

	<h1>Arizona Department of Transportation</h1> <p>Statewide Project Management Section 205 South 17th Avenue, Mail Drop 614E Phoenix, Arizona 85007</p>
	<h2>INITIAL PROJECT ASSESSMENT</h2> <p>040 CN 201 H8494 01C COUNTRY CLUB DRIVE AT I-40, FLAGSTAFF URBAN TRAIL SYSTEM (FUTS)</p>

March 11, 2014

TO: ADOT REPRESENTATIVES

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TED LITTLEFIELD	CONSTRUCTION OPERATIONS
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STEVE HULL	CONTRACTS & SPECIFICATIONS
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SUBJECT: INITIAL PROJECT ASSESSMENT
COUNTRY CLUB DRIVE AT I-40, FLAGSTAFF URBAN TRAIL SYSTEM (FUTS)
ADOT Project No. 040 CN 201 H8494 01C
Federal Project No. TEA-040-D(225)T

ADOT PROJECT NO. 040 CN 201 H8494 01C
FEDERAL AID PROJECT NO. TEA-040-D(225)T
COUNTRY CLUB DRIVE AT INTERSTATE 40
FLAGSTAFF URBAN TRAILS SYSTEM (FUTS)

INITIAL PROJECT ASSESSMENT

MARCH 2014

PREPARED FOR:



STATEWIDE PROJECT MANAGEMENT GROUP
INTERMODAL TRANSPORTATION DIVISION
ARIZONA DEPARTMENT OF TRANSPORTATION

PREPARED BY:



STANLEY CONSULTANTS, INC.
1661 EAST CAMELBACK ROAD, SUITE 400
PHOENIX, ARIZONA 85016

A. INTRODUCTION

Project 040 CN 201 H8494 01C [Federal Project No. TEA-040-D(225)T], Country Club Drive Flagstaff Urban Trails System (FUTS), is an enhancement project to add a multi-use path adjacent to Country Club Drive at Interstate 40 (I-40). The project is located in the City of Flagstaff and Coconino County, within ADOT's Flagstaff District.

The project is programmed in ADOT's Tentative 2015–2019 Five-Year Transportation Facilities Construction Program under Item Number 17415. Item Number 17415 reflects \$493,000 programmed for construction in fiscal year (FY) 2015. Transportation Enhancement funds will be used.

The purpose of this project is to connect two existing FUTS facilities across the I-40 corridor. The FUTS is a network of sidewalks, multi-use paths, trails, and related facilities in the Flagstaff metropolitan area.

B. BACKGROUND DATA

ADOT's Milepost Strip Map displays the following projects designed and/or constructed within or adjacent to the project limits:

Record Drawing	Begin MP	End MP	As-Built Year	Description
I 40-4 (501)	201.00	201.25	1974	EAST FLAG TI MODIFY TI
I 40-4 (114)	200.80	201.70	1988	EAST FLAG TI RECONSTRUCTION & RAMP
I 40-4-502	200.84	201.71	1992	RELOCATE FRONTAGE ROAD ~ SOLIERE
I 40-4-507	201.10	201.10	1994	IMPROVE COUNTRY CLUB DR TI TRAFFIC SIGNAL

The project limits extend along the east side of Country Club Drive from the south side of the I-40 westbound exit ramp on the north to the north side of the existing commercial driveway approximately 300 feet south of the eastbound I-40 entrance ramp. The total project length is approximately 1,300 feet.

There is one commercial driveway on the east side of Country Club Drive at the southern project limit. The driveway serves a Mobil gas station.

This segment of Country Club Drive is a four-lane roadway with a twelve-foot wide center left-turn lane on level terrain. There is existing sidewalk on the east side of Country Club Drive in the project area. Between the westbound I-40 ramp intersection and the eastbound ramp intersection, barrier separates the sidewalk from the roadway. South of the eastbound ramp intersection, the sidewalk is adjacent to the northbound roadway.

The posted speed limit is 35 miles per hour (mph). The average project elevation is approximately 6,830 feet.

The project area is mostly within ADOT right-of-way. South of the eastbound I-40 entrance ramp, right-of-way ownership transitions from ADOT to City of Flagstaff.

Country Club Drive is under ADOT's jurisdiction within ADOT's right-of-way and is referred to as B-40 (Business Loop of I-40) in record drawings. Outside of ADOT's right-of-way, Country Club

Drive is operated and maintained by the City of Flagstaff. Country Club Drive is functionally classified as an Urban Principal Other.

An AASHTO Controlling Design Criteria report was not required for this project.

ADOT's Multimodal Planning Division (MPD) provided the estimated Annual Average Daily Traffic (AADT) volumes and traffic factors (K, D and T) listed below.

Location (MP)		Traffic Counter System	Segment Description Start – End	Design Factors (%) 2010			AADT (vehicles per day)	Projected AADT (vehicles per day)
Begin	End	MP		K	D	T	2010	2030
200.49	200.99	200.90	I-40 (Exit 201) - East end of Flagstaff	9	50	22.5	31,000	41,500

Source: ADOT Traffic Group, SHS2010TrafficLog.xls and SHS2030AADTForecasts.xls
(<http://www.azdot.gov/mpd/data/aadt.asp>)

There are no existing traffic counter stations within the project limits.

The overall drainage pattern for Country Club Drive flows north to south at a longitudinal grade of approximately 1.0%. Storm water flows are captured in curb inlet catch basins and conveyed in storm drain pipes to established discharge locations within infield areas of the I-40/Country Club Drive interchange. At the eastbound entrance ramp, Country Club Drive curves to the east and is superelevated. Record drawings indicate the roadway cross slope is 4% downward to the east.

The major structure within the project limits is the Country Club Drive Traffic Interchange Underpass. Structure Number 1926 is 367 feet long and was constructed under project IR-40-4(114) – *East Flagstaff Interchange* – in 1990. The bridge over I-40 has two 12-foot wide lanes in each direction with a 12-foot wide center left-turn lane. The outside lanes each have a 4-foot wide shoulder. There is also a six-foot wide pedestrian path on the east side of the bridge. The pedestrian path is positioned between a roadway barrier adjacent to traffic and a parapet wall with pedestrian fence mounted to the top.

ADOT's Statewide Utility Permit Log, ADOT record drawings and AZ Blue Stake database search indicate that the following utilities are located within and adjacent to the project limits:

Utility	Type
ADOT	Underground Electric - Roadway Lighting & Traffic Signals
City of Flagstaff	Sewer, Water, Roadway Lighting, Landscape Irrigation
Unisource Energy Gas – Flagstaff	Gas

Preliminary utility identification was completed with ADOT's *I-40: Bellemont to Winona Design Concept Report* (Project No. 40 CN 183 H7586 01L). Approximate utility locations are shown in the preliminary plans in Appendix A. Final-design-level utility designation and potholes will be completed during final design.

