

# Final Project Assessment

for

## El Paso & Southwestern Greenway

*Transportation Enhancement Project*

Simpson Street to 22nd Street

**Project No. TEA-TUC-0(214)A  
TRACS No. 0000 PM TUC SL624 01C**



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Submitted to  
Arizona Department of Transportation

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**Revised November 2011**



Expires 3/31/14

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Expires 3/31/14

## 1.0 Introduction

Federal Project Number: TEA-TUC-0(214)A

TRACS Number: 0000 PM TUC SL624 01C

Project: El Paso & Southwestern Greenway Simpson Street to 22<sup>nd</sup> Street

Project Route No. El Paso & Southwestern Railroad Alignment-from Simpson St. to 22<sup>nd</sup> St.

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This project is located within the City of Tucson, Pima County, Tucson District along the no longer operational El Paso and Southwestern (EP&SW) railroad alignment owned by the City of Tucson. The project area runs north to south from Simpson Street to 22<sup>nd</sup> Street, approximately 3,000 feet in length (0.57-miles). The project is located in Sections 13 and 14, Township 14 South, Range 13 East.

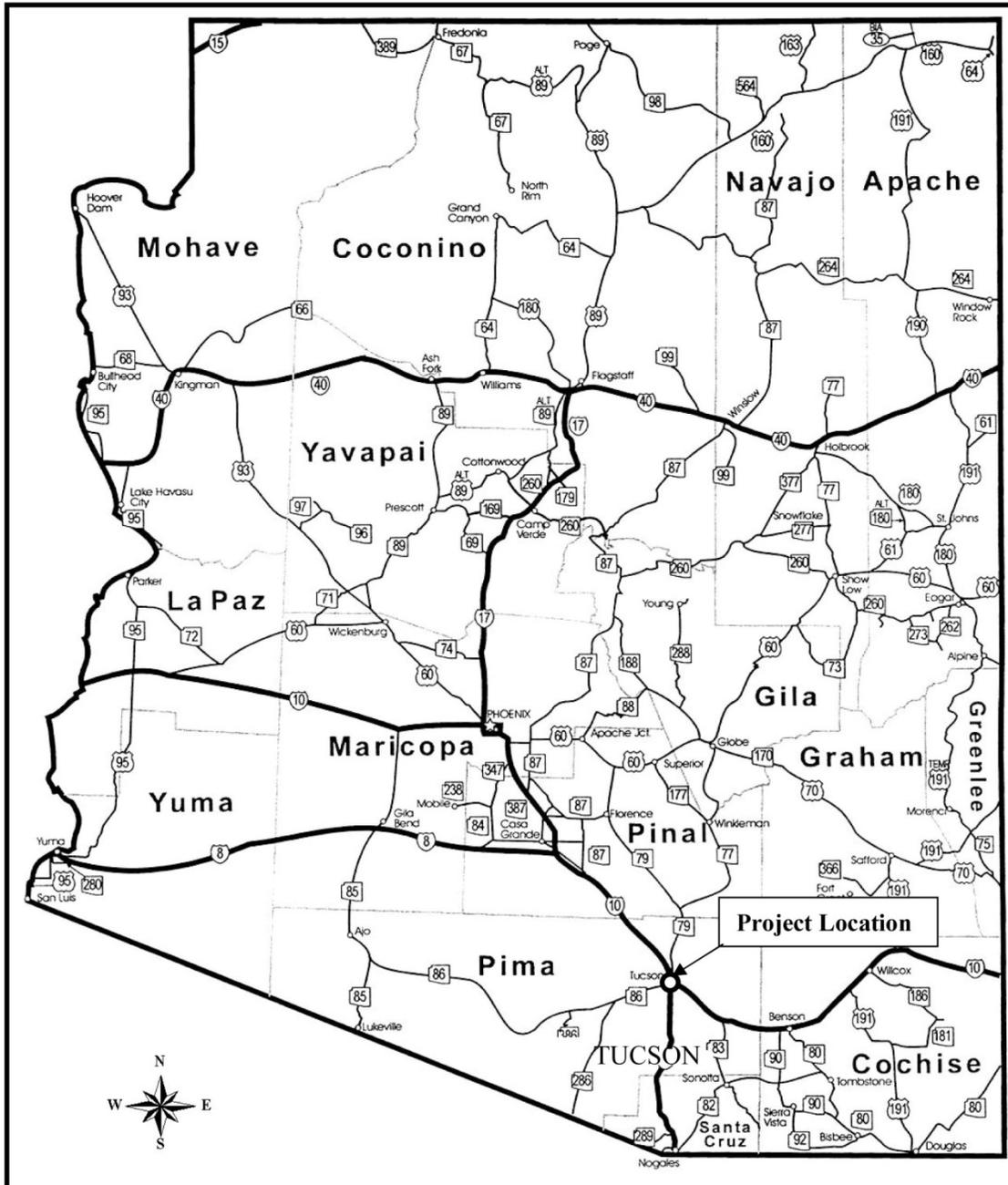
This Project Assessment document has been prepared to present pertinent information related to the El Paso & Southwestern Greenway Transportation Enhancement project. The purpose of this greenway project is to provide a public 12' asphalt pathway and 8' decomposed granite pathway along the railroad alignment for pedestrians and bicyclists. This project will provide improved pedestrian and bicycle amenities by physically separating pedestrians and bicyclists from vehicular traffic. In addition, this project will enhance the underutilized railroad alignment through the addition of native landscaping, signage, and public art. Because this project is along a railroad alignment, the project is not along a classified roadway. No new right-of-way will be required for this project. The proposed greenway will be ADA accessible. The City of Tucson will bid and administer this project according to the City's certification acceptance procedures.

The State Map, El Paso Greenway Map, and Project Location Map are shown on Pages 2, 3, and 4 respectively. The 15% plan sheets are attached beginning on Page 20.

This project is included in the 2011-2015 Pima Association of Governments (PAG) 5-Year Regional Transportation Improvement Program (TIP) as TIP #72.07. This project will be funded with Federal Transportation Enhancement (TE) funding and local City of Tucson matching funds (including RTA funds). The estimated costs of the project are as follows:

| <b>El Paso and Southwestern Greenway Cost Estimate</b> |                                 |                    |                  |
|--|---------------------------------|--------------------|------------------|
|  | <b>Federal TE Funds (94.3%)</b> | <b>Local Funds</b> | <b>Total</b>     |
| Scoping and Design                                     | \$0                             | \$129,000          | \$129,000        |
| Environmental  | \$0                             | \$20,000           | \$20,000         |
| Construction   | \$389,080                       | \$23,518           | \$412,598        |
| Construction Admin and Contingencies (20%)             | \$77,816                        | \$4,704            | \$82,520         |
| <b>Total</b>   | <b>\$466,896</b>                | <b>\$177,222</b>   | <b>\$644,118</b> |

