FINAL
PRE-SCOPING REPORT

FOR

COLORADO RIVER INDIAN TRIBES (CRIT) – SR 95 PATHWAY IMPROVEMENTS

SYSTEM ENHANCEMENT PROJECT

STATE ROUTE 95 (Riverside Drive) and RESORT DRIVE
From Headgate Dam Road /Airport Road to Bluewater Drive

CONTRACT NO. ADOT11-013152
MPD TASK ASSIGNMENT NO. MPD-0023-17
ADOT PROJECT NO. P170301P

March 2017

Prepared For:

COLORADO RIVER INDIAN TRIBES

Prepared By:

Kimley»Horn

333 East Wetmore Road, Suite 280

Tucson, AZ 85705

GENERAL PROJECT INFORMATION	
Date: March 24, 2017	**ADOT Project Manager:** Donald Sneed
Project Name: CRIT SR 95 Pathway Improvements	
City/Town Name: Town of Parker/Colorado River Indian Tribes Reservation	**County:** La Paz
Primary Route/Street: SR 95 (Riverside Drive)	
Beginning Limit: Headgate Dam Road /Airport Rd & SR 95 (Riverside Drive) Intersection	
End Limit: Bluewater Resort and Casino on Resort Drive	
Project Length: 6,150'	
Right-of-Way Ownership(s) (where proposed project construction would occur)**:** *(Check all that apply)* ☐ City/Town**;** ☐ County; ☒ ADOT ; ☐ Private ; ☐ Federal; ☒ Tribal; ☐ Other:	
Adjacent Land Ownership(s): *(Check all that apply)* ☐ City/Town; ☐ County; ☐ ADOT; ☒ Private; ☐ Federal; ☒ Tribal; ☐ Other: *http://gis.azland.gov/webapps/parcel/*	

LOCAL PUBLIC AGENCY (LPA) or TRIBAL GOVERNMENT INFORMATION *(If applicable)*	
LPA/Tribal Name: Colorado River Indian Tribes (CRIT)	
LPA/Tribal Contact: Greg Fisher (CRIT)	
Email Address: gregory.fisher@crit-sns.gov	**Phone Number:** 928-669-1358
Administration: ☒ ADOT Administered ☐ Self-Administered ☐ Certification Acceptance	

PROJECT NEED

The Colorado River Indian Tribes (CRIT) Planning Department reports that pedestrians walk between the commerce areas (Airport Road & Headgate Dam Road /SR95) and the Blue Water Resort and Casino (Casino). The existing sidewalk along SR 95, also referred to as Riverside Drive, terminates at the westbound SR 95 right turn lane, east of Airport Road. From that point toward the Casino there is no curb along SR 95; this leads to pedestrians walking along the shoulder of SR 95. This issue was included in the CRIT Long Range Transportation Plan (LRTP) and is identified as a priority pedestrian safety project for the area.

Available ADOT crash data (2011 – 2015) showed no reported pedestrian crashes within the study area. However, it was mentioned in the pre-scoping application and during a project meeting that there was one reported fatality in the area in 2007, and a second fatality recorded in 2010. A crash data summary from the CRIT LRTP and included in the ADOT pre-scoping application is included as Attachment 8 in this report. The source of the data is the CRIT Police Department.

SR 95, per ADOT traffic data, has an Average Annual Daily Traffic (AADT) count of approximately 11,702 vehicles per day within the study area. The posted southbound speed limit within the project area reduces from 55 MPH to 45 MPH at approximately the halfway point of the proposed project. Each February, there are boat races on the Colorado River and boats are parked near the casino entrance off SR 95. During that time, there is an increase in pedestrians walking in the area. CRIT is in the process of developing additional roadways near the Casino, which in turn will generate commerce and additional pedestrian and vehicular activity in the area.

In 2016, CRIT submitted a Pre-Scoping Application to ADOT for pedestrian improvements. This Pre-Scoping Report will enable the CRIT to submit a funding request to the Western Arizona Council of Governments (WACOG).

PROJECT PURPOSE			
What is the Primary Purpose of the Project?	Preservation ☐	Modernization ☒	Expansion ☐

The purpose of the project is to construct a 10' pathway to provide connectivity for pedestrians between two areas of commerce while also reducing the direct pedestrian exposure to vehicular traffic along SR 95 and Resort Drive. The project will enhance the ability of pedestrians to safely and comfortably walk from the Walmart and Airport Road area to the Blue Water Casino facilities located on Resort Drive.

The project will include a transition from the existing sidewalk to a new 10' wide shared use path with pedestrian lighting and bench and shade structures located along the pathway. Adding these features will necessitate minor drainage/erosion control provisions along SR 95, and possible drainage/erosion control provisions along Resort Drive.

A second part to this project is to provide for the same type of pedestrian pathway facilities along Resort Drive which according to the CRIT LRTP also had several crashes. Resort Drive is a tribal route and the pathway would run from the SR 95/Resort Drive intersection along Resort Drive to the Casino main driveway entrance.

This pre-scoping report identifies a preferred location for the 10' shared use path. The proposed alignment is illustrated in Attachment 6.

PROJECT RISKS	
Check any risks identified that may impact the project's scope, schedule, or budget:	
☒ Access / Traffic Control / Detour Issues	☒ Right-of-Way
☐ Constructability / Construction Window Issues	☒ Environmental
☒ Stakeholder Issues	☒ Utilities
☐ Structures & Geotech	☒ Other: Existing Terrain/Drainage, Existing Improvements, ADA Requirements, Pedestrian Rest Areas

Risk Description:

Access/Traffic Control /Detour Issues – Clear zone requirements must be met both during construction and following pathway completion. Curbing does not exist on SR 95 adjacent to the proposed pathway; therefore, to meet clear zone requirements, the edge of the pathway must be located a minimum of 18' to 20', for a slope 6:1 or flatter, from the edge of the outside SR 95 travel lane. Where necessary to locate the pathway within the clear zone, guardrail is required.

The proposed pathway alignment, as presented in this pre-scoping document, places a portion of the pathway near the roadway to avoid impacts to existing drainage features. Constructing a guardrail or barrier to protect pedestrians in the clear zone will require more extensive construction traffic control and permits that must be obtained from ADOT and the CRIT.

Stakeholder Issues – The pathway will be open for use by all residents and visitors. However, those most likely to utilize and benefit from the improvements are visitors and employees of the Blue Water Resort and Casino, Walmart, Safeway, and Airport. Representatives of these stakeholders should be consulted during the 10' shared use path final design and coordinated with during construction. The Blue Water Resort and Casino, Walmart, Airport or other businesses may wish to improve their properties to provide their patrons more convenient access to the new pathway. These stakeholders should be consulted before determining the final pathway location to account for any such change to existing pedestrian access on the adjacent properties.

PROJECT RISKS (CONTINUED)	
Check any risks identified that may impact the project's scope, schedule, or budget:	
☒ Access / Traffic Control / Detour Issues	☒ Right of Way
☐ Constructability / Construction Window Issues	☒ Environmental
☒ Stakeholder Issues	☒ Utilities
☐ Structures & Geotech	☒ Other: Existing Terrain/Drainage, Existing Improvements, ADA Requirements, Pedestrian Rest Areas

Risk Description:

Right of Way – The existing right of way is 100' each side of the centerline of SR 95. The right of way fence on the north/east and southbound side of the roadway, based on field observation, is located approximately 60' beyond the existing right of way. A review of ADOT records indicates that 60' of previous 160' right of way on the north side of SR 95 was vacated and returned to the CRIT via resolution in 1999. Although the existing 100' right of way is anticipated to be sufficient for the proposed pathway improvements, there are additional considerations as the project moves forward. Right of way on Resort Drive is currently undefined. The CRIT is currently in the process of defining the right of way for Resort Drive. A definition of right of way may require adjustment to the pathway alignment, location or width. Construction schedule may be prolonged if acquisition of right of way becomes requisite. In either case, because this section of path is entirely on Tribal land, a Temporary Construction Easement (TCE) will be required. It is assumed that CRIT will provide right of way/right of way easement/temporary construction easement/permitting at no cost to ADOT or to the project. Final right of way costs, if any, will need to be determined when the project advances to final design.

Environmental – Based on our initial review, there does not appear to be significant environmental concerns within the project limits; however, technical studies have not been prepared at this preliminary stage. Additional studies will be required during the environmental clearance process. It is unknown if the project limits have been surveyed for cultural resources. CRIT representatives indicated there is a cultural site on the north side of the Walmart Shopping Center that extends to the river, west of the project limits. The scope of review for cultural resources will be determined and completed during the environmental clearance process. Based on ADOT Environmental Planning Group current guidance, a Categorical Exclusion (CE) Checklist is the appropriate NEPA document for this project. Technical documents required in support of the CE Checklist are anticipated to include a Biological Evaluation Short Form (BESF), a Preliminary Initial Site Assessment (PISA) and a Class I/III Literature Review for cultural resources depending on existing documentation or lack thereof. Environmental Planning Group timeframe for processing clearances is about 5-7 months. The project team should allow adequate time to obtain the environmental clearance.

Utilities – A requested Blue-stake design ticket identified the following utilities within the project vicinity:

Agency/Utility	Description	Agency/Utility	Description
ADOT-Maricopa	Electric Culvert/Storm Drain Lighting/Traffic Signals	Colorado River Sewage System Joint Venture	Sewer
Bureau of Indian Affairs (BIA)	BIA Electric	Southwest Gas	Gas
Frontier Communications	Communication/Fiber	CRIT Utilities	Water
NPG Cable, LLC Sudden link Communications	CATV, Fiber		

PROJECT RISKS (CONTINUED)	
Check any risks identified that may impact the project's scope, schedule, or budget:	
☒ Access / Traffic Control / Detour Issues	☒ Right-of-Way
☐ Constructability / Construction Window Issues	☒ Environmental
☒ Stakeholder Issues	☒ Utilities
☐ Structures & Geotech	☒ Other: Existing Terrain/Drainage, Existing Improvements, ADA Requirements, Pedestrian Rest Areas

Risk Description:

Utilities (continued)

Coordination is necessary with the power company(s) to determine the location of the power service and fee for the pathway lighting. Existing utility lines along the edges of the roadway and overhead appear to be outside the pathway construction, and no conflicts were evident during the initial field walk/review. All utilities will need to be horizontally located during design to allow for realignment of the pathway if necessary. When crossings are necessary, potholing will be required. Minimum clearance to utilities should be maintained after the pathway is constructed. It is anticipated that utility relocations will not be necessary for this project. At the intersection of Headgate Dam Road/Airport Road and SR 95 there is a signal and pedestrian ramps. As illustrated in Attachment 6, the new 10' pathway will connect to the existing 5' sidewalk located on the northeast corner of SR 95 and Headgate Dam Road. A preferred configuration, that may be considered, is to widen or replace the existing 5' sidewalk on the northeast corner of SR 95/Headgate Dam Road sidewalk to provide a continuous 10' pathway that extends to the northeast corner of SR 95/Headgate Dam Road. This improvement may require modification of the pedestrian pushbuttons and ramps. This will be determined during final design. Widening of the existing sidewalk is not included in the Attachment 6 Exhibit or cost estimates.

Other: Existing Terrain/Drainage – The pathway alignment must consider existing drainage patterns and existing drainage infrastructure. The 10' shared use path is proposed in undeveloped right of way or on Tribal land. Existing drainage along SR 95 generally sheet flows to the northwest, and ultimately to the Colorado River. Drainage south of SR 95 is collected into pipes that run under SR 95 to the north. At the intersection of SR 95 and Resort Road, a parallel ditch on the north side of the road collects and conveys flow to a natural wash on the north side of SR95. It is anticipated that existing drainage structures and features can be maintained without modification; rip rap for erosion control at select locations may be required; new handrail is required on the existing pipe headwalls.

Approximately 1,200 feet east of Headgate Dam Road, pathway transitions nearer to SR 95 for approximately 500' to avoid impacts to existing drainage infrastructure. Current measurements indicate that the pathway can be located outside of the clear zone and existing drainage structures and swales can be avoided. If it is determined that the pathway must be moved inside the clearzone, the use of guardrail or another protective device should be evaluated. Alternatively, a bridge structure would be required to cross the wash. Outside of this section, the existing terrain is relatively flat grade, with minimal above ground obstructions.

Along Resort Drive, sheet flow from the roadway is recommended to pass over the pathway, and follow current existing drainage patterns. Contingency within the estimate allows for the final design to refine and add drainage provisions if necessary. This could include a new roadway ditch in between the pathway and Resort Drive, which would also require pathway scuppers.

Per FEMA FIRM Panel 04012C 0195Cm effective August 28, 2008, the project site lies completely within a FEMA Zone X, defined as "areas determined to be outside the 0.2% annual change floodplain." The FEMA FIRM is also added as Attachment 10.

PROJECT RISKS (CONTINUED)	
Check any risks identified that may impact the project's scope, schedule, or budget:	
☒ Access / Traffic Control / Detour Issues	☒ Right-of-Way
☐ Constructability / Construction Window Issues	☒ Environmental
☒ Stakeholder Issues	☒ Utilities
☐ Structures & Geotech	☒ Other: Existing Terrain/Drainage, Existing Improvements, ADA Requirements, Pedestrian Rest Areas

Other: Existing Improvements – The pathway must tie into existing improvements at the ends of the project limits. This includes the 6' sidewalk and ramps at Airport Road & Headgate Dam Road/SR95. Project costs will increase if existing improvements are removed and replaced.