C. PROJECT SCOPE

The proposed improvements consist of replacing the existing sidewalk on the east side of Country Club Drive with a new path from the intersection with the westbound I-40 ramps to the commercial driveway south of the intersection with the eastbound ramps. The scope of work will include the following elements:

- From the westbound ramp intersection south to the bridge and from the bridge south to the gas station driveway, construct approximately 900 feet of 10-foot-wide concrete pathway. The paving material will be six inches of Portland cement concrete pavement placed on compacted subgrade material.
- From the westbound ramp intersection south to the bridge and from the bridge south to the gas station driveway, remove 900 feet of existing 6-foot-wide sidewalk. The existing sidewalk is adjacent to the back of curb along Country Club Drive. The area of the removed sidewalk will be re-graded to provide a minimum 5-foot-wide parkway (open area between road edge and new path). Cinders will cover the parkway area similar to the existing FUTS facility south of this project. The roadway embankment will be widened and graded at a maximum slope of 3:1. Where the path is adjacent to the existing roadway barrier, chain link fence will be installed at the outside edge of the 2-ft. pathway shoulder and the embankment will be graded at a slope of 3:1. Where the path is adjacent to the existing curb and gutter, fencing is not required and the embankment will be graded at a slope of 4:1.
- On the east side of the Country Club Drive bridge over I-40, remove approximately 450 feet of pedestrian fencing on top of the exterior concrete barrier. The existing chain link fencing encroaches into the vertical clear space of the sidewalk. Replace the fencing with new pedestrian fence per current ADOT standards, which will match the pedestrian fencing on the structure over the railroad to the north.
- Construct 450 feet of safety railing on top of the interior concrete barrier on the bridge over I-40. If the railing is deemed to be too expensive, the height of the existing interior barrier between traffic and the path may be increased to meet current AASHTO standards for multi-use/bicycle facilities.
- Install new ADA-compliant sidewalk ramps within the limits of the project. The proposed pathway starts at the south sidewalk ramp of the westbound I-40 exit ramp and replaces both sidewalk ramps at the eastbound I-40 entrance ramp intersection. The proposed pathway's southern terminus is the sidewalk ramp on the north side of the gas station driveway.
- Relocate one signal pole, one pedestrian signal pole, one light pole, and pull boxes as shown in the preliminary plans to accommodate the proposed path. Numerous utility facilities exist within the project limits. Many conflicts can be avoided with minor modification to the path alignment, and varying the width of the parkway area between the roadway and the pathway.
- Construct a 200-foot-long raised, landscaped median island on the south side of the traffic interchange. The median will act as a separator between the southbound left-turn lane onto the eastbound ramp and the turn lane into the gas station. The median island will impact the current storm water runoff pattern and may require a curb inlet catch basin placed within the proposed median. A new storm drain pipe will convey the water under the northbound lanes and outlet at the proposed toe of slope. A detailed drainage analysis will be completed during the final design to determine if the median island impact exceeds the allowable ADOT drainage criteria.

- Install new dual-component epoxy pavement marking for turn lanes.

Appendix A includes typical sections and the design concept plan sheets.

D. DEVELOPMENT CONSIDERATIONS:

A six-inch concrete section will provide sufficient support for the maintenance and snow removal vehicles. ADOT Flagstaff District has recommended the use of air entrainment in the concrete mix due to freeze conditions. The final path structural section thickness and the Materials Memorandum will be prepared during final design.

Country Club Drive is superelevated at 4% through the area of the proposed median island. The preliminary location of the island will impact the current drainage pattern and concentrate the runoff from the southbound lanes at the southern end of the median. The concentrated flows will then cross the northbound lanes before entering the existing curb inlet catch basin. The flows will be analyzed and evaluated during final design to determine if a median catch basin is required. The findings will be reviewed by ADOT Drainage Section and documented in a drainage memorandum prepared during final design.

Acquisition of new right-of-way is not anticipated. Typically, it is ADOT's policy to not obtain temporary construction easements (TCE) for modification of a driveway entrance; however, a TCE will be required to construct the sidewalk ramp at the southern terminus of the project at the gas station entrance. The FUTS path previously constructed on the south side of the gas station driveway did not replace the existing sidewalk ramp. A similar methodology with respect to the project limits and preserving the existing sidewalk ramp on the north side of the gas station driveway will be reviewed during final design. This approach would reduce the overall project length by approximately 30 feet.

Traffic control requirements will be in accordance with the 2009 Edition of the *Manual on Uniform Traffic Control Devices (MUTCD)*, and *Arizona Supplement to the 2009 Edition of the MUTCD*, and/or by special provisions.

No lane closures will be allowed on weekends or during holiday periods. Weekends are defined as 2:00 PM Friday through 6:00 AM on the following Monday. Holidays are defined as 2:00 PM of the last working day prior to the holiday to 6:00 AM of the first working day following the holiday. A minimum of one lane in each direction shall be open at all times. Temporary lane closures and I-40 traffic detours are anticipated to complete work above I-40 traffic lanes. Sequencing and traffic control will be coordinated with ADOT Flagstaff District and the City of Flagstaff during final design.

Access to adjacent businesses shall be maintained during business hours throughout construction.

A consultant will prepare the required National Environmental Policy Act environmental documentation. A Group I Categorical Exclusion condensed clearance memorandum will be prepared.

A consultant will conduct a hazardous materials field investigation, take paint samples to test for potential lead based paint, take samples of materials to test for the potential presence of asbestos, and prepare a Preliminary Initial Site Assessment (PISA).

It is assumed that a prior cultural resources survey will be adequate for the project. A consultation initiation form and Section 106 consultation letters will be prepared for the project.

Upon completion of consultation, it is anticipated that the ADOT Environmental Planning Group (EPG) will provide a cultural resources close out memo indicating there is “no potential to affect historic properties.”

It is also anticipated that ADOT EPG will provide biological resources clearance for the project based on the biological evaluation completed for ADOT’s *I-40, Bellemont to Winona, Design Concept Report*, 40 CN 183 H7586 01L, NH-040-C(211)S.

No impacts to waters of the US are anticipated as a result of this project. Because this project is anticipated to result in less than one acre of ground disturbance, an Arizona Pollutant Discharge Elimination System general permit is not required. The project will require a Stormwater Pollution Prevention Plan.

Locations for construction staging and materials storage for the contractor’s operations have not been identified. The contractor shall be responsible for locating and coordinating staging and storage areas with City of Flagstaff, ADOT, or adjacent private land owners.

Existing survey monuments and section corner monuments may be located within the project limits. Survey monument locations will be investigated during final design. Provisions should be made to avoid disturbing existing monuments. Monuments that are disturbed during construction shall be reset to ADOT current standards.

Geotechnical field investigation work is not anticipated as part of this project. If geotechnical field investigation work is needed, an environmental clearance will be required prior to the field work.

Major conflicts with existing utilities are not anticipated. The path alignment can be modified such that conflicts with existing utilities are minimized to the greatest extent feasible. If utility conflicts occur, the final design consultant will coordinate the relocation design with the affected utility stakeholder and prepare the Utility Clearance Letter.

A new irrigation service for the landscaped median island will be installed. This will require both power and water services. Based on preliminary utility information, it is anticipated that both water and power will be available within ADOT’s existing right-of-way. Potential service locations and water/power sources will be identified in the preliminary plans. The final service locations will be coordinated with the City of Flagstaff as they will be responsible for operating and maintenance costs.

ADOT Communications, the City of Flagstaff, and the contractor will coordinate project information with the public and the adjacent property owners during construction.

Bus Route 3 of Flagstaff’s Mountain Line utilizes Country Club Drive to cross the I-40 corridor. No changes to the bus route or bus operations are anticipated with this project.

E. OTHER REQUIREMENTS:

The CPS ID is VP1L.

The project is programmed in ADOT’s Tentative 2015–2019 Five-Year Transportation Facilities Construction Program under Item Number 17415 (\$493,000). This project will use federal enhancement funds and funds contributed by the City of Flagstaff. The project will be designed by a consultant.

The ADOT Project Manager is Mr. Greg Johnson, (602) 712-7774.

The construction can be completed year-round. It is preferable to construct in early summer (April-June) to avoid snows and monsoons.

The construction duration is estimated at 90 calendar days.

This project will be administered under the Operating Partnership Agreement under Category T (State administration).

Within two weeks of the design kick-off meeting, the project manager will develop a customized project schedule that will reflect the full scope of the work. ADOT's Program and Project Management Section (PPMS) will provide the necessary technical support to the design team during schedule development.

F. ESTIMATED COST:

The estimated construction cost for the improvements is \$561,000. Estimated quantities are based on the following assumptions and methodology. The estimated costs are based on unit prices obtained from the ADOT's Construction Cost Data Base and from bid tabs of recently advertised projects.