**Figure 1: State Map**



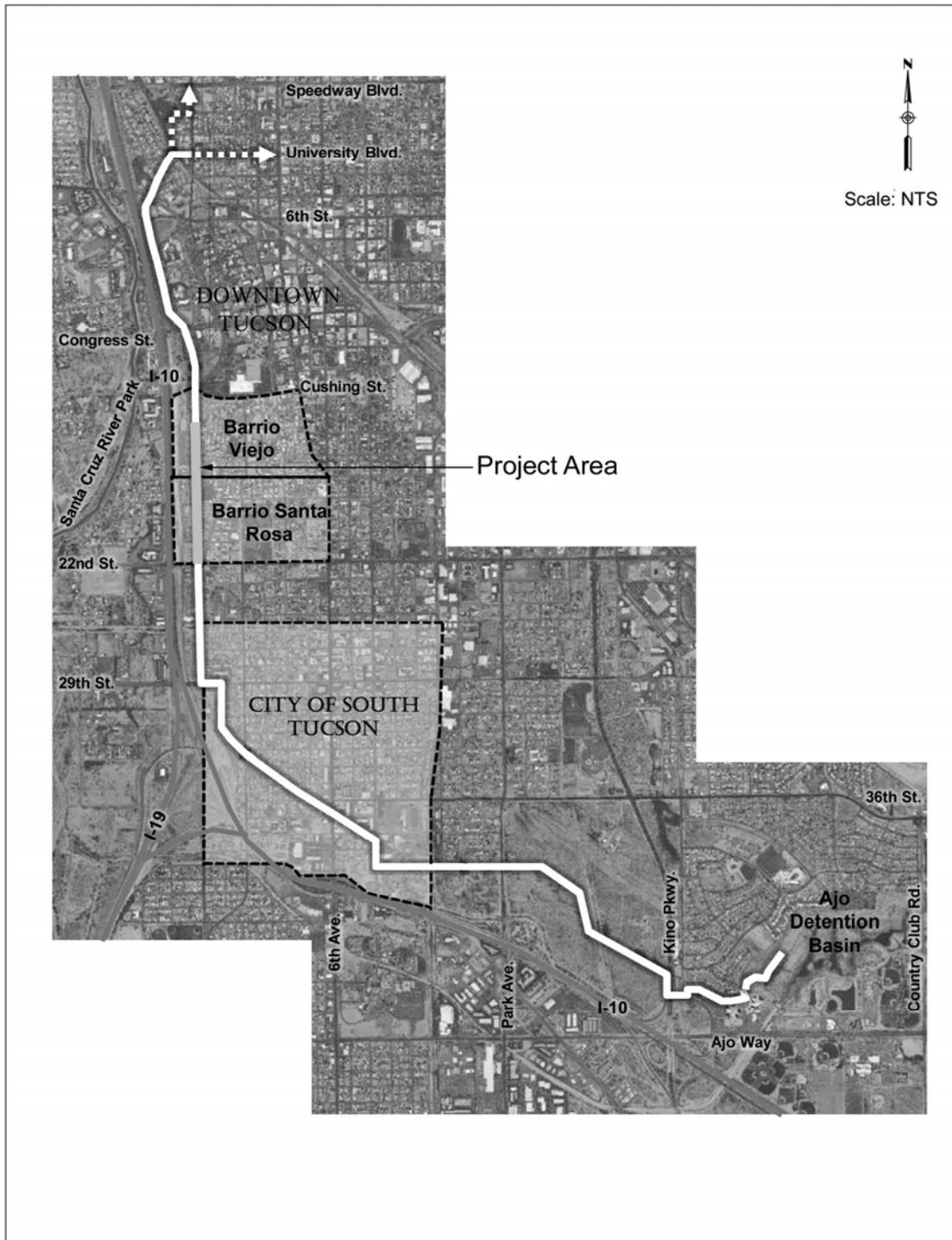
*Project Assessment Document*

**FIGURE 1**

**STATE MAP**

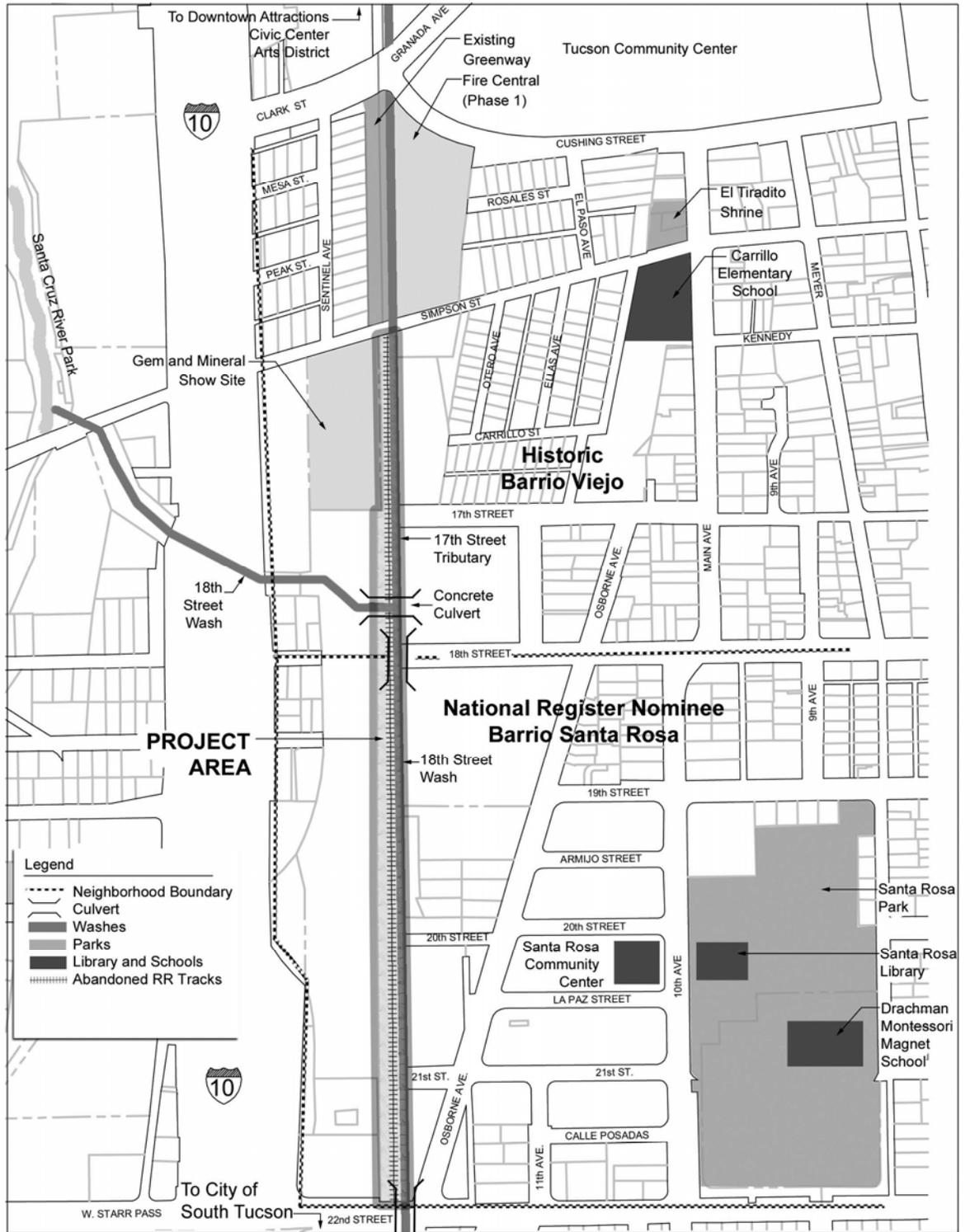
**Project Name:** El Paso & Southwestern Greenway- Simpson to 22<sup>nd</sup> Street  
**Project TRACS Number:** TEA-TUC-0(214)A  
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**Figure 2:** The 5-mile El Paso Greenway. This project is funding the Simpson Street to 22<sup>nd</sup> Street portion.



Project Name: El Paso & Southwestern Greenway-Simpson to 22nd Street  
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**Figure 3: Project Area**



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## 2.0 Background Data

### 2.1 Purpose and Justification

The purpose of this project is to provide a bicycle and pedestrian friendly pathway along the underutilized El Paso and Southwestern railroad alignment. Currently, bicyclists and pedestrians are forced to travel with vehicles on the roadway because there are no physically separated bike and pedestrian paths in this area. Once completed, this project will provide a continuous separated pathway from downtown Tucson to 22<sup>nd</sup> Street. This project will provide alternative mode access to nearby downtown attractions and numerous local amenities such as, Tucson Convention Center (TCC), civic plaza, the downtown arts district, and Santa Cruz River Park trail.

This project will include a 12' asphalt path and an 8' decomposed granite path from Simpson Street to 22<sup>nd</sup> Street (the pathway intersects four vehicular roads). The pathway will promote active recreational activities such as biking and rollerblading, and will provide passive recreational activities including picnic and seating areas at the proposed rest stop. In addition, it will serve as a commuter bicycle route. Public Art and interpretive signage will be included in this project. The Public Art component of this project will go through the City of Tucson's open competitive public art process, where artists are selected based on qualifications. The theme and location of the artwork will be defined during the design phase. In addition, the Department of Transportation in collaboration with the City of Tucson Historic Preservation Department will create and place interpretive signage along the pathway. The project will be beautified with landscaping and lighting to provide climatic comfort and a safer environment.

This portion of the El Paso and Southwestern Greenway project is a part of the El Paso and Southwestern Greenway Master Plan. The entire EP & SW Greenway project is 5-miles in length and connects downtown Tucson to Ajo Detention Basin at Country Club Road and Ajo Way in Tucson. This Transportation Enhancement funded portion is the second section to be constructed along the corridor.

### 2.2 Original and Subsequent Construction Projects

This project was included under the Pima Association of Governments Regional Transportation Improvement Program (TIP) as project # 72.07. The TIP includes other similar projects in Table 1 below.