The proposed pathway will connect to the existing Blue Water Resort and Casino driveway entrance/parking lot. On-site (Blue Water Resort and Casino) pedestrian improvements to increase the comfort, safety, and utility pathway users should be considered; however, these improvements are outside of the scope of this project. Coordination with the Blue Water Resort and Casino is required during pathway design to identify the connection point to the Blue Water Resort and Casino parking lot area/main entrance.

An existing 18" concrete ribbon assumed for pedestrian access was previously constructed in the casino west parking lot. This does not provide an accessible Americans with Disability Act (ADA) route to the Casino entrance and was not considered as the connection endpoint for the recommended pathway alignment.

Other: ADA Requirements – Based on a field review performed by the pre-scoping team, ADA requirements within the project vicinity (at intersection of SR 95/Airport Road, and at SR95/Resort Drive) appear to be met as sidewalks and ramps are relatively new and wide. Note that there is an existing sidewalk at SR 95/Airport Road, to which the new pathway will connect. At SR 95/Resort Drive, there are ramps only but no connecting sidewalk. The pathway should connect to the existing ramps. The new pedestrian pathway must meet ADA requirements.

If additional analysis indicates that the existing ramps at SR 95/Resort Drive are not ADA compliant, they will be required to bring them into compliance. In addition, ADA-compliant ramps will be required at the intersection of Blue Water Drive and Resort Drive.

An ADA Compliance Report will be required and will be subject to either ADOT's Transition Plan or a CRIT Transition Plan (if available).

Other: Pedestrian Rest Areas – The project has been proposed to include pedestrian rest areas located at dispersed locations along the pathway. The specific elements of the pedestrian rest area have not been defined. The cost estimate included in this preliminary scoping report assumes a minimal cost option, as illustrated in Attachment 9. Final decisions with regard pedestrian rest area elements will need to be made during final design. The current cost estimate does not include shade or water; if a decision is made to add these elements, the cost for the pedestrian rest areas will increase significantly.

POTENTIAL FUNDING SOURCE(S)				
Anticipated Project Design/Construction Funding Type: *(Check all that apply)*	☒ STBG	☒ TAP	☐ HSIP	☐ State
	☒ Local	☒ Private	☒ Tribal	☒ Other:

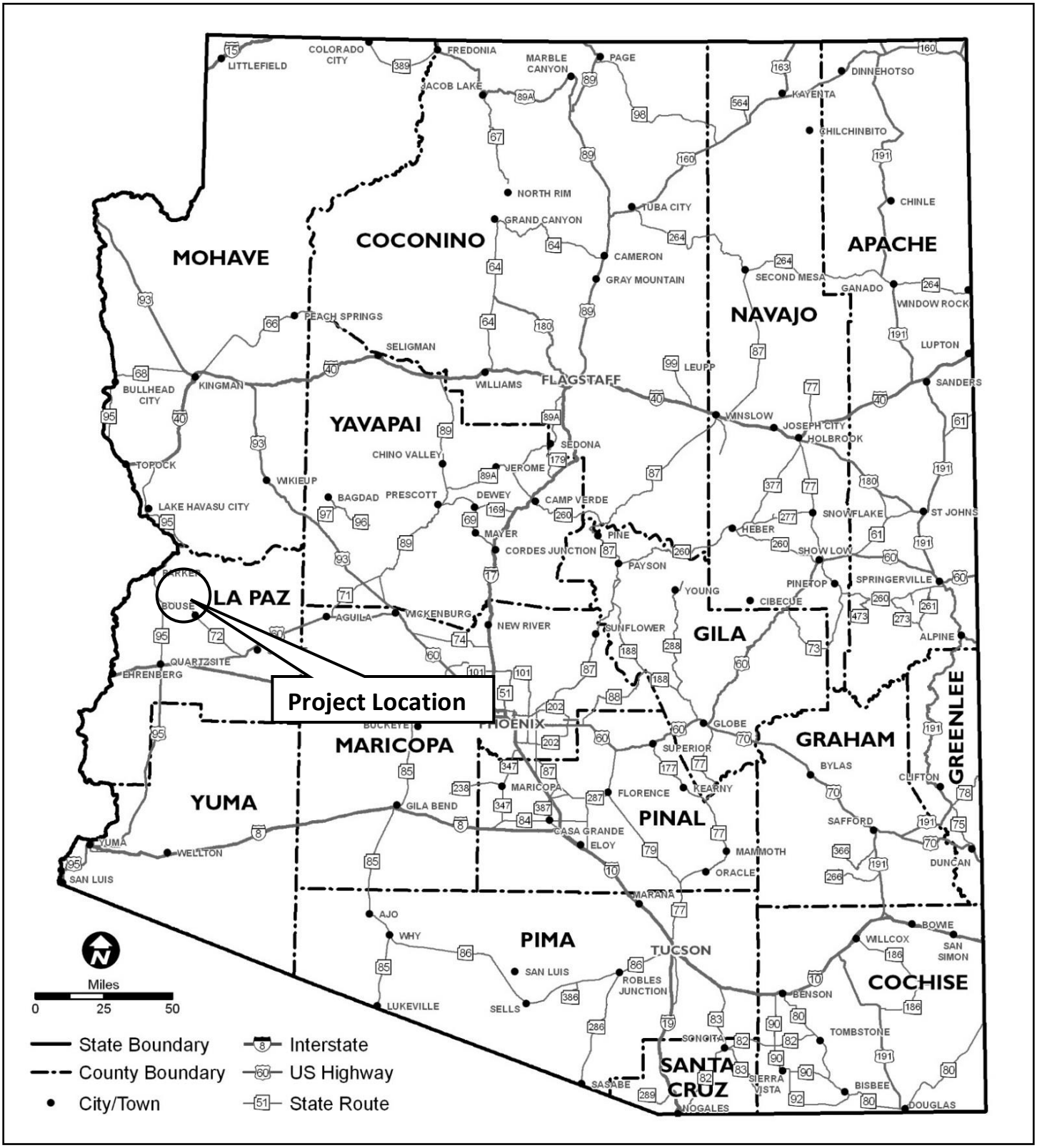
COST ESTIMATE				
ADOT Project Management Design Review (PMDR):	Design and Environmental Clearance:	Right-of-Way	Construction:	Total:
$42,200 *Includes PMDR ($30,000) and additional ROW clearance costs ($11,200)**	$150,000	$ --	$644,443	$824,443

**Note: ADOT Right-of-Way (ROW) recommended including 240 hours due to required coordination with CRIT to obtain the ROW Clearance. Recommend coordinating with ADOT ROW staff when establishing the PMDR Fee before the IGA is signed.*

PROJECT DELIVERY
Delivery: ☒ Design-Bid-Build ☐ Design-Build ☐ Other:
Design Program Year: Not yet programmed.
Construction Program Year: Not yet programmed.

ATTACHMENTS
1) State Location Map **2) Project Vicinity Map** **3) Project Scope of Work** **4) Project Schedule** **5) Itemized Cost Estimate** **6) Conceptual Plans** **7) Final Field Review Report** **8) Crash Data Summary** **9) Pedestrian Facility Examples** **10) FEMA Floodplain Map**

ATTACHMENT 1 – STATE LOCATION MAP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COCONINO
APACHE
NAVAJO
YAVAPAI
LA PAZ
GILA
MARICOPA
GRAHAM
GREENLEE
YUMA
PINAL
PIMA
SANTA CRUZ
COCHISE
Project Location
LITTLEFIELD
COLORADO CITY
FREDONIA
MARBLE CANYON
PAGE
JACOB LAKE
DINNEHOTSO
KAYENTA
CHILCHINBITO
NORTH RIM
TUBA CITY
CHINLE
GRAND CANYON
CAMERON
GRAY MOUNTAIN
SECOND MESA
GANADO
WINDOW ROCK
PEACH SPRINGS
SELIGMAN
LUPTON
LEUPP
BULLHEAD CITY
KINGMAN
WILLIAMS
FLAGSTAFF
SANDERS
WINSLOW
JOSEPH CITY
HOLBROOK
SEDONA
CHINO VALLEY
JEROME
TOPOCK
WIKIEUP
BAGDAD
PRESCOTT
DEWEY
CAMP VERDE
LAKE HAVASU CITY
SNOWFLAKE
ST JOHNS
HEBER
MAYER
PINE
CORDES JUNCTION
SHOW LOW
PAYSON
PARKER
PINETOP
SPRINGERVILLE
YOUNG
CIBECUE
BOUSE
AGUILA
WICKENBURG
NEW RIVER
SUNFLOWER
ALPINE
QUARTZSITE
EHRENBERG
PHOENIX
BUCKEYE
GLOBE
SUPERIOR
BYLAS
CLIFTON
MARICOPA
FLORENCE
KEARNY
GILA BEND
CASA GRANDE
ELOY
SAFFORD
YUMA
WELLTON
MAMMOTH
DUNCAN
SAN LUIS
ORACLE
MARANA
AJO
WHY
TUCSON
BOWIE
WILLCOX
SAN SIMON
SAN LUIS
ROBLES JUNCTION
BENSON
LUKEVILLE
SELLS
TOMBSTONE
SONOITA
SIERRA VISTA
BISBEE
SASABE
NOGALES
DOUGLAS
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25
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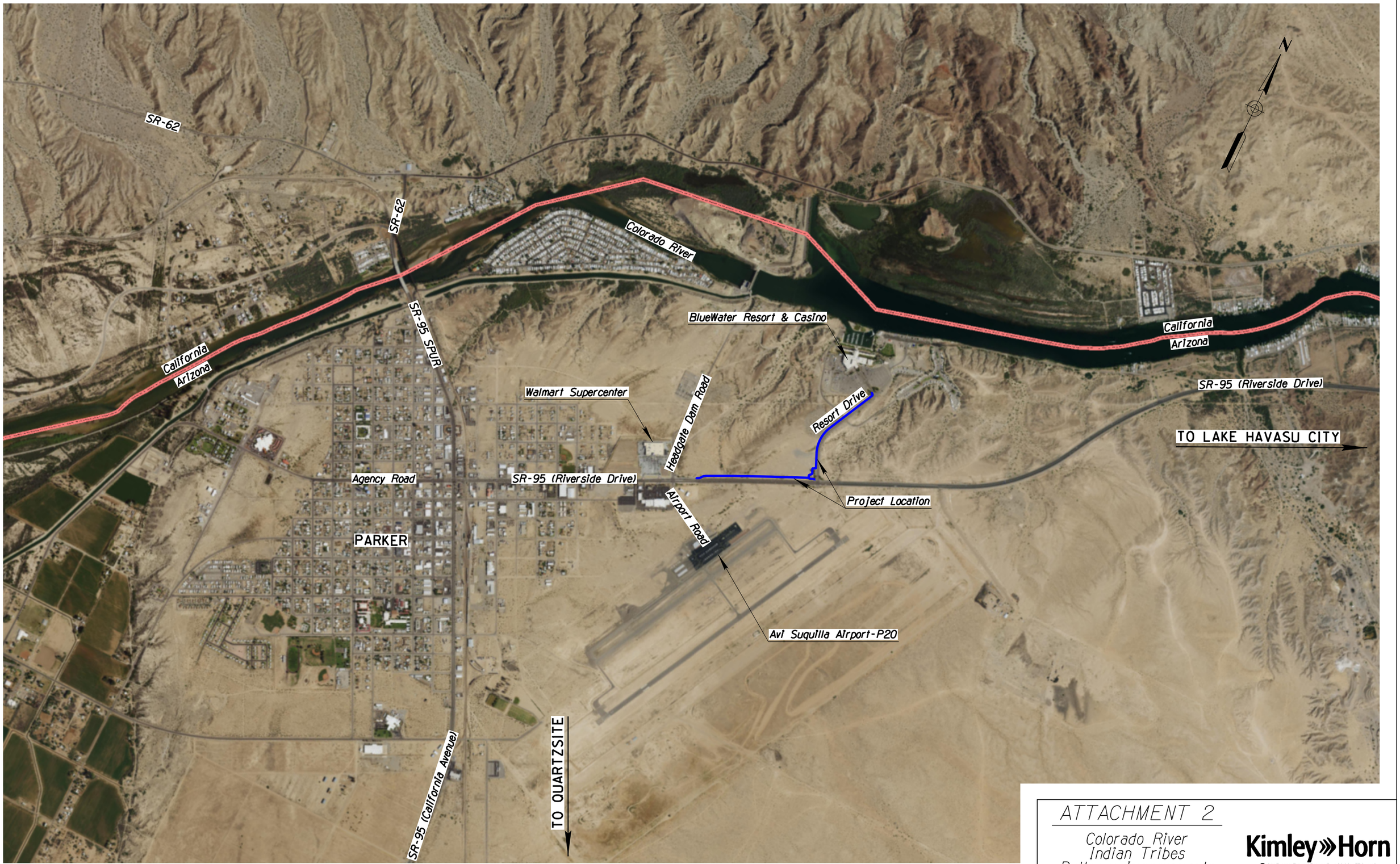
State Boundary
County Boundary
City/Town
Interstate
US Highway
State Route

ATTACHMENT 2 - VICINITY MAP



ATTACHMENT 2

Colorado River
Indian Tribes
Pathway Improvements

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ATTACHMENT 3 – SCOPE OF WORK

SCOPE OF WORK

This project will construct a new 10' Shared Use Path along SR 95 and Resort, in Parker, Arizona. The preferred location has been identified within this pre-scoping report (refer to Attachment 2 and 6). The following represents the scope of work:

PRE-CONSTRUCTION SCOPE OF WORK

- If federal funds are utilized for this project, the design process will need to comply with National Environmental Policy Act (NEPA) requirements. Design consultant will obtain clearances/permits as required including but not limited to environmental, cultural resources, ADOT, ADEQ, and CRIT.
- Obtain necessary construction easements from the Colorado River Indian Tribes.
- Coordination with Town of Parker and La Paz County, as requisite.
- Obtain LiDAR topography of the project corridor and associated aerial photos.
- Provide property line survey and topographic culture at specific locations where right of way is limited. Survey will be tied to the Arizona State Plan Coordinate System.
- Coordinate with stakeholders and area property owners for input on pathway location. Consult with adjacent property owners to determine potential improvements outside of the scope of the new pathway and to be installed by others. Establish alignment of pathway and provide location tie-in points at existing sidewalks.
- Account for localized drainage each side of the roadway and impacts to on-site drainage retention.
- Determine utilities within the roadway, identify potential conflicts at light poles, and at conduit and jack and bore location.
- Prepare ADA Compliance Report subject to either ADOT's Transition Plan or a CRIT Transition Plan (if available).
- CRIT will provide all right of way documentation including Title Reports
- Prepare plans that show horizontal and vertical control for pathway and drainage structures. Plans will show details of ramps. Vertical profiles will be compliant with Americans with Disabilities Act Guidelines.
- Prepare specifications, and estimate for pedestrian pathway and pedestrian rest areas.
- Prepare lighting calculation report.
- Prepare geotechnical report/recommendations.
- Provide utility coordination, including but not limited to submittal of plans to utilities, acquiring "blue stake for design" from utilities, and coordination of utility relocation when necessary.
- Provide project management and administration of the design contract.

