eastbound movement improves from LOS B to LOS A. In the PM period, southbound movements remain at LOS F after implementation of the LILO; however, queues are reduced by roughly 50% and delays decrease by more than 25%.

In the AM period, the roundabout improves southbound left and right movements from LOS D to LOS A compared to the No Build. The eastbound left-turn queue increases; however, delay remains unchanged. In the PM period, southbound left and right movements improve from LOS F in the No Build to LOS B and LOS A, respectively.

In the AM period, the signalized alternative at SR 85 improves southbound left and right movements from LOS D to LOS A. The eastbound left remains at LOS B. In the PM period, southbound movements improved from LOS F in the No Build scenario to LOS A for the southbound left and LOS B for the southbound right.

Table 8 – SR 85 and Pima Street Alternatives Analysis

Full Buildout SR 85 & Pima Street		AM			PM		
		EB L	SB L	SB R	EB L	SB L	SB R
No Build	**Max Queue (ft)**	2.5	60	60	7.5	452.5	452.5
	Delay (s)	10.5	25.8	25.8	12.3	304.8	304.8
	LOS	B	D	D	B	F	F
LILO	**Max Queue (ft)**	2.5	40	40	7.5	225	225
	Delay (s)	9.9	18.1	18.1	11.4	71.3	71.3
	LOS	A	C	C	B	F	F
Roundabout	**Max Queue (ft)**	31.9	17.5	17.5	74.4	47.0	47.0
	Delay (s)	10.4	12.7	6.2	10.7	14.2	7.7
	LOS	B	A	A	B	B	A
Signal	**Max Queue (ft)**	18	19	23	33	54	77
	Delay (s)	18.8	6.8	7.2	20.7	9.9	11.5
	LOS	B	A	A	C	A	B

6.3 Harrington Avenue Analysis

Two Full Buildout alternatives were evaluated at Harrington Avenue and Pima Street intersection: a LILO and a roundabout. A traffic signal alternative was not evaluated at this site as part of this project. If a signal were placed at SR 85, its proximity to Harrington Avenue would disqualify Harrington Avenue from having a signal. However, later phases of this project should analyze a signal option within the context of adjacent improvements.

In the AM period, southbound left and right movements improve from LOS F in the No Build to LOS D with LILO implementation, while eastbound left operations remain unchanged. In the PM period, southbound queues are reduced by approximately 70% and delays by approximately 65%; however, the LOS remains F. The eastbound left continues to operate at LOS B. The results from the analysis are shown in **Table 9**.

In the AM period, southbound left and right movements improve from LOS D in the No Build to LOS B and LOS A, respectively, with the roundabout, accompanied by significant queue reductions. The eastbound left remains unchanged. In the PM period, southbound left and right movements improve from LOS F in the No Build to LOS B and LOS A, respectively. The eastbound left queue increases in the roundabout alternative, but the delay decreases and maintains a LOS of B.

Table 9 – Harrington Avenue and Pima Street Alternatives Analysis

Full Buildout Dodson Street & Pima Street		AM			PM		
		EB L	SB L	SB R	EB L	SB L	SB R
No Build	Max Queue (ft)	5.0	222.5	222.5	20.0	777.5	777.5
	Delay (s)	10.2	76.5	76.5	13.7	743.2	743.2
	LOS	A	F	F	B	F	F
LILO	Max Queue (ft)	5.0	120	120	17.5	237.5	237.5
	Delay (s)	9.6	30.9	30.9	12.4	259.9	259.9
	LOS	A	D	D	B	F	F
Roundabout	Max Queue (ft)	34.0	29.5	29.5	74.8	58.4	58.4
	Delay (s)	10.5	12.6	6.2	10.6	13.8	7.4
	LOS	B	B	A	B	B	A

6.4 Dodson Street Analysis

Two Full Buildout alternatives were evaluated at SR 85 and Pima Street intersection: a LILO and a roundabout. The alternative analysis results are summarized in **Table 10**. A traffic signal was not evaluated at this intersection as part of this project. Later stages of this project should consider analyzing a signal option at this location within the context of adjacent improvements.

In the AM period, LILO implementation at the Dodson Street and Pima Street intersection improves southbound left and right movements from LOS F to LOS D, while the eastbound left remains unchanged. In the PM period, southbound movements remain at LOS F; however, queues are reduced by over 40% and delays by approximately 70%. The eastbound left remains unchanged.

In the AM period, the roundabout alternative at the Dodson Street and Pima Street intersection, southbound left and right movements improve from LOS F in the No Build to LOS B and LOS A, respectively. In the PM period, southbound left and right movements improve from LOS F to LOS B and LOS A, respectively.

Table 10 – Dodson Street and Pima Street Alternatives Analysis

Full Build Dodson Street & Pima Street		AM			PM		
		EB L	SB L	SB R	EB L	SB L	SB R
No Build	Max Queue (ft)	0	195	195	0	410	410
	Delay (s)	9.6	94.2	94.2	11.9	590.7	590.7
	LOS	A	F	F	B	F	F
LILO	Max Queue (ft)	0	97.5	97.5	0	237.5	237.5
	Delay (s)	9.6	33.2	33.2	11.9	151.6	151.6
	LOS	A	D	D	B	F	F
Roundabout	Max Queue (ft)	42.8	17.8	17.8	81.1	20.0	20.0
	Delay (s)	10.8	12.4	5.9	10.9	12.9	6.5
	LOS	B	B	A	B	B	A

7.0 Cost Estimates

Table 11 and **Table 12** detail the cost estimates for each of the alternative improvements at each of the study intersections. In general, LILO options are lower cost with minimal or no right-of-way needs and limited pavement work, while roundabouts are larger capital projects that typically require roadway widening, new pavement and medians, and targeted right-of-way acquisition. **Appendix E** provides greater detail into the cost estimate assumptions.

Table 11 – Alternative Cost Summary

Intersection	Alternative	Cost in 2025 Dollars			Comment
Gila Boulevard & Pima Street	Partial LILO	Construction Cost	$	125,000.00	- Preserves existing structures.
		ROW Cost	$	-	- No impacts to adjacent parcels.
		Other Costs*	$	125,000.00	- No full depth replacement.
		Project Cost**	**$**	**250,000.00**	- Some New Pavement and a new pork chop.
	Full LILO	Construction Cost	$	2,777,700.00	- Replaces box culvert west of Gila Boulevard.
		ROW Cost	$	-	- Assumes new pavement and a new pork chop.
		Other Costs*	$	1,369,300.00	- Extended traffic control for bridge reconstruction.
		Project Cost	**$**	**4,147,000.00**	- Construction of Partial LILO does not reduce the cost of Full LILO.
	Signal	Construction Cost	$	3,527,700.00	- Replaces box culvert west of Gila Boulevard.
		ROW Cost	$	-	- Assumes new pavement and a new pork chop.
		Other Costs*	$	1,619,300.00	- Extended traffic control for bridge reconstruction.
		Project Cost	**$**	**5,147,000.00**	- Construction of Partial LILO does not reduce the cost of Signal.
	Roundabout	Construction Cost	$	6,373,200.00	- Impact to box culvert west of Gila Boulevard requiring bridge replacement.
		ROW Cost	$	55,300.00	- Widening of roadway. Acquisition of 0.1 Acre of Right of Way from Parcel 403-
		Other Costs*	$	3,001,500.00	45-034C Gila Bend Health and Emergency Services Inc.
		Project Cost	**$**	**9,430,000.00**	- Extended traffic control for box culvert bridge reconstruction.
SR 85 & Pima Street	LILO	Construction Cost	$	100,000.00	- No impacts to right of way.
		ROW Cost	$	-	- New striping and raised median.
		Other Costs*	$	100,000.00	- No full depth replacement.
		Project Cost**	**$**	**200,000.00**	
	Signal	Construction Cost	$	850,000.00	- No impacts to right of way.
		ROW Cost	$	-	- New striping and raised median.
		Other Costs*	$	350,000.00	- No full depth replacement.
		Project Cost**	**$**	**1,200,000.00**	
	Roundabout	Construction Cost	$	2,658,400.00	- Impacts 0.1 acres of right of way.
		ROW Cost	$	55,300.00	- Widen roadway, new pavement, sidewalks, raised medians.
		Other Costs*	$	1,311,300.00	
		Project Cost	**$**	**4,025,000.00**	

* Other Costs include scoping, design, post design, construction contingencies, construction engineering and other items.

** Smaller scale projects assume project is completed in isolation and also assumes higher unit cost due to no scaling cost advantage

Table 12 – Alternative Cost Summary Part Two

Intersection	Alternative	Cost in 2025 Dollars			Comment
Harrington Street & Pima Street	LILO	Construction Cost	$	154,800.00	- No impacts to right of way.
		ROW Cost	$	-	- No full depth replacement.
		Other Costs*	$	45,200.00	- New striping and raised median.
		Project Cost**	**$**	**200,000.00**	
	Roundabout	Construction Cost	$	3,161,400.00	- Impacts 0.5 acres of right of way.
		ROW Cost	$	276,500.00	- Widen roadway, new pavement, sidewalks, raised medians.
		Other Costs*	$	1,559,100.00	
		Project Cost	**$**	**4,997,000.00**	
Dodson Street & Pima Street	LILO	Construction Cost	$	150,000.00	- No impacts to right of way.
		ROW Cost	$	-	- No full depth replacement.
		Other Costs*	$	150,000.00	- New striping and raised median.
		Project Cost**	**$**	**300,000.00**	
	Roundabout	Construction Cost	$	2,706,500.00	- Impacts 0.2 Acres of right of way.
		ROW Cost	$	110,600.00	- Widen roadway, new pavement, sidewalks, raised medians.
		Other Costs*	$	1,334,900.00	
		Project Cost	**$**	**4,152,000.00**	

* Other Costs include scoping, design, post design, construction contingencies, construction engineering and other items.

** Smaller scale projects assume project is completed in isolation and also assumes higher unit cost due to no scaling cost advantage

8.0 Conclusion

The Full Buildout Report evaluates long-term traffic impacts associated with the complete buildout of the GB Ranch development and proposes intersection improvements to maintain acceptable corridor operations under significantly increased travel demand. Building on the foundational analysis established in the Existing Conditions and Phase 1 reports, this study uses forecasted traffic volumes derived from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* methodologies and land use assumptions to assess future operational challenges along Pima Street between Gila Boulevard and Dodson Street.

Analysis of the No Build scenario under Full Buildout traffic volumes identified substantial performance deficiencies at key intersections, particularly during the PM peak hour. Six of the seven evaluated access points were found to contain at least one failing movement, with Gila Boulevard, SR 85, Harrington Avenue, and Dodson Street exhibiting severe operational constraints. These results underscore the need for geometric improvements to preserve mobility and safety throughout the study corridor.

To address these challenges, a range of intersection alternatives was evaluated: LILO configurations, roundabouts, and signalization. The LILO designs aim to improve safety by breaking left-turn maneuvers into two stages using directional medians and acceleration lanes. Roundabouts were analyzed for their potential to enhance flow efficiency and reduce delays at several access points, while also offering speed control benefits at key locations like Gila Boulevard. Signalization at Gila Boulevard and SR 85 were explored to evaluate efficacy of flexible control as travel patterns evolve. The construction of the raised medians inherent to LILOs converts the adjacent access points to RIROs when the raised median prohibits their left-turn movements.

Improving one intersection along Pima Street with either a signal or a roundabout is expected to attract additional traffic to that location, thereby reducing demand at other intersections in the network (SR 85 excluded). Future analysis in later stages of the project will need to evaluate just how improvements will dynamically redistribute traffic from GB Ranch. Once this in-depth analysis is complete, the project team will understand which intersections will require major improvements to accommodate the traffic generated by all the phases of the GB Ranch development.

These proposed alternatives improve operational performance over the No Build condition and offer feasible mitigation strategies that support long-term traffic needs associated with the GB Ranch development. Final recommendations should be refined in coordination with agency stakeholders and informed by right-of-way constraints, implementation costs, and community input. This report does recommend at least one Gila Bend residents-serving intersection (Gila Boulevard, Harrington Avenue, or Dodson Street) be upgraded to either a roundabout or signalized intersection before GB Ranch development reaches its Full Buildout stage. SR 85 will also need to be upgraded to a signal or roundabout to maintain acceptable operations under the Full Buildout volumes, but SR 85 improvements will not benefit Gila Bend residents alone. A more in-depth analysis will be required to confirm that only one of the local serving intersections (Gila Boulevard, Harrington Avenue, or Dodson Street) needs a major improvement, which could be a roundabout or a traffic signal. The next round of analysis should also include an analysis of crash history within the study area before determining the final intersection configuration.

Appendix A

Traffic Forecast Tables

		Phase 1			Phase 2				
Description	Land Use/ Designation Area	4	1	1.1	2	3	8, 9 &10	7	5 & 6
	Land Use	Recreational	Retail	Super Market	Service	Retail	Residential	Residential	Residential
	Land Use Code	416	821	850	934	821	210	215	220
	ITE Land Use Title	Campground/ RV Park	Shopping Plaza (40-150k) w/o Supermarket	Super Market	Fast-Food Restaurant w/ Drive-Thru Window	Shopping Plaza (40-150k) w/o Supermarket	Single-Family Attached Housing	Single-Family Attached Housing	Multifamily Housing (Low Rise)
	Land Use Unit of Measurement (X)	Occupied Sites	1000 SF GLA	1000 SF GLA	1000 SF GLA	1000 SF GLA	Dwelling Units	Dwelling Units	Dwelling Units
	Variable Amount	300	52	22	6	40	758	82	496
Trip Rates	Weekday Curve	N/A	N/A	T=83.39(X)+593.33	N/A	N/A	T=e^(0.92*Ln(X)+2.68)	T=7.62(X)-50.48	T=6.41(X)+75.31
	Weekday Average	N/A	T=67.52(X)	T=93.84(X)	T=467.48(X)	T=67.52(X)	T=9.43(X)	T=7.20(X)	T=6.74(X)
	AM Peak Hour Curve	T= 0.16(X)+2.93	N/A	N/A	N/A	N/A	T=e^(0.91*Ln(X)+0.12)	T=0.52(X)-5.70	T=0.31(X)+22.85
	AM Peak Hour Average	T=0.21(X)	T=1.73(X)	T=2.86(X)	T=44.61(X)	T=1.73(X)	T=0.70(X)	T=0.48(X)	T=0.40(X)
	PM Peak Hour Curve	T=e^(0.71*Ln(X)-0.06)	N/A	T=e^(0.81*Ln(X)+2.92)	N/A	N/A	T=e^(0.94*Ln(X)+0.27)	T=0.60(X)-3.93	T=0.43(X)+20.55
	PM Peak Hour Average	T=0.27(X)	T=5.19(X)	T=8.95(X)	T=33.03(X)	T=5.19(X)	T=0.94(X)	T=0.57(X)	T=0.51(X)
Inboud Percentage	Weekday	N/A	50%	50%	50%	50%	50%	50%	50%
	AM Peak Hour	36%	62%	59%	51%	62%	25%	25%	24%
	PM Peak Hour	65%	48%	50%	52%	48%	63%	59%	63%
Applied Rates	Weekday Curve	N/A	N/A	2428	N/A	N/A	6504	574	3255
	Weekday Average	N/A	3511	2064	2805	2701	7148	590	3343
	AM Peak Hour Curve	51	N/A	N/A	N/A	N/A	471	37	177
	AM Peak Hour Average	63	90	63	268	69	531	39	198
	PM Peak Hour Curve	54	N/A	227	N/A	N/A	667	45	234
	PM Peak Hour Average	81	270	197	198	208	713	47	253
Total Trip Ends	Weekday	N/A	3511	2064	2805	2701	7148	590	3343
	AM Peak Hour Inbound	23	56	37	137	43	133	10	48
	AM Peak Hour Outbound	40	34	26	131	26	398	30	151
	PM Peak Hour Inbound	53	130	113	103	100	449	28	159
	PM Peak Hour Outbound	28	140	113	95	108	264	19	94
Internal Site Interaction Reduction Percent	Daily	20%	20%	20%	20%	20%	20%	20%	20%
	AM	13%	13%	13%	13%	13%	13%	13%	13%
	PM	26%	26%	26%	26%	26%	26%	26%	26%
External Trip	Weekday	N/A	2826	1662	2258	2174	5754	475	2691
	AM Peak Hour Inbound	20	49	32	119	37	115	9	41
	Am Peak Hour Outbound	35	30	22	114	23	346	26	131
	Pm Peak Hour Inbound	39	96	84	76	74	332	20	118
	PM Peak Hour Outbound	21	104	84	70	80	195	14	69
Alternative Travel Mode Trip Reduction Percent	Daily	3%	3%	3%	3%	3%	3%	3%	3%
	AM	3%	3%	3%	3%	3%	3%	3%	3%
	PM	3%	3%	3%	3%	3%	3%	3%	3%
Vehicle Trip Ends	Weekday	N/A	2742	1612	2190	2109	5581	461	2610
	AM Peak Hour Inbound	19	47	31	115	36	112	8	40
	AM Peak Hour Outbound	34	29	22	111	22	336	25	127
	PM Peak Hour Inbound	38	93	81	74	72	322	20	114
	PM Peak Hour Outbound	20	101	81	68	77	189	14	67
Pass-By Traffic	AM Peak Hour Pass-By Percentage	0%	0%	20%	49%	0%	0%	0%	0%
	PM Peak Hour Pass-By Percentage	0%	34%	30%	50%	34%	0%	0%	0%
	AM Peak Hour Trip Ends	0	0	11	111	0	0	0	0
	PM Peak Hours Trip Ends	0	66	49	71	51	0	0	0
New Trip Ends	Weekday	N/A	2276	1209	1106	1750	5581	461	2610
	AM Peak Hour Inbound	19	47	25	59	36	112	8	40
	AM Peak Hour Outbound	34	29	17	56	22	336	25	127
	PM Peak Hour Inbound	38	61	57	37	47	322	20	114
	PM Peak Hour Outbound	20	66	57	34	51	189	14	67

Appendix B
Synchro Reports

Intersection	
Int Delay, s/veh	11.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	220	443	231	166	107
Future Vol, veh/h	70	220	443	231	166	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	250	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	34	34	2	2	2
Mvmt Flow	76	239	482	251	180	116

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	733	0	-	0	873	482
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	391	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	872	-	-	-	321	585
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	872	-	-	-	288	585
Mov Cap-2 Maneuver	-	-	-	-	288	-
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	683	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.3	0	48.1
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	434	-	-	-	360
HCM Lane V/C Ratio	0.087	-	-	-	0.824
HCM Ctrl Dly (s/v)	9.5	0	-	-	48.1
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.3	-	-	-	7.3