**Table 1: Other Federally Funded Projects in Area**

| TIP ID # | Name                              | Status   |
|----------|-----------------------------------|--|
| 70.07    | Treat Avenue Ped Bridge & Walkway | Constructed  |
| 107.08   | Park Avenue                       | Environmental process underway at 30% design plans |
| 105.08   | Columbus Corridor Ped Path        | Environmental process underway at 30% design plans |
| 134.02   | Tucson Boulevard Multi-Use Path   | Environmental process underway at 30% design plans |

### 2.3 Project Area

This project is located along the underutilized El Paso and Southwestern railroad alignment from Simpson Street to 22<sup>nd</sup> Street, in the City of Tucson, Pima County, Arizona. The project corridor parallels Interstate 10 and is adjacent to the Historic Barrio Viejo neighborhood and the National Register Nominee Barrio Santa Rosa neighborhood. The project begins at the southern boundary of downtown Tucson at Simpson Street. Directly north of the project are downtown attractions, including the Tucson Convention Center (TCC), civic plaza, and the downtown arts district. The Santa Cruz River Park multi-use linear path is to west of the proposed project on the west side of Interstate 10.

There are three schools within 1/2-mile of the project area, Drachman Montessori Magnet School, Santa Cruz Catholic School, and Carrillo Elementary School. Other community resources within 1/2-mile of the project include Santa Rosa Park and one of the pop-up sites for the annual Gem and Mineral Show in Tucson.

The El Paso and Southwestern railroad alignment was purchased by the City of Tucson. The City of Tucson right-of-way varies in width from 60 to 100 feet along the project corridor. The existing corridor is unpaved and there are existing unused railroad tracks throughout the project area.



Figure 1: Facing South at Simpson Street towards the El Paso and Southwestern railroad alignment.

The project area terrain is relatively flat. The Cushing Street Wash runs parallel to the project beginning at 17<sup>th</sup> Street and extending to 22<sup>nd</sup> Street. The Cushing Street Wash is

located along the east side of the proposed El Paso and Southwestern Greenway project. There is an existing underground concrete box culvert perpendicular to the Greenway between 17<sup>th</sup> Street and 18<sup>th</sup> Street. The box culvert connects to the 18<sup>th</sup> Street Wash which terminates at the Santa Cruz River. No washes will be impacted by this project.



Figure 2: Facing south, the Cushing Street Wash is on the east side of the proposed El Paso and Southwestern Greenway.

Existing lighting, installed to assist with the Gem and Mineral show (with luminaires extending approximately 30 feet above grade) are along the southern section of the Simpson Greenway alignment. These lights are dusk to dawn lights mounted on Tucson Electric Power utility poles and are currently operational. There are no lights in the northern section of the project.



Figure 3: Facing north from 22<sup>nd</sup> Street. The street lighting is used during the Gem and Mineral Show in February. There are existing tracks west of the lights. The Cushing Street Wash is located on the east side.



Figure 4: Facing south looking towards 22<sup>nd</sup> Street. 22<sup>nd</sup> Street is the project terminus.

The proposed greenway crosses four roadways (1) Simpson Street; (2) 17<sup>th</sup> Street (a T-intersection); (3) 18<sup>th</sup> Street; and (4) 22<sup>nd</sup> Street. There are no traffic signals located at any of the crossing along the project. There are no existing signalized or non-signalized crosswalks at these crossings. As a part of the El Paso and Southwestern Greenway Master Plan a Transportation, Access, and Circulation Study was conducted in February 2010. The study stated that where the Greenway crosses Simpson Street, 17<sup>th</sup> Street, and 18<sup>th</sup> Street there are less than 1000 vehicles per day at each intersection and the posted speed limit is 25 mph. At the intersection of the Greenway and 22<sup>nd</sup> Street the vehicles per day in 2007 was 29,939 and the posted speed limit is 35 mph. This project scope does not include a bicycle/pedestrian crossing at the intersection of the Greenway and 22<sup>nd</sup> Street. However, the City will provide a crossing at 22<sup>nd</sup> Street for bicyclists and pedestrians prior to the end of construction of this project.

### **3.0 Project Scope**

#### **3.1 Project Description**

The scope of the El Paso and Southwestern Greenway Enhancement Project includes creating a pathway separated from vehicular traffic, along the underutilized El Paso and Southwestern railroad alignment. The El Paso and Southwestern Greenway will include the following features:

- An ADA compliant 12-foot wide paved shared-use pathway along the entire project length.
- An 8-foot wide soft surface or stabilized decomposed granite trail along the entire project length.
- Stamped asphalt crossings at Simpson Street and 18<sup>th</sup> Street; 18<sup>th</sup> Street also includes a raised Speed Table.
- Landscaping between the paved and soft surface paths.
- The use of water harvesting principles and extension of adjacent irrigation systems will be evaluated during design.
- Placement of canopy trees to provide climate control.
- Pedestrian scale lighting.
- Bike racks.
- Bollards are proposed to be located at Simpson Street, 17<sup>th</sup> Street, 18<sup>th</sup> Street, and 22<sup>nd</sup> Street.
- Handrail/ barricade railing is proposed to be placed between 17<sup>th</sup> Street and 18<sup>th</sup> Street near the wash.
- A Pedestrian Node is proposed along the Greenway. The proposed Pedestrian Node will be located between 20<sup>th</sup> Street and 22<sup>nd</sup> Street. The existing railroad tracks surrounding the Pedestrian Node are planned to be preserved in place. The Pedestrian Node will be demarcated with railroad tracks (restored tracks) treated in a contemporary style to eliminate any historical interpretation concerns. In addition, the Pedestrian Node would include seating, a drinking fountain, electrical connections, and pedestrian lighting.
- A Public Art feature and interpretive signage. The 15% Plans include possible locations for the public art feature and interpretive signage.
- A drinking fountain, benches, trash receptacles, and electrical outlets for use during future events, and control of odor from sanitary sewer manholes by use of gasket-sealed manhole covers.

Federal funds in the amount of \$466,896 will be requested for construction of this project. The local match equating to approximately 27% of the total project cost will be provided by the City of Tucson and the RTA in the amount of \$177,222. After project completion, the source of funds for maintenance and operation will be from City of Tucson’s operating budget. The project will be maintained by the City of Tucson Parks and Recreation Department.

Figure 5: Cost Estimate for the El Paso Greenway Transportation Enhancement Project

| <b>El Paso and Southwestern Greenway Cost Estimate</b> |                                 |                    |                  |
|--|---------------------------------|--------------------|------------------|
|  | <b>Federal TE Funds (94.3%)</b> | <b>Local Funds</b> | <b>Total</b>     |
| Scoping and Design                                     | \$0                             | \$129,000          | \$129,000        |
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| <b>Total</b>   | <b>\$466,896</b>                | <b>\$177,222</b>   | <b>\$644,118</b> |

Impacts to traffic are expected to be minimal for this project, as most work will be along the railroad alignment. Traffic control will be in accordance with the most current *Manual on Uniform Traffic Control Devices (MUTCD)*, published by the Federal Highway Administration. Temporary traffic control will likely be implemented during construction, possibly including temporary lane closures and on-street parking restrictions along Simpson Street, 17<sup>th</sup> Street, 18<sup>th</sup> Street, and 22<sup>nd</sup> Street. One travel lane in each direction will remain open at all times during construction. Construction will not occur during the time of the Tucson Gem and Mineral Show in February.

Any landscaping installed with this project will be consistent with the character of the area and preserve the views of adjacent potential historic structures.

#### 4.0 Project Development Considerations

##### 4.1 Environmental Overview

Based on the project scope, the following environmental requirements have been evaluated as described.

##### 4.1.1 Species Investigation Plants and Animals

No known threatened or endangered species habitat exists in the project area. However, a species investigation will be conducted during the environmental clearance process.

##### 4.1.2 Wetland and Riparian Resources

There are no wetlands present in this segment of the Greenway Corridor, but there are riparian areas in the 18<sup>th</sup> Street Wash along the east limits of the project. These areas will be avoided to the greatest extent possible but if impacts are necessary they will be minimized. Possible impacts to the riparian areas will be evaluated during the environmental clearance process.

#### **4.1.3 Floodplain Encroachment**

This segment of the Greenway is not subject to flooding according to the Federal Emergency Management Agency (FEMA) as depicted on their Flood Insurance Rate Map (FIRM Panel No. 2278 of 4750) for this region. However, the City of Tucson considers portions of the Greenway corridor along the 18<sup>th</sup> Street Wash to be subject to flooding during a 100 year rainfall/runoff event. The scope of this project involves installation of ADA access ramps, sidewalks, landscape nodes and pedestrian level lighting, and will not modify the topography of the project area. Therefore, this project is not expected to impact any major structures, underpasses, storm drains, culverts or drainage channels. The City of Tucson Floodplain Manager will be kept informed throughout the design process and involved in the review process for all phases of design to ensure the floodplain is not impacted.