- It is assumed that the AC pavement replacement adjacent to the proposed raised median island will be 2 feet wide with the following pavement section: 6 inches of AC on 6 inches of AB (Class 2). The pavement structural section will match the existing AC pavement structural section on Country Club Drive. The AC pavement unit price has been increased to reflect potential inefficiencies in constructing the small quantity of AC pavement associated with this project.
- It is assumed that the concrete pathway will be placed on engineered roadway embankment per ADOT Standard Specifications. Base material is not included similar to ADOT standard sidewalk (Std C-05.20) when constructed on standard roadway embankment.
- Item No. 7010001, Maintenance and Protection of Traffic – Calculated at 10% of the detailed estimate subtotal that includes miscellaneous work. Due to the majority of the construction activities taking place outside of traffic lanes and behind existing barrier, the costs associated with maintaining traffic are not anticipated to be as costly as a typical capacity improvement project (approximately 15%).
- Existing signal poles will be relocated. The need for new signal poles is not anticipated. Temporary signals may be required during construction with the cost included in Item No. 7010001 – Maintenance and Protection of Traffic.
- Item No. 70900XX, Pavement Marking – Dual component epoxy pavement marking is anticipated.
- Item No. 806XX01, Landscape Materials – Calculated at 3% of the detailed estimate subtotal that includes miscellaneous work. This item includes the plant material, irrigation valves/emitters, drip system, topsoil, and amendments for the new median island.

- The need for new right-of-way is not anticipated.
- Private utility relocation costs are not anticipated. Relocation costs of ADOT lighting and signal facilities are included.

Hazardous material remediation, which potentially includes lead-based paint or asbestos remediation, will be quantified after appropriate testing is performed.

G. REQUIRED ACTION BY THE PRIORITY PLANNING ACTION COMMITTEE (PPAC) AND/OR PROJECT REVIEW BOARD (PRB):

During final design, the Project Manager may be required to submit this project to the Project Review Board (PRB) and the Priority Planning Advisory Committee (PPAC) for scope, schedule, or budget updates.

H. INVOLVEMENT SHEET

TRACS No. H8494 01C

Project Name: Country Club Dr. FUTS @ I-40

Location: Country Club Drive at I-40, City of Flagstaff

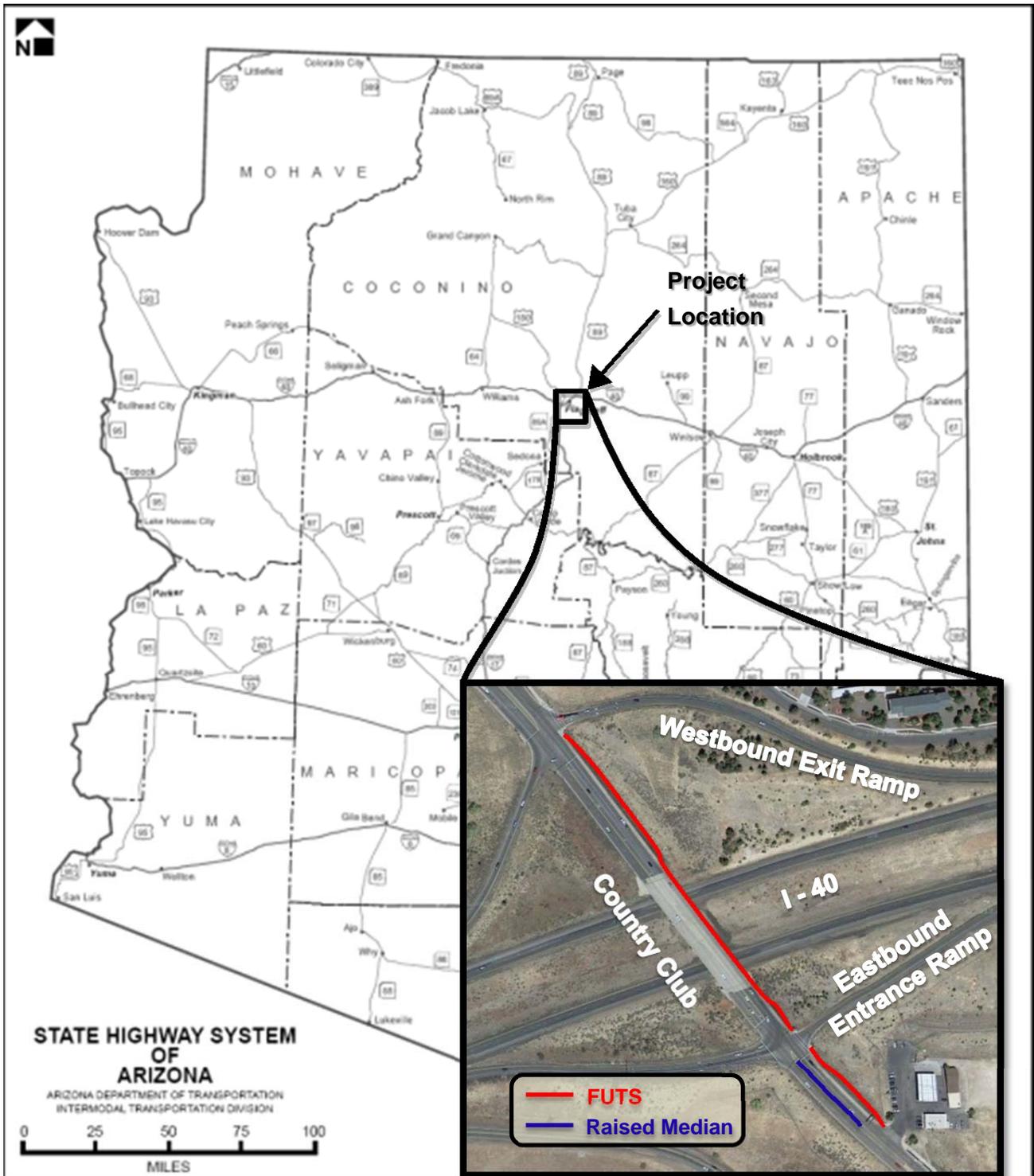
CONTACTED	FIELD REVIEW	ORGANIZATION	INVOLVEMENT				COMMENTS (ISSUES WHICH MAKE INVOLVEMENT SIGNIFICANT OR MINIMAL)
			SIGNIFICANT	MINIMUM	NONE	UNKNOWN	
X	X	FLAGSTAFF DISTRICT	X				CONSTRUCTION ENGINEERING AND ADMINISTRATION.
X	X	STATEWIDE PROJECT MANAGEMENT	X				PROJECT MANAGER, MR. GREG JOHNSON (602) 712-7774
X		RIGHT-OF-WAY	X				ACQUIRE TCE AND PREPARE CLEARANCE LETTER
X		TRAFFIC DESIGN		X			REVIEW PLANS
X		REGIONAL TRAFFIC		X			REVIEW PLANS
X		BRIDGE DESIGN		X			REVIEW PLANS
X		DRAINAGE DESIGN		X			REVIEW PLANS
X		PAVEMENT DESIGN		X			REVIEW PLANS
X		ADOT PLANNING - BICYCLE AND PEDESTRIAN PROGRAM		X			REVIEW PLANS
X		GEOTECHNICAL SECTION		X			REVIEW PLANS
X	X	ENVIRONMENTAL PLANNING	X				PREPARE/REVIEW ENVIRONMENTAL CLEARANCE DOCUMENTATION
X	X	ROADWAY DESIGN		X			REVIEW PLANS
X	X	UTILITIES & RAILROAD		X			REVIEW UTILITY CLEARANCE LETTER
X		ENGINEERING SURVEY			X		
X		PHOTOGRAMMETRY & MAPPING			X		
X		CONSTRUCTION GROUP: VALUE & QA – LANDSCAPE		X			REVIEW MEDIAN LANDSCAPE DESIGN
X		ROADSIDE DEVELOPMENT		X			REVIEW MEDIAN LANDSCAPE DESIGN
X	X	ADOT COMMUNICATIONS		X			COORDINATE PUBLIC INVOLVEMENT DURING DESIGN AND CONSTRUCTION.
X		CONTRACTS & SPECIFICATIONS	X				PREPARE P S & E PACKAGE; ADVERTISE PROJECT FOR CONSTRUCTION
X		FHWA		X			FEDERAL FUNDING, ADOT/FHWA PARTNERSHIP AGREEMENT, CATEGORY T.
X	X	CITY OF FLAGSTAFF	X				REVIEW PLANS AND COORDINATION