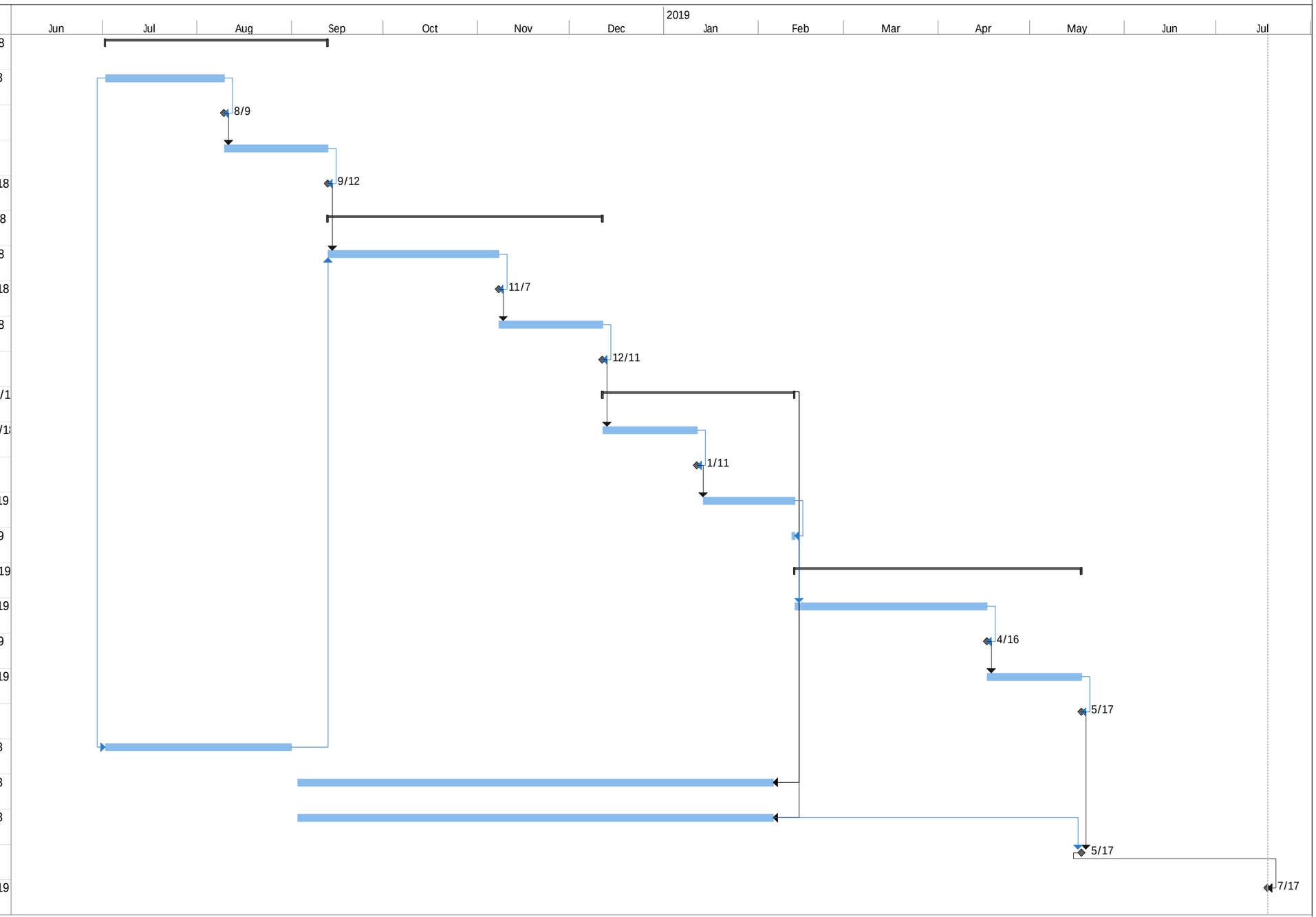
CONSTRUCTION SCOPE OF WORK

- There are vacant parcels adjacent to the project limits which may be negotiated as a stockpile and staging area for the contractor. The contractor will be responsible for acquiring a location.
- Clear and grub the pathway location in preparation for AB/AC.
- Install 10' Multi-Use Asphalt Pathway – 3" AC on 4" AB.
- Removal of existing sidewalk, curb & gutter, and ramps (as determined in Final Design)
- Install miscellaneous concrete sidewalk, curb and gutter to connect to the existing sidewalk, new ADA ramp at the Casino.
- Install lighting pathway lighting, power drop, and conduit, pullboxes, and conductors.
- Remove, relocate, and add new signage.
- Install and relocate pedestrian push buttons as needed.
- Install crosswalk pavement markings as needed at side roads.
- Install pedestrian rest areas.
- Provide SWPPP and seeding.
- Install handrail and guardrail.
- Perform construction survey and layout.
- Provide construction traffic control.

ATTACHMENT 4 – PROJECT SCHEDULE

PROJECT SCHEDULE

ID	Task Mode	Task Name	Duration	Start
1		Preliminary Design	53 days	Mon 7/2/18
2		Design 30%	29 days	Mon 7/2/18
3		Submittal 30%	0 days	Thu 8/9/18
4		Comment Review Period	24 days	Fri 8/10/18
5		Comment Review Meeting	0 days	Wed 9/12/18
6		Intermediate Design	64 days	Thu 9/13/18
7		Design 60%	40 days	Thu 9/13/18
8		Submittal 60%	0 days	Wed 11/7/18
9		Comment Review Period	24 days	Thu 11/8/18
10		Comment Review Meeting	1 day	Tue 12/11/18
11		Final Design	45 days	Wed 12/12/1
12		Design 95%	23 days	Wed 12/12/1
13		Submittal 95%	0 days	Fri 1/11/19
14		Comment Review Period	22 days	Mon 1/14/19
15		Comment Review Meeting	1 day	Tue 2/12/19
16		C&S Review & Approval	68 days	Wed 2/13/19
17		Design 100%	45 days	Wed 2/13/19
18		Submittal 100%	0 days	Tue 4/16/19
19		C & S Review Period	23 days	Wed 4/17/19
20		Finalise C&S requests	0 days	Fri 5/17/19
21		Environmental Clearance	45 days	Mon 7/2/18
22		Right-of-Way Clearance	112 days	Mon 9/3/18
23		Utility Clearance	112 days	Mon 9/3/18
24		Bid Ready Date	0 days	Fri 5/17/19
25		Bid Advertisement Date	0 days	Wed 7/17/19



Project: Schedule FinalDesign 201

Task		Summary		External Milestone		Inactive Summary		Manual Summary Rollup		Finish-only		Manual Progress	
Split		Project Summary		Inactive Task		Manual Task		Manual Summary		Deadline			
Milestone		External Tasks		Inactive Milestone		Duration-only		Start-only		Progress			

ATTACHMENT 5 - COST ESTIMATE

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ATTACHMENT 5 - COST ESTIMATE

ADOT

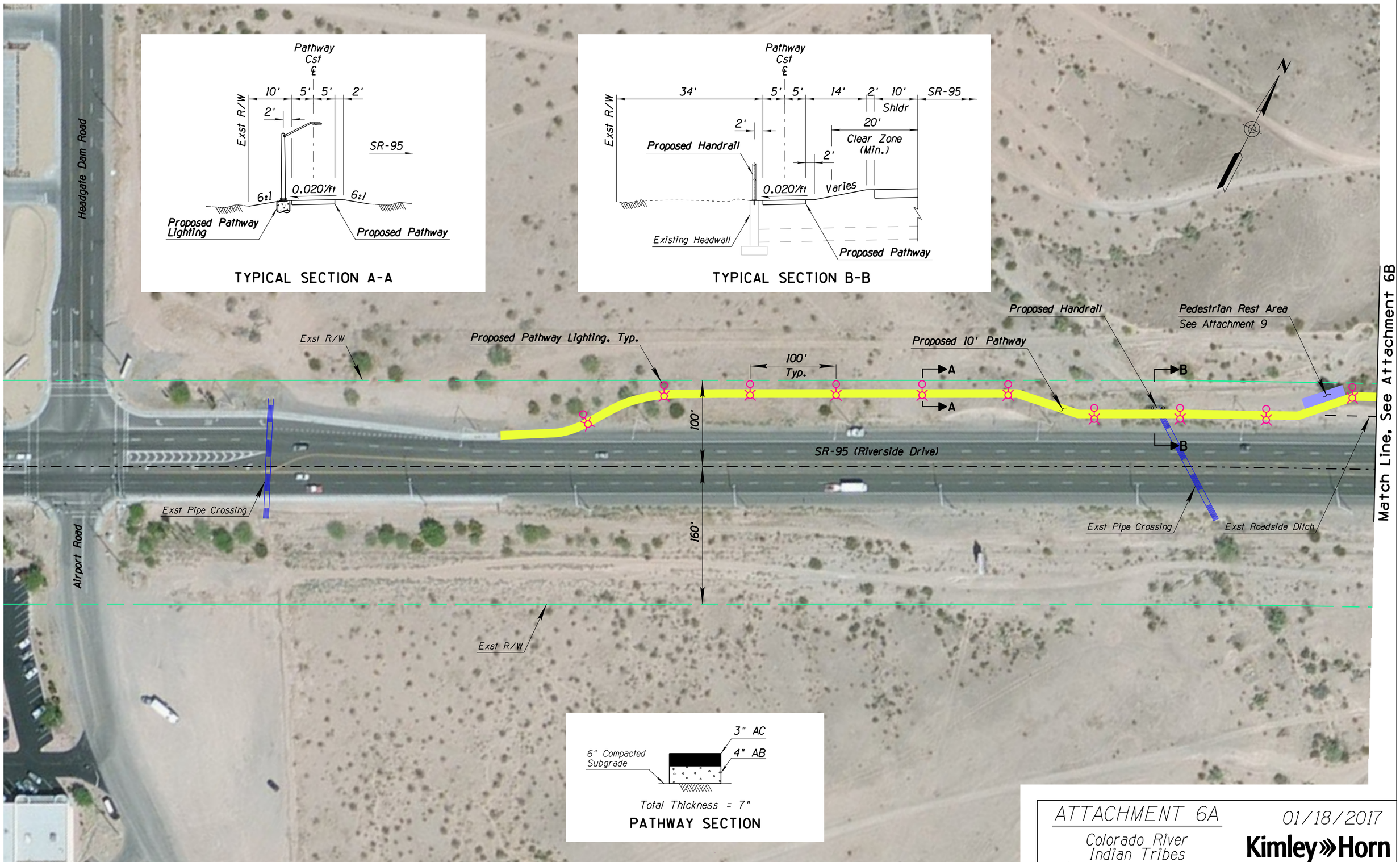
Planning No : ADOT11-013152:13
Task No.: MPD 0023-17
Proj Manager : Don Sneed

Project Location : Colorado River Indian Tribes, AZ
Project Description : 10' Shared Use Path
Bid Advertisement Date : FY 2020