#### **4.1.4 Section 401/404**

There are Jurisdictional Waters of the United States (WUS) adjacent to this project. However, there are no plans to disturb any wash or watercourse. No 404 permit and no 401 certification are required. There shall be no impacts to Jurisdictional Waters.

#### **4.1.5 Section 4(f) Impacts**

4(f) impacts will be evaluated during the environmental clearance process.

#### **4.1.6 Potential Contaminants**

A Preliminary Initial Site Assessment (PISA) will be prepared during the environmental clearance process.

#### **4.1.7 Socioeconomic Impacts**

This project will enhance pedestrian access to the downtown area. Since no homes or businesses front on the alignment of the Greenway, no permanent adverse social or economic impacts are expected from this project. There may be some temporary disruptions of access during construction. Temporary traffic controls are anticipated. During active periods of construction, access to all properties will be maintained. Short-term access restrictions will be limited to less than one day, and impacted property owners will be notified one week prior to access restrictions.

#### **4.1.8 Cultural Resources Investigation**

This project is located in two neighborhoods: the historic Barrio Viejo, as well as Barrio Santa Rosa which is a National Register Nominee. Along the majority of the project the original El Paso & Southwestern railroad tracks and associated ties remain in their original location. The El Paso & Southwestern railroad is in the process of being nominated to the Nationals Register as part of a thematic District.

A Cultural Resources evaluation will be prepared to determine the presence of cultural resources within the project area. This evaluation will undergo consultation pursuant to Section 106 of the National Historic Preservation Act of 1966.

#### **4.1.9 Scenic and Historic Route**

This project is not located along a designated scenic or historic route.

#### **4.1.10 Public Outreach**

During the development of the EP&SW Greenway site analysis three open houses were held. This transportation enhancement portion of the Greenway was included in a detailed PowerPoint presentation that reviewed the entire 5-mile El Paso & Southwestern Greenway project. This information was presented to all neighborhoods along the entire 5-mile EP&SW Greenway project, from its point of beginning at University Boulevard to its terminus at the Ajo Detention Basin. The first open house was held on December 17, 2008; input and ideas from all neighborhoods from University Boulevard to 22<sup>nd</sup> Street were solicited. This project's segment from Simpson to 22<sup>nd</sup> was specifically discussed. Over 75 members of the public attended. A second open house was held on February 24, 2009. Although the focus of this open house was from 22<sup>nd</sup> Street to the Ajo Detention Basin, the entire 5-mile Greenway was open for discussion. Public support for this project was very positive during the open houses, and has been documented through the attendance at these meetings.

Three additional open houses to review the status of the EP&SW Greenway Master Plan were held in January 2011. All three locations were advertised by mailings to properties in a one-mile radius to the EP&SW Greenway; all three were also advertised by radio and newspaper across the Tucson community to allow attendance from the greater Tucson area. The final Open House was held at the Santa Rosa Community Center in the heart of this project, and the alignment for this project (Simpson Street to 22<sup>nd</sup> Street) was reviewed in detail. The Santa Rosa Open House was well attended; support at all three open houses was very positive. A summary report of public outreach activities will be submitted during the environmental clearance process.

#### **4.1.11 AZPDES Stormwater Permit**

An Arizona Pollutant Discharge Elimination System permit and a Stormwater Pollution Prevention Plan will be required.

#### **4.2 Design and Contract Method**

The design was competitively awarded through a Request for Qualifications and Interview process. In 2007 the consulting team headed by SAGE Landscape Architecture & Environmental (SAGE) was selected to provide design services. In late 2010 SAGE merged with Kimley-Horn and Associates, Inc and the same design staff will be completing the plans under the Kimley-Horn name.

#### **4.3 Construction and Contract Method**

Upon completion of the design, the City will competitively bid and award the project to the lowest responsive bidder. The City will administer the project and has certification acceptance.

#### **4.4 Geotechnical and Drainage Requirements**

This project will be constructed within the City of Tucson right-of-way along the railroad alignment. As requested by ADOT, this project will include a geotechnical evaluation.

#### 4.5 Critical Outside Agency Involvement

It is anticipated that a Group 2 Categorical Exclusion will be the appropriate level of environmental documentation for this project. It is also anticipated that tribal consultation and SHPO consultation will be required to ensure that this project does not adversely impact the historic character of the neighborhoods. The northern portion of this project is located in the historic Barrio Viejo. The southern portion is located in Barrio Santa Rosa, which is a National Register Nominee.

Sun Tran buses do not interface directly with the project and should not be impacted by construction. This information is summarized in Section 11, Service Involvement Sheet.

#### 4.6 Right-of-Way Requirements and Existing Land Use

The El Paso and Southwestern Greenway project will be constructed within the existing right-of-way; no new right-of-way is required. The City has certification acceptance and, in accordance with the approved procedures manual, the City will certify that the right-of-way is cleared prior to funding authorization.

The existing project site is underutilized and the El Paso and Southwestern Railroad tracks that are no longer operational are still in place. No businesses front on the project site. Immediately to the north across Simpson Street is the newly completed Fire Central Station #1 and the associated first phase of the El Paso & Southwestern Greenway. Beyond that is downtown Tucson including the Tucson Convention Center and the downtown business district. The property located on the west side of the project area is owned by the Simpson and I-10 LLC and is used annually in February by vendors for the Tucson Gem and Mineral Show. Nearby amenities also include the regional Santa Cruz River Park.

The project site is zoned I-1 Light Industrial. Adjacent properties are all zoned I-1 with the exception of R-2 Residential immediately south and east of 18<sup>th</sup> Street. This residential area is a portion of the Barrio Santa Rosa Neighborhood and is largely single family properties. To the west beyond the vacant Industrial properties is the Interstate 10 Frontage Road and I-10 mainline.

#### 4.7 Utility Relocation Requirements

The City has certification acceptance and, in accordance with the approved procedures manual, the City will certify that the utilities are cleared prior to funding authorization.

The existing utilities within the project limits are listed below:

**Utility Companies within Project Limits**

| <b>Owners</b>                                     | <b>Utility/Facility</b>         |
|---|---------------------------------|
| City of Tucson DOT                                | Traffic Signal, Street Lighting |
| Cox Communication                                 | Coax Cable TV, Fiber Optics     |
| Pima County Wastewater Management                 | Sanitary Sewer                  |
| Qwest, Telecom & Expedius F.O., AT&T, and Verizon | Telephone, Fiber Optics         |
| Southwest Gas                                     | Natural Gas                     |
| Tucson Electric Power                             | Electric, Street Lighting       |
| Tucson Water                                      | Water, Reclaimed Water          |

Utility impacts associated with the Greenway will be minor. Excavation for sidewalk or pedestrian node improvements is expected to only affect a 6 inch depth and should not disturb any underground utility lines. The placement of plants and lighting will be coordinated to avoid installation over underground utility lines or overhead utility wires to avoid conflicts. Water valve boxes may need to be adjusted, and water meter relocations may be required as a result of the landscape node design. These are considered minor utility relocations and under state law, utilities in the public right-of-way are required to relocate at their expense when requested by the City of Tucson due to a public improvement project. There are no known prior rights issues in the project area, however, the project will go through the City's utility coordination procedure as outlined in the City's Certification Acceptance Procedures Manual. The project will be Blue Staked prior to construction.

This project will involve work to connect project features such as a drinking fountain and electric receptacles to water and electrical service. This work will be performed during construction and is considered part of the construction project, and these costs are eligible for federal funding. The proposed drinking fountain will need a new water source and meter; the fountain must drain into sanitary sewer lines. Pathway and pedestrian node lighting and electrical outlets for use during future events will require a power source. These elements may be connected to the existing roadway lighting circuit with the potential need for step-down transformers, or powered through alternative means such as solar. The power source will be determined during detailed design evaluations.

During the environmental clearance process any ground disturbance required for utility access will be cleared.

#### **4.8 Seasonal Considerations**

Immediately adjacent to the north end of this project on property owned by the Simpson and I-10 LLC are temporary facilities for a small group of vendors for the annual Tucson Gem and Mineral Show. The Gem Show is typically held in February. Construction will be scheduled to avoid conflicts with the Gem Show. Planting activities may be impacted by seasonal considerations if temperatures fluctuate into high and low extremes.