I. ITEMIZED COST ESTIMATE

ESTIMATE OF PROBABLE CONSTRUCTION COST
Country Club FUTS @ I-40

ITEM NUMBER	ITEM DESCRIPTION	UNIT OF	QUANTITY	UNIT PRICE	TOTAL
2020021	REMOVAL OF CONCRETE CURB AND GUTTER	L.F.T.	40	\$ 3.00	\$ 120
2020025	REMOVAL OF CONCRETE SIDEWALKS, DRIVEWAYS AND SLABS	SQ.FT.	5,837	\$ 2.00	\$ 11,674
2020036	REMOVAL OF ASPHALTIC CONCRETE PAVEMENT	SQ.YD.	398	\$ 5.00	\$ 1,990
2030901	BORROW	CU.YD.	700	\$ 15.00	\$ 10,500
3030022	AGGREGATE BASE, CLASS 2	CU.YD.	17	\$ 50.00	\$ 850
4090003	ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL)	TON	33	\$ 130.00	\$ 4,290
5010405	PIPE, CORRUGATED STEEL, 12" (SLEEVE)	L.F.T.	35	\$ 40.00	\$ 1,400
5012524	STORM DRAIN PIPE, 24"	L.F.T.	78	\$ 60.00	\$ 4,680
5014024	FLARED END SECTION, 24" (C-13.25)	EACH	1	\$ 400.00	\$ 400
5030031	CONCRETE CATCH BASIN (C-15.20) SUMP ONLY, H=8' OR LESS	EACH	1	\$ 2,500.00	\$ 2,500
6011132	COMBINATION PEDESTRIAN- TRAFFIC BRIDGE RAILING	L.F.T.	466	\$ 160.00	\$ 72,960
6011133	PEDESTRIAN FENCE FOR BRIDGE RAILING	L.F.T.	466	\$ 75.00	\$ 34,200
6070055	SIGN POST (PERFORATED) (2 1/2 S)	L.F.T.	22	\$ 12.00	\$ 264
6070060	FOUNDATION FOR SIGN POST (CONCRETE)	EACH	2	\$ 150.00	\$ 300
6080005	REGULATORY, WARN, OR MARKER SIGN PANEL W/TYP III/IV SHEET	SQ.FT.	24	\$ 23.00	\$ 552
6080110	REMOVE AND REINSTALL SIGN	EACH	5	\$ 300.00	\$ 1,500
7015052	OBTERATE PAVEMENT MARKING (STRIPE)	L.F.T.	669	\$ 0.50	\$ 335
7080001	PERMANENT PAVEMENT MARKING (PAINTED) (WHITE)	L.F.T.	1,369	\$ 0.11	\$ 151
7080121	PERMANENT PAVEMENT MARKING (PAINTED SYMBOL) (ARROW)	EACH	1	\$ 28.00	\$ 28
7080301	PAINT BULL NOSE	EACH	1	\$ 100.00	\$ 100
7090001	DUAL COMPONENT PAVEMENT MARKING (WHITE EPOXY)	L.F.T.	1,369	\$ 0.32	\$ 439
7090012	DUAL COMPONENT PAVEMENT SYMBOL	EACH	1	\$ 150.00	\$ 150
7310832	RELOCATE EXISTING LIGHT POLES	EACH	1	\$ 1,200.00	\$ 1,200
7320482	RESET AND/OR RELOCATE EXISTING PULL BOXES	L.SUM	1	\$ 800.00	\$ 800
7330221	PEDESTRIAN PUSH BUTTON (POLE AND FOUNDATION)	EACH	1	\$ 900.00	\$ 900
7330620	RELOCATE TRAFFIC SIGNALS	L.SUM	1	\$ 4,000.00	\$ 4,000
7330625	RELOCATE TRAFFIC SIGNALS (TYPE A)	EACH	1	\$ 1,500.00	\$ 1,500
8030126	ROCK (3' PARKWAY GROUND COVER) (CINDERS)	CU.YD.	62	\$ 50.00	\$ 3,100
8080620	PROVIDE WATER SERVICE (2")	EACH	1	\$ 5,000.00	\$ 5,000
9020004	CHAIN LINK FENCE, TYPE 1 (72")	L.F.T.	616	\$ 12.00	\$ 7,392
9080041	CONCRETE CURB (C-05.10) (TYPE A1)	L.F.T.	406	\$ 16.00	\$ 6,496
9080242	CONCRETE SIDEWALK (10' WIDE FUTS) (C-05.20)	SQ.FT.	9,032	\$ 10.00	\$ 90,320
9080300	CONCRETE SIDEWALK RAMP (ADA COMPLIANT)	EACH	4	\$ 2,000.00	\$ 8,000
9090021	FRAME AND COVER FOR SURVEY MONUMENT (C-21.10)	EACH	1	\$ 500.00	\$ 500
9210012	MEDIAN PAVING (MEDIAN NOSE TAPER)	SQ.YD.	2	\$ 60.00	\$ 120
DETAILED ESTIMATE SUBTOTAL					\$ 278,711
934X01	MISCELLANEOUS WORK (15%)	COST	15.00%		\$ 41,807
Subtotal 1					\$ 320,518
207X01	DUST PALLIATIVE (1%)	COST	1.00%		\$ 3,206
209X01	FURNISH WATER (1%)	COST	1.00%		\$ 3,206
7010001	MAINTENANCE AND PROTECTION OF TRAFFIC (10%)	COST	10.00%		\$ 32,052
806X01	LANDSCAPE MATERIALS (3%)	COST	3.00%		\$ 9,616
810X01	EROSION CONTROL AND POLLUTION PREVENTION (2%)	COST	2.00%		\$ 6,411
924X02	CONTRACTOR QUALITY CONTROL (2%)	COST	2.00%		\$ 6,411
925X01	CONSTRUCTION SURVEYING AND LAYOUT (3%)	COST	3.00%		\$ 9,616
Subtotal 2					\$ 391,036
9010001	MOBILIZATION (10%)	COST	10.0%		\$ 39,104
Subtotal 3					\$ 430,140
951X001	CONSTRUCTION ENGINEERING		14.00%		\$ 60,220
951X002	CONSTRUCTION CONTINGENCY		5.00%		\$ 21,507
951X003	AS-BUILT PLANS		1.00%		\$ 4,301
DETAILED ESTIMATE					\$ 511,967
SUMMARY					
DETAILED ESTIMATE					\$ 511,967
INDIRECT COST ALLOCATION PLAN (ICAP = 9.46%)					\$ 48,423
SUBTOTAL					\$ 560,290
TOTAL CONSTRUCTION COSTS					\$ 561,000