ITEM No.	ITEM DESCRIPTION	UNIT	Pre-Scoping DATE: 03/24/17 QUANTITY	UNIT PRICE	AMOUNT
2010011	CLEARING AND GRUBBING	ACRE	3.4	$3,500.00	$11,900.00
2050001	GRADING ROADWAY FOR PAVEMENT	SQ.YD.	5,500	$7.50	$41,250.00
3030022	AGGREGATE BASE, CLASS 2	CU.YD.	677	$35.00	$23,694.18
4090003	ASPHALTIC CONCRETE (MISCELLANEOUS STRUCTURAL)	TON	923	$85.00	$78,467.75
6070054	SIGN POST (PERFORATED) (2 S)	L.FT.	120	$12.00	$1,440.00
6070060	FOUNDATION FOR SIGN POST (CONCRETE)	EACH	10	$250.00	$2,500.00
6080005	WARNING, MARKER, OR REGULATORY SIGN PANEL	SQ.FT.	160	$25.00	$4,000.00
6110201	METAL HANDRAIL	L.FT.	20	$50.00	$1,000.00
7010001	MAINTENANCE AND PROTECTION OF TRAFFIC	L.SUM	1	$5,500.00	$5,500.00
7310195	POST (PEDESTRIAN PUSH BUTTON)	EACH	2	$600.00	$1,200.00
7310371	POLE FOUNDATION (PEDESTRIAN LIGHTING)	EACH	32	$750.00	$24,000.00
7310390	PEDESTRIAN PUSH BUTTON POST FOUNDATION	EACH	2	$500.00	$1,000.00
7320290	ELECTRICAL CONDUIT	L.SUM	1	$39,500.00	$39,500.00
7320400	PULL BOX (NO. 3 1/2)	EACH	32	$500.00	$16,000.00
7320420	PULL BOX (NO. 7)	EACH	4	$600.00	$2,400.00
7320650	CONDUCTORS	L.SUM	1	$18,000.00	$18,000.00
7340110	SERVICE PEDESTAL CABINET	EACH	1	$10,000.00	$10,000.00
7340120	METER PEDESTAL CABINET	EACH	1	$5,000.00	$5,000.00
7340125	SERVICE PEDESTAL CABINET FOUNDATION	EACH	1	$1,500.00	$1,500.00
7340306	METER PEDESTAL FOUNDATION	EACH	1	$1,500.00	$1,500.00
7350060	PEDESTRIAN PUSH BUTTON	EACH	2	$350.00	$700.00
7360131	STREET LIGHT (POLE, MAST ARM, FIXTURE)	EACH	32	$2,800.00	$89,600.00
7360160	POWER SUPPLY (BATTERY BACKUP)	EACH	1	$3,500.00	$3,500.00
7370399	ELECTRICAL SERVICE	EACH	1	$2,500.00	$2,500.00
8050003	SEEDING (CLASS II)	ACRE	2.3	$3,250.00	$7,475.00
9010001	MOBILIZATION	L.SUM	1	$15,000.00	$15,000.00
9080201	CONCRETE SIDEWALK (C-05.20)	SQ.FT.	100	$7.00	$700.00
9130001	RIPRAP (DUMPED)	CU.YD.	20	$70.00	$1,400.00
9140071	BENCH (STONE)	L.FT.	60	$375.00	$22,500.00
	TOTAL, PATHAWAY, LIGHTING, REST AREAS				$433,226.93

	ROADWAY TOTAL:			**$433,226.93**
Unidentified Item Allowance (Drainage, Ramp/Sidewalk/Curb/Gutter)		20%		$86,645.39
SUBTOTAL				**$519,872.32**
Construction Engineering	COST	10%		$51,987.23
Construction Contingencies	COST	12%		$62,384.68
Consultant Services	COST	1%		$5,198.72
	NON-BID SUBTOTAL:			**$119,570.63**
	PROJECT SUBTOTAL:			**$639,442.96**
Indirect Cost Allocation	COST			N/A
TOTAL COST				**$639,500.00**

ATTACHMENT 6 – CONCEPTUAL PLANS



ATTACHMENT 6A

Colorado River Indian Tribes Pathway Improvements

01/18/2017

Kimley»Horn

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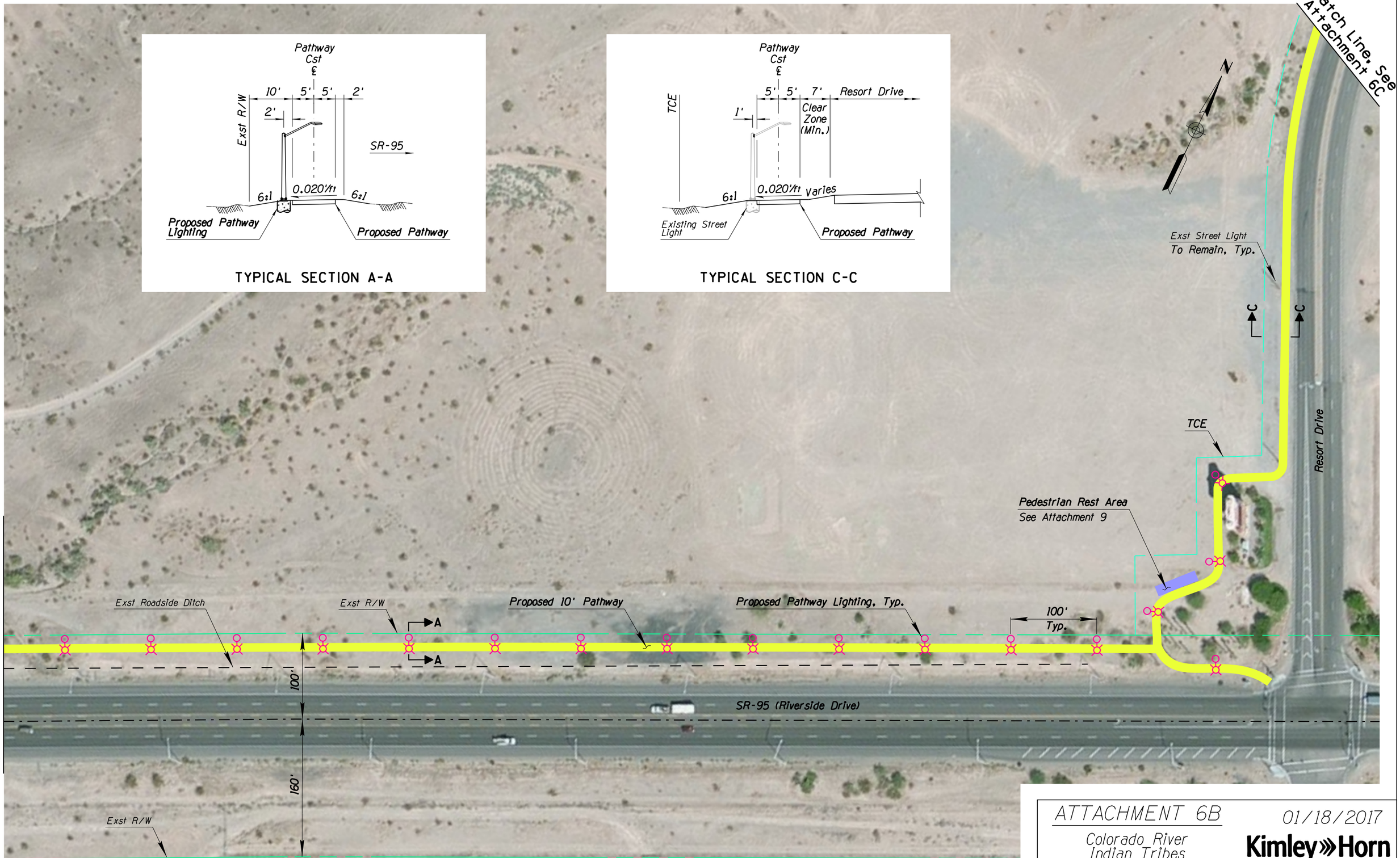

ATTACHMENT 6B

Colorado River Indian Tribes Pathway Improvements

01/18/2017

Kimley»Horn

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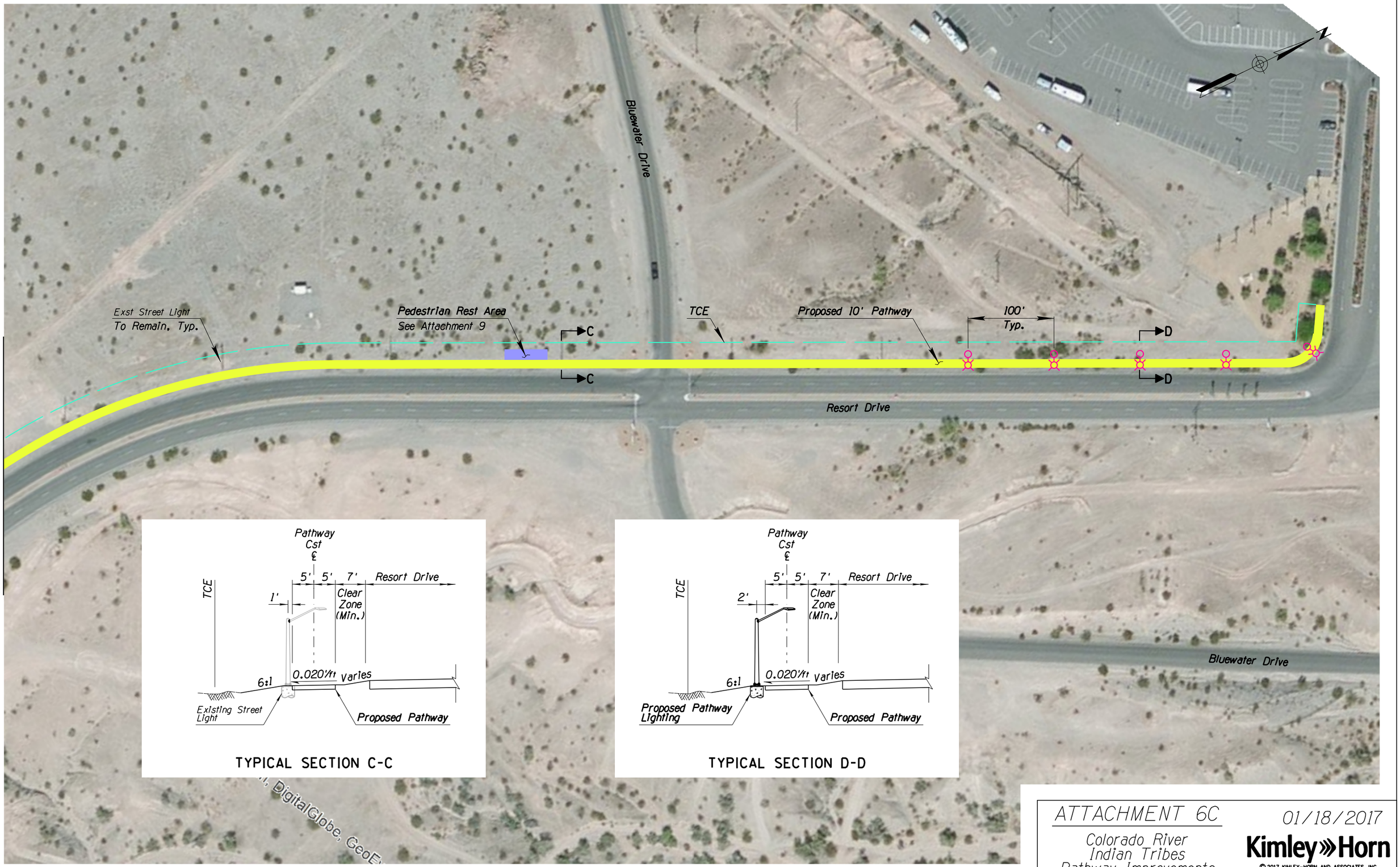

ATTACHMENT 6C

Colorado River
Indian Tribes
Pathway Improvements

01/18/2017

Kimley»Horn

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ATTACHMENT 7 – FINAL FIELD REVIEW REPORT

Meeting Notes

SUBJECT: **CRIT SR 95 Sidewalk Improvements Pre-Scoping Kick-off-Meeting & Field Review**

DATE: **November 7, 2016**

TIME: **1:00pm – 5:00pm**

LOCATION: **BIA Colorado River Agency Conference Room, 12124 1st Avenue, Parker, Arizona 85344**

➢ ATTENDEES

Brent Crowther, Kimley-Horn
Andrew Baird, Kimley-Horn
Don Sneed, ADOT Multimodal Planning Division
Greg Fisher, Colorado River Indian Tribes
Jesse Garza, Colorado River Indian Tribes
Jennifer Tremayne, Kimley-Horn (via teleconference)
Charlene Mullis, ADOT Right of Way Consultant
Mike Wilson, ADOT Right of Way Consultant
Abu Mohsenin, ADOT Drainage

➢ INTRODUCTIONS AND PRE-SCOPING PROCESS

Don Sneed provided an overview of the Pre-Scoping Process. The Final Report is scheduled to be completed within 2-4 months. The following are key discussion points.

➢ PROJECT BACKGROUND

- Project Need – There are many pedestrians that walk between the Shopping Center areas (Airport Rd./SR95) and the Bluewater Resort and Casino (Casino). The existing sidewalk along SR 95 (Rio Vista Highway) terminates at the westbound right turn lane. Pedestrians currently walk along the shoulder of SR 95 which creates a safety issue as identified in the Tribes Long Range Transportation Plan. In some instances, pedestrians walk behind the Walmart and access the Casino via a diagonal path through Tribal property.

  According to Greg Fisher, in 2007 there was a pedestrian fatality within the project limits. Another fatality occurred in 2010. In both instances the Tribe sought to fund projects to improve safety but found the budget too high. In 2016, the Tribe submitted the Pre-Scoping Application to ADOT to ultimately proceed through the Western Arizona Council of Governments (WACOG) process to fund the project.

  There is a high volume of traffic and high speeds on SR 95, further reducing safety for pedestrians travelling along the highway. During February there are boat races on the Colorado River and boats are parked near the Casino Entrance off of SR 95. During that time there is an increase in pedestrians walking in the area.

  The Tribe is in the process of adding Casino roadways to the Bureau of Indian Affairs (BIA) roads inventory.

- Project Goals – The goal for the Tribe is to provide a safe route for pedestrians from the Shopping Center areas (Airport Road) to the Casino via a multi-use path that would run along the existing roadway network. The Tribe would prefer the project be constructed and administered by ADOT.