A registered landscape architect will prepare the landscape design plans. Although the majority of plants will be native to the Tucson basin, project specifications will provide supplemental water in the form of an underground drip irrigation system and will include a landscape establishment period. Passive water harvesting practices will be evaluated during the design process and incorporated in the design if determined appropriate. The landscape establishment specification will require replacement of neglected or dead plants allowing plant installation at any season of the year.

#### **4.9 Traffic Requirements**

Impacts to traffic are expected to be minimal for this project because construction will be off the road and along the railroad alignment. If traffic control is necessary, construction related traffic control will be in accordance with the most current

*Manual on Uniform Traffic Control Devices for Streets and Highways*, published by the US Department of Transportation, Federal Highway Administration including any revisions or additions, and/or associated provisions in the project plans, as determined by the City of Tucson during the administration of the project. During construction, temporary traffic controls may be implemented which may include partial lane closures; however, access will be maintained to businesses and to members of the public travelling on Simpson Street, 22<sup>nd</sup> Street, and any minor streets which are impacted. No detours will be required and no work will be performed during severe weather. The project will not affect the cross section of any existing highway. This project will not affect any existing signs or traffic signals. This project will not impact any existing drainage or irrigation facilities.

#### **4.10 Design Criteria**

The project will be implemented in accordance with Pima County/City of Tucson Standard Specifications for Public Improvements, 2003 edition, which is consistent with Arizona Department of Transportation standards. Additional guidance manuals that will be utilized include:

- City of Tucson Traffic Signal Design Manual, 2003.
- City of Tucson Water Harvesting Guidance Manual, October, 2005.
- Americans with Disabilities Act of 1990 and additional guidance issued by the United States Access Board.
- City of Tucson Park Irrigation Design and Construction Requirements, November 2005.
- Crime Prevention Through Environmental Design (CPTED)
- Transportation Access Management Guidelines for the City of Tucson, Arizona, March 2003.
- Policy on Geometric Design of Highways and Streets, ‘Green Book,’ AASHTO, 2004.
- Manual on Uniform Traffic Control Devices, 2009 Edition (MUTCD)
- AASHTO Roadside Design Guide, 2002.
- Guide for the Development of Bicycle Facilities, AASHTO, 1999
- Pima County/ City of Tucson Pavement Marking Design Manual, August 2008
- City of Tucson and Pima County Standard Details for Public Involvement, 2003

#### **4.11 Exceptions**

This project will require a Categorical Exclusion in accordance with 23 CFR 771.117(c) and the Arizona Programmatic Categorical Exclusion.

No AASHTO design exceptions apply to this project.

### **5.0 Other Requirements**

The federal funding source is the Transportation Enhancement Program. The local match will be provided by the City of Tucson. Following completion of the design by the City’s design consultant, the estimated project schedule calls for the project to be competitively bid in mid-2013, with construction to begin in late-2013. It is anticipated that the project construction will be completed by 2014. The estimated, detailed project development

schedule is provided on Page 18. The City of Tucson will perform project management and has certification acceptance.

## **6.0 Estimated Costs**

### **6.1 Summary Total Project Costs**

The total costs are estimated to be \$644,118. Federal Transportation Enhancement funds in the amount of \$466,896 have been programmed through the 2011-2015 Transportation Improvement Plan (TIP). A local match of \$177,222 will be provided by the City of Tucson and RTA, equating to approximately 27% of the total project cost. A detailed cost estimate is provided on pages 17-18.

6.2 Cost Estimate

| 15% COST ESTIMATE FOR                                    |                                       |              |                 |                    | DATE               | 08/28/11             |                    |
|--|---------------------------------------|--------------|-----------------|--------------------|--------------------|----------------------|--------------------|
| EL PASO & SOUTHWESTERN GREENWAY, 22nd ST. to SIMPSON ST. |                                       |              |                 |                    |                    |                      |                    |
| Project Numbers: TEA-TUC-0(214)A; PM TUC SL624 01C       |                                       |              |                 |                    |                    |                      |                    |
| ITEM   | SUBTOTALS                             |              |                 |                    |                    |                      |                    |
| SCOPING AND DESIGN                                       |                                       |              |                 |                    |                    | \$129,000            |                    |
| ENVIRONMENTAL  |                                       |              |                 |                    |                    | \$20,000             |                    |
| CONSTRUCTION   |                                       |              |                 |                    |                    | \$412,598            |                    |
| <b>PROJECT SUB-TOTAL</b>                                 |                                       |              |                 |                    |                    | <b>\$561,598</b>     |                    |
| Contingency and Administrative Fee (20%)                 |                                       |              |                 |                    |                    | \$82,520             |                    |
| <b>TOTAL PROJECT COST</b>                                |                                       |              |                 |                    |                    | <b>\$644,117</b>     |                    |
|  |                                       |              |                 |                    |                    |                      |                    |
| <b>BREAKDOWN</b>   |                                       |              |                 |                    |                    |                      |                    |
| <b>ITEM #</b>  | <b>ITEM DESCRIPTION</b>               | <b>UNITS</b> | <b>QUANTITY</b> | <b>UNIT AMOUNT</b> | <b>TOTAL</b>       | <b>FEDERAL FUNDS</b> | <b>LOCAL FUNDS</b> |
|  | <b>Planting</b>                       |              |                 |                    |                    |                      |                    |
|  | DECORATIVE BOULDER (24")              | EA           | 20.00           | \$55.00            | \$1,100.00         | \$1,037.30           | \$62.70            |
|  | SEEDING (CLASS II) (100% COVERAGE)    | SY           | 17,500.00       | \$0.70             | \$12,250.00        | \$11,551.75          | \$698.25           |
|  | TREE (15 GAL)                         | EA           | 150.00          | \$42.00            | \$6,300.00         | \$5,940.90           | \$359.10           |
|  | TREE (24" BOX)                        | EA           | 25.00           | \$148.00           | \$3,700.00         | \$3,489.10           | \$210.90           |
|  | TREE STAKING                          | EA           | 25.00           | \$19.00            | \$475.00           | \$447.93             | \$27.08            |
|  | YUCCA (SPECIMEN) (15 GALLON)          | EA           | 6.00            | \$45.00            | \$270.00           | \$254.61             | \$15.39            |
|  | SHRUB (5 GAL)                         | EA           | 2,110.00        | \$10.00            | \$21,100.00        | \$19,897.30          | \$1,202.70         |
|  | SAGUARO CACTUS (4' - 7')              | EA           | 6.00            | \$600.00           | \$3,600.00         | \$3,394.80           | \$205.20           |
|  | CACTUS                                | EA.          | 692.00          | \$6.00             | \$4,152.00         | \$3,915.34           | \$236.66           |
|  | BARREL CACTUS                         | EA           | 163.00          | \$25.00            | \$4,075.00         | \$3,842.73           | \$232.28           |
|  | OCOTILLO (6' - 8')                    | EA           | 50.00           | \$100.00           | \$5,000.00         | \$4,715.00           | \$285.00           |
|  | LANDSCAPE PRUNING                     | MN HRS.      | 6.00            | \$100.00           | \$600.00           | \$565.80             | \$34.20            |
|  | LANDSCAPING ESTABLISHMENT (12 MONTHS) | LS           | 1.00            | \$11,000.00        | \$11,000.00        | \$10,373.00          | \$627.00           |
|  | <b>PLANTING SUBTOTAL</b>              |              |                 |                    | <b>\$73,622.00</b> | <b>\$69,425.55</b>   | <b>\$4,196.45</b>  |