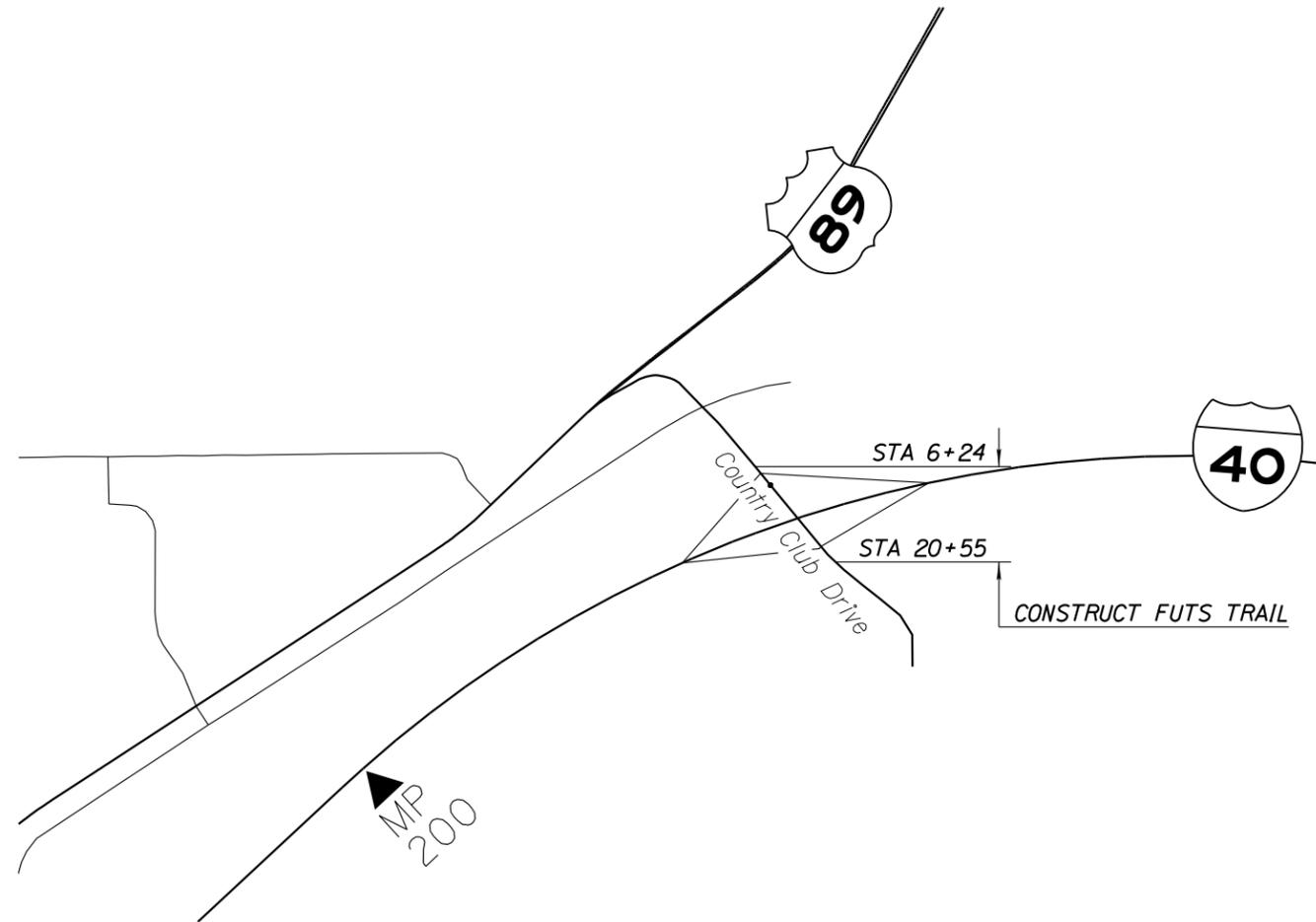
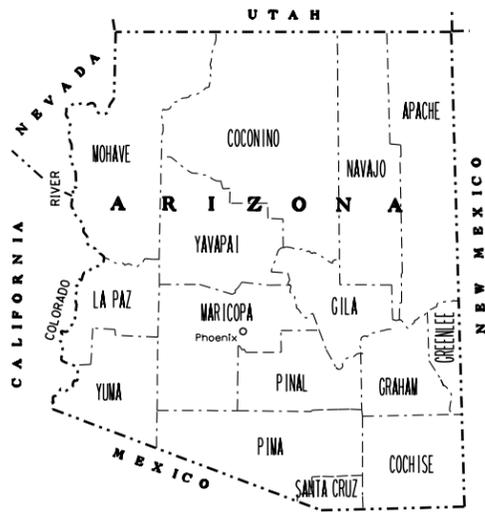
J. LOCATION AND VICINITY MAP



Country Club Drive FUTS @ I-40
ADOT Project No.: H8494 01C
Federal Aid No.: TEA-040-D(225)T
Figure 2 – Project Location and Vicinity Maps

Appendix A
Concept Plan Sheets

STATE OF ARIZONA
 DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 PROJECT PLANS



COUNTRY CLUB FUTS AT I-40
 PROJECT NO. 040 CN 201 H8494 01C
 FEDERAL PROJECT NO. TEA 040-D(225)T

STAGE I DESIGN SUBMITTAL
 15% COMPLETE
 MARCH 2014

Constructed by:

Construction Company _____

Completion Date _____

Red-Lines by:

Construction Administrator Name & Company _____

Completion Date _____

As-Built by:

As-Built Designer Name & Company _____

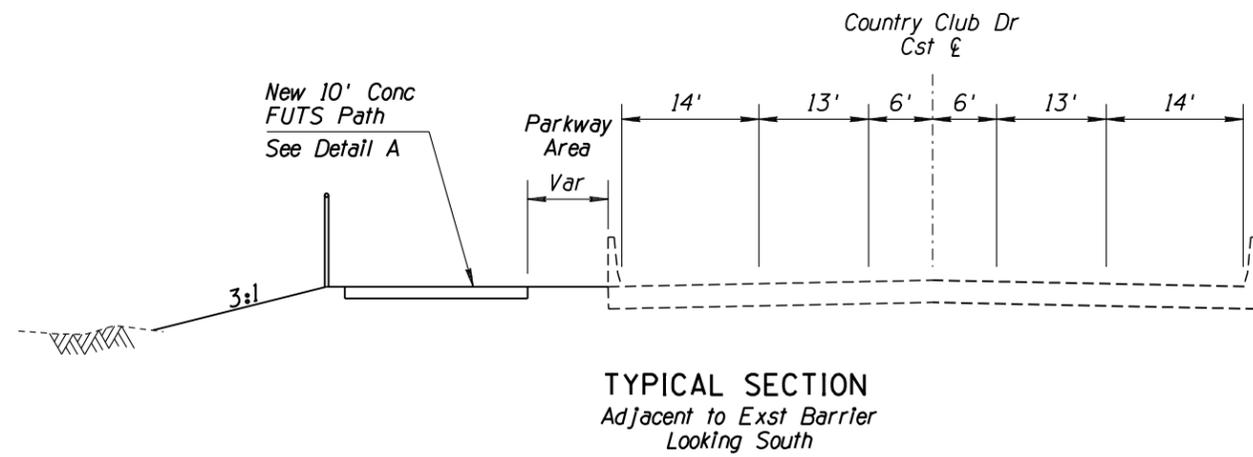
Completion Date _____

ARIZONA DEPARTMENT OF TRANSPORTATION
 INTERMODAL TRANSPORTATION DIVISION
 JENNIFER TOTH, P.E., STATE ENGINEER

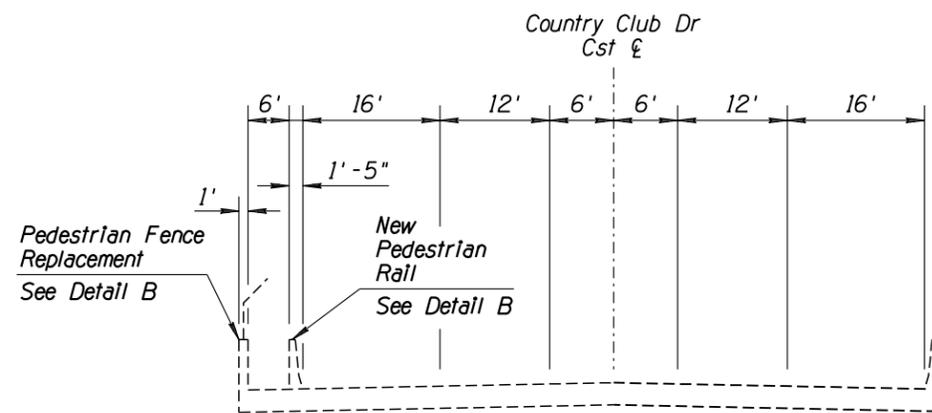
AS BUILT DATA	AS BUILT DATE	OF
---------------	---------------	----