➢ **ENGINEERING CONSIDERATIONS**

- Initial Scope of Work – The initial Scope of Work (SOW) presented by the Tribe includes the following:
    - 10' wide multi-use path extending from the existing sidewalk along the north side of SR 95, east of Airport Road, to the Casino. Ultimately the path/sidewalk should extend through the Casino parking lot and tie in with the existing sidewalk at the main entrance.
    - Pedestrian lighting along the path.
    - Benches and shade structures at various locations along the route.
    - Culvert extensions and/or installations to maintain existing drainage pattern.
- Existing Conditions – Most of the proposed alignment for the path is relatively flat with minimal above ground obstructions. The section along SR 95 near the wash/culvert crossing will need to be further evaluated to avoid costly path crossings over/through the wash. The section of path proposed along Bluewater Drive is steep and appears to lead pedestrians away from the Casino.
- Known issues/challenges – Additional discussion of challenges in discipline specific sections.
    - Clear zone must be met. There is no curb along any of the proposed route therefore the edge of the path must be at least 12' from the edge of travel lane.
    - Path must avoid existing roadway lighting.
    - Emergency vehicle access should also be considered.
    - Crossings of the existing wash and drainage culverts north of SR 95.
    - Pathway width will be between 10-12' depending on the material chosen. For the sake of the scoping process, the consultant team will assume an asphalt path.

➢ **ENVIRONMENTAL CONSIDERATIONS**

- The consultant team has completed a preliminary review and to date do not find any environmental red flags. Additional study will be required. Greg Fisher indicated there is a cultural site on the north side of the Walmart Shopping Center, west of the project limits. The cultural site extends to the river. This is outside of the project limits and should not be an issue.

➢ **RIGHT-OF-WAY CONSIDERATIONS**

<u>SR 95</u>

- Existing Right of Way maps indicate a 160' right of way along SR 95. This is to be confirmed by ADOT Right of Way as it is believed the 60' was vacated and the existing right of way should be 100'. **Update: Michael Wilson confirmed via email on 11/8/16 that the 60' of right of way was returned via resolution in 1999.**

- The alignment of the path was discussed. The original concept was to keep the path within the ADOT Right of Way.
- It also included installation of five shade structures with benches within the Right of Way. However, it is possible that shade structure placement may extend beyond right of way which would require a TCE or Right of Entry from the Tribe.

<u>Resort Drive/Bluewater Drive</u>

- This section of proposed path is entirely on Tribal Land. Assuming ADOT constructs/administers the project, a TCE/Right of Entry will be needed from the Tribe.
- The Tribe is in the process of defining the right of way for the Casino roads.

<u>Casino Parking Lot</u>

- There is an existing 18" wide concrete curb/sidewalk within the parking lot. The tribe is not sure why this was constructed but it is not sufficient for pedestrian access.

➢ **UTILITY CONSIDERATIONS**

- The consultant team has called in a bluestake ticket request and obtained several maps from adjacent utilities. Known utilities in the area are: ADOT (electric, storm drain, traffic signals), Colorado River Agency (Power), Frontier Communications (Telecommunication), NPG Cable (Cable TV, Fiber Optic), Southwest Gas (Gas), Town of Parker (Water), Colorado River Sewage System (Sewer)
- The existing gas line runs near the right of way line and must be accurately located once a final route for the path is chosen.
- Existing utilities near the Casino entry monument must be noted and avoided (irrigation, sewer, electrical).
- Power is required for the new pathway lighting. There are existing transformers at the Shopping Center and near the Casino that could be used to provide power to the path lights. One new transformer may be needed near the midpoint of the project (to be determined with final design).

➢ **DRAINAGE CONSIDERATIONS**

- There are two culvert crossings on the north side of SR 95:
    - 2-36" culverts approximately 100' east of Airport Road. Culverts are not within the limits of the project and will not be impacted.
    - 1-36" culvert approximately 1200' east of Airport Road. Culvert carries flow under SR 95 toward the Colorado River via an existing wash. The alignment of the path must minimize impacts to existing washes and storm drain network.
    - Additional culvert crossings within the tribal boundary that would need to be extended pending route of the proposed path.

➢ **SAFETY CONSIDERATIONS**

- This is a project to provide a safe route for pedestrians. Additional items not discussed in project background include:
    - Emergency Vehicle Access if path is too far from the travel way. The closer the path is to the roadway, the easier the access for Emergency Vehicles.
    - Ramps at intersections. Depending on route of path, ramps may need to be installed at various intersections.

➢ **REVIEW OF PROJECT RISKS**

- Funding
    - The Tribe has had difficulty funding these projects in the past. The PARA Pre-Scoping process will assist in starting the funding process with WACOG, however there may limited funds available. The Tribe could assist with funding and/or design as the project moves forward.
    - The two crashes that occurred within the project area are not in the ADOT crash database. The Tribe should submit the crash reports for them to ADOT to help with the funding aspect of the project.
    - Support should be obtained from the Casino management to help with the funding request. The Draft PreScoping Report should be provided to the Casino management for input and a letter of support obtained.
- Intergovernmental Agreements/Permitting
    - Construction within ADOT and Tribal Right of way will require an IGA and permitting from both ADOT and the Tribe. Tribal Business Licenses and Tribal Employment Rights (TERO) will need to be considered when finalizing the scope of the project.
    - The project may need to be split into two separate projects: ADOT construction, BIA/Tribal construction.

➢ **REFINE PROJECT SCOPE AND LIMITS**

Attendees walked the project site and refined the alignment. Refer to the attached project map and site photographs. A summary of each segment of roadway is described below:

- SR 95 (West to East)
    - Tie into existing sidewalk and meander the path toward the 100’ right of way line (Photo 1).
    - Meander back toward SR 95 approaching the wash crossing (Photo 2 and Photo 3).
    - Meander toward ADOT Right of Way north of wash. Continue this alignment approaching the entry monument (Photo 4).
- Resort Drive
    - Run the path around the back side of the entry monument to avoid existing utilities/landscaping. Extend sidewalk from the intersection to the path (Photo 5).

- Locate the path between the existing roadway lighting and edge of pavement to eliminate need for new pedestrian lighting. If edge of path is in the clear zone, add 6" curb to the edge of road (Photo 6).
- Continue path along Resort Drive to the main entrance of the Casino, instead of down Bluewater Drive as recommended in the application (Photo 7).
- Replace curb at main entrance, terminate path at intersection (Photo 8).

➢ **FIELD REVIEW REPORT** – Attached

- **FIELD REVIEW –** The team walked the project corridor and notated field review forms.

Attachments: Agenda, Sign in Sheet,Handout from Greg Fisher, Aerial with Refined Route, Photos, Field Review Report

FINAL AGENDA

SUBJECT: **CRIT SR 95 Sidewalk Improvements Pre-Scoping Kick-off-Meeting & Field Review**

DATE: **November 7, 2016**

TIME: **1:00pm – 5:00pm**

LOCATION: **BIA Colorado River Agency Conference Room, 12124 1st Avenue, Parker, Arizona 85344**

- **INTRODUCTIONS AND PRE-SCOPING PROCESS** – Don Sneed, ADOT
- **PROJECT BACKGROUND** – Greg Fisher, Colorado River Indian Tribes
  - Project Need
  - Project Goals
- **ENGINEERING CONSIDERATIONS** – Brent Crowther, Kimley-Horn
  - Initial Scope of Work
  - Existing Conditions
  - Known issues/challenges
- **ENVIRONMENTAL CONSIDERATIONS** – Brent Crowther & All
- **RIGHT-OF-WAY CONSIDERATIONS** – Brent Crowther & All
- **UTILITY CONSIDERATIONS** – Brent Crowther & All
- **DRAINAGE CONSIDERATIONS** – Brent Crowther & All
- **SAFETY CONSIDERATIONS** – Brent Crowther & All
- **REVIEW OF PROJECT RISKS** – Brent Crowther
- **REFINE PROJECT SCOPE AND LIMITS** – Brent Crowther
- **FIELD REVIEW REPORT** – Don Sneed & Brent Crowther

❖ **FIELD REVIEW** – Walk the project corridor and notate field review forms

✓ **For safety purposes please make sure to wear your field safety vest!**

SR 95 CRIT Sidewalks Pre-Scoping Kick-off Meeting & Field Review

Monday, November 7, 2016 • 1:00 P.M.- 5:00 P.M.

BIA Colorado River Agency Conference Room • PARKER, ARZIONA

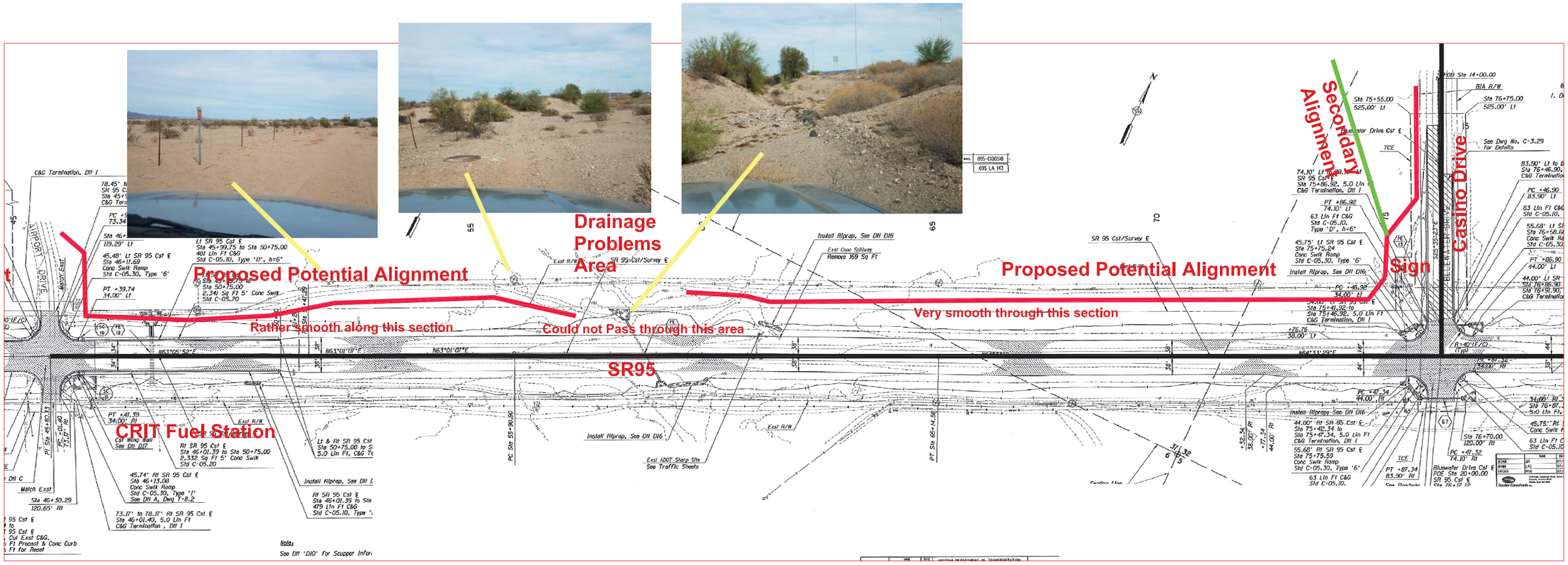
Completion of this sign-in sheet is completely voluntary and helps the project team keep an accurate record of meeting attendees. Under state law, any identifying information provided below will become part of the public record and, as such, must be released to any individual upon request. Please print clearly.

NAME	TITLE	COMPANY	ADDRESS	PHONE	EMAIL
Gregg Fisher	Tribal Planner	CRIT Planning	26600 Mohave Road	928-669-1358	
Jesse Garza	Planning	CRIT Planning	" "	" "	
Abu Mohsenin	Admin	ADOT/Roadway Drainage	205 S 17th Ave, Phx. 85007	602-712-7570	amohsenin@azdot.gov
Mike Wilson	ADOT R/W Proj. Coord.	ADOT	205 S. 17th Ave Phx, Az 85007	602-712-7175	mwilson@azdot.gov
Charlene Mullis	ADOT ROW Agent III	ADOT	205 S 17th Ave Phx AZ 85007	602-712-2166	cmullis@azdot.gov
Brent Crowther	Project Mgr	Kimley-Horn	333 E Wetmore Rd Suite 280, Tucson	5203528632	brent.crowther@kimley-horn.com
Andrew Baird	Proj Eng	Kimley-Horn	1129 Iron Springs Rd Prescott AZ 86305	928-458-7121	andrew.baird@kimley-horn.com