Intersection	
Int Delay, s/veh	118.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	130	547	479	492	167	226
Future Vol, veh/h	130	547	479	492	167	226
Conflicting Peds, #/hr	0	0	0	0	30	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	250	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	34	34	2	2	2
Mvmt Flow	141	595	521	535	182	246

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1055	0	-	0	1428	521
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	907	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	660	-	-	-	~ 149	556
Stage 1	-	-	-	-	596	-
Stage 2	-	-	-	-	394	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	660	-	-	-	~ 101	556
Mov Cap-2 Maneuver	-	-	-	-	~ 101	-
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	394	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	2.29	0	$ 612.36
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	346	-	-	-	191
HCM Lane V/C Ratio	0.214	-	-	-	2.236
HCM Ctrl Dly (s/v)	11.9	0	-	-	$ 612.4
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.8	-	-	-	34.2

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	9.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	70	0	443	231	166	107
Future Vol, veh/h	70	0	443	231	166	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	100	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	0	482	251	180	116

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	482	0	-	0	634	482
Stage 1	-	-	-	-	482	-
Stage 2	-	-	-	-	152	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1081	-	-	0	443	585
Stage 1	-	-	-	0	621	-
Stage 2	-	-	-	0	876	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1081	-	-	-	412	585
Mov Cap-2 Maneuver	-	-	-	-	412	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	876	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	8.58	0	25.29
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1081	-	-	466
HCM Lane V/C Ratio	0.07	-	-	0.637
HCM Ctrl Dly (s/v)	8.6	-	-	25.3
HCM Lane LOS	A	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	4.4

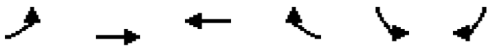
Intersection	
Int Delay, s/veh	35.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	130	0	479	492	167	226
Future Vol, veh/h	130	0	479	492	167	226
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Free	-	None
Storage Length	0	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	141	0	521	535	182	246

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	521	0	-	0	803	521
Stage 1	-	-	-	-	521	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1046	-	-	0	353	556
Stage 1	-	-	-	0	596	-
Stage 2	-	-	-	0	765	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	1046	-	-	-	305	556
Mov Cap-2 Maneuver	-	-	-	-	305	-
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	8.98	0	86.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	SBLn1
Capacity (veh/h)	1046	-	-	412
HCM Lane V/C Ratio	0.135	-	-	1.037
HCM Ctrl Dly (s/v)	9	-	-	86.6
HCM Lane LOS	A	-	-	F
HCM 95th %tile Q(veh)	0.5	-	-	13.7



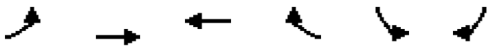
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	70	220	443	231	166	107
Future Volume (veh/h)	70	220	443	231	166	107
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	239	482	0	180	116
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	281	666	666		791	704
Arrive On Green	0.36	0.36	0.36	0.00	0.44	0.44
Sat Flow, veh/h	913	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	76	239	482	0	180	116
Grp Sat Flow(s),veh/h/ln	913	1870	1870	1585	1781	1585
Q Serve(g_s), s	3.5	4.2	10.1	0.0	2.8	2.0
Cycle Q Clear(g_c), s	13.6	4.2	10.1	0.0	2.8	2.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	281	666	666		791	704
V/C Ratio(X)	0.27	0.36	0.72		0.23	0.16
Avail Cap(c_a), veh/h	321	748	748		791	704
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	10.7	12.6	0.0	7.7	7.5
Incr Delay (d2), s/veh	0.5	0.3	3.1	0.0	0.7	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.5	3.9	0.0	1.0	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.0	11.0	15.6	0.0	8.4	8.0
LnGrp LOS	B	B	B		A	A
Approach Vol, veh/h		315	482		296	
Approach Delay, s/veh		13.0	15.6		8.2	
Approach LOS		B	B		A	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			20.5		24.5	20.5
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			18.0		18.0	18.0
Max Q Clear Time (g_c+I1), s			15.6		4.8	12.1
Green Ext Time (p_c), s			0.4		0.7	1.5

Intersection Summary	
HCM 7th Control Delay, s/veh	12.9
HCM 7th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	130	547	479	492	167	226
Future Volume (veh/h)	130	547	479	492	167	226
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	595	521	0	182	246
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	328	803	803		696	619
Arrive On Green	0.43	0.43	0.43	0.00	0.39	0.39
Sat Flow, veh/h	881	1870	1870	1585	1781	1585
Grp Volume(v), veh/h	141	595	521	0	182	246
Grp Sat Flow(s),veh/h/ln	881	1870	1870	1585	1781	1585
Q Serve(g_s), s	7.5	13.3	11.0	0.0	3.5	5.6
Cycle Q Clear(g_c), s	18.5	13.3	11.0	0.0	3.5	5.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	328	803	803		696	619
V/C Ratio(X)	0.43	0.74	0.65		0.26	0.40
Avail Cap(c_a), veh/h	346	842	842		696	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.6	11.9	11.3	0.0	10.3	11.0
Incr Delay (d2), s/veh	0.9	3.4	1.6	0.0	0.9	1.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	5.1	4.0	0.0	1.3	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.5	15.3	12.9	0.0	11.3	12.9
LnGrp LOS	B	B	B		B	B
Approach Vol, veh/h		736	521		428	
Approach Delay, s/veh		16.1	12.9		12.2	
Approach LOS		B	B		B	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			26.0		24.0	26.0
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			22.5		18.5	22.5
Max Q Clear Time (g_c+I1), s			20.5		7.6	13.0
Green Ext Time (p_c), s			0.9		1.1	2.3

Intersection Summary	
HCM 7th Control Delay, s/veh	14.1
HCM 7th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	362	627	17	33	47
Future Vol, veh/h	24	362	627	17	33	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	34	34	34	34	34	34
Mvmt Flow	26	393	682	18	36	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	700	0	-	0	1127	682
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	446	-
Critical Hdwy	4.44	-	-	-	6.74	6.54
Critical Hdwy Stg 1	-	-	-	-	5.74	-
Critical Hdwy Stg 2	-	-	-	-	5.74	-
Follow-up Hdwy	2.506	-	-	-	3.806	3.606
Pot Cap-1 Maneuver	765	-	-	-	196	399
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	765	-	-	-	190	399
Mov Cap-2 Maneuver	-	-	-	-	310	-
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.61	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	765	-	-	-	357
HCM Lane V/C Ratio	0.034	-	-	-	0.244
HCM Ctrl Dly (s/v)	9.9	-	-	-	18.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	48	666	902	24	67	69
Future Vol, veh/h	48	666	902	24	67	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	200	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	34	34	34	34	34	34
Mvmt Flow	52	724	980	26	73	75

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1007	0	-	0	1809	980
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	828	-
Critical Hdwy	4.44	-	-	-	6.74	6.54
Critical Hdwy Stg 1	-	-	-	-	5.74	-
Critical Hdwy Stg 2	-	-	-	-	5.74	-
Follow-up Hdwy	2.506	-	-	-	3.806	3.606
Pot Cap-1 Maneuver	577	-	-	-	~ 72	264
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	379	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	577	-	-	-	~ 65	264
Mov Cap-2 Maneuver	-	-	-	-	179	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	379	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.8	0	52.63
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	577	-	-	-	214
HCM Lane V/C Ratio	0.09	-	-	-	0.691
HCM Ctrl Dly (s/v)	11.9	-	-	-	52.6
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	4.4

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	383	623	58	54	21
Future Vol, veh/h	12	383	623	58	54	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	34	34	34	34	34	34
Mvmt Flow	13	416	677	63	59	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	740	0	-	0	911	677
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	4.61	-	-	-	7.11	6.71
Critical Hdwy Stg 1	-	-	-	-	5.91	-
Critical Hdwy Stg 2	-	-	-	-	6.31	-
Follow-up Hdwy	2.523	-	-	-	3.823	3.623
Pot Cap-1 Maneuver	709	-	-	-	243	388
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	709	-	-	-	238	388
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	426	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.31	0	18.27
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	709	-	-	-	352
HCM Lane V/C Ratio	0.018	-	-	-	0.231
HCM Ctrl Dly (s/v)	10.2	-	-	-	18.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	44	689	879	88	63	47
Future Vol, veh/h	44	689	879	88	63	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	34	34	34	34	34	34
Mvmt Flow	48	749	955	96	68	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1051	0	-	0	1426	955
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	470	-
Critical Hdwy	4.61	-	-	-	7.11	6.71
Critical Hdwy Stg 1	-	-	-	-	5.91	-
Critical Hdwy Stg 2	-	-	-	-	6.31	-
Follow-up Hdwy	2.523	-	-	-	3.823	3.623
Pot Cap-1 Maneuver	525	-	-	-	109	261
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	525	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	525	-	-	-	99	261
Mov Cap-2 Maneuver	-	-	-	-	208	-
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.75	0	37.04
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	525	-	-	-	228
HCM Lane V/C Ratio	0.091	-	-	-	0.525
HCM Ctrl Dly (s/v)	12.5	-	-	-	37
HCM Lane LOS	B	-	-	-	E
HCM 95th %tile Q(veh)	0.3	-	-	-	2.8

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	423	673	54	13	8
Future Vol, veh/h	14	423	673	54	13	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	34	0	34	0	0
Mvmt Flow	15	460	732	59	14	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	790	0	-	0	992	732
Stage 1	-	-	-	-	732	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	4.1	-	-	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	839	-	-	-	260	425
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	765	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	839	-	-	-	255	425
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	839	-	-	-	390
HCM Lane V/C Ratio	0.018	-	-	-	0.059
HCM Ctrl Dly (s/v)	9.4	-	-	-	14.8
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	739	961	53	23	6
Future Vol, veh/h	13	739	961	53	23	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	0	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	34	34	2	2	2
Mvmt Flow	14	803	1045	58	25	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1102	0	-	0	1474	1045
Stage 1	-	-	-	-	1045	-
Stage 2	-	-	-	-	430	-
Critical Hdwy	4.13	-	-	-	6.63	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.83	-
Follow-up Hdwy	2.219	-	-	-	3.519	3.319
Pot Cap-1 Maneuver	631	-	-	-	128	277
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	625	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	631	-	-	-	125	277
Mov Cap-2 Maneuver	-	-	-	-	247	-
Stage 1	-	-	-	-	330	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.19	0	21.28
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	631	-	-	-	253
HCM Lane V/C Ratio	0.022	-	-	-	0.125
HCM Ctrl Dly (s/v)	10.8	-	-	-	21.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	409	638	171	49	90
Future Vol, veh/h	27	409	638	171	49	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	16	34	34	16	16	16
Mvmt Flow	29	445	693	186	53	98

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	879	0	-	0	1067	440
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	281	-
Critical Hdwy	4.42	-	-	-	7.12	7.22
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	6.12	-
Follow-up Hdwy	2.36	-	-	-	3.66	3.46
Pot Cap-1 Maneuver	682	-	-	-	195	528
Stage 1	-	-	-	-	375	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	682	-	-	-	187	528
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	701	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.65	0	25.77
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	682	-	-	-	321
HCM Lane V/C Ratio	0.043	-	-	-	0.47
HCM Ctrl Dly (s/v)	10.5	-	-	-	25.8
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	2.4

Intersection	
Int Delay, s/veh	39.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	716	839	198	88	175
Future Vol, veh/h	46	716	839	198	88	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	16	34	34	16	16	16
Mvmt Flow	50	778	912	215	96	190

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1127	0	-	0	1509	564
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	489	-
Critical Hdwy	4.42	-	-	-	7.12	7.22
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	6.12	-
Follow-up Hdwy	2.36	-	-	-	3.66	3.46
Pot Cap-1 Maneuver	541	-	-	-	97	435
Stage 1	-	-	-	-	279	-
Stage 2	-	-	-	-	544	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	541	-	-	-	~ 88	435
Mov Cap-2 Maneuver	-	-	-	-	~ 88	-
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	544	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.74	0	$ 304.79
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	541	-	-	-	188
HCM Lane V/C Ratio	0.092	-	-	-	1.52
HCM Ctrl Dly (s/v)	12.3	-	-	-	$ 304.8
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	18.1

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	0	638	171	49	90
Future Vol, veh/h	27	0	638	171	49	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	0	693	186	53	98

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	879	0	-	0	845	440
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	59	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	764	-	-	-	302	565
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	957	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	764	-	-	-	290	565
Mov Cap-2 Maneuver	-	-	-	-	290	-
Stage 1	-	-	-	-	394	-
Stage 2	-	-	-	-	957	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	9.9	0	18.14
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	764	-	-	-	424
HCM Lane V/C Ratio	0.038	-	-	-	0.357
HCM Ctrl Dly (s/v)	9.9	-	-	-	18.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.6

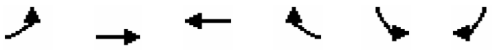
Intersection	
Int Delay, s/veh	14.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	0	839	198	88	175
Future Vol, veh/h	46	0	839	198	88	175
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	0	912	215	96	190

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1127	0	-	0	1120	564
Stage 1	-	-	-	-	1020	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	615	-	-	-	201	469
Stage 1	-	-	-	-	309	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	615	-	-	-	184	469
Mov Cap-2 Maneuver	-	-	-	-	184	-
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	11.37	0	71.33
HCM LOS			F

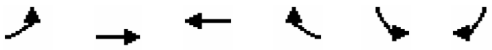
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	615	-	-	-	309
HCM Lane V/C Ratio	0.081	-	-	-	0.925
HCM Ctrl Dly (s/v)	11.4	-	-	-	71.3
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	9



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	27	409	638	171	49	90
Future Volume (veh/h)	27	409	638	171	49	90
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	445	693	186	53	98
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	231	1191	928	249	828	737
Arrive On Green	0.34	0.34	0.34	0.34	0.46	0.46
Sat Flow, veh/h	631	3647	2864	743	1781	1585
Grp Volume(v), veh/h	29	445	444	435	53	98
Grp Sat Flow(s),veh/h/ln	631	1777	1777	1737	1781	1585
Q Serve(g_s), s	1.9	4.3	10.0	10.0	0.7	1.6
Cycle Q Clear(g_c), s	11.9	4.3	10.0	10.0	0.7	1.6
Prop In Lane	1.00			0.43	1.00	1.00
Lane Grp Cap(c), veh/h	231	1191	595	582	828	737
V/C Ratio(X)	0.13	0.37	0.75	0.75	0.06	0.13
Avail Cap(c_a), veh/h	272	1421	711	695	828	737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	11.4	13.3	13.3	6.6	6.9
Incr Delay (d2), s/veh	0.2	0.2	3.6	3.7	0.1	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.4	3.8	3.7	0.2	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.8	11.6	16.8	16.9	6.8	7.2
LnGrp LOS	B	B	B	B	A	A
Approach Vol, veh/h		474	879		151	
Approach Delay, s/veh		12.0	16.9		7.1	
Approach LOS		B	B		A	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			19.6		25.4	19.6
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			18.0		18.0	18.0
Max Q Clear Time (g_c+I1), s			13.9		3.6	12.0
Green Ext Time (p_c), s			1.2		0.3	2.8

Intersection Summary		
HCM 7th Control Delay, s/veh	14.4	
HCM 7th LOS	B	



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	46	716	839	198	88	175
Future Volume (veh/h)	46	716	839	198	88	175
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	50	778	912	215	96	190
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	218	1494	1200	283	712	633
Arrive On Green	0.42	0.42	0.42	0.42	0.40	0.40
Sat Flow, veh/h	500	3647	2948	672	1781	1585
Grp Volume(v), veh/h	50	778	567	560	96	190
Grp Sat Flow(s),veh/h/ln	500	1777	1777	1749	1781	1585
Q Serve(g_s), s	4.7	8.1	13.6	13.6	1.7	4.1
Cycle Q Clear(g_c), s	18.4	8.1	13.6	13.6	1.7	4.1
Prop In Lane	1.00			0.38	1.00	1.00
Lane Grp Cap(c), veh/h	218	1494	747	735	712	633
V/C Ratio(X)	0.23	0.52	0.76	0.76	0.13	0.30
Avail Cap(c_a), veh/h	223	1528	764	752	712	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	10.8	12.3	12.3	9.5	10.2
Incr Delay (d2), s/veh	0.5	0.3	4.4	4.5	0.4	1.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	2.6	5.2	5.2	0.6	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	20.7	11.1	16.7	16.8	9.9	11.5
LnGrp LOS	C	B	B	B	A	B
Approach Vol, veh/h		828	1127		286	
Approach Delay, s/veh		11.6	16.8		10.9	
Approach LOS		B	B		B	

Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			25.5		24.5	25.5
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			21.5		19.5	21.5
Max Q Clear Time (g_c+I1), s			20.4		6.1	15.6
Green Ext Time (p_c), s			0.7		0.7	3.5

Intersection Summary						
HCM 7th Control Delay, s/veh		14.1				
HCM 7th LOS		B				

Intersection	
Int Delay, s/veh	13.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	412	673	50	110	136
Future Vol, veh/h	46	412	673	50	110	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	16	34	34	16	16	16
Mvmt Flow	50	448	732	54	120	148

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	786	0	-	0	1083	393
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	4.42	-	-	-	7.12	7.22
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	6.12	-
Follow-up Hdwy	2.36	-	-	-	3.66	3.46
Pot Cap-1 Maneuver	744	-	-	-	191	568
Stage 1	-	-	-	-	389	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	744	-	-	-	178	568
Mov Cap-2 Maneuver	-	-	-	-	178	-
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.02	0	76.54
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	744	-	-	-	287
HCM Lane V/C Ratio	0.067	-	-	-	0.933
HCM Ctrl Dly (s/v)	10.2	-	-	-	76.5
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.2	-	-	-	8.9

Intersection	
Int Delay, s/veh	113.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	103	671	824	241	116	213
Future Vol, veh/h	103	671	824	241	116	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	50	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	16	34	34	16	16	16
Mvmt Flow	112	729	896	262	126	232

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1158	0	-	0	1615	579
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	589	-
Critical Hdwy	4.42	-	-	-	7.12	7.22
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	6.12	-
Follow-up Hdwy	2.36	-	-	-	3.66	3.46
Pot Cap-1 Maneuver	525	-	-	-	~ 82	425
Stage 1	-	-	-	-	277	-
Stage 2	-	-	-	-	481	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	525	-	-	-	~ 65	425
Mov Cap-2 Maneuver	-	-	-	-	~ 65	-
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	481	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	1.82	0	$ 743.24
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	525	-	-	-	143
HCM Lane V/C Ratio	0.213	-	-	-	2.497
HCM Ctrl Dly (s/v)	13.7	-	-	-	$ 743.2
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.8	-	-	-	31.1

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	0	673	50	110	136
Future Vol, veh/h	46	0	673	50	110	136
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	0	732	54	120	148