6.2 Cost Estimate

| ITEM # | BREAKDOWN ITEM DESCRIPTION                                  | UNITS | QUANTITY  | UNIT AMOUNT | TOTAL               | Funding Breakdown   |                    |
|--------|---|-------|-----------|-------------|---------------------|---------------------|--------------------|
|        |   |       |           |             |                     | FEDERAL FUNDS       | LOCAL FUNDS        |
|        | <b>Irrigation</b>   |       |           |             |                     |                     |                    |
|        | LANDSCAPE IRRIGATION SYSTEM                                 | LS    | 1         | \$42,970.00 | \$42,970.00         | \$40,520.71         | \$2,449.29         |
|        | <b>Hardscape</b>  |       |           |             |                     |                     |                    |
|        | PUBLIC ART FEATURE  | EA    | 2.00      | \$7,500.00  | \$15,000.00         | \$14,145.00         | \$855.00           |
|        | BENCHES   | EA    | 6.00      | \$800.00    | \$4,800.00          | \$4,526.40          | \$273.60           |
|        | BIKE RACKS  | EA    | 4.00      | \$600.00    | \$2,400.00          | \$2,263.20          | \$136.80           |
|        | TRASH RECEPTACLES   | EA    | 2.00      | \$600.00    | \$1,200.00          | \$1,131.60          | \$68.40            |
|        | DRINKING FOUNTAIN   | EA    | 1.00      | \$3,200.00  | \$3,200.00          | \$3,017.60          | \$182.40           |
|        | SIGNAGE (Interpretive) 5'                                   | EA    | 5.00      | \$1,000.00  | \$5,000.00          | \$4,715.00          | \$285.00           |
|        | PEDESTRIAN LIGHTING; LUMINAIRE (HORIZONTAL MOUNT)(150 WATT) | EA    | 12.00     | \$2,600.00  | \$31,200.00         | \$29,421.60         | \$1,778.40         |
|        | DECOMPOSED GRANITE (STABILIZED) 8' PATH                     | SY    | 3070.00   | \$2.50      | \$7,675.00          | \$7,237.53          | \$437.48           |
|        | PEDESTRIAN NODE- CONTEMPORARY RAILROAD EDGING               | LF    | 330.00    | \$15.00     | \$4,950.00          | \$4,667.85          | \$282.15           |
|        | PLATING MATERIAL (DESERT COBBLE)                            | SF    | 157100.00 | \$0.25      | \$39,275.00         | \$37,036.33         | \$2,238.68         |
|        | ASPHALT (ASPHALTIC CONCRETE 2" DEEP)                        | TON   | 440.00    | \$75.00     | \$33,000.00         | \$31,119.00         | \$1,881.00         |
|        | ABC, 12' WIDE (3" DEEP)                                     | TON   | 470.00    | \$40.00     | \$18,800.00         | \$17,728.40         | \$1,071.60         |
|        | MANHOLE COVER GASKETS                                       | EA    | 4.00      | \$150.00    | \$600.00            | \$565.80            | \$34.20            |
|        | HANDRAIL  | LF    | 420.00    | \$20.00     | \$8,400.00          | \$7,921.20          | \$478.80           |
|        | BOLLARDS  | EA    | 10.00     | \$350.00    | \$3,500.00          | \$3,300.50          | \$199.50           |
|        | TRACK RESTORATION   | LS    | 1.00      | \$3,000.00  | \$3,000.00          | \$2,829.00          | \$171.00           |
|        | STAMPED ASPHALTIC CROSSING                                  | SF    | 880.00    | \$8.00      | \$7,040.00          | \$6,638.72          | \$401.28           |
|        | RAISED CROSSING   | EA    | 1.00      | \$3,500.00  | \$3,500.00          | \$3,300.50          | \$199.50           |
|        | <b>HARDSCAPE SUBTOTAL</b>                                   |       |           |             | <b>\$192,540.00</b> | <b>\$181,565.22</b> | <b>\$10,974.78</b> |

6.2 Cost Estimate

| ITEM # | BREAKDOWN<br>ITEM DESCRIPTION  | UNITS | QUANTITY | UNIT AMOUNT | TOTAL            | Funding Breakdown |                  |
|--------|--|-------|----------|-------------|------------------|-------------------|------------------|
|        |  |       |          |             |                  | FEDERAL FUNDS     | LOCAL FUNDS      |
|        | <b>Construction</b>  |       |          |             |                  |                   |                  |
|        | Mobilization (8%)  | L.S.  | 1        | \$24,730.56 | \$24,731         | \$23,321          | \$1,410          |
|        | SWPP Installation  | L.S.  | 1        | \$10,000.00 | \$10,000         | \$9,430           | \$570            |
|        | Clear & Grub   | L.S.  | 1        | \$10,000.00 | \$10,000         | \$9,430           | \$570            |
|        | Survey & Layout (1%)   | L.S.  | 1        | \$3,091.32  | \$3,091          | \$2,915           | \$176            |
|        | Grading (8%)   | L.S.  | 1        | \$24,730.56 | \$24,731         | \$23,321          | \$1,410          |
|        | Traffic Control (5%)   | L.S.  | 1        | \$15,456.60 | \$15,457         | \$14,576          | \$881            |
|        | Miscellaneous (5%)   | L.S.  | 1        | \$15,456.60 | \$15,457         | \$14,576          | \$881            |
|        | <b>CONSTRUCTION SUBTOTAL</b>   |       |          |             | <b>\$103,466</b> | <b>\$97,568</b>   | <b>\$5,898</b>   |
|        | <b>Administration</b>  |       |          |             |                  |                   |                  |
|        | Project Contingency and Administrative Fees (20%)                          |       |          |             | \$82,520         | \$77,816          | \$4,704          |
|        | <b>PLANTING, IRRIGATION, HARDSCAPE, CONSTRUCTION, &amp; ADMIN SUBTOTAL</b> |       |          |             | <b>\$412,598</b> | <b>\$389,080</b>  | <b>\$23,518</b>  |
|        | <b>TOTAL SCOPING, DESIGN, AND ENVIRONMENTAL</b>                            |       |          |             | <b>\$149,000</b> | <b>\$0</b>        | <b>\$149,000</b> |
|        | <b>TOTAL PROJECT COST</b>  |       |          |             | <b>\$644,117</b> | <b>\$466,895</b>  | <b>\$177,222</b> |

## 7.0 Involvement Matrix

Project Number: TEA- TUC-0(214)A  
 TRACS Number: 0000 PM TUC SL624 01C  
 Project Name: El Paso & Southwestern Greenway- Simpson to 22<sup>nd</sup> Street Project Location:  
 City of Tucson, Pima County, Arizona

| C<br>O<br>N<br>T<br>A<br>C<br>T<br>E<br>E<br>D | F<br>I<br>E<br>L<br>D<br>R<br>E<br>V<br>I<br>E<br>W | ORGANIZATION  | INVOLVEMENT   |                                 |                  |                                 | COMMENTS (ISSUES THAT MAKE INVOLVEMENT SIGNIFICANT OR MINIMAL) |
|--|---|---|---|---------------------------------|------------------|---------------------------------|--|
|  |   |   | S<br>I<br>G<br>N<br>I<br>F<br>I<br>C<br>A<br>N<br>T | M<br>I<br>N<br>I<br>M<br>U<br>M | N<br>O<br>N<br>E | U<br>N<br>K<br>N<br>O<br>W<br>N |  |
|  |   | ADOT Technology Group (For IT)  |   |                                 |                  |                                 |  |
|  |   | ADOT Local Government Section   |   |                                 |                  |                                 |  |
|  |   | ADOT Tucson Maintenance District  |   |                                 |                  |                                 |  |
|  |   | ADOT Roadway Design   |   | X                               |                  |                                 |  |
|  |   | ADOT Transportation Enhancement Section                                 | X   |                                 |                  |                                 |  |
|  |   | ADOT Pavement Design  |   |                                 | X                |                                 |  |
|  |   | ADOT Bridge Design  |   |                                 | X                |                                 |  |
|  |   | ADOT Drainage Design  |   | X                               |                  |                                 |  |
|  |   | ADOT Transportation Planning  |   |                                 | X                |                                 |  |
|  |   | ADOT Traffic Design   |   |                                 | X                |                                 |  |
|  |   | ADOT Photogrammetry & Mapping   |   |                                 | X                |                                 |  |
|  |   | ADOT Engineering Survey   |   |                                 | X                |                                 |  |
|  |   | ADOT Geotechnical Services  |   |                                 | X                |                                 |  |
| X  |   | ADOT Environmental Planning Group                                       | X   |                                 |                  |                                 | Preparation of the Categorical Exclusion Document              |
| X  |   | ADOT Roadside Development   |   | X                               |                  |                                 | Project Management   |
| X  |   | ADOT Right-of-Way Group   |   | X                               |                  |                                 | ROW Clearance  |
| X  |   | ADOT Utilities & Railroads  |   | X                               |                  |                                 | Utility Clearance  |
|  |   | ADOT Contracts & Specifications   |   |                                 | X                |                                 |  |
|  |   | ADOT Procurement  |   |                                 | X                |                                 |  |
| X  |   | FHWA  |   | X                               |                  |                                 | Review and approval of Environmental and Funding Authorization |
| X  |   | City of Tucson Transportation   | X   |                                 |                  |                                 | Project Management   |
| X  |   | Pima Association of Governments Regional Transportation Authority (RTA) |   | X                               |                  |                                 | Coordination of RTA Funds                                      |
|  |   | City of Tucson Police Department  |   | X                               |                  |                                 | Project Coordination   |
|  |   | City of Tucson Fire Department  |   | X                               |                  |                                 | Project Coordination   |
|  |   | Sun Tran Bus Service Provider   |   | X                               |                  |                                 | Project Coordination   |