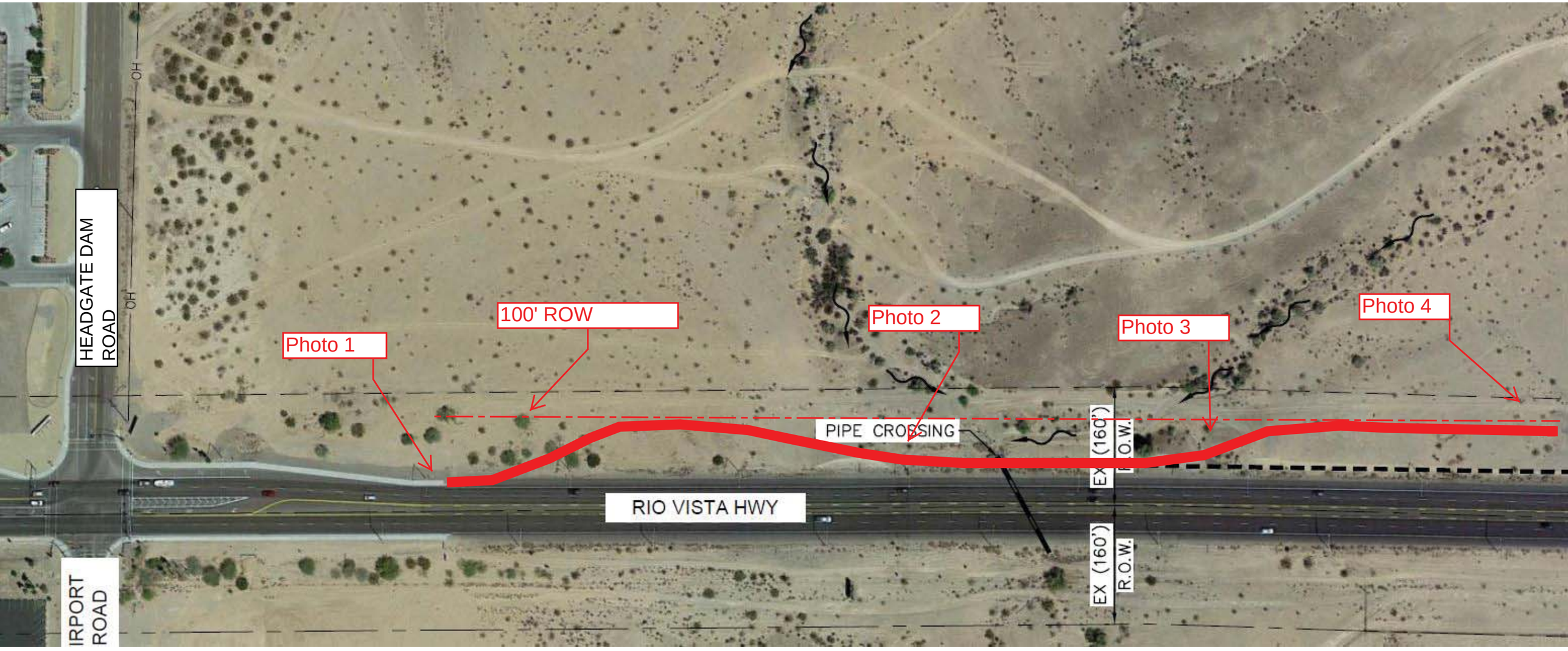
ADOT

Scanned by CamScanner

Concept layout prepared by Greg Fisher, CRIT for kick-off meeting discussion



Refined alignment based on field review discussions



100' ROW
Photo 5
RESORT DRIVE
EXISTING ROADSIDE DITCH
N

OVERHEAD POWER LINE
OH
OH
OH
OH
Photo 8
Photo 7
BLUEWATER DRIVE
Photo 6

Field review photos

Photo 1 - Western Project Limits, Tie into existing sidewalk

Photo 2- Potential Path Alignment at Wash Crossing

Photo 3 - Potential Path Alignment at Wash Crossing

Photo 4 - Potential Path Alignment approaching Casino Entry Monument

Photo 5 - Intersection of SR 95 and Resort Drive

Photo 6 - Potential Path Alignment along Resort Drive

Photo 7 - Potential Path Alignment along Resort Drive east of Bluewater Drive

Photo 8 – Eastern Project Limits, Main entrance to Casino

PLANNING ASSISTANCE FOR RURAL AREAS
PRELIMINARY SCOPING FIELD REVIEW REPORT

The purpose of Preliminary Scoping (Pre-Scoping) is to more accurately develop a project's Scope of Work (SOW), Schedule, and Itemized Cost Estimate prior to programming a project in a Transportation Improvement Program (TIP). This process will help to streamline project design by reducing upfront work, scope changes, project delays, and TIP Amendments.

The information gathered from the Pre-Scoping Field Review Report will be used to develop the project's SOW, Schedule, and Itemized Cost Estimate, which will be summarized in the Pre-Scoping Report.

Pre-Scoping Field Review Forms are to be completed by functional groups responsible for each area as needed (based on the project scope). Not all projects will require all Field Review Forms to be filled out.

Field Review Form	Name	Date Completed
Background Data	Brent Crowther, Kimley-Horn	11/4/2017
Bridge – Design	-	-
Bridge – Hydraulics / Drainage	-	-
District – Constructability	-	-
District – Maintenance	-	-
Environmental	Jennifer Tremayne, Kimley-Horn	11/4/2017
Geotechnical	-	-
Pavement / Materials	-	-
Right-of-Way	Charlene Mullis, ADOT Right of Way Consultant Mike Wilson, ADOT Right of Way Consultant	11/7/2017
Roadway / Drainage	Abu Mohsenin	11/7/2017
Traffic / Safety	Brent Crowther, Kimley-Horn	11/4/2017
Utilities	Andrew Baird, Kimley-Horn	11/4/2017

The below 23 USC 409 disclaimer is to be included in the Final Pre-Scoping Report and Field Review Report:

23 USC 409 Disclaimer:
Notwithstanding any other provision of law, reports, surveys, schedules, lists, or data compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential accident sites, hazardous roadway conditions, or rail-way-highway crossings, pursuant to sections 130, 144, and 148 [152] of this title or for the purpose of developing any highway safety construction improvement project which may be implemented utilizing Federal-aid highway funds shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

Project #: MPD0023-17 H80 CRIT
Name: SR95 Sidewalks
Project Limits: SR 95: Airport Road to Resort Drive

Date: November 7, 2016

BACKGROUND DATA

(To be completed prior to KOM and Field Review)

Previous Projects

ADOT / LPA / Tribal Project Number	Begin Milepost / Cross Street	End Milepost / Cross Street	Length (miles)	As-Built Date	Description
MPD-041-15	29	202	168.5	In Progress	SR 95 Corridor Profile Study (Junction I-8 to Junction I-40)
MPD-035-013	N/A	N/A	N/A	2014	2014 Strategic Long-Range Transportation Plan for the Colorado River Indian Tribes (CRIT)

To 'check' boxes, double click and select 'checked' in the Default value box

ITEM	YES	NO	If Yes, Describe (or see below)
Past Study Completed?	☒	☐	Findings: SR 95 Corridor Profile Study (In Progress); SR 95 (MP 142 – 149) was identified to have safety need (motor vehicle crashes) and freight need. The 2014 Strategic Long-Range Transportation Plan for the CRITs recommended sidewalks as a mid-range project along Bluewater Drive / Resort Drive, SR 95 to Riverpark Road.
Project included in TIP?	☐	☒	Current Design FY: Current Construction FY:
Is AADT available?	☒	☐	If Yes, provide year/AADT for past 5 years: **13,500 vehicles per day**
Is crash data available?	☒	☐	If Yes, attach available crash data to this form.
Known Transit needs?	☐	☒	-
Known Freight needs?	☒	☐	The SR 95 Corridor Profile Study identified MP 142 – 149 to have a freight need.
Known Railroad needs?	☐	☒	-
Known Airport needs?	☐	☒	-
Known Bike needs?	☐	☒	The SR 95 Corridor Profile Study identified MP 142 – 149 having a fair bicycle accommodation performance. The existing shoulder widths are approximately 10' on both sides.
Known Pedestrian / ADA needs?	☒	☐	Pedestrian crashes have recently been reported.
Other needs?	☐	☐	-

RETURN FORM TO PROJECT MANAGER FOLLOWING THE FIELD REVIEW

Project #: MPD0023-17 H80 CRIT
Name: SR95 Sidewalks
Project Limits: SR 95: Airport Road to Resort Drive

Date: November 7, 2016

BRIDGE DESIGN FIELD REVIEW FORM

BRIDGE NO._____

NOT COMPLETED AT FIELD REVIEW

To 'check' boxes, double click and select 'checked' in the Default value box

ITEM	ITEM NEEDED			LOCATION / QUANTITY / NOTES
	YES	NO	MAYBE	
Replace Bridge	☐	☐	☐	
Span Bridge	☐	☐	☐	
Box Culvert	☐	☐	☐	
Unique Structure	☐	☐	☐	
Replace Bridge Deck	☐	☐	☐	
Widen	☐	☐	☐	
Rail/Sidewalk Barrier	☐	☐	☐	
Corrosion Protection	☐	☐	☐	
Structural Repairs	☐	☐	☐	
Deck	☐	☐	☐	
Superstructure	☐	☐	☐	
Substructure	☐	☐	☐	
Concrete Wearing Course	☐	☐	☐	
Expansion Joints	☐	☐	☐	
Approach Panels	☐	☐	☐	
Erosion/Scour Protection	☐	☐	☐	
Painting	☐	☐	☐	
Over Water?	☐	☐	☐	
Utility accommodation	☐	☐	☐	
Need Asbestos Assessed?	☐	☐	☐	
Removals	☐	☐	☐	
Br Inventory Sheet indicates that Accelerated Bridge Construction (ABC) should be considered?	☐	☐	☐	If yes, Project Manager should complete Stage 2 ABC selection process.
Other	☐	☐	☐	

Comments and Risk Identification:

RETURN FORM TO PROJECT MANAGER FOLLOWING THE FIELD REVIEW

Project #: MPD0023-17 H80 CRIT
Name: SR95 Sidewalks
Project Limits: SR 95: Airport Road to Resort Drive

Date: November 7, 2016

BRIDGE HYDRAULICS / DRAINAGE FIELD REVIEW FORM

NOT COMPLETED AT FIELD REVIEW

To 'check' in the check boxes, double click and click on 'checked' in the Default value box

ITEM	ITEM NEEDED			Struc. # If any	RP	LOCATION / QUANTITY / NOTES
	YES	NO	MAYBE			
Mainline Culverts ☐ Repair ☐ Line ☐ Replace ☐ Extend	☐	☐	☐			
Sideline Culverts ☐ Replace ☐ Extend	☐	☐	☐			
Tile	☐	☐	☐			
Storm Sewer	☐	☐	☐			
Erosion Repairs	☐	☐	☐			
Waterway analysis	☐	☐	☐			
Risk Assessment	☐	☐	☐			
Ditch Hearing	☐	☐	☐			
Special Structures	☐	☐	☐			
Weirs	☐	☐	☐			
Vortex	☐	☐	☐			
Fish Passage	☐	☐	☐			
Ponds	☐	☐	☐			
Other:	☐	☐	☐			

Comments and Risk Identification:

RETURN FORM TO PROJECT MANAGER FOLLOWING THE FIELD REVIEW

Project #: MPD0023-17 H80 CRIT
Name: SR95 Sidewalks
Project Limits: SR 95: Airport Road to Resort Drive

Date: November 7, 2016

DISTRICT - CONSTRUCTION FIELD REVIEW FORM

NOT COMPLETED AT FIELD REVIEW

To 'check' boxes, double click and select 'checked' in the Default value box

ITEM	ITEM NEEDED			LOCATION / QUANTITY / NOTES
	YES	NO	MAYBE	
Detour[a]	☐	☐	☐	
Temporary Construction[a]	☐	☐	☐	
Staging[a]	☐	☐	☐	
Stockpiling	☐	☐	☐	
Innovative Contracting	☐	☐	☐	
Traffic Control	☐	☐	☐	
Other	☐	☐	☐	

Comments and Risk Identification:

RETURN FORM TO PROJECT MANAGER FOLLOWING THE FIELD REVIEW

Project #: MPD0023-17 H80 CRIT
Name: SR95 Sidewalks
Project Limits: SR 95: Airport Road to Resort Drive

Date: November 7, 2016

DISTRICT - MAINTENANCE FIELD REVIEW FORM

NOT COMPLETED AT FIELD REVIEW

To 'check' boxes, double click and select 'checked' in the Default value box

ITEM	ITEM NEEDED			LOCATION / QUANTITY / NOTES
	YES	NO	MAYBE	
Striping	☐	☐	☐	
Signing	☐	☐	☐	
Lighting	☐	☐	☐	
Curb & Gutter	☐	☐	☐	
Low gravel shoulder correction	☐	☐	☐	
Guard Rail Repair	☐	☐	☐	
Fencing	☐	☐	☐	
Noisewall	☐	☐	☐	
Drainage Repair	☐	☐	☐	
Erosion Area Correction	☐	☐	☐	
Flooding Area Correction	☐	☐	☐	
Snow Trap, Storage, Icing Correction	☐	☐	☐	
RWIS	☐	☐	☐	
Anti-Icing System	☐	☐	☐	
Frost Heave Correction	☐	☐	☐	
Rest Area Work	☐	☐	☐	
Landscaping	☐	☐	☐	
Millings needed	☐	☐	☐	
Other salvage items	☐	☐	☐	
Other:	☐	☐	☐	

Comments and Risk Identification:

RETURN FORM TO PROJECT MANAGER FOLLOWING THE FIELD REVIEW

Project #: MPD0023-17 H80 CRIT
Name: SR95 Sidewalks
Project Limits: SR 95: Airport Road to Resort Drive

Date: November 7, 2016

ENVIRONMENTAL FIELD REVIEW FORM

To 'check' boxes, double click and select 'checked' in the Default value box

ITEM	YES	NO	MAYBE	LOCATION / NOTES / BUDGET-SCHEDULE IMPACTS
4(f) / 6(f) sites	☐	☒	☐	None known
Extensive Cultural/Historical Work	☐	☐	☒	Additional study needed to determine if surveys have been completed or are needed. Areas near the river have higher potential for cultural resources.
Title VI/Environmental Justice Populations	☒	☐	☐	Project should benefit community
Noise Concerns	☐	☒	☐	Project should not increase noise
Jurisdictional Waters or Wetlands	☒	☐	☐	Potential Waters of the U.S. present, project should qualify for Non-Notify Nationwide Permit 14 if these washes are impacted
Floodplain	☐	☒	☐	Project is outside the 100-year floodplain
State/Federal T&E Species	☐	☒	☐	None anticipated
Wildlife Crossing Concerns	☐	☒	☐	Project would not impact wildlife crossings
Hazmat or Contaminated site	☐	☒	☐	None known, further study during environmental clearance process
Prime or Unique Farmland	☒	☐	☐	Portion of the project area classified as farmland of unique importance; however, areas are not farmed. No farmland impacts anticipated.
Air Quality Nonattainment or Maintenance Area	☐	☒	☐	None
Noxious or Invasive Species	☐	☒	☐	None known at this time
Visual Quality Concerns	☐	☒	☐	None known at this time
Public Involvement Required	☐	☒	☐	Does not appear required, but could facilitate project
Significant Environmental Impacts	☐	☒	☐	None anticipated based on this preliminary review
Avoidance Areas	☐	☐	☒	TBD based on technical studies conducted during environmental clearance process
Other	☐	☐	☒	