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	786	0	-	0	859	393
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	829	-	-	-	296	606
Stage 1	-	-	-	-	423	-
Stage 2	-	-	-	-	913	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	829	-	-	-	278	606
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	9.62	0	30.93
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	829	-	-	-	397
HCM Lane V/C Ratio	0.06	-	-	-	0.674
HCM Ctrl Dly (s/v)	9.6	-	-	-	30.9
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0.2	-	-	-	4.8

Intersection	
Int Delay, s/veh	58

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	103	0	824	241	116	213
Future Vol, veh/h	103	0	824	241	116	213
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	112	0	896	262	126	232

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1158	0	-	0	1251	579
Stage 1	-	-	-	-	1027	-
Stage 2	-	-	-	-	224	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	599	-	-	-	165	459
Stage 1	-	-	-	-	306	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	599	-	-	-	134	459
Mov Cap-2 Maneuver	-	-	-	-	134	-
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	792	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	12.38	0	259.91
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	599	-	-	-	247
HCM Lane V/C Ratio	0.187	-	-	-	1.446
HCM Ctrl Dly (s/v)	12.4	-	-	-	259.9
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.7	-	-	-	20.4

Intersection	
Int Delay, s/veh	11.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	519	717	60	175	6
Future Vol, veh/h	3	519	717	60	175	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	564	779	65	190	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	845	0	-	0	1101	422
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	788	-	-	-	206	580
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	788	-	-	-	205	580
Mov Cap-2 Maneuver	-	-	-	-	205	-
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	735	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	94.17
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	788	-	-	-	210
HCM Lane V/C Ratio	0.004	-	-	-	0.937
HCM Ctrl Dly (s/v)	9.6	-	-	-	94.2
HCM Lane LOS	A	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	7.8

Intersection	
Int Delay, s/veh	47.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	779	1055	132	163	10
Future Vol, veh/h	8	779	1055	132	163	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	34	34	2	2	2
Mvmt Flow	9	847	1147	143	177	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1290	0	-	0	1659	645
Stage 1	-	-	-	-	1218	-
Stage 2	-	-	-	-	441	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	533	-	-	-	~ 88	415
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	533	-	-	-	~ 87	415
Mov Cap-2 Maneuver	-	-	-	-	~ 87	-
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	616	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	$ 590.73
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	533	-	-	-	91
HCM Lane V/C Ratio	0.016	-	-	-	2.064
HCM Ctrl Dly (s/v)	11.9	-	-	-	$ 590.7
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	16.4

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	0	717	60	175	6
Future Vol, veh/h	3	0	717	60	175	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	0	779	65	190	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	845	0	-	0	818	422
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	7	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	788	-	-	-	314	580
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	1015	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	788	-	-	-	312	580
Mov Cap-2 Maneuver	-	-	-	-	312	-
Stage 1	-	-	-	-	395	-
Stage 2	-	-	-	-	1015	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	9.59	0	33.19
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	788	-	-	-	317
HCM Lane V/C Ratio	0.004	-	-	-	0.62
HCM Ctrl Dly (s/v)	9.6	-	-	-	33.2
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	3.9

Intersection	
Int Delay, s/veh	19.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	0	1055	132	163	10
Future Vol, veh/h	8	0	1055	132	163	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	0	1147	143	177	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1290	0	-	0	1236	645
Stage 1	-	-	-	-	1218	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	533	-	-	-	~ 168	415
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	533	-	-	-	~ 166	415
Mov Cap-2 Maneuver	-	-	-	-	~ 166	-
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	1003	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	11.86	0	151.56
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	533	-	-	-	172
HCM Lane V/C Ratio	0.016	-	-	-	1.096
HCM Ctrl Dly (s/v)	11.9	-	-	-	151.6
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	9.5

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon

Appendix C
SIDRA Reports

MOVEMENT SUMMARY

Site: 101 [Pima Street & Gila Boulevard AM (Site Folder: Gila)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: Pima Street														
6	T1	456	24.0	496	24.0	0.406	4.1	LOS A	2.9	86.7	0.35	0.39	0.35	37.1
16b	R3	246	3.0	267	3.0	0.218	4.3	LOS A	1.2	31.4	0.27	0.50	0.27	35.8
Approach		702	16.6	763	16.6	0.406	4.2	LOS A	2.9	86.7	0.32	0.43	0.32	36.7
NorthEast: Gila Boulevard														
1bx	L3	170	3.0	185	3.0	0.342	13.5	LOS B	1.5	39.0	0.61	0.79	0.61	35.3
16ax	R1	109	3.0	118	3.0	0.342	5.3	LOS A	1.5	39.0	0.61	0.79	0.61	34.3
Approach		279	3.0	303	3.0	0.342	10.3	LOS B	1.5	39.0	0.61	0.79	0.61	34.9
West: Pima Street														
5a	L1	74	3.0	80	3.0	0.339	9.6	LOS A	1.9	55.0	0.46	0.53	0.46	36.0
2	T1	220	27.0	239	27.0	0.339	4.9	LOS A	1.9	55.0	0.46	0.53	0.46	36.0
Approach		294	21.0	320	21.0	0.339	6.1	LOS A	1.9	55.0	0.46	0.53	0.46	36.0
All Vehicles		1275	14.7	1386	14.7	0.406	5.9	LOS A	2.9	86.7	0.42	0.53	0.42	36.1

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Pima Street & Gila Boulevard PM (Site Folder: Gila)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: Pima Street														
6	T1	479	24.0	521	24.0	0.519	4.8	LOS A	4.3	127.9	0.58	0.47	0.58	36.2
16b	R3	492	3.0	535	3.0	0.383	4.5	LOS A	2.9	74.0	0.45	0.54	0.45	35.4
Approach		971	13.4	1055	13.4	0.519	4.7	LOS A	4.3	127.9	0.52	0.51	0.52	35.8
NorthEast: Gila Boulevard														
1bx	L3	167	3.0	182	3.0	0.519	14.6	LOS B	3.1	78.6	0.74	0.86	0.86	35.5
16ax	R1	226	3.0	246	3.0	0.519	6.4	LOS A	3.1	78.6	0.74	0.86	0.86	34.5
Approach		393	3.0	427	3.0	0.519	9.9	LOS A	3.1	78.6	0.74	0.86	0.86	34.9
West: Pima Street														
5a	L1	130	3.0	141	3.0	0.797	12.9	LOS B	11.5	338.5	0.94	0.84	1.08	34.4
2	T1	547	27.0	595	27.0	0.797	8.7	LOS A	11.5	338.5	0.94	0.84	1.08	34.4
Approach		677	22.4	736	22.4	0.797	9.5	LOS A	11.5	338.5	0.94	0.84	1.08	34.4
All Vehicles		2041	14.4	2218	14.4	0.797	7.3	LOS A	11.5	338.5	0.70	0.68	0.77	35.2

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Pima Street & SR 85 AM (Site Folder: SR 85)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: Pima Street														
6	T1	660	24.0	717	24.0	0.401	4.0	LOS A	2.3	65.7	0.17	0.36	0.17	37.7
16	R2	175	12.0	190	12.0	0.401	4.1	LOS A	2.3	65.7	0.17	0.38	0.17	36.4
Approach		835	21.5	908	21.5	0.401	4.1	LOS A	2.3	67.6	0.17	0.36	0.17	37.5
North: SR 85														
7	L2	49	12.0	53	12.0	0.223	12.7	LOS B	0.6	17.5	0.51	0.77	0.51	36.0
14	R2	96	12.0	104	12.0	0.223	6.2	LOS A	0.6	17.5	0.51	0.77	0.51	34.6
Approach		145	12.0	158	12.0	0.223	8.4	LOS A	0.6	17.5	0.51	0.77	0.51	35.0
West: Pima Street														
5	L2	27	12.0	29	12.0	0.225	10.4	LOS B	1.1	31.9	0.21	0.41	0.21	37.4
2	T1	413	27.0	449	27.0	0.225	4.1	LOS A	1.1	32.3	0.21	0.38	0.21	37.3
Approach		440	26.1	478	26.1	0.225	4.5	LOS A	1.1	32.3	0.21	0.39	0.21	37.3
All Vehicles		1420	21.9	1543	21.9	0.401	4.6	LOS A	2.3	67.6	0.22	0.41	0.22	37.2

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Pima Street & SR 85 PM (Site Folder: SR 85)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: Pima Street														
6	T1	863	24.0	938	24.0	0.527	4.3	LOS A	3.8	109.9	0.30	0.39	0.30	37.2
16	R2	208	12.0	226	12.0	0.527	4.3	LOS A	3.8	109.9	0.29	0.40	0.29	36.0
Approach		1071	21.7	1164	21.7	0.527	4.3	LOS A	3.8	112.1	0.30	0.39	0.30	37.0
North: SR 85														
7	L2	88	12.0	96	12.0	0.470	14.2	LOS B	1.7	47.0	0.67	0.89	0.82	35.2
14	R2	183	12.0	199	12.0	0.470	7.7	LOS A	1.7	47.0	0.67	0.89	0.82	33.8
Approach		271	12.0	295	12.0	0.470	9.8	LOS A	1.7	47.0	0.67	0.89	0.82	34.3
West: Pima Street														
5	L2	46	12.0	50	12.0	0.415	10.7	LOS B	2.5	74.4	0.37	0.45	0.37	36.8
2	T1	726	27.0	789	27.0	0.415	4.5	LOS A	2.5	75.7	0.37	0.42	0.37	36.7
Approach		772	26.1	839	26.1	0.415	4.9	LOS A	2.5	75.7	0.37	0.43	0.37	36.7
All Vehicles		2114	22.1	2298	22.1	0.527	5.2	LOS A	3.8	112.1	0.37	0.47	0.39	36.5

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Pima Street & Harrington Avenue AM (Site Folder: Harrington)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: Pima Street														
6	T1	694	24.0	754	24.0	0.367	4.1	LOS A	2.0	58.5	0.22	0.37	0.22	37.6
16	R2	52	3.0	57	3.0	0.367	4.1	LOS A	2.0	58.5	0.21	0.37	0.21	36.5
Approach		746	22.5	811	22.5	0.367	4.1	LOS A	2.0	59.3	0.22	0.37	0.22	37.5
North: Harrington Avenue														
7	L2	111	3.0	121	3.0	0.347	12.6	LOS B	1.2	29.5	0.55	0.81	0.60	35.9
14	R2	140	3.0	152	3.0	0.347	6.2	LOS A	1.2	29.5	0.55	0.81	0.60	34.4
Approach		251	3.0	273	3.0	0.347	9.0	LOS A	1.2	29.5	0.55	0.81	0.60	35.0
West: Pima Street														
5	L2	46	3.0	50	3.0	0.248	10.5	LOS B	1.2	34.0	0.30	0.46	0.30	37.1
2	T1	416	27.0	452	27.0	0.248	4.5	LOS A	1.2	35.1	0.31	0.43	0.31	36.8
Approach		462	24.6	502	24.6	0.248	5.1	LOS A	1.2	35.1	0.31	0.43	0.31	36.8
All Vehicles		1459	19.8	1586	19.8	0.367	5.3	LOS A	2.0	59.3	0.30	0.46	0.31	36.8

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Pima Street & Harrington Avenue PM (Site Folder: Harrington)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: Pima Street														
6	T1	849	24.0	923	24.0	0.560	4.8	LOS A	4.0	112.0	0.44	0.44	0.44	36.7
16	R2	248	3.0	270	3.0	0.560	4.5	LOS A	4.0	112.0	0.43	0.45	0.43	35.8
Approach		1097	19.3	1192	19.3	0.560	4.7	LOS A	4.0	116.0	0.44	0.45	0.44	36.5
North: Harrington Avenue														
7	L2	123	3.0	134	3.0	0.548	13.8	LOS B	2.3	58.4	0.70	0.91	0.87	35.5
14	R2	223	3.0	242	3.0	0.548	7.4	LOS A	2.3	58.4	0.70	0.91	0.87	34.1
Approach		346	3.0	376	3.0	0.548	9.6	LOS A	2.3	58.4	0.70	0.91	0.87	34.6
West: Pima Street														
5	L2	103	3.0	112	3.0	0.428	10.6	LOS B	2.6	74.8	0.41	0.49	0.41	36.5
2	T1	681	27.0	740	27.0	0.428	4.7	LOS A	2.6	74.8	0.42	0.46	0.42	36.3
Approach		784	23.8	852	23.8	0.428	5.5	LOS A	2.6	76.5	0.42	0.46	0.42	36.3
All Vehicles		2227	18.3	2421	18.3	0.560	5.7	LOS A	4.0	116.0	0.47	0.52	0.50	36.1

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Pima Street & Dodson Street AM (Site Folder: Dodson)]

New Site
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: Pima Street														
6	T1	740	24.0	804	24.0	0.379	3.9	LOS A	2.3	67.2	0.05	0.34	0.05	38.3
16	R2	65	3.0	71	3.0	0.379	3.9	LOS A	2.3	67.2	0.05	0.35	0.05	37.1
Approach		805	22.3	875	22.3	0.379	3.9	LOS A	2.3	68.5	0.05	0.34	0.05	38.2
North: Dodson Street														
7	L2	180	3.0	196	3.0	0.251	12.4	LOS B	0.7	17.8	0.49	0.81	0.49	34.3
14	R2	6	3.0	7	3.0	0.251	5.9	LOS A	0.7	17.8	0.49	0.81	0.49	33.0
Approach		186	3.0	202	3.0	0.251	12.1	LOS B	0.7	17.8	0.49	0.81	0.49	34.2
West: Pima Street														
5	L2	3	3.0	3	3.0	0.306	10.8	LOS B	1.4	42.8	0.41	0.45	0.41	37.3
2	T1	524	27.0	570	27.0	0.306	4.9	LOS A	1.4	43.1	0.40	0.44	0.40	36.7
Approach		527	26.9	573	26.9	0.306	4.9	LOS A	1.4	43.1	0.40	0.44	0.40	36.7
All Vehicles		1518	21.5	1650	21.5	0.379	5.2	LOS A	2.3	68.5	0.23	0.43	0.23	37.1

Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [Pima Street & Dodson Street PM (Site Folder: Dodson)]

New Site
Site Category: (None)
Roundabout

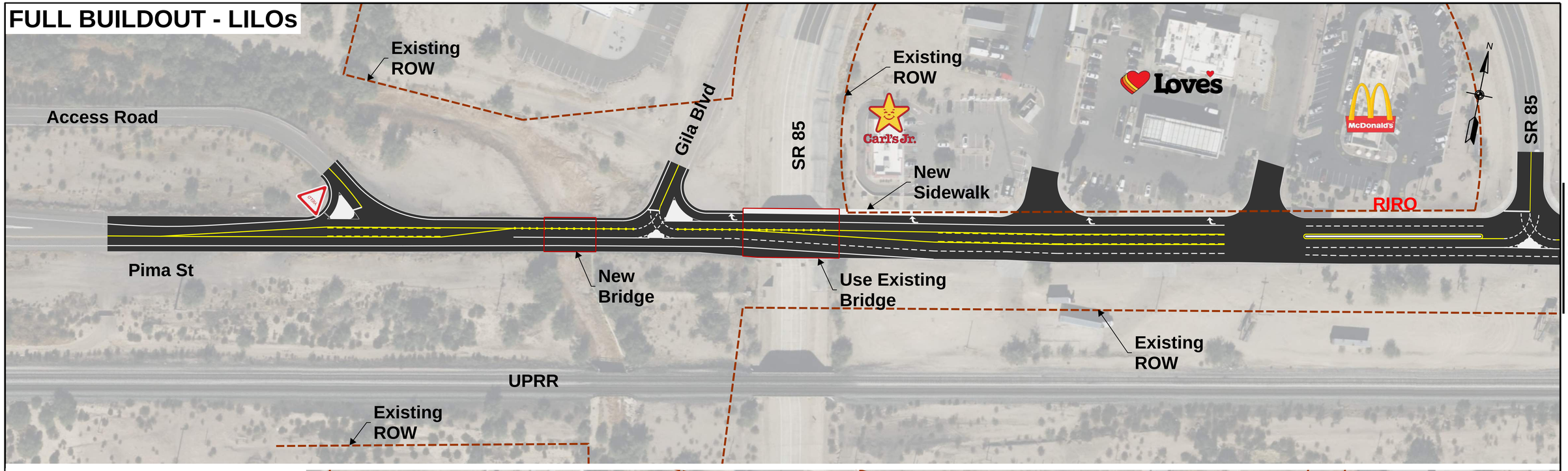
Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] ft	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed mph
East: Pima Street														
6	T1	1085	24.0	1179	24.0	0.577	3.9	LOS A	5.2	151.6	0.13	0.34	0.13	37.9
16	R2	139	3.0	151	3.0	0.577	3.9	LOS A	5.2	151.6	0.13	0.35	0.13	36.8
Approach		1224	21.6	1330	21.6	0.577	3.9	LOS A	5.2	154.9	0.13	0.34	0.13	37.8
North: Dodson Street														
7	L2	175	3.0	190	3.0	0.278	12.9	LOS B	0.8	20.0	0.60	0.86	0.64	34.1
14	R2	10	3.0	11	3.0	0.278	6.5	LOS A	0.8	20.0	0.60	0.86	0.64	32.8
Approach		185	3.0	201	3.0	0.278	12.6	LOS B	0.8	20.0	0.60	0.86	0.64	34.0
West: Pima Street														
5	L2	8	3.0	9	3.0	0.468	10.9	LOS B	2.7	81.1	0.50	0.47	0.50	36.9
2	T1	796	27.0	865	27.0	0.468	5.1	LOS A	2.7	82.1	0.49	0.47	0.49	36.3
Approach		804	26.8	874	26.8	0.468	5.2	LOS A	2.7	82.1	0.49	0.47	0.49	36.3
All Vehicles		2213	21.9	2405	21.9	0.577	5.1	LOS A	5.2	154.9	0.30	0.43	0.30	36.9

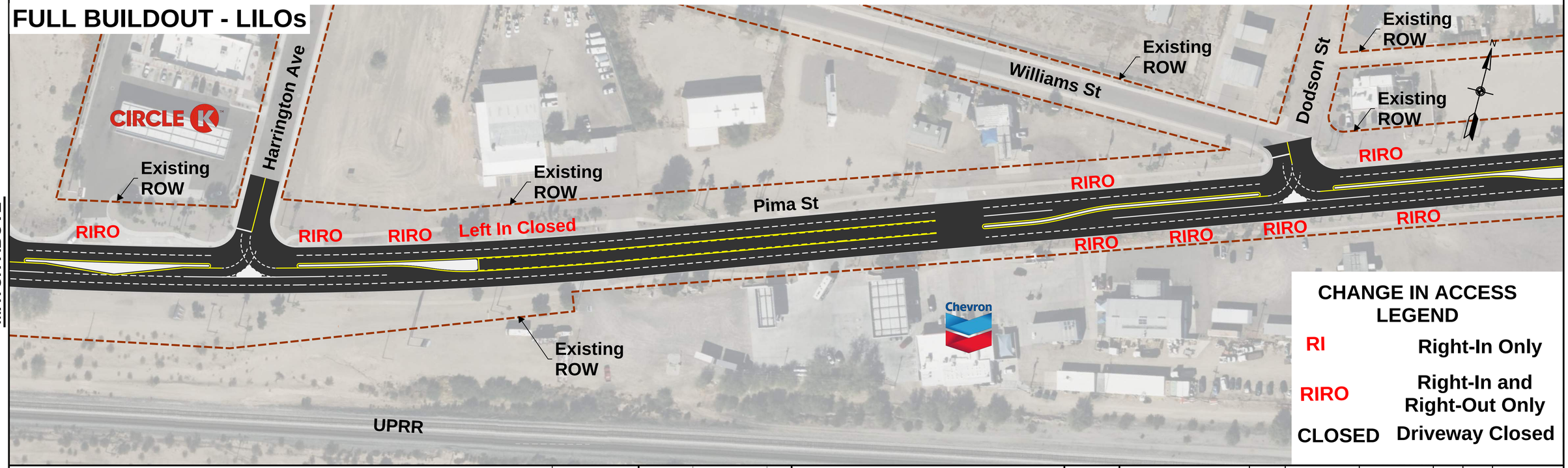
Site Level of Service (LOS) Method: Delay & Degree of Saturation (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.
Intersection and Approach LOS values are based on average delay for all movements (v/c not used).
Roundabout Capacity Model: SIDRA Standard.
Delay Model: SIDRA Standard (Geometric Delay is included).
Queue Model: SIDRA Standard.
Gap-Acceptance Capacity: Traditional M1.
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix D
Design Exhibits

FULL BUILDOUT - LILOs



FULL BUILDOUT - LILOs



CHANGE IN ACCESS LEGEND

RI	Right-In Only
RIRO	Right-In and Right-Out Only
CLOSED	Driveway Closed

0 20 100
Feet

	NAME	DATE
DESIGN	David Ruiz	06/02
DRAWN	David Ruiz	06/02
CHECKED	Tyler Maynard	06/02

BURGESS & NIPLE
1230 W. WASHINGTON STREET SUITE 511
TEMPE, AZ 85288

ROUTE 0
MILEPOST 0
STRUCTURE NO.