F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.	040-D(225)T	2	5	

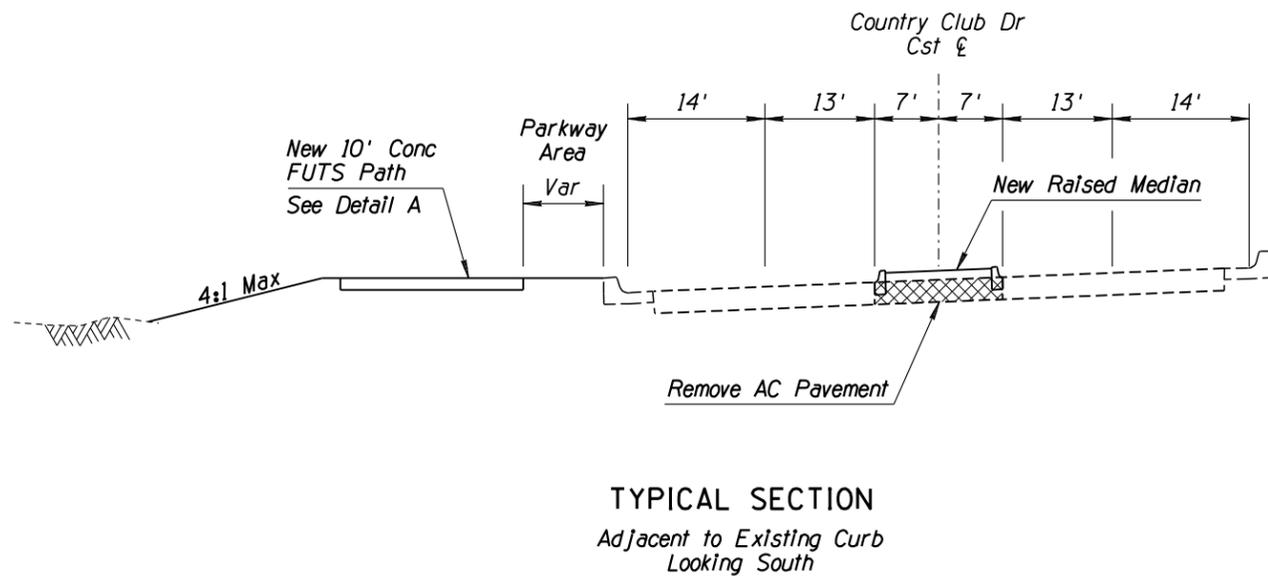
040 CN 201



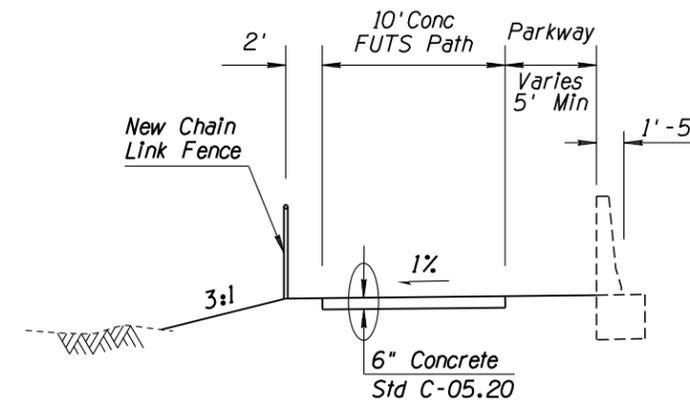
TYPICAL SECTION
Adjacent to Exst Barrier
Looking South



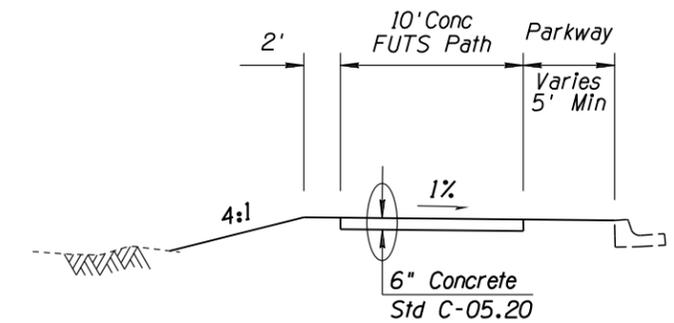
TYPICAL SECTION
Existing Bridge
Looking South



TYPICAL SECTION
Adjacent to Existing Curb
Looking South



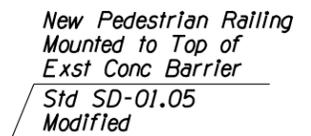
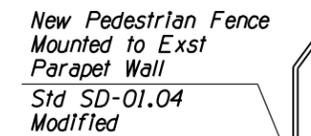
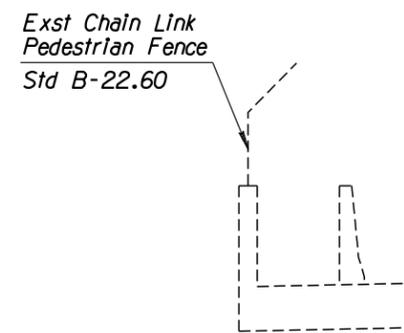
Barrier Location