Anticipated NEPA Clearance Type	Categorical Exclusion (CE) ☒	Environmental Assessment (EA) ☐	Environmental Impact Statement (EIS) ☐	N/A (No federal funds anticipated) ☐

Anticipated Permits Needed	Section 404 Permit: Nationwide Permit ☒ Individual Permit ☐ Should qualify for Non-notify NWP 14.	Individual Section 401 Certification ☐ Conditionally Certified with notification to EPA due to Tribal Lands	Section 402 Permit: AZPDES ☐ NPDES ☒ If ground disturbance >1 acre

Comments and Risk Identification:

RETURN FORM TO PROJECT MANAGER FOLLOWING THE FIELD REVIEW

Project #: MPD0023-17 H80 CRIT
Name: SR95 Sidewalks
Project Limits: SR 95: Airport Road to Resort Drive

Date: November 7, 2016

GEOTECHNICAL FIELD REVIEW FORM

NOT COMPLETED AT FIELD REVIEW

To 'check' in the check boxes, double click and click on 'checked' in the Default value box

ITEM	YES	NO	MAYBE	LOCATION / NOTES / BUDGET-SCHEDULE IMPACTS
Will geotechnical borings be required?	☐	☐	☐	Est Drilling/Excavation Depth:
Will rock coring be required?	☐	☐	☐	
Will test pits be required?	☐	☐	☐	Est Drilling/Excavation Depth:
Is site accessible by a 4-wheel vehicle, backhoe, or trackhoe?	☐	☐	☐	
Will a seismic refraction survey be required?	☐	☐	☐	
Will geologic mapping be required?	☐	☐	☐	
Will soil/rock lab testing be required?	☐	☐	☐	
Will geotechnical investigation require a separate Environmental Clearance?	☐	☐	☐	
Other:	☐	☐	☐	

Comments and Risk Identification:

RETURN FORM TO PROJECT MANAGER FOLLOWING THE FIELD REVIEW

Project #: MPD0023-17 H80 CRIT
Name: SR95 Sidewalks
Project Limits: SR 95: Airport Road to Resort Drive

Date: November 7, 2016

PAVEMENT / MATERIALS FIELD REVIEW FORM

NOT COMPLETED AT FIELD REVIEW

To 'check' in the check boxes, double click and click on 'checked' in the Default value box

ITEM		ITEM NEEDED			LOCATION / QUANTITY / NOTES
		YES	NO	MAYBE	
Hot Mix Asphaltic Concrete Pavement	Minor Rehab/Preventative Maint (Chip Seal, Slurry Seal, etc.)	☐	☐	☐	*(include lane width)*
	Major Rehab (Mill & Replace Only)	☐	☐	☐	
	Major Rehab (Mill, Replace & Overlay)	☐	☐	☐	
	Major Rehab (Overlay Only)	☐	☐	☐	
	Reconstruction	☐	☐	☐	*(include lane width)*
	Widening/Adding Turn Lanes	☐	☐	☐	
	Pavement Core	☐	☐	☐	
	Falling Weight Deflectometer Test	☐	☐	☐	
Portland Cement Concrete Pavement	Joint Repairs	☐	☐	☐	
	Dowel Bars	☐	☐	☐	
	Major CPR	☐	☐	☐	
	Minor CPR	☐	☐	☐	
	Widening/Turn Lanes	☐	☐	☐	
	Pavement Core	☐	☐	☐	
	Other:	☐	☐	☐	
Sub-surface	Aggregate Base Improvement	☐	☐	☐	
	Subgrade Improvement	☐	☐	☐	
	Other:	☐	☐	☐	
Shl-der	Shoulder Work	☐	☐	☐	*(include shoulder width)*
	Other:	☐	☐	☐	
Edge Drains	Edge Drain Video Insp	☐	☐	☐	
	Edge Drain Flushing	☐	☐	☐	
	New Edge Drains	☐	☐	☐	

Comments and Risk Identification:

RETURN FORM TO PROJECT MANAGER FOLLOWING THE FIELD REVIEW

Project #: MPD0023-17 H80 CRIT
Name: SR95 Sidewalks
Project Limits: SR 95: Airport Road to Resort Drive

Date: November 7, 2016

RIGHT-OF-WAY FIELD REVIEW FORM

To 'check' boxes, double click and select 'checked' in the Default value box

Location	Existing ROW Width	Owner	Comments
SR 95	320', 160 Lt & Rt CL	ADOT	
Resort Drive	N/A Private	Tribal Land/Casino	

List all adjacent land owners within the project limits	

ITEM	YES	NO	MAYBE	PARCEL # / LOCATION / QUANTITY / NOTES
Potential Full-Parcel ROW Take	☐	☒	☐	
Potential Partial-Parcel ROW Take	☐	☒	☐	
Access Issues	☐	☐	☒	Need to discuss the correct way to access this parcel during construction… TCE, tribal agreement
Temporary Construction Easement (TCE) required	☒	☐	☐	To access Resort Drive and other intersections near the casino
Drainage Easement required	☐	☒	☐	
Access Easement required	☒	☐	☐	Depending on the needs of the Tribe
Plats needed	☐	☒	☐	
Other	☐	☐	☐	

Comments and Risk Identification:

RETURN FORM TO PROJECT MANAGER FOLLOWING THE FIELD REVIEW

Project #: MPD0023-17 H80 CRIT
Name: SR95 Sidewalks
Project Limits: SR 95: Airport Road to Resort Drive

Date: November 7, 2016

ROADWAY / DRAINAGE FIELD REVIEW FORM

To 'check' boxes, double click and select 'checked' in the Default value box

ITEM	ITEM NEEDED			LOCATION / QUANTITY / NOTES
	YES	NO	MAYBE	
Design Exception	☐	☒	☐	
CSS Design Flexibility	☐	☐	☐	
Hor. Curve Correction	☐	☒	☐	
Vert. Curve Correction	☐	☒	☐	
Crown Correction	☐	☒	☐	
Super Correction	☐	☒	☐	
Side Slope Correction	☒	☐	☐	Regrading may be necessary especially if pathway is near the roadway rather than ROW
Shlder slope correction	☐	☒	☐	No Adjustments to Roadway Shoulders
Flatten Entrance Slopes	☐	☒	☐	
Sight-line Obstr. Correction	☐	☒	☐	
Guardrail	☐	☐	☒	May be necessary if pathway is moved near shoulder area (within the clearzone). Unlikely.
Curb & Gutter	☐	☐	☒	Sidewalk along SR 95 may be extended with C&G rather than detached path.
Retaining Walls	☐	☒	☐	
Spillway	☐	☒	☐	
Downdrain	☐	☒	☐	
Scuppers	☐	☐	☒	Scuppers may be necessary as the path crosses drainage features
69kV lines Steel Poles	☐	☐	☐	
Other:	☐	☐	☐	

Comments and Risk Identification:

RETURN FORM TO PROJECT MANAGER FOLLOWING THE FIELD REVIEW

Project #: MPD0023-17 H80 CRIT
Name: SR95 Sidewalks
Project Limits: SR 95: Airport Road to Resort Drive

Date: November 7, 2016

TRAFFIC / SAFETY FIELD REVIEW FORM

To 'check' in the check boxes, double click and click on 'checked' in the Default value box

ITEM	ITEM NEEDED			LOCATION / QUANTITY / NOTES
	YES	NO	MAYBE	
Bicycle Countermeasures				
Bike Lane	☐	☒	☐	However, an approximate 10' shoulder is provided north of Airport Road. Resort Drive doesn't have paved shoulders
Pavement Markings / Signs	☒	☐	☐	
Shared Use Path	☐	☒	☐	
Other:	☐	☐	☐	
Curve Countermeasures				
Enhanced Delineation and Friction for Horizontal Curve	☐	☐	☐	No curve on SR 95. Verify if delineation is enhanced on Resort Drive during field review.
Curve Warning Signs	☐	☒	☐	No curves on SR 95. No warning signs on Resort Drive.
Other:	☐	☐	☐	
Intersection Countermeasures				
Access Control	☐	☐	☒	Area not developed
Pedestrian Phasing	☒	☐	☐	
Pedestrian Signal/ Countdown Signal	☒	☐	☐	At signalized intersections
Offset/lengthen turn lane	☐	☒	☐	SR 95 / Airport Road
Phasing/protected left turn	☒	☐	☐	Projected left-turns on both SR 95 approaches at Airport Road. Protected left-turn on northbound SR 95 approach
Roundabout	☐	☒	☐	
Signal Backplates with Retroreflective Borders	☐	☐	☒	Verify during field review
Stop Bar	☒	☐	☐	
Other:	☐	☐	☐	

RETURN FORM TO PROJECT MANAGER FOLLOWING THE FIELD REVIEW

Project #: MPD0023-17 H80 CRIT
Name: SR95 Sidewalks
Project Limits: SR 95: Airport Road to Resort Drive

Date: November 7, 2016

Lane / Roadway Departure Countermeasures				
Longitudinal Rumble Strips / Stripes on 2-Lane Roads (shoulder & centerline)	☐	☒	☐	
Raised Median Barrier	☐	☒	☐	
Safety Edge	☐	☒	☐	
Shoulder	☐	☒	☐	
Other:	☐	☒	☐	If pathway encroaches within the clear zone, guard rail may be required.
ITEM	**ITEM NEEDED**			**LOCATION / QUANTITY / NOTES**
	YES	**NO**	**MAYBE**	
Pedestrian Countermeasures				
ADA Improvement	☒	☐	☐	ADA ramp access to pathway at SR 95/Resort Drive, and on Resort Drive
Crosswalk	☒	☐	☐	On Resort Drive
Median and Ped Xing Island (urban / suburban area)	☐	☐	☒	
Pedestrian Hybrid Beacon	☐	☐	☒	
Pedestrian Warning Sign (Ped Xing, No Right on Red, Yield to Peds)	☐	☐	☒	
Road Diet	☐	☐	☒	
Sidewalk	☒	☐	☐	New pathway/sidewalk along SR 95 and along Resort Drive
Traffic Calming	☐	☐	☒	
Widen Shoulder	☐	☐	☒	
Other:	☐	☐	☐	
Railroad Crossing Countermeasures				
Active Advanced Warning Sign	☐	☐	☒	
Flashing Light Signals	☐	☐	☒	
Gates (Automated, Channelized, Four-Quadrant)	☐	☐	☒	
Pavement Markings	☐	☐	☒	
Signage	☐	☐	☒	
Train Detection System	☐	☐	☒	
Traffic Signal	☐	☐	☒	
Warning Bell	☐	☐	☒	

RETURN FORM TO PROJECT MANAGER FOLLOWING THE FIELD REVIEW

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Date: November 7, 2016

Wayside Horn System	☐	☐	☒	
Other:	☐	☐	☒	

Comments and Risk Identification:

RETURN FORM TO PROJECT MANAGER FOLLOWING THE FIELD REVIEW

Project #: MPD0023-17 H80 CRIT
Name: SR95 Sidewalks
Project Limits: SR 95: Airport Road to Resort Drive

Date: November 7, 2016

UTILITIES
FIELD REVIEW FORM

(1) Info Source	(2) FACILITY OWNER	(3) FACILITY TYPE	(4) LOCATION	(5) Impact	(6) ROW /TCE	(7) REMARKS/ REASON FOR CONFLICT
	Arizona Department of Transportation (ADOT)	ELECTRIC, STORM DRAIN, LIGHTING, TRAFFIC SIGNALS	ELECTRIC-Lighting along SR 95 North and South of roadway STORM DRAIN, Pipe Culvert Crossing SIGNALS-Intersections at Airport and Resort Roads	N	N	SIGNALS-May need to modify ped push buttons/Conduit/Conductors
	Arizona Public Service (APS)	ELECTRIC	Powerlines cross at Airport Road Intersection and again at Resort Drive and the casino entrance	N	N	Locate poles, vaults & boxes, guy wire, if any, avoid
	Frontier Communications	COMMUNICATION, FIBER		N	N	Locate pathway away from facility, minimize crossings
	NPG Cable, LLC	CATV, FIBEROPTIC		N	N	Locate pathway away from facility, minimize crossings
	Southwest Gas	GAS		N	N	Locate pathway away from facility, minimize crossings
	Town of Parker	WATER		N	N	Locate pathway away from facility, minimize crossings
	Colorado River Sewage Systems	SEWER		N	N	Locate pathway away from facility, minimize crossings

1) **Use A – Permit Log, B – Field Observation, C – Utility/Other**
2) **Facility Owner (company/agency) name and contact information. Note: this does not include drainage features located underground**
3) **Type and Size of facility**
4) **Use Milepost or Stationing. Last resort-describe**
5) **Y – Likely to impact facility with project N – Not likely to impact facility**
6) **Y – If relocation, likely to need TCE or ROW N- No**
7) **Pertinent Information include potential relocation cost, schedule impacts, coring requirements, potential Utility Agreement notes, or other risks**