F.H.W.A. Arizona Division

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.	0	0			

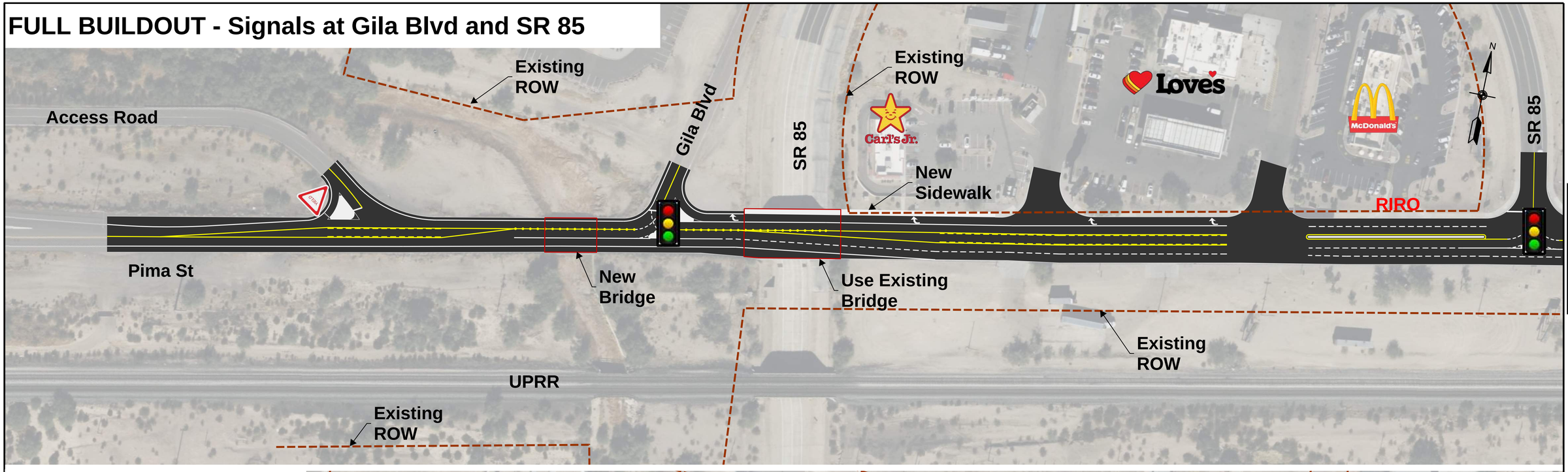
LOCATION 0

SHEET OF

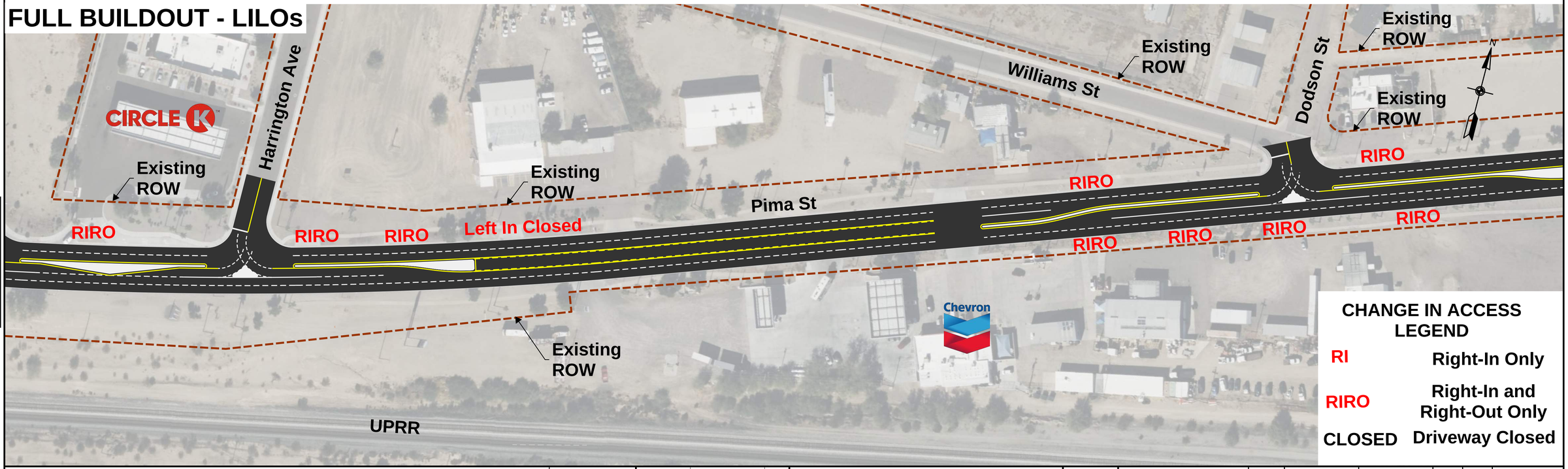
TRACS NO. 0

___ OF ___

FULL BUILDOUT - Signals at Gila Blvd and SR 85



FULL BUILDOUT - LILOs



CHANGE IN ACCESS LEGEND

RI	Right-In Only
RIRO	Right-In and Right-Out Only
CLOSED	Driveway Closed

0 20 100
Feet

	NAME	DATE
DESIGN	David Ruiz	06/02
DRAWN	David Ruiz	06/02
CHECKED	Tyler Maynard	06/02

BURGESS & NIPLE
1230 W. WASHINGTON STREET SUITE 511
TEMPE, AZ 85288

ROUTE 0
MILEPOST 0
STRUCTURE NO.

F.H.W.A. Arizona Division

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.	0	0			

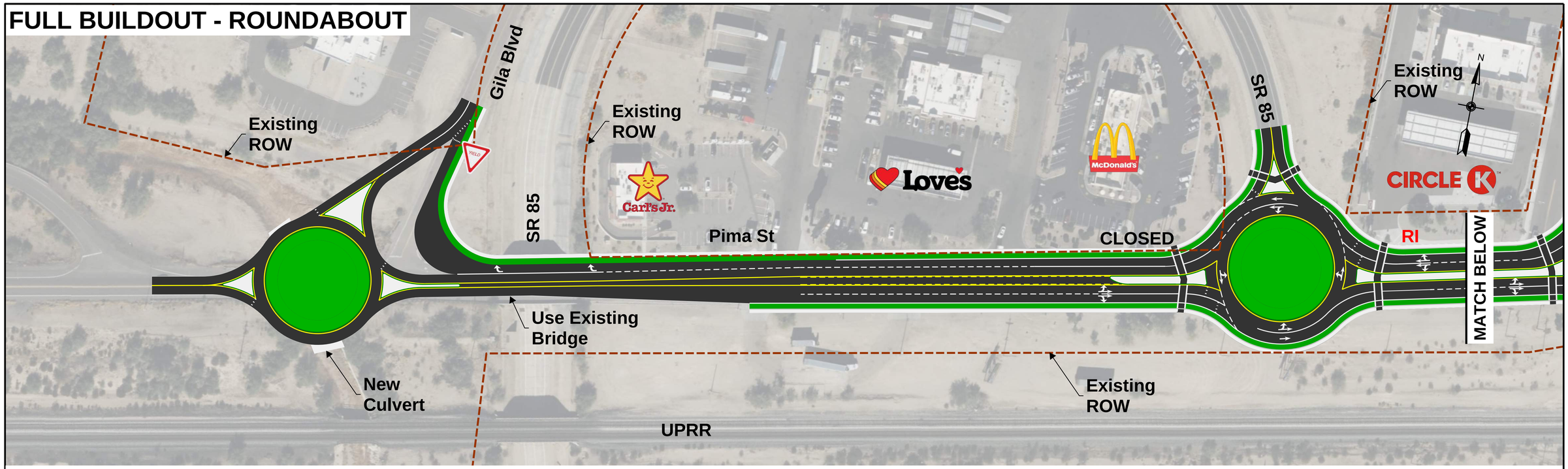
LOCATION 0

SHEET OF

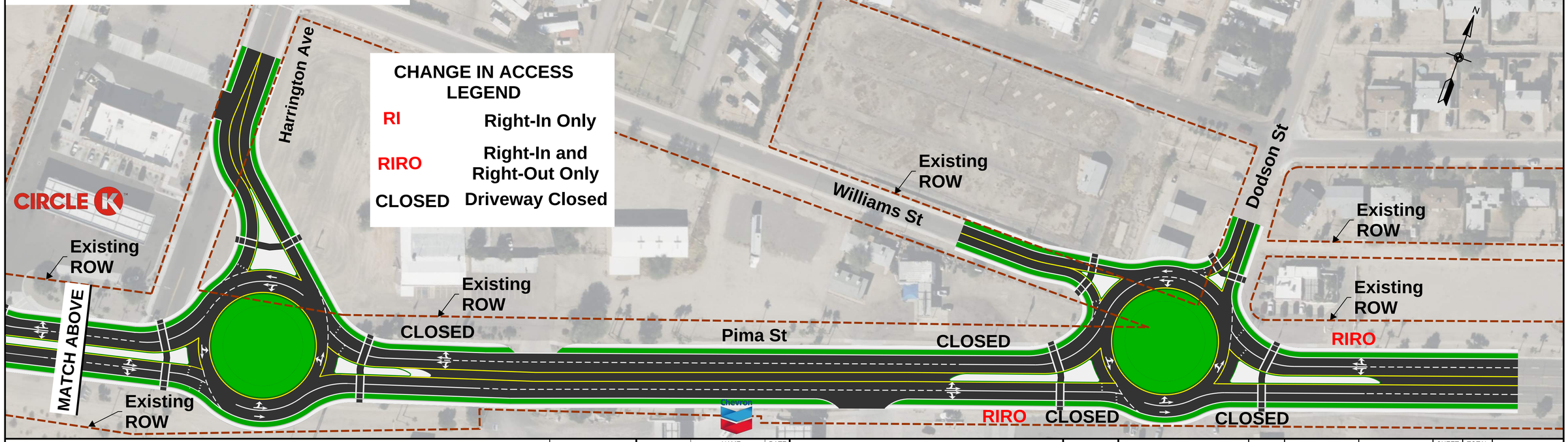
TRACS NO. 0

___ OF ___

FULL BUILDOUT - ROUNDABOUT



FULL BUILDOUT - ROUNDABOUT



	NAME	DATE
DESIGN	David Ruiz	06/02
DRAWN	David Ruiz	06/02
CHECKED	Tyler Maynard	06/02

0 20 100
Feet

BURGESS & NIPLE
1230 W. WASHINGTON STREET SUITE 511
TEMPE, AZ 85288

ROUTE 0
MILEPOST 0
STRUCTURE NO.

F.H.W.A. Arizona Division

STATE	PROJECT NO.	FEDERAL ID NO.	SHEET NO.	TOTAL SHEETS	RECORD DRAWING
ARIZ.	0	0			

LOCATION 0

SHEET OF

TRACS NO. 0

___ OF ___

Appendix E
Detailed Cost Estimates

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
ROUTE: Pima St and Gila Blvd
PROJECT LIMITS: Gila Blvd
LENGTH: 0.25 Miles

PROJECT DESCRIPTION: Gila Blvd Full LILO w Bridge
ESTIMATE LEVEL: Stage I
BASE YEAR: FY2026
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
200	**EARTHWORK**				
	CLEARING & REMOVALS	L.SUM	1	$ 350,000.00	350,000
	ROADWAY EXCAVATION	CU.YD.	1,774	$ 60.00	106,440
	DRAINAGE EXCAVATION	CU.YD.	0	$ 39.00	0
	BORROW	CU.YD.	0	$ 39.00	0
	SUBGRADE TREATMENT	SQ.YD.	0	$ 15.00	0
	FURNISH WATER	L.SUM	0	$ -	0
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 200				456,440
300 & 400	**BASE AND SURFACE TREATMENT**				
	AGGREGATE BASE	SQ.YD.	5,322	$20.00	106,440
	CONCRETE PAVEMENT	SQ.YD.	150	$135.00	20,240
	ASPHALT PAVEMENT	SQ.YD.	5,322	$45.00	239,480
	DIAMOND GRIND	SQ.YD.		$ 6.20	
	MILLING & OVERLAY	SQ.YD.		$ 24.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 300 & 400				366,160
500	**DRAINAGE**				
	DRAINAGE SYSTEM (CLOSED)	L.FT.		$ 510.00	
	DRAINAGE SYSTEM (CONVEYANCE CHANNEL)	L.FT.		$ 1,190.00	
	PUMP STATION (NEW)	EACH		$ 3,150,000.00	
	PIPE CULVERTS	L.FT.		$ 1,020.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 500				0
600	**STRUCTURES**				
	STEEL GIRDER BRIDGE	SQ.FT.		$ 562.00	
	FLYOVER HOV OR FLYOVER SYSTEM RAMP	SQ.FT.		$ 331.00	
	OVERPASS TI BRIDGE	SQ.FT.		$ 320.00	
	RIVER CROSSING BRIDGE	SQ.FT.	3,652	$ 274.00	1,000,590
	PEDESTRIAN BRIDGE	SQ.FT.		$ 401.00	
	BRIDGE WIDENING	SQ.FT.		$ 339.00	
	BRIDGE REHABILITATION	SQ.FT.		$ 232.00	
	BOX CULVERT	L.FT./CELL		$ 1,940.00	
	SIGN STRUCTURES (CANTILEVER) (3C OR 4C)	EACH		$ 102,000.00	
	BRIDGE SIGN STRUCTURE (3F OR 4F) AND ITS STRUCTURE & PANEL	EACH		$ 222,600.00	
	O&M CROSSING	EACH		$ 357,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 600				1,000,590
700	**TRAFFIC ENGINEERING**				
	SIGNING (FREEWAY)	MILE/DIR		$ 55,550.00	
	SIGNING (STREET)	MILE	0.25	$ 95,700.00	23,930
	PAVEMENT MARKING (FREEWAY)	LANE-MILE		$ 12,400.00	
	PAVEMENT MARKING (STREET)	LANE-MILE	1.25	$ 5,000.00	6,250
	LIGHTING	MILE		$ 797,500.00	
	TRAFFIC SIGNAL	EACH		$ 470,750.00	
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	MILE		$ 966,000.00	
	MISCELLANEOUS ITEMS	L.SUM	1	$ 20,000.00	20,000
	TOTAL ITEM 700				50,180
800	**ROADSIDE DEVELOPMENT**				
	LANDSCAPING AND TOPSOIL	SQ.YD.		$ 15.00	
	UTILITY RELOCATION	L.SUM	0	$ -	0
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 800				0
900	**INCIDENTALS**				
	RETAINING WALLS	SQ.FT.		$ 135.00	
	SOUND WALLS	SQ.FT.		$ 91.00	
	ROADWAY APPURTENANCES (Guardrail)	L.SUM	1	$ 80,000.00	80,000
	ADA IMPROVEMENTS	EACH		$ 6,300.00	
	TRANSIT APPURTENANCES	L.SUM			
	RAILROAD ACCOMMODATIONS	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM	1		
	TOTAL ITEM 900				80,000
UN	**UNIDENTIFIED ITEMS (20% OF MAJOR ITEMS)**			20%	$390,700
	SUBTOTAL A (ITEM SUBTOTAL)				**$2,344,100**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
ROUTE: Pima St and Gila Blvd
PROJECT LIMITS: Gila Blvd
LENGTH: 0.25 Miles
PROJECT DESCRIPTION: Gila Blvd Full LILO w Bridge
ESTIMATE LEVEL: Stage I
BASE YEAR: FY2026
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
PW	**PROJECT WIDE**				
	TRAFFIC CONTROL (5% OF SUBTOTAL A)			5.0%	117,200
	DUST PALLIATIVE (0% OF SUBTOTAL A) (INCLUDED IN FURNISH WATER)			0.0%	0
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	23,400
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)			1.5%	35,200
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	23,400
	MOBILIZATION (10% OF SUBTOTAL A)			10.0%	234,400
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)				**$2,777,700**
OTHER PROJ	**OTHER PROJECT COSTS**				
	JOINT PROJECT AGREEMENT ITEMS				0
	CONTRACTOR INCENTIVES				0
	TERO TAX AND OTHER PROJECT EXPENSES				0
	ENVIRONMENTAL MITIGATION				0
	BASE YEAR CONSTRUCTION COST (EXCLUDING BELOW THE LINE ITEMS, UTILITIES & R/W)				**$2,777,700**
INFL	**INFLATION AND BELOW THE LINE ITEMS**				
	POST DESIGN SERVICES (1% OF BASE YEAR CONSTRUCTION COST)			1.0%	27,800
	CONSTRUCTION CONTINGENCIES (5% OF BASE YEAR CONSTRUCTION COST)			5.0%	138,900
	CONSTRUCTION ENGINEERING (20% OF BASE YEAR CONSTRUCTION COST)			20.0%	555,500
	SUBTOTAL BASE YEAR CONSTRUCTION				**3,499,900**
	INDIRECT COST ALLOCATION (7.9% OF BASE YEAR CONSTRUCTION COST+BELOW THE LINE ITEMS)			7.90%	276,500
	LABOR AND MATERIAL INFLATION TO FISCAL YEAR 2025			1.0250	94,400
	TOTAL ESTIMATED CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)				**$3,870,800**
DES	**PREDESIGN AND FINAL DESIGN**				
	PREDESIGN/NEPA/PI SERVICES (3% OF BASE YEAR CONSTRUCTION COST)			3.0%	83,300
	AIR QUALITY HOTSPOT ANALYSIS			$ 75,000.00	0
	INDIRECT COST ALLOCATION (7.9% OF ALL PREDESIGN COSTS)			7.90%	6,600
	PREDESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	2,200
	SUBTOTAL PREDESIGN				**92,100**
	FINAL DESIGN SERVICES (INCLUDES ADOT COSTS) (6% OF BASE YEAR CONSTRUCTION COST)			6.0%	166,700
	INDIRECT COST ALLOCATION (7.9% OF ALL FINAL DESIGN COSTS)			7.90%	13,200
	FINAL DESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	4,500
	SUBTOTAL FINAL DESIGN				**184,400**
	TOTAL ESTIMATED DESIGN COST				**$276,500**
UTIL	**UTILITY RELOCATION**				
	PRIOR RIGHT UTILITY RELOCATIONS & SERVICE AGREEMENTS				0
	INDIRECT COST ALLOCATION (7.9% OF ALL UTILITY COSTS)			7.90%	0
	UTILITY RELOCATION COST INFLATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED UTILITY COST				**$0**
R/W	**RIGHT-OF-WAY**				
	RIGHT-OF-WAY				0
	INDIRECT COST ALLOCATION (7.9% OF ALL RIGHT-OF-WAY COSTS)			7.90%	0
	RIGHT-OF-WAY PRICE ESCALATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED RIGHT-OF-WAY COSTS				**$0**
	TOTAL ESTIMATED PROJECT COST				**$4,147,000**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
ROUTE: Pima St and Gila Blvd
PROJECT LIMITS: Gila Blvd
LENGTH: 0.25 Miles