El Paso Greenway Transportation Enhancement Project Schedule

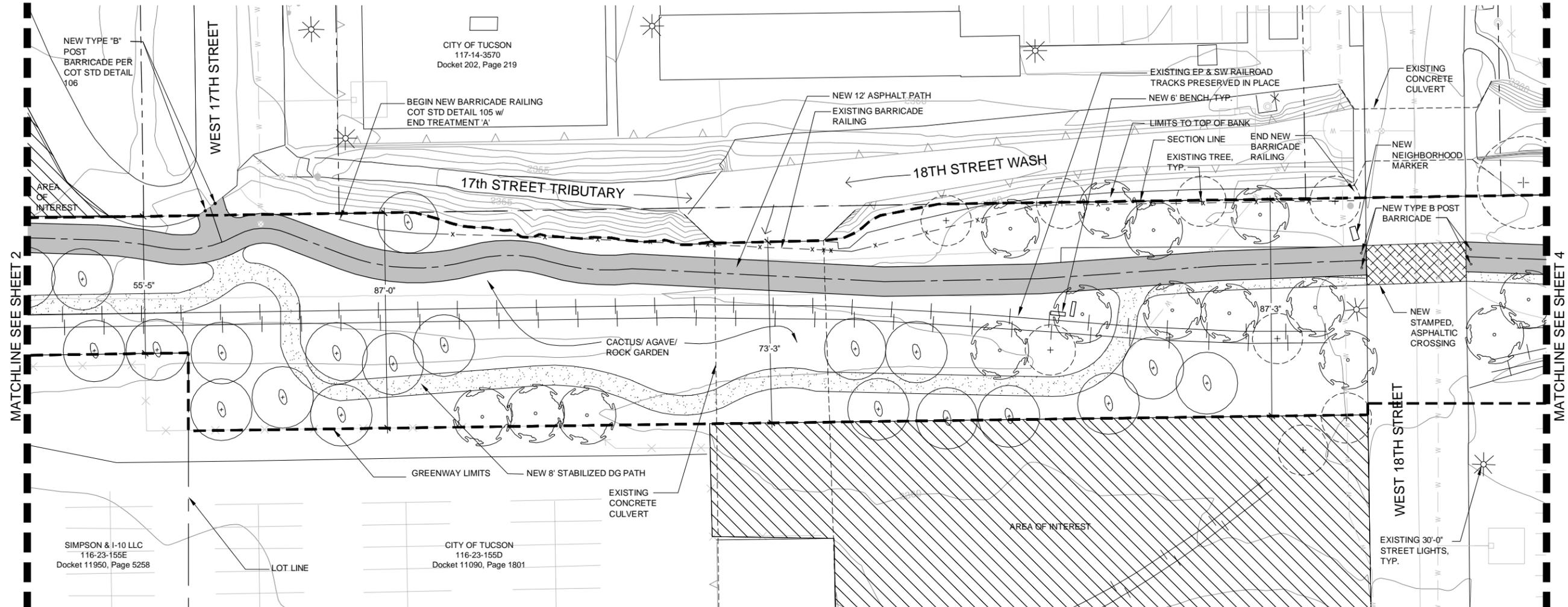
| ID | Project Name   | Days | Start  | End    | January-08 | August-08 | January-09 | August-09 | January-10 | July-10 | January-11 | July-11 | January-12 | July-12 | January-13 | July-13 | January-14 |
|----|--|------|--------|--------|------------|-----------|------------|-----------|------------|---------|------------|---------|------------|---------|------------|---------|------------|
|    | <b>El Paso Greenway Enhancement Project</b>          | 1444 | 9-Feb  | 2-Oct  |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 1  | <b>Project Setup</b>                                 | 426  | Feb-08 | Oct-11 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 3  | Project Kick-Off Meeting                             | 1    | Feb-08 | Feb-08 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 4  | Prepare Initial Project Assessment Document          | 200  | Feb-08 | Sep-08 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 5  | Submit Initial Project Assessment to ADOT            | 45   | Mar-11 | Apr-11 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 6  | ADOT Review  | 45   | Apr-11 | May-11 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 7  | COT Respond to ADOT Comments                         | 90   | May-11 | Aug-11 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 8  | ADOT Review and Approval of Final Project Assessment | 45   | Sep-11 | Oct-11 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 9  | <b>Environmental Phase</b>                           | 415  | Mar-11 | Mar-12 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 10 | Prepare Cultural Report                              | 160  | Mar-11 | Aug-11 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 11 | ADOT Review and Approval                             | 100  | Aug-11 | Nov-11 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 12 | Prepare Biology Report                               | 30   | Oct-11 | Oct-11 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 13 | ADOT Review and Approval                             | 10   | Nov-11 | Nov-11 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 14 | Prepare PISA   | 30   | Dec-11 | Dec-11 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 15 | ADOT Review and Approval                             | 10   | Jan-12 | Jan-12 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 16 | Prepare CE Checklist                                 | 45   | Jan-12 | Feb-12 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 17 | ADOT Review and Approval of Final CE Checklist       | 30   | Feb-12 | Mar-12 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 18 | <b>Project Design</b>                                | 469  | Mar-12 | Apr-13 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 19 | Negotiate Design Fee and Request Design Funding      | 30   | Mar-12 | Mar-12 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 20 | Release of Design Funds                              | 60   | Mar-12 | Apr-12 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 21 | Project Design                                       | 365  | Apr-12 | Apr-13 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 22 | Prepare Construction Bid Documents                   | 14   | Apr-13 | Apr-13 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 23 | <b>Funding Release</b>                               | 134  | May-13 | Jul-13 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 24 | Obtain ROW Clearance                                 | 60   | May-13 | Jun-13 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 25 | Obtain Utility Clearance                             | 60   | May-13 | Jun-13 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 26 | Assemble Funding Release Packet                      | 14   | Jun-13 | Jun-13 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 27 | Funding Packet Reviewed and Approved by ADOT/ FHWA   | 60   | Jun-13 | Jul-13 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 28 | <b>Project Construction Start</b>                    | 121  | Jul-13 | Oct-13 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 29 | Bid. Award. and Notice to Proceed                    | 120  | Jul-13 | Oct-13 |            |           |            |           |            |         |            |         |            |         |            |         |            |
| 30 | Construction Start                                   | 1    | Oct-13 | Oct-13 |            |           |            |           |            |         |            |         |            |         |            |         |            |



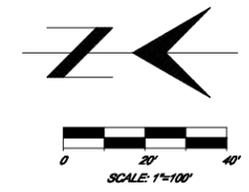


| F.H.W.A. REGION | STATE | PROJECT NO.     | SHEET NO. | TOTAL SHEETS | AS BUILT |
|-----------------|-------|-----------------|-----------|--------------|----------|
| 9               | ARIZ. | TEA-TUC-0(214)A |           | 6            |          |

TRACS NO: 0000 PM TUC SL624 01C



- KEY**
- New 12' Asphalt Path
  - New 8' Stabilized D.G. Path
  - Existing Railroad Track
  - Revegetation Seed Mix
  - D.G. Crushed Screened Granite On All Surfaces Not Covered



TUC: A:\Projects\El Paso TE Form\ Simpson 22nd Design\Plan\158 PA Plans\_2011.dwg, Nov 16, 2011, andrew.wenne  
 Scale: 3/16"=1'-0" 3/16"=1'-0" 3/16"=1'-0" 3/16"=1'-0" 3/16"=1'-0" 3/16"=1'-0" 3/16"=1'-0" 3/16"=1'-0" 3/16"=1'-0" 3/16"=1'-0"

Call at least two full working days before you begin excavation.