RETURN FORM TO PROJECT MANAGER FOLLOWING THE FIELD REVIEW

ATTACHMENT 8 – CRASH DATA SUMMARY

2004-2012 Crash Data Summary Characteristics for Key Roads and Intersections with Crash History				
Crash Location	# of Crashes	Fatalities	Injuries	Summary of Crash Characteristics
Mohave Road & Agnes Wilson Road	12	0	10	2 single vehicle, 1 head-on, 3 left turn, 2 rear end crash 1 cross centerline, 2 run-off-road, 1 roll over, 1 animal
Scott Road & Mohave Road	2	1	1	1 single vehicle, 1 ran-off-road, 1 rear end
12th Avenue & Agnes Wilson Road	1	1	0	1 single vehicle, 1 ran-off-road, 1 roll over
Indian School Road & Mohave Road	4	0	0	2 single vehicle, 2 left turn crash including 1 bus, 2 ran-off-road, 1 roll over, 1 hit fixed object
Mohave Road Mileposts 0-9	2	0	1	1 single vehicle, 1U-turn angle crash, 1 run-off-road
Mohave Road Mileposts 36-39	19	1	5	5 single vehicle, 1 vehicle/pedestrian, 1 ATV,3 rear end, 2 backing, 1 sideswipe, 3 angle crash, 2 canal, 4 run-off-road, 2 rollover, 1 hit fixed object, 1 hit parked car
2nd Avenue and Agency Road	3	0	0	3 single vehicle, 3 ran-off-road, 3 hit fixed object
Rio Vista Road	3	1	3	2 single vehicle, 1 vehicle/pedestrian, 1 ran-off-road, 1 rollover
Riverside Drive & Wal-Mart/Moovalya Plaza/McDonalds	128	2	16	31 single vehicle, 3 vehicle/pedestrian; backing, angle, sideswipe, left turn, head-on, hit parked vehicle, rear end, failed to yield, hit fixed object crashes . Fatal due to heart failure. 3 run-off--road, 2 rollover
Hopi Road & 11th Avenue Main Canal	1	1	0	1 single vehicle, 1 ran-off-road
Resort Drive & Blue Water Casino	85	1	13	23 single vehicle, 2 vehicle/pedestrian crashes, 1auto/motorcycle crash, left and right turns, backing, rear end, hit parked vehicle crashes, 5 run-off-road, 2 rollover,
Other Canal Crashes	26	2	5	25 single vehicle, 1 2-vehicle crash on canal bank,7 vehicles found in canal, 3 rollover, 1animal avoidance, 1 roadway failure

Sources: Colorado River Indian Tribes Police Department and Arizona Department of Transportation

ATTACHMENT 9 – PEDESTRIAN FACILITY EXAMPLES

Minimal Option Example: Cost ~ $5,000-$7,500*

*Costs for a minimal pedestrian rest area included in the project estimate in Attachment 5 of this report.

Moderate Option Example: Cost ~ $10,000-$20,000

<u>High End Option Example:</u> <u>Cost ~ $30,000-50,000</u>

ATTACHMENT 10 – FEMA FLOODPLAIN MAP

NOTES TO USERS

This map is for use in administering the National Flood Insurance Program. It does not necessarily identify all areas subject to flooding, particularly from local drainage sources of small size. The **community map repository** should be consulted for possible updated or additional flood hazard information.

To obtain more detailed information in areas where **Base Flood Elevations** (BFEs) and/or **floodways** have been determined, users are encouraged to consult the Flood Profiles and Floodway Data and/or Summary of Stillwater Elevations tables contained within the Flood Insurance Study (FIS) report that accompanies this FIRM. Users should be aware that BFEs shown on the FIRM represent rounded whole-foot elevations. These BFEs are intended for flood insurance rating purposes only and should not be used as the sole source of flood elevation information. Accordingly, flood elevation data presented in the FIS report should be utilized in conjunction with the FIRM for purposes of construction and/or floodplain management.

Coastal Base Flood Elevations shown on this map apply only landward of 0.0' NAVD 88. Users of this FIRM should be aware that coastal flood elevations are also provided in the Summary of Stillwater Elevations shown in the Flood Insurance Study report for this jurisdiction. Elevations shown in the Summary of Stillwater Elevations tables should be used for construction and/or floodplain management purposes when they are higher than the elevations shown on this FIRM.

Boundaries of the **floodways** were computed at cross sections and interpolated between cross sections. The floodways were based on hydraulic considerations with regard to requirements of the National Flood Insurance Program. Floodway widths and other pertinent floodway data are provided in the Flood Insurance Study report for this jurisdiction.

Certain areas not in Special Flood Hazard Areas may be protected by **flood control structures**. Refer to Section 2.4 "Flood Protection Measures" of the Flood Insurance Study report for information on flood control structures for this jurisdiction.

The **projection** used in the preparation of this map was Arizona State Plane Zone 0203 (Western Arizona). The **horizontal datum** was NAD27, Transverse Mercator. Differences in datum, spheroid, projection or UTM zones used in the production of FIRMs for adjacent jurisdictions may result in slight positional differences in map features across jurisdiction boundaries. These differences do not affect the accuracy of this FIRM.

Flood elevations on this map are referenced to the North American Vertical Datum of 1988. These flood elevations must be compared to structure and ground elevations referenced to the same **vertical datum**. For information regarding conversion between the National Geodetic Vertical Datum of 1929 and the North American Vertical Datum of 1988, visit the National Geodetic Survey website at http://www.ngs.noaa.gov or contact the National Geodetic Survey at the following address:

Spatial Reference System Division
National Geodetic Survey, NOAA
Silver Spring Metro Center
1315 East-West Highway
Silver Spring, Maryland 20910
(301) 713-3191

To obtain current elevation, description, and/or location information for **bench marks** shown on this map, please contact the Information Services Branch of the National Geodetic Survey at **(301) 713-3242**, or visit its website at http://www.ngs.noaa.gov.

Base map information shown on this FIRM was derived from U.S. Geological Survey Digital Orthophoto Quadrangles produced at a scale of 1:12,000 from photography dated 1992 or later.

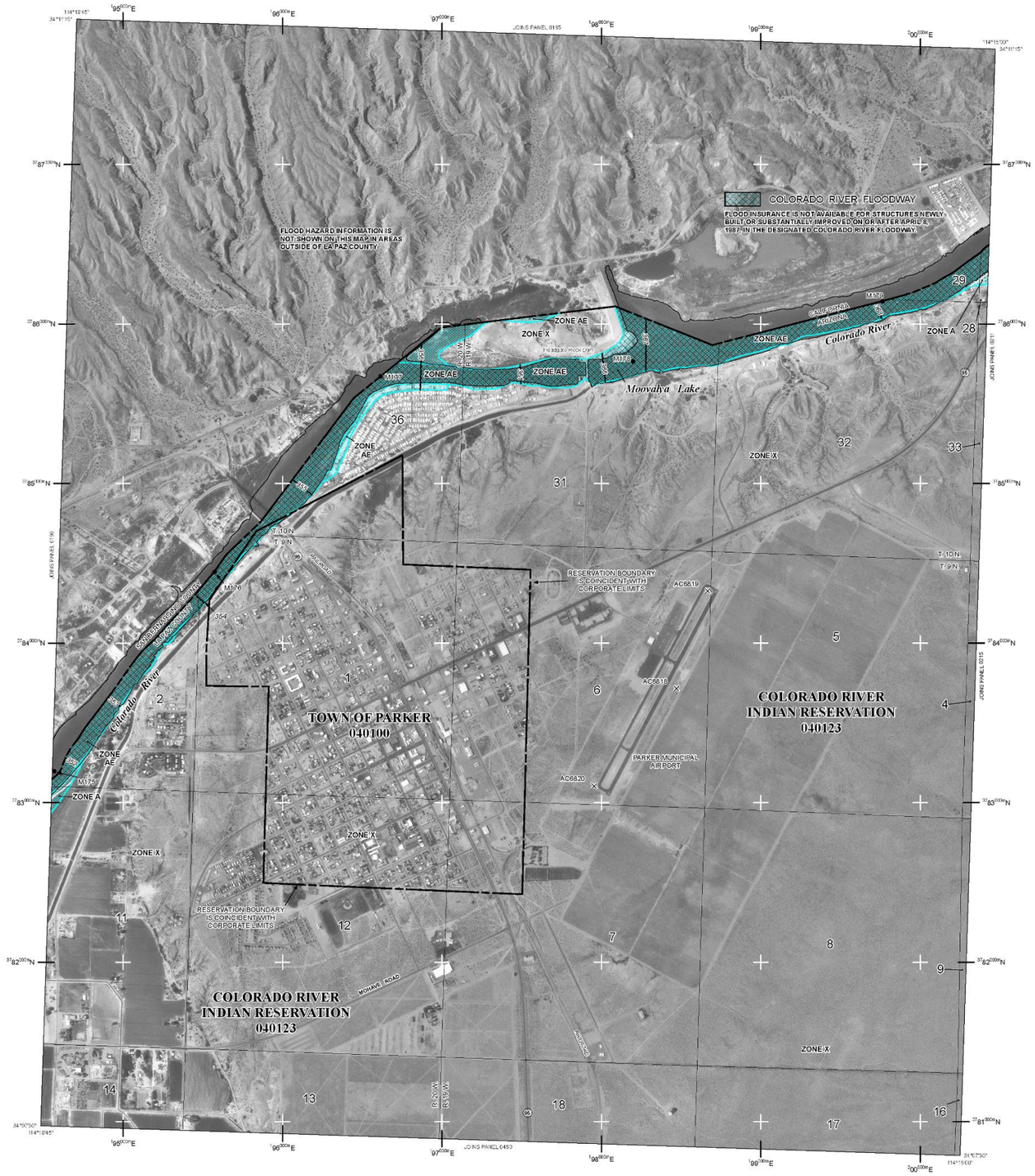
This map reflects more detailed and up-to-date **stream channel configurations** than those shown on the previous FIRM for this jurisdiction. The floodplains and floodways that were transferred from the previous FIRM may have been adjusted to conform to these new stream channel configurations. As a result, the Flood Profiles and Floodway Data tables in the Flood Insurance Study report (which contains authoritative hydraulic data) may reflect stream channel distances that differ from what is shown on this map.

Corporate limits shown on this map are based on the best data available at the time of publication. Because changes due to annexations or de-annexations may have occurred after this map was published, map users should contact appropriate community officials to verify current corporate limit locations.

Please refer to the separately printed **Map Index** for an overview map of the county showing the layout of map panels; community map repository addresses; and a Listing of Communities table containing National Flood Insurance Program dates for each community as well as a listing of the panels on which each community is located.

Contact the **FEMA Map Service Center** at 1-800-358-9616 for information on available products associated with this FIRM. Available products may include previously issued Letters of Map Change, an accompanying Flood Insurance Study Report, and/or digital versions of this map. The FEMA Map Service Center may also be reached by Fax at 1-800-358-9620 and its website at http://www.msc.fema.gov.

If you have **questions about this map** or questions concerning the National Flood Insurance Program in general, please call **1-877-FEMA MAP** (1-877-336-2627) or visit the FEMA website at http://www.fema.gov.



LEGEND

SPECIAL FLOOD HAZARD AREAS SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, A99, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

ZONE A	No base flood elevations determined.
ZONE AE	Base flood elevations determined.
ZONE AH	Flood depths of 1 to 3 feet (usually areas of ponding); base flood elevations determined.
ZONE AO	Flood depths of 1 to 3 feet (usually sheet flow on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
ZONE AR	Area of Special Flood Hazard formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
ZONE A99	Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no base flood elevations determined.
ZONE V	Coastal flood zone with velocity hazard (wave action); no base flood elevations determined.
ZONE VE	Coastal flood zone with velocity hazard (wave action); base flood elevations determined.

FLOODWAY AREAS IN ZONE AE

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

OTHER FLOOD AREAS

ZONE X	Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

OTHER AREAS

ZONE X	Areas determined to be outside the 0.2% annual chance floodplain.
ZONE D	Areas in which flood hazards are undetermined, but possible.

COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS

OTHERWISE PROTECTED AREAS (OPAs)

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

1% annual chance floodplain boundary
0.2% annual chance floodplain boundary
Floodway boundary
Zone D boundary
CBRS and OPA boundary
Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.

513	Base Flood Elevation line and value; elevation in feet*
(EL 987)	Base Flood Elevation value where uniform within zone; elevation in feet*

*Referenced to the North American Vertical Datum of 1988

A — A	Cross section line
23 - - - - 23	Transect line
97° 07' 30", 32° 22' 30"	Geographic coordinates referenced to the North American Datum of 1983 (NAD 83)
4275000 M	1000-meter Universal Transverse Mercator grid values, zone 12
600000 FT	5000-foot grid ticks: Arizona State Plane coordinate system, central zone (FIPSZONE 0202), Transverse Mercator
DX5510 x	Bench mark (see explanation in Notes to Users section of this FIRM panel)
● M1.5	River Mile

MAP REPOSITORIES
Refer to listing of Map Repositories on Map Index

EFFECTIVE DATE OF COUNTYWIDE
FLOOD INSURANCE RATE MAP
August 28, 2008

For community map revision history prior to countywide mapping, refer to the Community Map History table located in the Flood Insurance Study report for this jurisdiction.

To determine if flood insurance is available in this community, contact your insurance agent or call the National Flood Insurance Program at 1-800-638-6620.

N

MAP SCALE 1" = 1000'

500 0 1000 2000 FEET

300 0 300 600 METERS

NFIP

PANEL 0195C

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP
LA PAZ COUNTY, ARIZONA
AND INCORPORATED AREAS

PANEL 195 OF 2350

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
PARKER, TOWN OF	040100	0195	C
COLORADO RIVER INDIAN RESERVATION	040123	0195	C

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
04012C0195C

EFFECTIVE DATE
AUGUST 28, 2008

Federal Emergency Management Agency