PROJECT DESCRIPTION: Gila Blvd Signal w Bridge
ESTIMATE LEVEL: Stage I
BASE YEAR: FY2026
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
200	**EARTHWORK**				
	CLEARING & REMOVALS	L.SUM	1	$ 350,000.00	350,000
	ROADWAY EXCAVATION	CU.YD.	1,774	$ 60.00	106,440
	DRAINAGE EXCAVATION	CU.YD.	0	$ 39.00	0
	BORROW	CU.YD.	0	$ 39.00	0
	SUBGRADE TREATMENT	SQ.YD.	0	$ 15.00	0
	FURNISH WATER	L.SUM	0	$ -	0
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 200				456,440
300 & 400	**BASE AND SURFACE TREATMENT**				
	AGGREGATE BASE	SQ.YD.	5,322	$20.00	106,440
	CONCRETE PAVEMENT	SQ.YD.	150	$135.00	20,240
	ASPHALT PAVEMENT	SQ.YD.	5,322	$45.00	239,480
	DIAMOND GRIND	SQ.YD.		$ 6.20	
	MILLING & OVERLAY	SQ.YD.		$ 24.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 300 & 400				366,160
500	**DRAINAGE**				
	DRAINAGE SYSTEM (CLOSED)	L.FT.		$ 510.00	
	DRAINAGE SYSTEM (CONVEYANCE CHANNEL)	L.FT.		$ 1,190.00	
	PUMP STATION (NEW)	EACH		$ 3,150,000.00	
	PIPE CULVERTS	L.FT.		$ 1,020.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 500				0
600	**STRUCTURES**				
	STEEL GIRDER BRIDGE	SQ.FT.		$ 562.00	
	FLYOVER HOV OR FLYOVER SYSTEM RAMP	SQ.FT.		$ 331.00	
	OVERPASS TI BRIDGE	SQ.FT.		$ 320.00	
	RIVER CROSSING BRIDGE	SQ.FT.	3,652	$ 274.00	1,000,590
	PEDESTRIAN BRIDGE	SQ.FT.		$ 401.00	
	BRIDGE WIDENING	SQ.FT.		$ 339.00	
	BRIDGE REHABILITATION	SQ.FT.		$ 232.00	
	BOX CULVERT	L.FT./CELL		$ 1,940.00	
	SIGN STRUCTURES (CANTILEVER) (3C OR 4C)	EACH		$ 102,000.00	
	BRIDGE SIGN STRUCTURE (3F OR 4F) AND ITS STRUCTURE & PANEL	EACH		$ 222,600.00	
	O&M CROSSING	EACH		$ 357,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 600				1,000,590
700	**TRAFFIC ENGINEERING**				
	SIGNING (FREEWAY)	MILE/DIR		$ 55,550.00	
	SIGNING (STREET)	MILE	0.25	$ 95,700.00	23,930
	PAVEMENT MARKING (FREEWAY)	LANE-MILE		$ 12,400.00	
	PAVEMENT MARKING (STREET)	LANE-MILE	1.25	$ 5,000.00	6,250
	LIGHTING	MILE		$ 797,500.00	
	TRAFFIC SIGNAL	EACH	1	$ 470,750.00	470,750
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	MILE		$ 966,000.00	
	MISCELLANEOUS ITEMS	L.SUM	1	$ 20,000.00	20,000
	TOTAL ITEM 700				520,930
800	**ROADSIDE DEVELOPMENT**				
	LANDSCAPING AND TOPSOIL	SQ.YD.		$ 15.00	
	UTILITY RELOCATION	L.SUM	0	$ -	0
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 800				0
900	**INCIDENTALS**				
	RETAINING WALLS	SQ.FT.		$ 135.00	
	SOUND WALLS	SQ.FT.		$ 91.00	
	ROADWAY APPURTENANCES (Guardrail)	L.SUM	1	$ 80,000.00	80,000
	ADA IMPROVEMENTS	EACH		$ 6,300.00	
	TRANSIT APPURTENANCES	L.SUM			
	RAILROAD ACCOMMODATIONS	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM	1		
	TOTAL ITEM 900				80,000
UN	**UNIDENTIFIED ITEMS (20% OF MAJOR ITEMS)**			20%	$484,800
	SUBTOTAL A (ITEM SUBTOTAL)				**$2,908,900**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
ROUTE: Pima St and Gila Blvd
PROJECT LIMITS: Gila Blvd
LENGTH: 0.25 Miles
PROJECT DESCRIPTION: Gila Blvd Signal w Bridge
ESTIMATE LEVEL: Stage I
BASE YEAR: FY2026
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
PW	**PROJECT WIDE**				
	TRAFFIC CONTROL (5% OF SUBTOTAL A)			5.0%	145,400
	DUST PALLIATIVE (0% OF SUBTOTAL A) (INCLUDED IN FURNISH WATER)			0.0%	0
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	29,100
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)			1.5%	43,600
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	29,100
	MOBILIZATION (10% OF SUBTOTAL A)			10.0%	290,900
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)				**$3,447,000**
OTHER PROJ	**OTHER PROJECT COSTS**				
	JOINT PROJECT AGREEMENT ITEMS				0
	CONTRACTOR INCENTIVES				0
	TERO TAX AND OTHER PROJECT EXPENSES				0
	ENVIRONMENTAL MITIGATION				0
	BASE YEAR CONSTRUCTION COST (EXCLUDING BELOW THE LINE ITEMS, UTILITIES & R/W)				**$3,447,000**
INFL	**INFLATION AND BELOW THE LINE ITEMS**				
	POST DESIGN SERVICES (1% OF BASE YEAR CONSTRUCTION COST)			1.0%	34,500
	CONSTRUCTION CONTINGENCIES (5% OF BASE YEAR CONSTRUCTION COST)			5.0%	172,400
	CONSTRUCTION ENGINEERING (20% OF BASE YEAR CONSTRUCTION COST)			20.0%	689,400
	SUBTOTAL BASE YEAR CONSTRUCTION				**4,343,300**
	INDIRECT COST ALLOCATION (7.9% OF BASE YEAR CONSTRUCTION COST+BELOW THE LINE ITEMS)			7.90%	343,100
	LABOR AND MATERIAL INFLATION TO FISCAL YEAR 2025			1.0250	117,200
	TOTAL ESTIMATED CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)				**$4,803,600**
DES	**PREDESIGN AND FINAL DESIGN**				
	PREDESIGN/NEPA/PI SERVICES (3% OF BASE YEAR CONSTRUCTION COST)			3.0%	103,400
	AIR QUALITY HOTSPOT ANALYSIS			$ 75,000.00	0
	INDIRECT COST ALLOCATION (7.9% OF ALL PREDESIGN COSTS)			7.90%	8,200
	PREDESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	2,800
	SUBTOTAL PREDESIGN				**114,400**
	FINAL DESIGN SERVICES (INCLUDES ADOT COSTS) (6% OF BASE YEAR CONSTRUCTION COST)			6.0%	206,800
	INDIRECT COST ALLOCATION (7.9% OF ALL FINAL DESIGN COSTS)			7.90%	16,300
	FINAL DESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	5,600
	SUBTOTAL FINAL DESIGN				**228,700**
	TOTAL ESTIMATED DESIGN COST				**$343,100**
UTIL	**UTILITY RELOCATION**				
	PRIOR RIGHT UTILITY RELOCATIONS & SERVICE AGREEMENTS				0
	INDIRECT COST ALLOCATION (7.9% OF ALL UTILITY COSTS)			7.90%	0
	UTILITY RELOCATION COST INFLATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED UTILITY COST				**$0**
R/W	**RIGHT-OF-WAY**				
	RIGHT-OF-WAY				0
	INDIRECT COST ALLOCATION (7.9% OF ALL RIGHT-OF-WAY COSTS)			7.90%	0
	RIGHT-OF-WAY PRICE ESCALATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED RIGHT-OF-WAY COSTS				**$0**
	TOTAL ESTIMATED PROJECT COST				**$5,147,000**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
PROJECT DESCRIPTION: Gila Blvd Roundabout
ROUTE: Pima St and Gila Blvd
ESTIMATE LEVEL: Stage I
PROJECT LIMITS: Gila Blvd
BASE YEAR: FY2026
LENGTH: 0.25 Miles
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
200	**EARTHWORK**				
	CLEARING & REMOVALS	L.SUM	1	$ 500,000.00	500,000
	ROADWAY EXCAVATION	CU.YD.	1,080	$ 60.00	64,820
	DRAINAGE EXCAVATION	CU.YD.	998	$ 65.00	64,850
	BORROW	CU.YD.	2,870	$ 55.00	157,870
	SUBGRADE TREATMENT	SQ.YD.	4,302	$ 15.00	64,530
	FURNISH WATER	L.SUM	0	$ -	0
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 200				852,070
300 & 400	**BASE AND SURFACE TREATMENT**				
	AGGREGATE BASE	SQ.YD.	3,241	$ 20.00	64,820
	CONCRETE PAVEMENT	SQ.YD.	1,182	$ 100.00	118,160
	ASPHALT PAVEMENT	SQ.YD.	3,241	$ 45.00	145,850
	DIAMOND GRIND	SQ.YD.		$ 6.20	
	MILLING & OVERLAY	SQ.YD.		$ 24.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 300 & 400				328,830
500	**DRAINAGE**				
	DRAINAGE SYSTEM (CLOSED)	L.FT.	1,273	$ 510.00	649,120
	DRAINAGE SYSTEM (CONVEYANCE CHANNEL)	L.FT.		$ 1,190.00	
	PUMP STATION (NEW)	EACH		$ 3,150,000.00	
	PIPE CULVERTS	L.FT.		$ 1,020.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 500				649,120
600	**STRUCTURES**				
	STEEL GIRDER BRIDGE	SQ.FT.		$ 562.00	
	FLYOVER HOV OR FLYOVER SYSTEM RAMP	SQ.FT.		$ 331.00	
	OVERPASS TI BRIDGE	SQ.FT.		$ 320.00	
	RIVER CROSSING BRIDGE	SQ.FT.	7,000	$ 274.00	1,918,000
	PEDESTRIAN BRIDGE	SQ.FT.		$ 401.00	
	BRIDGE WIDENING	SQ.FT.		$ 339.00	
	BRIDGE REHABILITATION	SQ.FT.		$ 232.00	
	BOX CULVERT	L.FT./CELL		$ 1,940.00	
	SIGN STRUCTURES (CANTILEVER) (3C OR 4C)	EACH		$ 102,000.00	
	BRIDGE SIGN STRUCTURE (3F OR 4F) AND ITS STRUCTURE & PANEL	EACH		$ 222,600.00	
	O&M CROSSING	EACH		$ 357,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 600				1,918,000
700	**TRAFFIC ENGINEERING**				
	SIGNING (FREEWAY)	MILE/DIR	0.0	$ 55,550.00	0
	SIGNING (STREET)	MILE	0.40	$ 95,700.00	38,280
	PAVEMENT MARKING (FREEWAY)	LANE-MILE	0.50	$ 12,400.00	6,200
	PAVEMENT MARKING (STREET)	LANE-MILE		$ 5,000.00	
	LIGHTING	MILE	0.50	$ 797,500.00	398,750
	TRAFFIC SIGNAL	EACH		$ 470,750.00	
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	MILE		$ 966,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 700				443,230
800	**ROADSIDE DEVELOPMENT**				
	LANDSCAPING AND TOPSOIL	SQ.YD.	2,039	$ 15.00	30,590
	UTILITY RELOCATION	L.SUM	1	$ 50,000.00	50,000
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 800				80,590
900	**INCIDENTALS**				
	RETAINING WALLS	SQ.FT.		$ 135.00	
	SOUND WALLS	SQ.FT.		$ 91.00	
	ROADWAY APPURTENANCES (C&G, GR)	L.SUM	1	$ 210,000.00	210,000
	ADA IMPROVEMENTS	EACH		$ 6,300.00	
	TRANSIT APPURTENANCES	L.SUM			
	RAILROAD ACCOMMODATIONS	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM	1		
	TOTAL ITEM 900				210,000
UN	**UNIDENTIFIED ITEMS (20% OF MAJOR ITEMS)**			20%	$896,400
	SUBTOTAL A (ITEM SUBTOTAL)				**$5,378,200**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
ROUTE: Pima St and Gila Blvd
PROJECT LIMITS: Gila Blvd
LENGTH: 0.25 Miles
PROJECT DESCRIPTION: Gila Blvd Roundabout
ESTIMATE LEVEL: Stage I
BASE YEAR: FY2026
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
PW	**PROJECT WIDE**				
	TRAFFIC CONTROL (5% OF SUBTOTAL A)			5.0%	268,900
	DUST PALLIATIVE (0% OF SUBTOTAL A) (INCLUDED IN FURNISH WATER)			0.0%	0
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	53,800
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)			1.5%	80,700
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	53,800
	MOBILIZATION (10% OF SUBTOTAL A)			10.0%	537,800
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)				**$6,373,200**
OTHER PROJ	**OTHER PROJECT COSTS**				
	JOINT PROJECT AGREEMENT ITEMS				0
	CONTRACTOR INCENTIVES				0
	TERO TAX AND OTHER PROJECT EXPENSES				0
	ENVIRONMENTAL MITIGATION				0
	BASE YEAR CONSTRUCTION COST (EXCLUDING BELOW THE LINE ITEMS, UTILITIES & R/W)				**$6,373,200**
INFL	**INFLATION AND BELOW THE LINE ITEMS**				
	POST DESIGN SERVICES (1% OF BASE YEAR CONSTRUCTION COST)			1.0%	63,700
	CONSTRUCTION CONTINGENCIES (5% OF BASE YEAR CONSTRUCTION COST)			5.0%	318,700
	CONSTRUCTION ENGINEERING (18% OF BASE YEAR CONSTRUCTION COST)			18.0%	1,147,200
	SUBTOTAL BASE YEAR CONSTRUCTION				**7,902,800**
	INDIRECT COST ALLOCATION (7.9% OF BASE YEAR CONSTRUCTION COST+BELOW THE LINE ITEMS)			7.90%	624,300
	LABOR AND MATERIAL INFLATION TO FISCAL YEAR 2025			1.0250	213,200
	TOTAL ESTIMATED CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)				**$8,740,300**
DES	**PREDESIGN AND FINAL DESIGN**				
	PREDESIGN/NEPA/PI SERVICES (3% OF BASE YEAR CONSTRUCTION COST)			3.0%	191,200
	AIR QUALITY HOTSPOT ANALYSIS		0	$ 75,000.00	0
	INDIRECT COST ALLOCATION (7.9% OF ALL PREDESIGN COSTS)			7.90%	15,100
	PREDESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	5,200
	SUBTOTAL PREDESIGN				**211,500**
	FINAL DESIGN SERVICES (INCLUDES ADOT COSTS) (6% OF BASE YEAR CONSTRUCTION COST)			6.0%	382,400
	INDIRECT COST ALLOCATION (7.9% OF ALL FINAL DESIGN COSTS)			7.90%	30,200
	FINAL DESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	10,300
	SUBTOTAL FINAL DESIGN				**422,900**
	TOTAL ESTIMATED DESIGN COST				**$634,400**
UTIL	**UTILITY RELOCATION**				
	PRIOR RIGHT UTILITY RELOCATIONS & SERVICE AGREEMENTS				0
	INDIRECT COST ALLOCATION (7.9% OF ALL UTILITY COSTS)			7.90%	0
	UTILITY RELOCATION COST INFLATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED UTILITY COST				**$0**
R/W	**RIGHT-OF-WAY**				
	RIGHT-OF-WAY	ACRE	0.1	500,000	50,000
	INDIRECT COST ALLOCATION (7.9% OF ALL RIGHT-OF-WAY COSTS)			7.90%	4,000
	RIGHT-OF-WAY PRICE ESCALATION TO FISCAL YEAR 2025			1.0250	1,300
	TOTAL ESTIMATED RIGHT-OF-WAY COSTS				**$55,300**
	TOTAL ESTIMATED PROJECT COST				**$9,430,000**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
PROJECT DESCRIPTION: SR 85 LILO
ROUTE: Pima St and SR 85
ESTIMATE LEVEL: Stage I
PROJECT LIMITS: SR 85
BASE YEAR: FY2026
LENGTH: 0.1 Miles
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
200	**EARTHWORK**				
	CLEARING & REMOVALS	L.SUM	1	$ 10,000.00	10,000
	ROADWAY EXCAVATION	CU.YD.		$ 60.00	
	DRAINAGE EXCAVATION	CU.YD.		$ 39.00	
	BORROW	CU.YD.		$ 39.00	
	SUBGRADE TREATMENT	SQ.YD.		$ 15.00	
	FURNISH WATER	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 200				10,000
300 & 400	**BASE AND SURFACE TREATMENT**				
	AGGREGATE BASE	SQ.YD.	180	$ 35.00	6,300
	CONCRETE PAVEMENT	SQ.YD.	172	$ 135.00	23,160
	ASPHALT PAVEMENT	SQ.YD.	180	$ 55.00	9,900
	DIAMOND GRIND	SQ.YD.		$ 6.20	
	MILLING & OVERLAY	SQ.YD.		$ 24.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 300 & 400				39,360
500	**DRAINAGE**				
	DRAINAGE SYSTEM (CLOSED)	L.FT.		$ 510.00	
	DRAINAGE SYSTEM (CONVEYANCE CHANNEL)	L.FT.		$ 1,190.00	
	PUMP STATION (NEW)	EACH		$ 3,150,000.00	
	PIPE CULVERTS	L.FT.		$ 1,020.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 500				0
600	**STRUCTURES**				
	STEEL GIRDER BRIDGE	SQ.FT.		$ 562.00	
	FLYOVER HOV OR FLYOVER SYSTEM RAMP	SQ.FT.		$ 331.00	
	OVERPASS TI BRIDGE	SQ.FT.		$ 320.00	
	RIVER CROSSING BRIDGE	SQ.FT.		$ 274.00	
	PEDESTRIAN BRIDGE	SQ.FT.		$ 401.00	
	BRIDGE WIDENING	SQ.FT.		$ 339.00	
	BRIDGE REHABILITATION	SQ.FT.		$ 232.00	
	BOX CULVERT	L.FT./CELL		$ 1,940.00	
	SIGN STRUCTURES (CANTILEVER) (3C OR 4C)	EACH		$ 102,000.00	
	BRIDGE SIGN STRUCTURE (3F OR 4F) AND ITS STRUCTURE & PANEL	EACH		$ 222,600.00	
	O&M CROSSING	EACH		$ 357,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 600				0
700	**TRAFFIC ENGINEERING**				
	SIGNING (FREEWAY)	MILE/DIR	0.0	$ 55,550.00	0
	SIGNING (STREET)	MILE	0.10	$ 95,700.00	9,570
	PAVEMENT MARKING (FREEWAY)	LANE-MILE	0.00	$ 12,400.00	0
	PAVEMENT MARKING (STREET)	LANE-MILE	0.50	$ 5,000.00	2,500
	LIGHTING	MILE		$ 797,500.00	
	TRAFFIC SIGNAL	EACH		$ 470,750.00	
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	MILE		$ 966,000.00	
	MISCELLANEOUS ITEMS	L.SUM		$ 20,000.00	
	TOTAL ITEM 700				12,070
800	**ROADSIDE DEVELOPMENT**				
	LANDSCAPING AND TOPSOIL	SQ.YD.		$ 15.00	
	UTILITY RELOCATION	L.SUM	1	$ 5,000.00	5,000
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 800				5,000
900	**INCIDENTALS**				
	RETAINING WALLS	SQ.FT.		$ 135.00	
	SOUND WALLS	SQ.FT.		$ 91.00	
	ROADWAY APPURTENANCES	L.SUM			
	ADA IMPROVEMENTS	EACH		$ 6,300.00	
	TRANSIT APPURTENANCES	L.SUM			
	RAILROAD ACCOMMODATIONS	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 900				0
UN	**UNIDENTIFIED ITEMS (20% OF MAJOR ITEMS)**			20%	$13,300
	SUBTOTAL A (ITEM SUBTOTAL)				**$79,700**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
ROUTE: Pima St and SR 85
PROJECT LIMITS: SR 85
LENGTH: 0.1 Miles