Curb Location

DETAIL A

FUTS Path
Grading & Dimensions



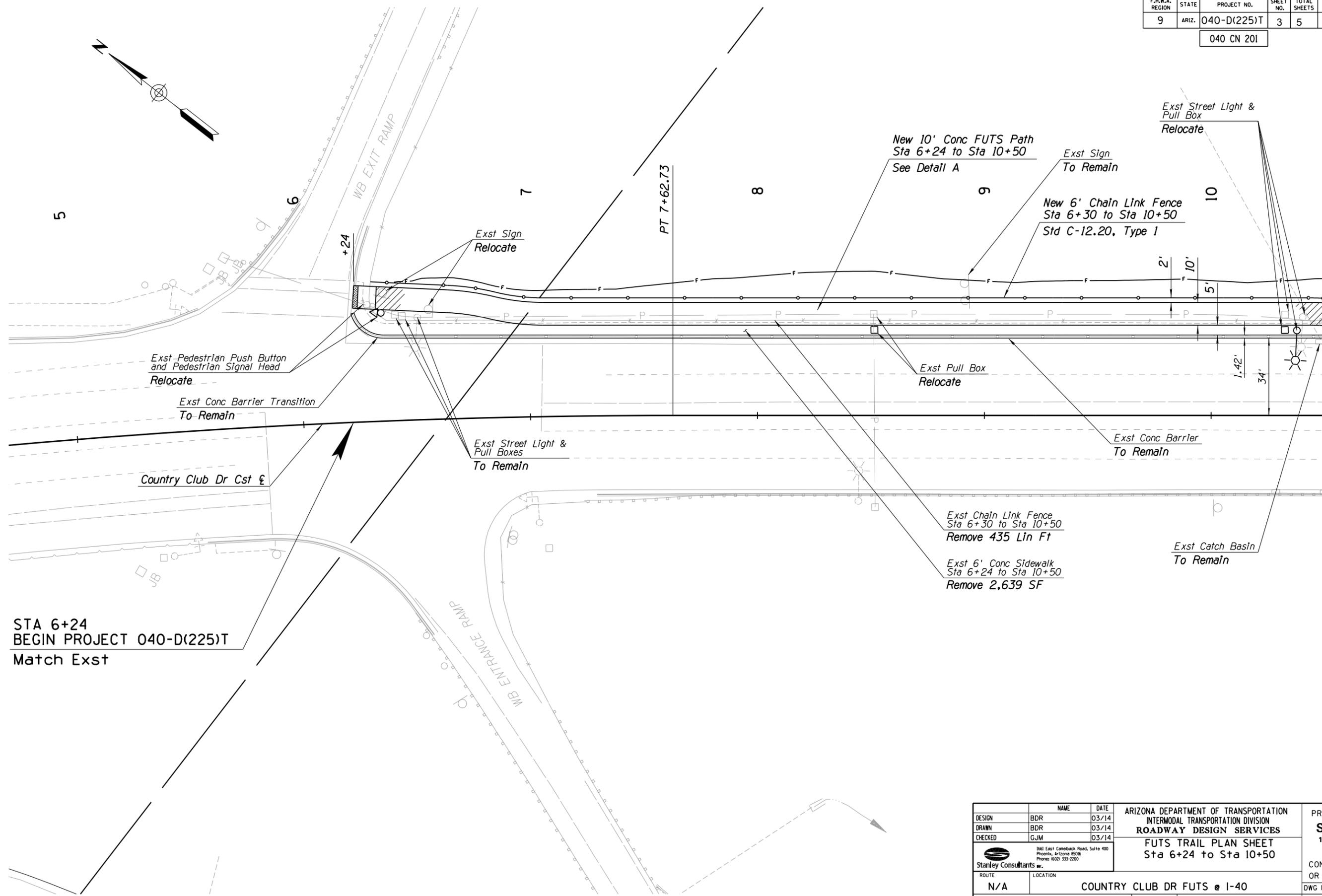
DETAIL B

Pedestrian Fence and
Railing Replacement

DESIGN	NAME	DATE	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION ROADWAY DESIGN SERVICES	PRELIMINARY STAGE I 15% Review NOT FOR CONSTRUCTION OR RECORDING
DRAWN	BDR	03/14		
CHECKED	GJM	03/14		
1661 East Camelback Road, Suite 400 Phoenix, Arizona 85016 Phone: 602-333-2200			TYPICAL SECTIONS & DETAILS	
ROUTE	LOCATION			
N/A	COUNTRY CLUB DR FUTS @ I-40		TRACS NO. H8494 OIC	040-D(225)T

F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.	040-D(225)T	3	5	

040 CN 201



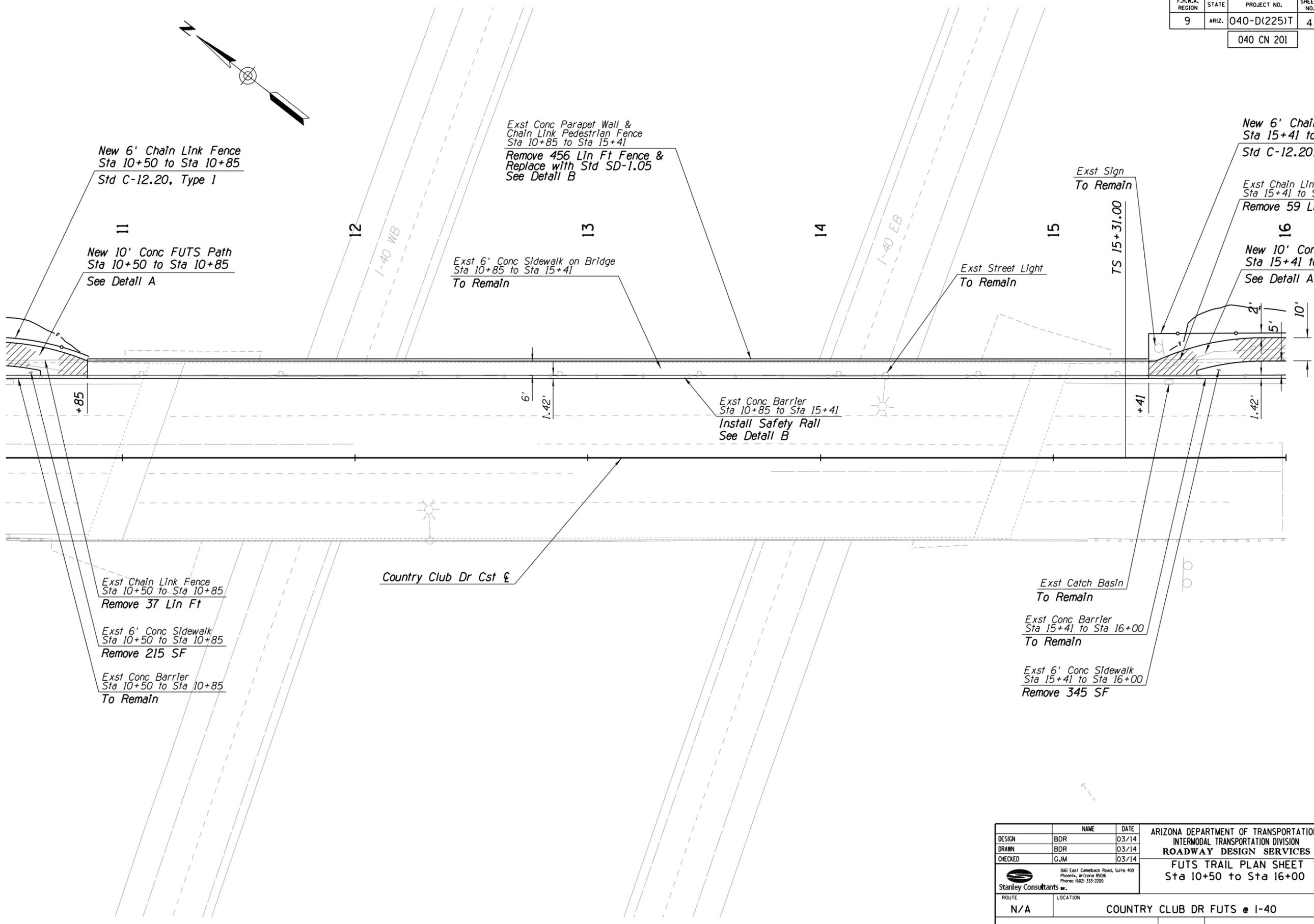
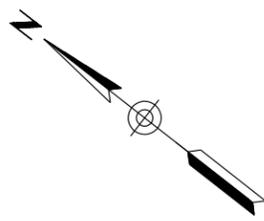
STA 6+24
BEGIN PROJECT 040-D(225)T
Match Exst

NO. 1 DESCRIPTION OF REVISION
NO. 2 DESCRIPTION OF REVISION
MADE BY
DATE
MADE BY
DATE
NO. 1 DESCRIPTION OF REVISION
NO. 2 DESCRIPTION OF REVISION
MADE BY
DATE
MADE BY
DATE

DESIGN	NAME	DATE	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION ROADWAY DESIGN SERVICES FUTS TRAIL PLAN SHEET Sta 6+24 to Sta 10+50	PRELIMINARY STAGE I 15% Review NOT FOR CONSTRUCTION OR RECORDING
BDR		03/14		
BDR		03/14		
GJM		03/14		
			1661 East Camelback Road, Suite 400 Phoenix, Arizona 85016 Phone: 602-333-2200	
ROUTE	LOCATION			DWG NO.
N/A	COUNTRY CLUB DR FUTS @ I-40			
TRACS NO. H8494 01C			040-D(225)T	OF