ARIZONA 811  
 ARIZONA BLUE STAKE INC.  
 Dial 8-1-1 or 1-800-STAKE-IT (782-5348)  
 In Maricopa County, (602) 263-1100

**Kimley-Horn and Associates, Inc.**  
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 2210 East Fort Lowell Road, Suite 200  
 Tucson, Arizona 85719 (520) 615-9191

| NO. | DATE | REVISION | BY | CHKD. | APPR. |
|-----|------|----------|----|-------|-------|
|     |      |          |    |       |       |

PRELIMINARY  
 15%  
 REVIEW  
 NOT FOR  
 CONSTRUCTION  
 OR RECORDING

**CONCEPT PLAN**

|   |  |  |
|---|--|--|
| DEPARTMENT OF TRANSPORTATION/ENGINEERING DIVISION<br>EL PASO & SOUTHWESTERN GREENWAY<br>SIMPSON STREET TO 22ND STREET |  | 03<br>OF<br>06   |
|   | DRWN. BY R. Field<br>DSGN. BY R. Field<br>CHKD. BY S. Bolduc | REF. _____ SCALE: 1" = 20' H<br>07/2011<br>07/2011<br>07/2011<br>PLAN NO. U-2008-006 |







TRANSPORTATION ENHANCEMENT PROJECT

|                     |  |                      |   |
|---------------------|--|----------------------|---|
| <b>Submittal:</b>   | Initial Project Assessment   | <b>Project Name:</b> | City of Tucson El Paso and Southwestern Greenway Transportation Enhancement Project |
| <b>Project No.</b>  | ARRA TUC 0(214)A   | <b>TRACS NO.</b>     | 0000 PM TUC SL624 01C   |
| <b>ADOT PM:</b>     | Natalie Clark, MA<br>Work-520-388-4252<br>Fax-520-628-5387                                   | <b>Designer:</b>     | City of Tucson  |
| <b>Action Codes</b> | A= Will Comply      B= Designer to Evaluate<br>C= ADOT to Evaluate      D= Disregard Comment |                      |   |

| SOURCE         | ITE M NO. | PAGE # | REVIEW COMMENTS   | ACTION | CONSULTANT RESPONSE                |
|----------------|-----------|--------|---|--------|------------------------------------|
| Melissa Reuter |           | 7      | Correct sentence "No washes will not be impacted by this project."  | A      | Fixed sentence.                    |
| Melissa Reuter |           | 11     | "4(f) impacts will be evaluated during the environmental clearance process. No 4(f) impacts are anticipated for this project." The project is within the boundaries of a historic district and will therefore be directly using a historic property, the RR alignment. This is a 4(f) impact. | A      | Removed sentence about no impacts. |
| Melissa Reuter |           | 11     | 4.1.8 note that the RR is also in the process of being nominated to the National Register as part of a thematic District.   | A      | Added info.                        |

| SOURCE          | ITEM NO. | PAGE #  | REVIEW COMMENTS  | ACTION | CONSULTANT RESPONSE  |
|-----------------|----------|---------|--|--------|--|
| Melissa Reuter  |          | 13      | 4.5 Critical Agencies should include Tribes, not just SHPO   | A      | Added  |
| Melissa Reuter  |          | 14      | Please be aware that because the project is located with a historic area/districts, the project design (including landscape) must conform to the Secretary of the Interior Standards, therefore, you will need an historic architect to draft design guidelines or otherwise assure conformity to the Standards. For instance, did anyone look at historic photos to determine if cactus and boulders would be historically appropriate landscaping? | A      | When we submit a revised cultural report we will include landscape guidelines. |
| Michael Sanders |          |         | No comment   |        |  |
| William Knight  |          |         | No comment   |        |  |
| Dan MacDonald   | 1        | Page i  | 9.0 15% Plan Sheets – The plan sheets are not numbered beginning with 22. They are numbered as <u>x</u> of <u>x</u> .  | A      | Fixed  |
|                 | 2        | Page 1  | Introduction, fourth paragraph, 1 <sup>st</sup> sentence – “The State Map, El Paso Greenway Map, and Project Location Map are shown <b>on</b> Pages 2, 3, and 4 respectively.”   | A      | Fixed  |
|                 | 3        | Page 1  | Introduction, fifth paragraph, 1 <sup>st</sup> sentence – “The project is included in the 2011-2015 Pima <b>Association</b> of Governments (PAG) . . .” You did it correctly on page 5. It was correct in your previous submittal.   | A      | Fixed  |
|                 | 4        | Page 4  | Project Area map, Legend – “Neighborhood” is spelled incorrectly. It was correct in your previous submittal.   | A      | Fixed  |
|                 | 5        | Page 9  | First paragraph, 2 <sup>nd</sup> sentence – “There are no traffic signals located at any of the <b>crossings</b> along the project.”   | A      | Fixed  |
|                 | 6        | Page 9  | Project Description, first paragraph, 1 <sup>st</sup> sentence – The commas in this sentence should be deleted.  | A      | Deleted  |
|                 | 7        | Page 10 | First paragraph, 1 <sup>st</sup> sentence – The word “are” should be replaced with “ <b>will be</b> ” to go along with what you have said in the second sentence.  | A      | Changed  |

| SOURCE | ITEM NO. | PAGE #  | REVIEW COMMENTS  | ACTION | CONSULTANT RESPONSE |
|--------|----------|---------|--|--------|---------------------|
|        | 8        | Page 10 | Second paragraph under Figure 5 – “. . . preserve the views of <b>adjacent potential historic</b> structures.”   | A      | Fixed               |
|        | 9        | Page 12 | Public Outreach – There is an excessive and improper use of capitalization in these two paragraphs. Words that need no capitalization include: site analysis, open house, transportation enhancement, and power point. | A      | Fixed               |
|        | 10       | Page 12 | Construction and Contract Method, 1 <sup>st</sup> sentence – “. . . award the project to the lowest responsive <b>bidder</b> .” The award goes to the bidder and not the bid.  | A      | Fixed               |
|        | 11       | Page 13 | Right-of-Way Requirements and Existing Land Use, first paragraph, 2 <sup>nd</sup> sentence – “The City has certification acceptance <b>and, in</b> accordance . . . approved procedures <b>manual, the</b> City . . .” | A      | Fixed               |
|        | 12       | Page 13 | Right-of-Way Requirements and Existing Land Use, third paragraph, 2 <sup>nd</sup> sentence – I can see how you can be south of 18 <sup>th</sup> Street, but how can you be east of an east-west street?                | A      | Fixed               |
|        | 13       | Page 13 | Utility Relocation Requirements, first sentence – “The City has certification acceptance <b>and, in</b> accordance . . . approved procedures <b>manual, the</b> City . . .”  | A      | Fixed               |
|        | 14       | Page 14 | Top of page – It would be better if the table is all on one page.  | A      | Fixed               |
|        | 15       | Page 14 | Second full paragraph, 2 <sup>nd</sup> sentence – “This work will be <b>performed</b> during construction . . .”   | A      | Fixed               |
|        | 16       | Page 15 | Design Criteria, 3 <sup>rd</sup> bullet – “Americans with Disabilities Act of 1990 <b>and additional guidance issued by the United States Access Board</b> ”   | A      | Fixed               |
|        | 17       | Page 16 | Top of page – The PA states that construction will begin in early 2014, but that is not what the schedule shows on page 21.  | A      | Fixed               |
|        | 18       | Page 16 | Next to last sentence in the top paragraph – Because you have revised the PA and changed the numbering of the pages, the schedule is not found on page 18.   | A      | Fixed               |
|        | 19       | Page 16 | Summary Total Project Costs, 1 <sup>st</sup> sentence – “The total costs are estimated <b>to be</b> \$644,118.”  | A      | Fixed               |

| SOURCE        | ITEM NO. | PAGE #       | REVIEW COMMENTS  | ACTION | CONSULTANT RESPONSE   |
|---------------|----------|--------------|--|--------|---|
|               | 20       | Page 16      | Summary Total Project Costs, last sentence – The page numbers shown for the detailed cost estimate are incorrect.  | A      | Fixed   |
|               | 21       | Page 20      | Organization, ADOT Roadway Design – Involvement should be marked as at least Minimum, because of our role of design review of Local Government projects.   | A      | Fixed   |
|               | 22       | Plans sheets | The 6 plans sheets are identified as planting plans. You gave a disposition of “will comply” to previous comments concerning path centerlines, path cross slope, horizontal and vertical geometry, and no sole source procurement. However, none of that is addressed in this document. What is your intent with regards to these items? | A      | Removed Planting Plans from the cover sheet. These are the project plans. We will comply with the previous comments once we further develop our design. |
| Natalie Clark | 1        | Page 5       | Please update the statement about the City of Tucson Mayor and Council date. Was it adopted when will it be adopted- an update from the existing is needed if the sentence is kept.  | A      | Removed information about Mayor and Council. The Plan has not yet been reviewed by Mayor and Council.   |