PROJECT DESCRIPTION: SR 85 LILO
ESTIMATE LEVEL: Stage I
BASE YEAR: FY2026
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
PW	**PROJECT WIDE**				
	TRAFFIC CONTROL (10% OF SUBTOTAL A)			10.0%	8,000
	DUST PALLIATIVE (0% OF SUBTOTAL A) (INCLUDED IN FURNISH WATER)			0.0%	0
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	800
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)			1.5%	1,200
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	800
	MOBILIZATION (10% OF SUBTOTAL A)			10.0%	8,000
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)				**$98,500**
OTHER PROJ	**OTHER PROJECT COSTS**				
	JOINT PROJECT AGREEMENT ITEMS				0
	CONTRACTOR INCENTIVES				0
	TERO TAX AND OTHER PROJECT EXPENSES				0
	ENVIRONMENTAL MITIGATION				0
	BASE YEAR CONSTRUCTION COST (EXCLUDING BELOW THE LINE ITEMS, UTILITIES & R/W)				**$98,500**
INFL	**INFLATION AND BELOW THE LINE ITEMS**				
	POST DESIGN SERVICES (1% OF BASE YEAR CONSTRUCTION COST)			1.0%	1,000
	CONSTRUCTION CONTINGENCIES (5% OF BASE YEAR CONSTRUCTION COST)			5.0%	4,900
	CONSTRUCTION ENGINEERING (20% OF BASE YEAR CONSTRUCTION COST)			20.0%	19,700
	SUBTOTAL BASE YEAR CONSTRUCTION				**124,100**
	INDIRECT COST ALLOCATION (7.9% OF BASE YEAR CONSTRUCTION COST+BELOW THE LINE ITEMS)			7.90%	9,800
	LABOR AND MATERIAL INFLATION TO FISCAL YEAR 2025			1.0250	3,300
	TOTAL ESTIMATED CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)				**$137,200**
DES	**PREDESIGN AND FINAL DESIGN**				
	PREDESIGN/NEPA/PI SERVICES (3% OF BASE YEAR CONSTRUCTION COST)			3.0%	3,000
	AIR QUALITY HOTSPOT ANALYSIS			$ 75,000.00	0
	INDIRECT COST ALLOCATION (7.9% OF ALL PREDESIGN COSTS)			7.90%	200
	PREDESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	100
	SUBTOTAL PREDESIGN				**3,300**
	FINAL DESIGN SERVICES (INCLUDES ADOT COSTS) (6% OF BASE YEAR CONSTRUCTION COST)			6.0%	5,900
	INDIRECT COST ALLOCATION (7.9% OF ALL FINAL DESIGN COSTS)			7.90%	500
	FINAL DESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	200
	SUBTOTAL FINAL DESIGN				**6,600**
	TOTAL ESTIMATED DESIGN COST				**$9,900**
UTIL	**UTILITY RELOCATION**				
	PRIOR RIGHT UTILITY RELOCATIONS & SERVICE AGREEMENTS				0
	INDIRECT COST ALLOCATION (7.9% OF ALL UTILITY COSTS)			7.90%	0
	UTILITY RELOCATION COST INFLATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED UTILITY COST				**$0**
R/W	**RIGHT-OF-WAY**				
	RIGHT-OF-WAY				0
	INDIRECT COST ALLOCATION (7.9% OF ALL RIGHT-OF-WAY COSTS)			7.90%	0
	RIGHT-OF-WAY PRICE ESCALATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED RIGHT-OF-WAY COSTS				**$0**
	TOTAL ESTIMATED PROJECT COST				$147,000
	Recommended Construction Budget				**$100,000**
	Recommended Other Costs Budget				**$100,000**
	RECOMMENDED BUDGET				**$200,000**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
ROUTE: Pima St and SR 85
PROJECT LIMITS: SR 85
LENGTH: 0.1 Miles

PROJECT DESCRIPTION: SR 85 Signal
ESTIMATE LEVEL: Stage I
BASE YEAR: FY2026
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
200	**EARTHWORK**				
	CLEARING & REMOVALS	L.SUM	1	$ 10,000.00	10,000
	ROADWAY EXCAVATION	CU.YD.		$ 60.00	
	DRAINAGE EXCAVATION	CU.YD.		$ 39.00	
	BORROW	CU.YD.		$ 39.00	
	SUBGRADE TREATMENT	SQ.YD.		$ 15.00	
	FURNISH WATER	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 200				10,000
300 & 400	**BASE AND SURFACE TREATMENT**				
	AGGREGATE BASE	SQ.YD.	180	$ 35.00	6,300
	CONCRETE PAVEMENT	SQ.YD.	172	$ 135.00	23,160
	ASPHALT PAVEMENT	SQ.YD.	180	$ 55.00	9,900
	DIAMOND GRIND	SQ.YD.		$ 6.20	
	MILLING & OVERLAY	SQ.YD.		$ 24.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 300 & 400				39,360
500	**DRAINAGE**				
	DRAINAGE SYSTEM (CLOSED)	L.FT.		$ 510.00	
	DRAINAGE SYSTEM (CONVEYANCE CHANNEL)	L.FT.		$ 1,190.00	
	PUMP STATION (NEW)	EACH		$ 3,150,000.00	
	PIPE CULVERTS	L.FT.		$ 1,020.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 500				0
600	**STRUCTURES**				
	STEEL GIRDER BRIDGE	SQ.FT.		$ 562.00	
	FLYOVER HOV OR FLYOVER SYSTEM RAMP	SQ.FT.		$ 331.00	
	OVERPASS TI BRIDGE	SQ.FT.		$ 320.00	
	RIVER CROSSING BRIDGE	SQ.FT.		$ 274.00	
	PEDESTRIAN BRIDGE	SQ.FT.		$ 401.00	
	BRIDGE WIDENING	SQ.FT.		$ 339.00	
	BRIDGE REHABILITATION	SQ.FT.		$ 232.00	
	BOX CULVERT	L.FT./CELL		$ 1,940.00	
	SIGN STRUCTURES (CANTILEVER) (3C OR 4C)	EACH		$ 102,000.00	
	BRIDGE SIGN STRUCTURE (3F OR 4F) AND ITS STRUCTURE & PANEL	EACH		$ 222,600.00	
	O&M CROSSING	EACH		$ 357,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 600				0
700	**TRAFFIC ENGINEERING**				
	SIGNING (FREEWAY)	MILE/DIR	0.0	$ 55,550.00	0
	SIGNING (STREET)	MILE	0.10	$ 95,700.00	9,570
	PAVEMENT MARKING (FREEWAY)	LANE-MILE	0.00	$ 12,400.00	0
	PAVEMENT MARKING (STREET)	LANE-MILE	0.50	$ 5,000.00	2,500
	LIGHTING	MILE		$ 797,500.00	
	TRAFFIC SIGNAL	EACH	1	$ 470,750.00	470,750
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	MILE		$ 966,000.00	
	MISCELLANEOUS ITEMS	L.SUM		$ 20,000.00	
	TOTAL ITEM 700				482,820
800	**ROADSIDE DEVELOPMENT**				
	LANDSCAPING AND TOPSOIL	SQ.YD.		$ 15.00	
	UTILITY RELOCATION	L.SUM	1	$ 5,000.00	5,000
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 800				5,000
900	**INCIDENTALS**				
	RETAINING WALLS	SQ.FT.		$ 135.00	
	SOUND WALLS	SQ.FT.		$ 91.00	
	ROADWAY APPURTENANCES	L.SUM			
	ADA IMPROVEMENTS	EACH		$ 6,300.00	
	TRANSIT APPURTENANCES	L.SUM			
	RAILROAD ACCOMMODATIONS	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 900				0
UN	**UNIDENTIFIED ITEMS (20% OF MAJOR ITEMS)**			20%	$107,400
	SUBTOTAL A (ITEM SUBTOTAL)				**$644,600**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
ROUTE: Pima St and SR 85
PROJECT LIMITS: SR 85
LENGTH: 0.1 Miles
PROJECT DESCRIPTION: SR 85 Signal
ESTIMATE LEVEL: Stage I
BASE YEAR: FY2026
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
PW	**PROJECT WIDE**				
	TRAFFIC CONTROL (10% OF SUBTOTAL A)			10.0%	64,500
	DUST PALLIATIVE (0% OF SUBTOTAL A) (INCLUDED IN FURNISH WATER)			0.0%	0
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	6,400
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)			1.5%	9,700
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	6,400
	MOBILIZATION (10% OF SUBTOTAL A)			10.0%	64,500
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)				**$796,100**
OTHER PROJ	**OTHER PROJECT COSTS**				
	JOINT PROJECT AGREEMENT ITEMS				0
	CONTRACTOR INCENTIVES				0
	TERO TAX AND OTHER PROJECT EXPENSES				0
	ENVIRONMENTAL MITIGATION				0
	BASE YEAR CONSTRUCTION COST (EXCLUDING BELOW THE LINE ITEMS, UTILITIES & R/W)				**$796,100**
INFL	**INFLATION AND BELOW THE LINE ITEMS**				
	POST DESIGN SERVICES (1% OF BASE YEAR CONSTRUCTION COST)			1.0%	8,000
	CONSTRUCTION CONTINGENCIES (5% OF BASE YEAR CONSTRUCTION COST)			5.0%	39,800
	CONSTRUCTION ENGINEERING (20% OF BASE YEAR CONSTRUCTION COST)			20.0%	159,200
	SUBTOTAL BASE YEAR CONSTRUCTION				**1,003,100**
	INDIRECT COST ALLOCATION (7.9% OF BASE YEAR CONSTRUCTION COST+BELOW THE LINE ITEMS)			7.90%	79,200
	LABOR AND MATERIAL INFLATION TO FISCAL YEAR 2025			1.0250	27,100
	TOTAL ESTIMATED CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)				**$1,109,400**
DES	**PREDESIGN AND FINAL DESIGN**				
	PREDESIGN/NEPA/PI SERVICES (3% OF BASE YEAR CONSTRUCTION COST)			3.0%	23,900
	AIR QUALITY HOTSPOT ANALYSIS			$ 75,000.00	0
	INDIRECT COST ALLOCATION (7.9% OF ALL PREDESIGN COSTS)			7.90%	1,900
	PREDESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	600
	SUBTOTAL PREDESIGN				**26,400**
	FINAL DESIGN SERVICES (INCLUDES ADOT COSTS) (6% OF BASE YEAR CONSTRUCTION COST)			6.0%	47,800
	INDIRECT COST ALLOCATION (7.9% OF ALL FINAL DESIGN COSTS)			7.90%	3,800
	FINAL DESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	1,300
	SUBTOTAL FINAL DESIGN				**52,900**
	TOTAL ESTIMATED DESIGN COST				**$79,300**
UTIL	**UTILITY RELOCATION**				
	PRIOR RIGHT UTILITY RELOCATIONS & SERVICE AGREEMENTS				0
	INDIRECT COST ALLOCATION (7.9% OF ALL UTILITY COSTS)			7.90%	0
	UTILITY RELOCATION COST INFLATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED UTILITY COST				**$0**
R/W	**RIGHT-OF-WAY**				
	RIGHT-OF-WAY				0
	INDIRECT COST ALLOCATION (7.9% OF ALL RIGHT-OF-WAY COSTS)			7.90%	0
	RIGHT-OF-WAY PRICE ESCALATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED RIGHT-OF-WAY COSTS				**$0**
	TOTAL ESTIMATED PROJECT COST				$1,189,000
	RECOMMENDED BUDGET				**$1,200,000**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
ROUTE: Pima St and SR85
PROJECT LIMITS: SR 85
LENGTH: 0.1 Miles