F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.	040-D(225)T	4	5	

040 CN 201



New 6' Chain Link Fence
Sta 10+50 to Sta 10+85
Std C-12.20, Type 1

New 10' Conc FUTS Path
Sta 10+50 to Sta 10+85
See Detail A

Exst Conc Parapet Wall &
Chain Link Pedestrian Fence
Sta 10+85 to Sta 15+41
Remove 456 Lin Ft Fence &
Replace with Std SD-1.05
See Detail B

Exst 6' Conc Sidewalk on Bridge
Sta 10+85 to Sta 15+41
To Remain

Exst Conc Barrier
Sta 10+85 to Sta 15+41
Install Safety Rail
See Detail B

Exst Street Light
To Remain

Exst Sign
To Remain

New 6' Chain Link Fence
Sta 15+41 to Sta 16+00
Std C-12.20, Type 1

Exst Chain Link Fence
Sta 15+41 to Sta 16+00
Remove 59 Lin Ft

New 10' Conc FUTS Path
Sta 15+41 to Sta 16+00
See Detail A

Exst Chain Link Fence
Sta 10+50 to Sta 10+85
Remove 37 Lin Ft

Exst 6' Conc Sidewalk
Sta 10+50 to Sta 10+85
Remove 215 SF

Exst Conc Barrier
Sta 10+50 to Sta 10+85
To Remain

Exst Catch Basin
To Remain

Exst Conc Barrier
Sta 15+41 to Sta 16+00
To Remain

Exst 6' Conc Sidewalk
Sta 15+41 to Sta 16+00
Remove 345 SF

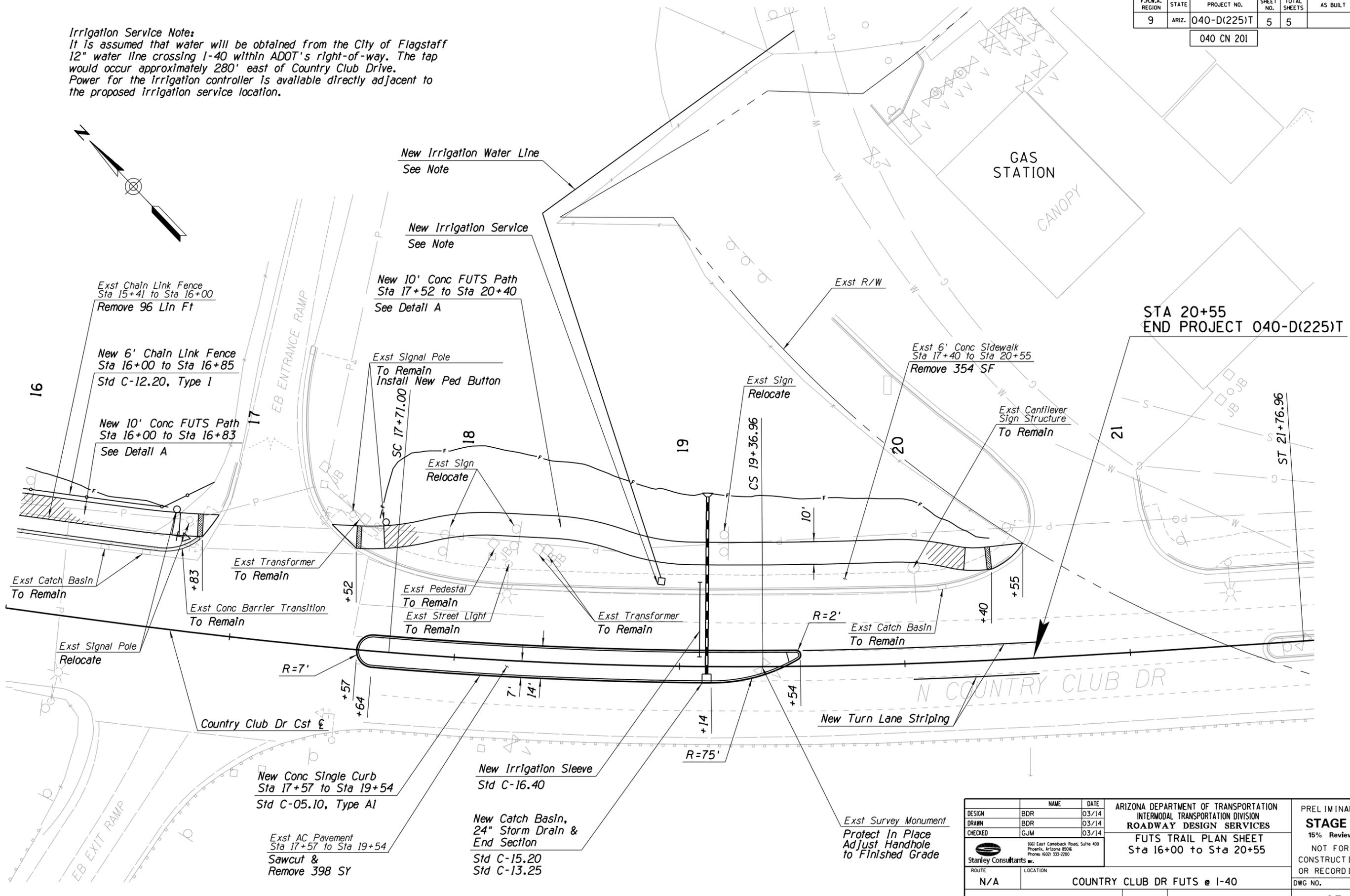
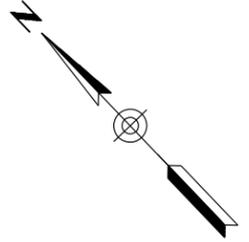
MADE BY: DATE: NO.1 DESCRIPTION OF REVISION: NO.2 DESCRIPTION OF REVISION: DATE: MADE BY: DATE: NO.3 DESCRIPTION OF REVISION:

DESIGN	BDR	03/14	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION ROADWAY DESIGN SERVICES FUTA TRAIL PLAN SHEET Sta 10+50 to Sta 16+00	PRELIMINARY STAGE I 15% Review NOT FOR CONSTRUCTION OR RECORDING
DRAWN	BDR	03/14		
CHECKED	GJM	03/14		
1661 East Camelback Road, Suite 400 Phoenix, Arizona 85016 Phone: 602-333-2200				
ROUTE	N/A		LOCATION	COUNTRY CLUB DR FUTS @ I-40
TRACS NO. H8494 OIC			040-D(225)T	DWG NO. <u>OF</u>

F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.	040-D(225)T	5	5	

040 CN 201

Irrigation Service Note:
 It is assumed that water will be obtained from the City of Flagstaff 12" water line crossing I-40 within ADOT's right-of-way. The tap would occur approximately 280' east of Country Club Drive. Power for the irrigation controller is available directly adjacent to the proposed irrigation service location.



STA 20+55
 END PROJECT 040-D(225)T

NO. 1 DESCRIPTION OF REVISION
 NO. 2 DESCRIPTION OF REVISION
 MADE BY
 DATE
 MADE BY
 DATE
 NO. 1 DESCRIPTION OF REVISION
 NO. 2 DESCRIPTION OF REVISION
 MADE BY
 DATE

DESIGN	NAME	DATE	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION ROADWAY DESIGN SERVICES FUTS TRAIL PLAN SHEET Sta 16+00 to Sta 20+55	PRELIMINARY STAGE I 15% Review NOT FOR CONSTRUCTION OR RECORDING
DRAWN	BDR	03/14		
CHECKED	GJM	03/14		
1661 East Camelback Road, Suite 400 Phoenix, Arizona 85016 Phone: 1602-333-2200			ROUTE: N/A LOCATION: COUNTRY CLUB DR FUTS @ I-40 TRACS NO. H8494 01C 040-D(225)T DWG NO. <u>OF</u>	