PROJECT DESCRIPTION: SR85 Roundabout
ESTIMATE LEVEL: Stage I
BASE YEAR: FY2026
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
200	**EARTHWORK**				
	CLEARING & REMOVALS	L.SUM	1	$ 250,000.00	250,000
	ROADWAY EXCAVATION	CU.YD.	1,324	$ 60.00	79,450
	DRAINAGE EXCAVATION	CU.YD.	0	$ 39.00	0
	BORROW	CU.YD.	0	$ 39.00	0
	SUBGRADE TREATMENT	SQ.YD.	0	$ 15.00	0
	FURNISH WATER	L.SUM	0	$ -	0
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 200				329,450
300 & 400	**BASE AND SURFACE TREATMENT**				
	AGGREGATE BASE	SQ.YD.	3,973	$ 20.00	79,450
	CONCRETE PAVEMENT	SQ.YD.	1,751	$ 100.00	175,080
	ASPHALT PAVEMENT	SQ.YD.	3,973	$ 45.00	178,770
	DIAMOND GRIND	SQ.YD.		$ 6.20	
	MILLING & OVERLAY	SQ.YD.		$ 24.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 300 & 400				433,300
500	**DRAINAGE**				
	DRAINAGE SYSTEM (CLOSED)	L.FT.	1,100	$ 510.00	561,000
	DRAINAGE SYSTEM (CONVEYANCE CHANNEL)	L.FT.		$ 1,190.00	
	PUMP STATION (NEW)	EACH		$ 3,150,000.00	
	PIPE CULVERTS	L.FT.		$ 1,020.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 500				561,000
600	**STRUCTURES**				
	STEEL GIRDER BRIDGE	SQ.FT.		$ 562.00	
	FLYOVER HOV OR FLYOVER SYSTEM RAMP	SQ.FT.		$ 331.00	
	OVERPASS TI BRIDGE	SQ.FT.		$ 320.00	
	RIVER CROSSING BRIDGE	SQ.FT.		$ 274.00	
	PEDESTRIAN BRIDGE	SQ.FT.		$ 401.00	
	BRIDGE WIDENING	SQ.FT.		$ 339.00	
	BRIDGE REHABILITATION	SQ.FT.		$ 232.00	
	BOX CULVERT	L.FT./CELL		$ 1,940.00	
	SIGN STRUCTURES (CANTILEVER) (3C OR 4C)	EACH		$ 102,000.00	
	BRIDGE SIGN STRUCTURE (3F OR 4F) AND ITS STRUCTURE & PANEL	EACH		$ 222,600.00	
	O&M CROSSING	EACH		$ 357,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 600				0
700	**TRAFFIC ENGINEERING**				
	SIGNING (FREEWAY)	MILE/DIR	0.5	$ 55,550.00	27,780
	SIGNING (STREET)	MILE	0.40	$ 95,700.00	38,280
	PAVEMENT MARKING (FREEWAY)	LANE-MILE	0.50	$ 12,400.00	6,200
	PAVEMENT MARKING (STREET)	LANE-MILE		$ 5,000.00	
	LIGHTING	MILE	0.20	$ 797,500.00	159,500
	TRAFFIC SIGNAL	EACH		$ 470,750.00	
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	MILE		$ 966,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 700				231,760
800	**ROADSIDE DEVELOPMENT**				
	LANDSCAPING AND TOPSOIL	SQ.YD.	2,745	$ 15.00	41,180
	UTILITY RELOCATION	L.SUM	1	$ 100,000.00	100,000
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 800				141,180
900	**INCIDENTALS**				
	RETAINING WALLS	SQ.FT.		$ 135.00	
	SOUND WALLS	SQ.FT.		$ 91.00	
	ROADWAY APPURTENANCES (C&G)	L.FT.	1,100	$ 100.00	110,000
	ADA IMPROVEMENTS	EACH	6	$ 6,300.00	37,800
	TRANSIT APPURTENANCES	L.SUM			
	RAILROAD ACCOMMODATIONS	L.SUM	1	$ 25,000.00	25,000
	MISCELLANEOUS ITEMS	L.SUM	0		
	TOTAL ITEM 900				172,800
UN	**UNIDENTIFIED ITEMS (20% OF MAJOR ITEMS)**			20%	$373,900
	SUBTOTAL A (ITEM SUBTOTAL)				**$2,243,400**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
ROUTE: Pima St and SR85
PROJECT LIMITS: SR 85
LENGTH: 0.1 Miles
PROJECT DESCRIPTION: SR85 Roundabout
ESTIMATE LEVEL: Stage I
BASE YEAR: FY2026
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
PW	**PROJECT WIDE**				
	TRAFFIC CONTROL (5% OF SUBTOTAL A)			5.0%	112,200
	DUST PALLIATIVE (0% OF SUBTOTAL A) (INCLUDED IN FURNISH WATER)			0.0%	0
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	22,400
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)			1.5%	33,700
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	22,400
	MOBILIZATION (10% OF SUBTOTAL A)			10.0%	224,300
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)				**$2,658,400**
OTHER PROJ	**OTHER PROJECT COSTS**				
	JOINT PROJECT AGREEMENT ITEMS				0
	CONTRACTOR INCENTIVES				0
	TERO TAX AND OTHER PROJECT EXPENSES				0
	ENVIRONMENTAL MITIGATION				0
	BASE YEAR CONSTRUCTION COST (EXCLUDING BELOW THE LINE ITEMS, UTILITIES & R/W)				**$2,658,400**
INFL	**INFLATION AND BELOW THE LINE ITEMS**				
	POST DESIGN SERVICES (1% OF BASE YEAR CONSTRUCTION COST)			1.0%	26,600
	CONSTRUCTION CONTINGENCIES (5% OF BASE YEAR CONSTRUCTION COST)			5.0%	132,900
	CONSTRUCTION ENGINEERING (20% OF BASE YEAR CONSTRUCTION COST)			20.0%	531,700
	SUBTOTAL BASE YEAR CONSTRUCTION				**3,349,600**
	INDIRECT COST ALLOCATION (7.9% OF BASE YEAR CONSTRUCTION COST+BELOW THE LINE ITEMS)			7.90%	264,600
	LABOR AND MATERIAL INFLATION TO FISCAL YEAR 2025			1.0250	90,400
	TOTAL ESTIMATED CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)				**$3,704,600**
DES	**PREDESIGN AND FINAL DESIGN**				
	PREDESIGN/NEPA/PI SERVICES (3% OF BASE YEAR CONSTRUCTION COST)			3.0%	79,800
	AIR QUALITY HOTSPOT ANALYSIS			$ 75,000.00	0
	INDIRECT COST ALLOCATION (7.9% OF ALL PREDESIGN COSTS)			7.90%	6,300
	PREDESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	2,200
	SUBTOTAL PREDESIGN				**88,300**
	FINAL DESIGN SERVICES (INCLUDES ADOT COSTS) (6% OF BASE YEAR CONSTRUCTION COST)			6.0%	159,500
	INDIRECT COST ALLOCATION (7.9% OF ALL FINAL DESIGN COSTS)			7.90%	12,600
	FINAL DESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	4,300
	SUBTOTAL FINAL DESIGN				**176,400**
	TOTAL ESTIMATED DESIGN COST				**$264,700**
UTIL	**UTILITY RELOCATION**				
	PRIOR RIGHT UTILITY RELOCATIONS & SERVICE AGREEMENTS				
	INDIRECT COST ALLOCATION (7.9% OF ALL UTILITY COSTS)			7.90%	0
	UTILITY RELOCATION COST INFLATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED UTILITY COST				**$0**
R/W	**RIGHT-OF-WAY**				
	RIGHT-OF-WAY	ACRE	0.1	500,000	50,000
	INDIRECT COST ALLOCATION (7.9% OF ALL RIGHT-OF-WAY COSTS)			7.90%	4,000
	RIGHT-OF-WAY PRICE ESCALATION TO FISCAL YEAR 2025			1.0250	1,300
	TOTAL ESTIMATED RIGHT-OF-WAY COSTS				**$55,300**
	TOTAL ESTIMATED PROJECT COST				**$4,025,000**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
ROUTE: Pima St and Harrington Ave
PROJECT LIMITS: Harrington Ave
LENGTH: 0.2 Miles

PROJECT DESCRIPTION: Harington Ave LILO
ESTIMATE LEVEL: Stage I
BASE YEAR: FY2026
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
200	**EARTHWORK**				
	CLEARING & REMOVALS	L.SUM	1	$ 10,000.00	10,000
	ROADWAY EXCAVATION	CU.YD.		$ 60.00	
	DRAINAGE EXCAVATION	CU.YD.		$ 39.00	
	BORROW	CU.YD.		$ 39.00	
	SUBGRADE TREATMENT	SQ.YD.		$ 15.00	
	FURNISH WATER	L.SUM	0	$ -	0
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 200				10,000
300 & 400	**BASE AND SURFACE TREATMENT**				
	AGGREGATE BASE	SQ.YD.	192	$ 35.00	6,730
	CONCRETE PAVEMENT	SQ.YD.	263	$ 135.00	35,480
	ASPHALT PAVEMENT	SQ.YD.	192	$ 55.00	10,580
	DIAMOND GRIND	SQ.YD.		$ 6.20	
	MILLING & OVERLAY	SQ.YD.		$ 24.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 300 & 400				52,790
500	**DRAINAGE**				
	DRAINAGE SYSTEM (CLOSED)	L.FT.		$ 510.00	
	DRAINAGE SYSTEM (CONVEYANCE CHANNEL)	L.FT.		$ 1,190.00	
	PUMP STATION (NEW)	EACH		$ 3,150,000.00	
	PIPE CULVERTS	L.FT.		$ 1,020.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 500				0
600	**STRUCTURES**				
	STEEL GIRDER BRIDGE	SQ.FT.		$ 562.00	
	FLYOVER HOV OR FLYOVER SYSTEM RAMP	SQ.FT.		$ 331.00	
	OVERPASS TI BRIDGE	SQ.FT.		$ 320.00	
	RIVER CROSSING BRIDGE	SQ.FT.		$ 274.00	
	PEDESTRIAN BRIDGE	SQ.FT.		$ 401.00	
	BRIDGE WIDENING	SQ.FT.		$ 339.00	
	BRIDGE REHABILITATION	SQ.FT.		$ 232.00	
	BOX CULVERT	L.FT./CELL		$ 1,940.00	
	SIGN STRUCTURES (CANTILEVER) (3C OR 4C)	EACH		$ 102,000.00	
	BRIDGE SIGN STRUCTURE (3F OR 4F) AND ITS STRUCTURE & PANEL	EACH		$ 222,600.00	
	O&M CROSSING	EACH		$ 357,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 600				0
700	**TRAFFIC ENGINEERING**				
	SIGNING (FREEWAY)	MILE/DIR	0.0	$ 55,550.00	0
	SIGNING (STREET)	MILE	0.10	$ 95,700.00	9,570
	PAVEMENT MARKING (FREEWAY)	LANE-MILE		$ 12,400.00	
	PAVEMENT MARKING (STREET)	LANE-MILE	0.50	$ 5,000.00	2,500
	LIGHTING	MILE		$ 797,500.00	
	TRAFFIC SIGNAL	EACH		$ 470,750.00	
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	MILE		$ 966,000.00	
	MISCELLANEOUS ITEMS	L.SUM		$ 20,000.00	
	TOTAL ITEM 700				12,070
800	**ROADSIDE DEVELOPMENT**				
	LANDSCAPING AND TOPSOIL	SQ.YD.		$ 15.00	
	UTILITY RELOCATION	L.SUM		$ -	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 800				0
900	**INCIDENTALS**				
	RETAINING WALLS	SQ.FT.		$ 135.00	
	SOUND WALLS	SQ.FT.		$ 91.00	
	ROADWAY APPURTENANCES	L.SUM			
	ADA IMPROVEMENTS	EACH		$ 6,300.00	
	TRANSIT APPURTENANCES	L.SUM			
	RAILROAD ACCOMMODATIONS	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 900				0
UN	**UNIDENTIFIED ITEMS (20% OF MAJOR ITEMS)**			20%	$15,000
	SUBTOTAL A (ITEM SUBTOTAL)				**$89,900**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
PROJECT DESCRIPTION: Harington Ave LILO
ROUTE: Pima St and Harrington Ave
ESTIMATE LEVEL: Stage I
PROJECT LIMITS: Harrington Ave
BASE YEAR: FY2026
LENGTH: 0.2 Miles
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
PW	**PROJECT WIDE**				
	TRAFFIC CONTROL (10% OF SUBTOTAL A)			10.0%	9,000
	DUST PALLIATIVE (0% OF SUBTOTAL A) (INCLUDED IN FURNISH WATER)			0.0%	0
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	900
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)			1.5%	1,300
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	900
	MOBILIZATION (10% OF SUBTOTAL A)			10.0%	9,000
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)				**$111,000**
OTHER PROJ	**OTHER PROJECT COSTS**				
	JOINT PROJECT AGREEMENT ITEMS				0
	CONTRACTOR INCENTIVES				0
	TERO TAX AND OTHER PROJECT EXPENSES				0
	ENVIRONMENTAL MITIGATION				0
	BASE YEAR CONSTRUCTION COST (EXCLUDING BELOW THE LINE ITEMS, UTILITIES & R/W)				**$111,000**
INFL	**INFLATION AND BELOW THE LINE ITEMS**				
	POST DESIGN SERVICES (1% OF BASE YEAR CONSTRUCTION COST)			1.0%	1,100
	CONSTRUCTION CONTINGENCIES (5% OF BASE YEAR CONSTRUCTION COST)			5.0%	5,600
	CONSTRUCTION ENGINEERING (20% OF BASE YEAR CONSTRUCTION COST)			20.0%	22,200
	SUBTOTAL BASE YEAR CONSTRUCTION				**139,900**
	INDIRECT COST ALLOCATION (7.9% OF BASE YEAR CONSTRUCTION COST+BELOW THE LINE ITEMS)			7.90%	11,100
	LABOR AND MATERIAL INFLATION TO FISCAL YEAR 2025			1.0250	3,800
	TOTAL ESTIMATED CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)				**$154,800**
DES	**PREDESIGN AND FINAL DESIGN**				
	PREDESIGN/NEPA/PI SERVICES (3% OF BASE YEAR CONSTRUCTION COST)			3.0%	3,300
	AIR QUALITY HOTSPOT ANALYSIS			$ 75,000.00	0
	INDIRECT COST ALLOCATION (7.9% OF ALL PREDESIGN COSTS)			7.90%	300
	PREDESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	100
	SUBTOTAL PREDESIGN				**3,700**
	FINAL DESIGN SERVICES (INCLUDES ADOT COSTS) (6% OF BASE YEAR CONSTRUCTION COST)			6.0%	6,700
	INDIRECT COST ALLOCATION (7.9% OF ALL FINAL DESIGN COSTS)			7.90%	500
	FINAL DESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	200
	SUBTOTAL FINAL DESIGN				**7,400**
	TOTAL ESTIMATED DESIGN COST				**$11,100**
UTIL	**UTILITY RELOCATION**				
	PRIOR RIGHT UTILITY RELOCATIONS & SERVICE AGREEMENTS				0
	INDIRECT COST ALLOCATION (7.9% OF ALL UTILITY COSTS)			7.90%	0
	UTILITY RELOCATION COST INFLATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED UTILITY COST				**$0**
R/W	**RIGHT-OF-WAY**				
	RIGHT-OF-WAY				0
	INDIRECT COST ALLOCATION (7.9% OF ALL RIGHT-OF-WAY COSTS)			7.90%	0
	RIGHT-OF-WAY PRICE ESCALATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED RIGHT-OF-WAY COSTS				**$0**
	TOTAL ESTIMATED PROJECT COST				$166,000
	Total Estimated Cost Rounded Up to Nearest $50,000 Increment				**$200,000**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
PROJECT DESCRIPTION: Harrington Ave Roundabout
ROUTE: Pima St and Harrington Ave
ESTIMATE LEVEL: Stage I
PROJECT LIMITS: Harrington Ave
BASE YEAR: FY2026
LENGTH: 0.1 Miles
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
200	**EARTHWORK**				
	CLEARING & REMOVALS	L.SUM	1	$ 250,000.00	250,000
	ROADWAY EXCAVATION	CU.YD.	1,696	$ 60.00	101,730
	DRAINAGE EXCAVATION	CU.YD.	0	$ 39.00	0
	BORROW	CU.YD.	0	$ 39.00	0
	SUBGRADE TREATMENT	SQ.YD.	0	$ 15.00	0
	FURNISH WATER	L.SUM	0	$ -	0
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 200				351,730
300 & 400	**BASE AND SURFACE TREATMENT**				
	AGGREGATE BASE	SQ.YD.	5,087	$ 20.00	101,730
	CONCRETE PAVEMENT	SQ.YD.	2,196	$ 100.00	219,580
	ASPHALT PAVEMENT	SQ.YD.	5,087	$ 45.00	228,900
	DIAMOND GRIND	SQ.YD.		$ 6.20	
	MILLING & OVERLAY	SQ.YD.		$ 24.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 300 & 400				550,210
500	**DRAINAGE**				
	DRAINAGE SYSTEM (CLOSED)	L.FT.	1,508	$ 510.00	768,860
	DRAINAGE SYSTEM (CONVEYANCE CHANNEL)	L.FT.		$ 1,190.00	
	PUMP STATION (NEW)	EACH		$ 3,150,000.00	
	PIPE CULVERTS	L.FT.		$ 1,020.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 500				768,860
600	**STRUCTURES**				
	STEEL GIRDER BRIDGE	SQ.FT.		$ 562.00	
	FLYOVER HOV OR FLYOVER SYSTEM RAMP	SQ.FT.		$ 331.00	
	OVERPASS TI BRIDGE	SQ.FT.		$ 320.00	
	RIVER CROSSING BRIDGE	SQ.FT.		$ 274.00	
	PEDESTRIAN BRIDGE	SQ.FT.		$ 401.00	
	BRIDGE WIDENING	SQ.FT.		$ 339.00	
	BRIDGE REHABILITATION	SQ.FT.		$ 232.00	
	BOX CULVERT	L.FT./CELL		$ 1,940.00	
	SIGN STRUCTURES (CANTILEVER) (3C OR 4C)	EACH		$ 102,000.00	
	BRIDGE SIGN STRUCTURE (3F OR 4F) AND ITS STRUCTURE & PANEL	EACH		$ 222,600.00	
	O&M CROSSING	EACH		$ 357,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 600				0
700	**TRAFFIC ENGINEERING**				
	SIGNING (FREEWAY)	MILE/DIR		$ 55,550.00	
	SIGNING (STREET)	MILE	0.40	$ 95,700.00	38,280
	PAVEMENT MARKING (FREEWAY)	LANE-MILE	0.50	$ 12,400.00	6,200
	PAVEMENT MARKING (STREET)	LANE-MILE		$ 5,000.00	
	LIGHTING	MILE	0.20	$ 797,500.00	159,500
	TRAFFIC SIGNAL	EACH		$ 470,750.00	
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	MILE		$ 966,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 700				203,980
800	**ROADSIDE DEVELOPMENT**				
	LANDSCAPING AND TOPSOIL	SQ.YD.	3,991	$ 15.00	59,860
	UTILITY RELOCATION	L.SUM	1	$ 100,000.00	100,000
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 800				159,860
900	**INCIDENTALS**				
	RETAINING WALLS	SQ.FT.		$ 135.00	
	SOUND WALLS	SQ.FT.		$ 91.00	
	ROADWAY APPURTENANCES (C&G)	L.FT.	1,508	$ 100.00	150,760
	ADA IMPROVEMENTS	EACH	6	$ 6,300.00	37,800
	TRANSIT APPURTENANCES	L.SUM			
	RAILROAD ACCOMMODATIONS	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM	1		
	TOTAL ITEM 900				188,560
UN	**UNIDENTIFIED ITEMS (20% OF MAJOR ITEMS)**			20%	$444,600
	SUBTOTAL A (ITEM SUBTOTAL)				**$2,667,800**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
PROJECT DESCRIPTION: Harrington Ave Roundabout
ROUTE: Pima St and Harrington Ave
ESTIMATE LEVEL: Stage I
PROJECT LIMITS: Harrington Ave
BASE YEAR: FY2026
LENGTH: 0.1 Miles
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
PW	**PROJECT WIDE**				
	TRAFFIC CONTROL (5% OF SUBTOTAL A)			5.0%	133,400
	DUST PALLIATIVE (0% OF SUBTOTAL A) (INCLUDED IN FURNISH WATER)			0.0%	0
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	26,700
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)			1.5%	40,000
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	26,700
	MOBILIZATION (10% OF SUBTOTAL A)			10.0%	266,800
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)				**$3,161,400**
OTHER PROJ	**OTHER PROJECT COSTS**				
	JOINT PROJECT AGREEMENT ITEMS				0
	CONTRACTOR INCENTIVES				0
	TERO TAX AND OTHER PROJECT EXPENSES				0
	ENVIRONMENTAL MITIGATION				0
	BASE YEAR CONSTRUCTION COST (EXCLUDING BELOW THE LINE ITEMS, UTILITIES & R/W)				**$3,161,400**
INFL	**INFLATION AND BELOW THE LINE ITEMS**				
	POST DESIGN SERVICES (1% OF BASE YEAR CONSTRUCTION COST)			1.0%	31,600
	CONSTRUCTION CONTINGENCIES (5% OF BASE YEAR CONSTRUCTION COST)			5.0%	158,100
	CONSTRUCTION ENGINEERING (20% OF BASE YEAR CONSTRUCTION COST)			20.0%	632,300
	SUBTOTAL BASE YEAR CONSTRUCTION				**3,983,400**
	INDIRECT COST ALLOCATION (7.9% OF BASE YEAR CONSTRUCTION COST+BELOW THE LINE ITEMS)			7.90%	314,700
	LABOR AND MATERIAL INFLATION TO FISCAL YEAR 2025			1.0250	107,500
	TOTAL ESTIMATED CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)				**$4,405,600**
DES	**PREDESIGN AND FINAL DESIGN**				
	PREDESIGN/NEPA/PI SERVICES (3% OF BASE YEAR CONSTRUCTION COST)			3.0%	94,800
	AIR QUALITY HOTSPOT ANALYSIS		0	$ 75,000.00	0
	INDIRECT COST ALLOCATION (7.9% OF ALL PREDESIGN COSTS)			7.90%	7,500
	PREDESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	2,600
	SUBTOTAL PREDESIGN				**104,900**
	FINAL DESIGN SERVICES (INCLUDES ADOT COSTS) (6% OF BASE YEAR CONSTRUCTION COST)			6.0%	189,700
	INDIRECT COST ALLOCATION (7.9% OF ALL FINAL DESIGN COSTS)			7.90%	15,000
	FINAL DESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	5,100
	SUBTOTAL FINAL DESIGN				**209,800**
	TOTAL ESTIMATED DESIGN COST				**$314,700**
UTIL	**UTILITY RELOCATION**				
	PRIOR RIGHT UTILITY RELOCATIONS & SERVICE AGREEMENTS				
	INDIRECT COST ALLOCATION (7.9% OF ALL UTILITY COSTS)			7.90%	0
	UTILITY RELOCATION COST INFLATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED UTILITY COST				**$0**
R/W	**RIGHT-OF-WAY**				
	RIGHT-OF-WAY	ACRE	0.5	500,000	250,000
	INDIRECT COST ALLOCATION (7.9% OF ALL RIGHT-OF-WAY COSTS)			7.90%	19,800
	RIGHT-OF-WAY PRICE ESCALATION TO FISCAL YEAR 2025			1.0250	6,700
	TOTAL ESTIMATED RIGHT-OF-WAY COSTS				**$276,500**
	TOTAL ESTIMATED PROJECT COST				**$4,997,000**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
ROUTE: Pima St and Dodson St
PROJECT LIMITS: Dodson St
LENGTH: 0.2 Miles

PROJECT DESCRIPTION: Dodson St LILO
ESTIMATE LEVEL: Stage I
BASE YEAR: FY2026
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
200	**EARTHWORK**				
	CLEARING & REMOVALS	L.SUM	1	$ 15,000.00	15,000
	ROADWAY EXCAVATION	CU.YD.		$ 60.00	
	DRAINAGE EXCAVATION	CU.YD.		$ 39.00	
	BORROW	CU.YD.		$ 39.00	
	SUBGRADE TREATMENT	SQ.YD.		$ 15.00	
	FURNISH WATER	L.SUM	0	$ -	0
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 200				15,000
300 & 400	**BASE AND SURFACE TREATMENT**				
	AGGREGATE BASE	SQ.YD.	354	$ 35.00	12,400
	CONCRETE PAVEMENT	SQ.YD.	338	$ 135.00	45,640
	ASPHALT PAVEMENT	SQ.YD.	354	$ 55.00	19,490
	DIAMOND GRIND	SQ.YD.		$ 6.20	
	MILLING & OVERLAY	SQ.YD.		$ 24.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 300 & 400				77,530
500	**DRAINAGE**				
	DRAINAGE SYSTEM (CLOSED)	L.FT.		$ 510.00	
	DRAINAGE SYSTEM (CONVEYANCE CHANNEL)	L.FT.		$ 1,190.00	
	PUMP STATION (NEW)	EACH		$ 3,150,000.00	
	PIPE CULVERTS	L.FT.		$ 1,020.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 500				0
600	**STRUCTURES**				
	STEEL GIRDER BRIDGE	SQ.FT.		$ 562.00	
	FLYOVER HOV OR FLYOVER SYSTEM RAMP	SQ.FT.		$ 331.00	
	OVERPASS TI BRIDGE	SQ.FT.		$ 320.00	
	RIVER CROSSING BRIDGE	SQ.FT.		$ 274.00	
	PEDESTRIAN BRIDGE	SQ.FT.		$ 401.00	
	BRIDGE WIDENING	SQ.FT.		$ 339.00	
	BRIDGE REHABILITATION	SQ.FT.		$ 232.00	
	BOX CULVERT	L.FT./CELL		$ 1,940.00	
	SIGN STRUCTURES (CANTILEVER) (3C OR 4C)	EACH		$ 102,000.00	
	BRIDGE SIGN STRUCTURE (3F OR 4F) AND ITS STRUCTURE & PANEL	EACH		$ 222,600.00	
	O&M CROSSING	EACH		$ 357,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 600				0
700	**TRAFFIC ENGINEERING**				
	SIGNING (FREEWAY)	MILE/DIR		$ 55,550.00	
	SIGNING (STREET)	MILE	0.20	$ 95,700.00	19,140
	PAVEMENT MARKING (FREEWAY)	LANE-MILE		$ 12,400.00	
	PAVEMENT MARKING (STREET)	LANE-MILE	1.00	$ 5,000.00	5,000
	LIGHTING	MILE		$ 797,500.00	
	TRAFFIC SIGNAL	EACH		$ 470,750.00	
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	MILE		$ 966,000.00	
	MISCELLANEOUS ITEMS	L.SUM		$ 20,000.00	
	TOTAL ITEM 700				24,140
800	**ROADSIDE DEVELOPMENT**				
	LANDSCAPING AND TOPSOIL	SQ.YD.		$ 15.00	
	UTILITY RELOCATION	L.SUM	1	$ 5,000.00	5,000
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 800				5,000
900	**INCIDENTALS**				
	RETAINING WALLS	SQ.FT.		$ 135.00	
	SOUND WALLS	SQ.FT.		$ 91.00	
	ROADWAY APPURTENANCES	L.SUM			
	ADA IMPROVEMENTS	EACH		$ 6,300.00	
	TRANSIT APPURTENANCES	L.SUM			
	RAILROAD ACCOMMODATIONS	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 900				0
UN	**UNIDENTIFIED ITEMS (20% OF MAJOR ITEMS)**			20%	$24,300
	SUBTOTAL A (ITEM SUBTOTAL)				**$146,000**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
PROJECT DESCRIPTION: Dodson St LILO
ROUTE: Pima St and Dodson St
ESTIMATE LEVEL: Stage I
PROJECT LIMITS: Dodson St
BASE YEAR: FY2026
LENGTH: 0.2 Miles
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
PW	**PROJECT WIDE**				
	TRAFFIC CONTROL (10% OF SUBTOTAL A)			10.0%	14,600
	DUST PALLIATIVE (0% OF SUBTOTAL A) (INCLUDED IN FURNISH WATER)			0.0%	0
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	1,500
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)			1.5%	2,200
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	1,500
	MOBILIZATION (10% OF SUBTOTAL A)			10.0%	14,600
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)				**$180,400**
OTHER PROJ	**OTHER PROJECT COSTS**				
	JOINT PROJECT AGREEMENT ITEMS				0
	CONTRACTOR INCENTIVES				0
	TERO TAX AND OTHER PROJECT EXPENSES				0
	ENVIRONMENTAL MITIGATION				0
	BASE YEAR CONSTRUCTION COST (EXCLUDING BELOW THE LINE ITEMS, UTILITIES & R/W)				**$180,400**
INFL	**INFLATION AND BELOW THE LINE ITEMS**				
	POST DESIGN SERVICES (1% OF BASE YEAR CONSTRUCTION COST)			1.0%	1,800
	CONSTRUCTION CONTINGENCIES (5% OF BASE YEAR CONSTRUCTION COST)			5.0%	9,000
	CONSTRUCTION ENGINEERING (20% OF BASE YEAR CONSTRUCTION COST)			20.0%	36,100
	SUBTOTAL BASE YEAR CONSTRUCTION				**227,300**
	INDIRECT COST ALLOCATION (7.9% OF BASE YEAR CONSTRUCTION COST+BELOW THE LINE ITEMS)			7.90%	18,000
	LABOR AND MATERIAL INFLATION TO FISCAL YEAR 2025			1.0250	6,100
	TOTAL ESTIMATED CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)				**$251,400**
DES	**PREDESIGN AND FINAL DESIGN**				
	PREDESIGN/NEPA/PI SERVICES (3% OF BASE YEAR CONSTRUCTION COST)			3.0%	5,400
	AIR QUALITY HOTSPOT ANALYSIS		0	$ 75,000.00	0
	INDIRECT COST ALLOCATION (7.9% OF ALL PREDESIGN COSTS)			7.90%	400
	PREDESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	100
	SUBTOTAL PREDESIGN				**5,900**
	FINAL DESIGN SERVICES (INCLUDES ADOT COSTS) (6% OF BASE YEAR CONSTRUCTION COST)			6.0%	10,800
	INDIRECT COST ALLOCATION (7.9% OF ALL FINAL DESIGN COSTS)			7.90%	900
	FINAL DESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	300
	SUBTOTAL FINAL DESIGN				**12,000**
	TOTAL ESTIMATED DESIGN COST				**$17,900**
UTIL	**UTILITY RELOCATION**				
	PRIOR RIGHT UTILITY RELOCATIONS & SERVICE AGREEMENTS				0
	INDIRECT COST ALLOCATION (7.9% OF ALL UTILITY COSTS)			7.90%	0
	UTILITY RELOCATION COST INFLATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED UTILITY COST				**$0**
R/W	**RIGHT-OF-WAY**				
	RIGHT-OF-WAY				0
	INDIRECT COST ALLOCATION (7.9% OF ALL RIGHT-OF-WAY COSTS)			7.90%	0
	RIGHT-OF-WAY PRICE ESCALATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED RIGHT-OF-WAY COSTS				**$0**
	TOTAL ESTIMATED PROJECT COST				$269,000
	Recommended Construction Budget				**$150,000**
	Recommended Other Costs Budget				**$150,000**
	RECOMMENDED BUDGET				**$300,000**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
ROUTE: Pima St and Dodson St
PROJECT LIMITS: Dodson St
LENGTH: 0.1 Miles

PROJECT DESCRIPTION: Dodson St Roundabout
ESTIMATE LEVEL: Stage I
BASE YEAR: FY2026
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
200	**EARTHWORK**				
	CLEARING & REMOVALS	L.SUM	1	$ 250,000.00	250,000
	ROADWAY EXCAVATION	CU.YD.	1,258	$ 60.00	75,490
	DRAINAGE EXCAVATION	CU.YD.	0	$ 39.00	0
	BORROW	CU.YD.	0	$ 39.00	0
	SUBGRADE TREATMENT	SQ.YD.	0	$ 15.00	0
	FURNISH WATER	L.SUM	0	$ -	0
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 200				325,490
300 & 400	**BASE AND SURFACE TREATMENT**				
	AGGREGATE BASE	SQ.YD.	3,775	$ 20.00	75,490
	CONCRETE PAVEMENT	SQ.YD.	1,742	$ 100.00	174,240
	ASPHALT PAVEMENT	SQ.YD.	3,775	$ 45.00	169,860
	DIAMOND GRIND	SQ.YD.		$ 6.20	
	MILLING & OVERLAY	SQ.YD.		$ 24.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 300 & 400				419,590
500	**DRAINAGE**				
	DRAINAGE SYSTEM (CLOSED)	L.FT.	1,053	$ 510.00	537,170
	DRAINAGE SYSTEM (CONVEYANCE CHANNEL)	L.FT.		$ 1,190.00	
	PUMP STATION (NEW)	EACH		$ 3,150,000.00	
	PIPE CULVERTS	L.FT.		$ 1,020.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 500				537,170
600	**STRUCTURES**				
	STEEL GIRDER BRIDGE	SQ.FT.		$ 562.00	
	FLYOVER HOV OR FLYOVER SYSTEM RAMP	SQ.FT.		$ 331.00	
	OVERPASS TI BRIDGE	SQ.FT.		$ 320.00	
	RIVER CROSSING BRIDGE	SQ.FT.		$ 274.00	
	PEDESTRIAN BRIDGE	SQ.FT.		$ 401.00	
	BRIDGE WIDENING	SQ.FT.		$ 339.00	
	BRIDGE REHABILITATION	SQ.FT.		$ 232.00	
	BOX CULVERT	L.FT./CELL		$ 1,940.00	
	SIGN STRUCTURES (CANTILEVER) (3C OR 4C)	EACH		$ 102,000.00	
	BRIDGE SIGN STRUCTURE (3F OR 4F) AND ITS STRUCTURE & PANEL	EACH		$ 222,600.00	
	O&M CROSSING	EACH		$ 357,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 600				0
700	**TRAFFIC ENGINEERING**				
	SIGNING (FREEWAY)	MILE/DIR	0	$ 55,550.00	0
	SIGNING (STREET)	MILE	0.40	$ 95,700.00	38,280
	PAVEMENT MARKING (FREEWAY)	LANE-MILE	0.50	$ 12,400.00	6,200
	PAVEMENT MARKING (STREET)	LANE-MILE		$ 5,000.00	
	LIGHTING	MILE	0.20	$ 797,500.00	159,500
	TRAFFIC SIGNAL	EACH		$ 470,750.00	
	INTELLIGENT TRANSPORTATION SYSTEM (ITS)	MILE		$ 966,000.00	
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 700				203,980
800	**ROADSIDE DEVELOPMENT**				
	LANDSCAPING AND TOPSOIL	SQ.YD.	1,424	$ 15.00	21,360
	UTILITY RELOCATION	L.SUM	1	$ 240,000.00	240,000
	MISCELLANEOUS ITEMS	L.SUM			
	TOTAL ITEM 800				261,360
900	**INCIDENTALS**				
	RETAINING WALLS	SQ.FT.		$ 135.00	
	SOUND WALLS	SQ.FT.		$ 91.00	
	ROADWAY APPURTENANCES (C&G)	L.FT	1,053	$ 100.00	105,330
	ADA IMPROVEMENTS	EACH	8	$ 6,300.00	50,400
	TRANSIT APPURTENANCES	L.SUM			
	RAILROAD ACCOMMODATIONS	L.SUM			
	MISCELLANEOUS ITEMS	L.SUM	1		
	TOTAL ITEM 900				155,730
UN	**UNIDENTIFIED ITEMS (20% OF MAJOR ITEMS)**			20%	$380,700
	SUBTOTAL A (ITEM SUBTOTAL)				**$2,284,000**

ARIZONA DEPARTMENT OF TRANSPORTATION
CONSTRUCTION COST ESTIMATE SUMMARY

PROJECT NAME: GILA BEND DEVELOPMENT ANALYSIS
PROJECT DESCRIPTION: Dodson St Roundabout
ROUTE: Pima St and Dodson St
ESTIMATE LEVEL: Stage I
PROJECT LIMITS: Dodson St
BASE YEAR: FY2026
LENGTH: 0.1 Miles
DATE: 7/3/2025

ITEM	MAJOR ITEM DESCRIPTION	UNIT	QUANTITY	UNIT COST	TOTAL COST
PW	**PROJECT WIDE**				
	TRAFFIC CONTROL (5% OF SUBTOTAL A)			5.0%	114,200
	DUST PALLIATIVE (0% OF SUBTOTAL A) (INCLUDED IN FURNISH WATER)			0.0%	0
	QUALITY CONTROL (1% OF SUBTOTAL A)			1.0%	22,800
	CONSTRUCTION SURVEYING (1.5% OF SUBTOTAL A)			1.5%	34,300
	EROSION CONTROL (1% OF SUBTOTAL A)			1.0%	22,800
	MOBILIZATION (10% OF SUBTOTAL A)			10.0%	228,400
	SUBTOTAL B (SUBTOTAL A + PROJECT WIDE)				**$2,706,500**
OTHER PROJ	**OTHER PROJECT COSTS**				
	JOINT PROJECT AGREEMENT ITEMS				0
	CONTRACTOR INCENTIVES				0
	TERO TAX AND OTHER PROJECT EXPENSES				0
	ENVIRONMENTAL MITIGATION				0
	BASE YEAR CONSTRUCTION COST (EXCLUDING BELOW THE LINE ITEMS, UTILITIES & R/W)				**$2,706,500**
INFL	**INFLATION AND BELOW THE LINE ITEMS**				
	POST DESIGN SERVICES (1% OF BASE YEAR CONSTRUCTION COST)			1.0%	27,100
	CONSTRUCTION CONTINGENCIES (5% OF BASE YEAR CONSTRUCTION COST)			5.0%	135,300
	CONSTRUCTION ENGINEERING (20% OF BASE YEAR CONSTRUCTION COST)			20.0%	541,300
	SUBTOTAL BASE YEAR CONSTRUCTION				**3,410,200**
	INDIRECT COST ALLOCATION (7.9% OF BASE YEAR CONSTRUCTION COST+BELOW THE LINE ITEMS)			7.90%	269,400
	LABOR AND MATERIAL INFLATION TO FISCAL YEAR 2025			1.0250	92,000
	TOTAL ESTIMATED CONSTRUCTION COST (EXCLUDING UTILITIES & R/W)				**$3,771,600**
DES	**PREDESIGN AND FINAL DESIGN**				
	PREDESIGN/NEPA/PI SERVICES (3% OF BASE YEAR CONSTRUCTION COST)			3.0%	81,200
	AIR QUALITY HOTSPOT ANALYSIS		0	$ 75,000.00	0
	INDIRECT COST ALLOCATION (7.9% OF ALL PREDESIGN COSTS)			7.90%	6,400
	PREDESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	2,200
	SUBTOTAL PREDESIGN				**89,800**
	FINAL DESIGN SERVICES (INCLUDES ADOT COSTS) (6% OF BASE YEAR CONSTRUCTION COST)			6.0%	162,400
	INDIRECT COST ALLOCATION (7.9% OF ALL FINAL DESIGN COSTS)			7.90%	12,800
	FINAL DESIGN COST INFLATION TO FISCAL YEAR 2025			1.0250	4,400
	SUBTOTAL FINAL DESIGN				**179,600**
	TOTAL ESTIMATED DESIGN COST				**$269,400**
UTIL	**UTILITY RELOCATION**				
	PRIOR RIGHT UTILITY RELOCATIONS & SERVICE AGREEMENTS				
	INDIRECT COST ALLOCATION (7.9% OF ALL UTILITY COSTS)			7.90%	0
	UTILITY RELOCATION COST INFLATION TO FISCAL YEAR 2025			1.0250	0
	TOTAL ESTIMATED UTILITY COST				**$0**
R/W	**RIGHT-OF-WAY**				
	RIGHT-OF-WAY	ACRE		500,000	100,000
	INDIRECT COST ALLOCATION (7.9% OF ALL RIGHT-OF-WAY COSTS)			7.90%	7,900
	RIGHT-OF-WAY PRICE ESCALATION TO FISCAL YEAR 2025			1.0250	2,700
	TOTAL ESTIMATED RIGHT-OF-WAY COSTS				**$110,600**
	TOTAL ESTIMATED PROJECT COST				**$4,152,000**